Bowman

March 11, 2024

Greg Wirsen, MCS
Green Seal Environmental, LLC
114 State Road
Sagamore Beach, MA 02562

RE: Traffic Addendum
Canal Crossing Mixed-Use Development
Bourne, MA

Bowman has completed a traffic addendum for the proposed Canal Street Crossing mixed-use development (herein referred to as the "Project") to be located at 21 Hunters Brook Road, in Bourne (Sagamore Beach), Massachusetts. A Traffic Impact and Access Study (TIAS) was previously prepared for the Project by Vanasse Hangen Brustlin, Inc. (VHB), dated February 2019. Since the submission of the TIAS, the proposed build program has been modified. Under the most recent build program, the Project is proposed to include the construction of an approximate 35,380 square foot (sf) medical office building and 32 age-restricted condominiums (combination or 1 and 2 bedroom units). This is a reduced build program in comparison to what was presented in the TIAS, which included a 39,180 sf medical office building, 15 age-restricted condominiums, and a 90-bed assisted living facility. Access to the proposed site has not changed and would be provided by two full access driveways, one on Canal Street and one on Hunters Brook Road. As part of the modified build program, the two on-site uses would have an internal connection whereas the previous design only afforded a connection for emergency vehicles.

The purpose of this memorandum is to provide an updated estimate of the number of vehicle trips associated with the Project under the latest build program and provide an assessment of changes to the proposed mitigation presented in the TIAS under the reduced build program.

Traffic Volumes

Traffic volume data presented in the TIAS was collected in August 2018, and grown using a 0.5 percent annual growth rate to establish the 2019 Existing, 2026 No Build, and 2026 Build conditions that were used as a basis for the capacity analysis presented in the TIS. The background growth rate of 0.5 percent was established based on information contained in the Cape Cod 2017 Traffic Counting Report.

Since the completion of the TIS, the Cape Cod Commission (CCC) has published the 2019 Traffic Counting Report that presents traffic volume trends Cape-wide based on more recent data. Based on information provided in the 2019 Traffic Counting Report, the 10-year annual growth rate for the Upper Cape region between 2009 and 2019 was 0.59 percent per year. This is slightly above the 0.5 percent background growth rate that was applied in the TIS; however, the slight increase of background growth would not be anticipated to impact the results and conclusions presented in the TIS.

Updated Vehicular Trip Generation

To estimate the number of vehicle trips associated with the latest build program of the Project, the Institute of Transportation Engineer's (ITE) publication, *Trip Generation Manual, 11th Edition,* was referenced. The *Trip Generation Manual, 11th Edition* was published in September 2021, after the submission of the original TIS, which presented data available in the *Trip Generation Manual, 10th Edition*. The updated manual provides more recent data, and modified land use codes (LUC) that are applicable to a wider number of land uses.

The trip generation estimates presented in the TIAS were based on the previous *Trip Generation Manual, 10th Edition,* and referenced data available for LUC 720 (Medical-Dental Office Building), LUC 254 (Assisted Living), and LUC 251 (Senior Adult Housing – Detached). To provide a comparison of the trip generation estimates associated with the latest build program, comparable LUCs available in the most recent *Trip Generation Manual, 11th Edition* were referenced. These include LUC 720 (Medical-Dental Office Building), and LUC 251 (Senior Adult Housing – Single Family).

A summary of the weekday daily and weekday peak hour trip generation estimates for the Project based on the latest build program are summarized in Table 1 below.

Table 1: Updated Unadjusted Vehicular Trip Generation

Land Use	Size	Weekday Daily			Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Medical Office[(1)]	35,380 sf	706	706	1,412	75	20	95	42	99	141
Age-Restricted Condominiums[(2)]	32-units	112	112	224	5	11	16	11	7	18
TOTAL		**818**	**818**	**1,636**	**80**	**31**	**111**	**53**	**106**	**159**

(1) ITE Land Use Code 720 (Medical-Dental Office Building) based on 35,380 sf.

(2) ITE Land Use Code 251 (Senior-Adult Housing, Single-Family) based on 32 dwelling units.

As presented in Table 1, the proposed Project is estimated to generate approximately 1,636 daily vehicle trips (818 entering vehicles and 818 exiting vehicles) during a typical weekday. During the weekday morning peak hour, the proposed Project is estimated to generate approximately 111 vehicle trips (80 entering vehicles and 31 exiting vehicles). During the weekday afternoon peak hour, the proposed Project is estimated to generate approximately 159 vehicle trips (53 entering vehicles and 106 exiting vehicles).

A comparison of the unadjusted trip generation presented in the TIS, and the updated trip generation for the proposed site is presented in Table 2 below.

Table 2: Vehicular Trip Generation Comparison

Time Period	Previous[(1)]	Updated[(2)]	Difference
Weekday Daily	1,762	1,636	-126
Weekday Morning Peak Hour	124	111	-13
Weekday Afternoon Peak Hour	170	159	-11

(1) As presented in the VHB February 2019 TIS. Based on ITE's Trip Generaion Manual, 10th Edition.
(2) As presented in Table 1. Based on the updated build program and ITE's Trip Generation Manual, 11th Edition.

As presented in Table 2, the proposed build program changes as part of the latest site plans for the Canal Street Crossing mixed-use development would result in a decrease of total trips during the weekday daily, weekday morning peak hour, and weekday afternoon peak hour time periods. The weekday morning and weekday afternoon peak hour trip generation comparison are comparable, with decreases estimated for both peak hours.

The methodology presented in the TIAS includes a reduction in the number of new trips to account for internal capture that would be reflective of residents of the age-restricted condominiums that may work or patron the medical offices. The methodology also applies an additional 25 percent reduction in trips to account for anticipated mode split to/from the site based on its proximity to multi-modal connections. These reductions would result in an overall decrease in new trips to and from the site, and would still apply to the latest build program. The overall comparison of trips between the latest build program and the trip generation presented in the TIAS would follow similar trends that would result in an overall decrease in trips between the previous trip generation, as presented in the TIS, and the updated trip gen for the latest build program.

Trip Distribution and Assignment

The trip distribution patterns for the latest build program would be consistent with the trip distribution patterns presented in the TIS. However, the internal site connection would allow residents of the age-restricted condominiums to exit the site onto Canal Street, that would be shared with the proposed medical office. Under the previous site configuration, the internal connection was to be used by emergency vehicles only, and residents were limited to access the site via the site driveway on Hunters Brook Road.

Based on the Journey-to-Work U.S. Census data for the Town of Bourne that was presented in the TIS, over 75 percent of the trips associated with the condominiums would be traveling to/from the west on Meetinghouse Lane to access Route 3. Based on these patterns, a majority of the trips exiting the site driveways under the latest site configuration would be making right-turn movements out of the site driveways. The increase in the number of condominium units proposed under the latest build program (32

units), in comparison to the 15 units that were previously proposed, would result in minor increases in the number of trips estimated to be generated by the condominiums (less than ten total trips per peak hour). This increase would not be anticipated to impact the operations or safety along the study area roadways and intersections. Overall, the trip generation estimates associated with the latest build program along with the internal circulation changes would not be anticipated to significantly impact the capacity analysis results and findings presented in the TIS.

Updated Transportation Demand Management (TDM) Program

The TIAS proposed mitigation measures that address safety, trip reduction/transportation balance and efficiency, and level of service/congestion management as part of the Transportation Demand Management (TDM) program. A majority of the mitigation measures presented in the TIAS would still be beneficial to the overall site operations and would assist in reducing the overall impact of the project on the adjacent roadway network. Due to the reduction in overall trips generated by the proposed site, the TDM measures presented in the TIAS were reviewed and reevaluated.

The proposed site would continue to benefit from the use of nearby public services. These include the use of the Cape Cod Regional Transit Authority (CCRTA) Sandwich bus line which has a stop located at the Sagamore Park and Ride Lot just north of the site and provides bus service between Sagamore and Hyannis. Additionally, the CCRTA Dial-a-Ride-Transportation (DART) service would also be available to residents and patrons of the site. Due to the removal of the assisted living facility as part of the latest build program, a CCRTA bus stop would not be located on site; however, the CCRTA bus stop located at the Sagamore Park and Ride Lot is less than a ten-minute walk away for residents, employees, and patrons of the site.

On-site amenities for employees of the medical offices would continue to be provided. These include bike racks and an on-site shower with lockers for employees who choose to bike to work. The four electric vehicle (EV) preferred parking stalls are still proposed as part of the updated build program. Other amenities as listed in the TIAS would still be available.

Based on the updated trip generation estimates that would result in an overall decrease in trips to and from the site, the capacity analysis presented in the TIAS is anticipated to provide conservative results. As such, the congestion management mitigation presented in the TIAS is considered to be overstated. Based on a review of the capacity analysis results presented in the TIAS, and the reduction in trips estimated to be generated by the site under the latest build program, it is recommended that the adaptive signal system that was previously proposed at the intersection of Sandwich Road at Mid-Cape Connector be removed from the proposed intersection improvements. As presented in the TIAS, the intersection of Sandwich Road at Mid-Cape Connector is expected to experience minor increases in delay as a result of the project. These impacts would be anticipated to be further reduced as a result of the latest build program.

Conclusions and Recommendations

The latest build program for the proposed Canal Street Crossing mixed-use development, located at 21 Hunters Brook Road, in Bourne (Sagamore Beach), Massachusetts, has been revised since the submission of the TIAS in February 2019. The assisted living facility that was previously proposed has been removed, and the proposed medical office building size has been reduced to 35,380 sf. The number of age-restricted condominiums has increased to 32-units; however, the latest build program shows an overall reduction in trip generators on site in comparison to the previous build program that was used as a basis for the TIS.

The trip generation for the proposed Project was updated to apply the latest ITE methodology as presented in the *Trip Generation Manual, 11th Edition*, and reflects the updated build program. When compared to the trip generation estimates presented in the TIAS, the trip generation for the updated build program would be anticipated to result in a decrease of total trips during the weekday daily, weekday morning peak hour, and weekday afternoon peak hour time periods.

Based on the overall reduction in trips generated by the site as part of the latest build program, and the removal of the assisted living facility, the on-site bus stop and adaptive traffic signal upgrade at the intersection of Sandwich Road at Mid-Cape Connector would no longer be proposed as part of the TDM program.

Bowman respectfully requests that the Cape Cod Commission (CCC) review the methodology presented above and consider the recommendations outlined in this assessment. Please do not hesitate to contact us with any questions regarding the findings of this assessment.

Sincerely,



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Senior Project Manager

Canal Street Crossing
21 Hunters Brook Road Mixed-Use Development

Bourne, Massachusetts

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February 2019

Table of Contents

Table of Contents ..... **ii**
List of Tables ..... **iv**
List of Figures ..... **v**
Executive Summary ..... **vi**
Introduction **1**
Project Description 1
Study Methodology 2
Existing Conditions **3**
Study Area 3
Roadway Geometry 4
Roadways 4
Intersections 5
Roadway Jurisdiction 9
Traffic Volume Data 9
Seasonality of Count Data 10
Public Transportation 10
Cape Cod Regional Transit Authority 11
Vehicular Crash History 12
Future Conditions **16**
Background Traffic Growth 16
Historic Traffic Growth 16
Site-Specific Growth 17
No-Build Traffic Volumes 17
Future Roadway Conditions 17
Trip Generation 17
Trip Distribution and Assignment 20

Site Access 21
Sight Distance 22
Traffic Operations Analysis 24
Level-of-Service and Delay Criteria 24
Level-of-Service Analysis 25
Signalized Intersection Capacity Analyses 25
Unsignalized Intersection Capacity Analyses 28
Roadway Segment Capacity Analysis 31
Mitigation 33
Safety 33
Trip Reduction Mitigation 36
Congestion Management 40
Intersection Improvements 40
Monetary Contribution 42
Conclusion 43

List of Tables

Table No.	Description	Page
Table 1	Existing Traffic Volume Summary – Peak Summer Season	10
Table 2	Vehicular Crash Summary (2012 – 2016)	13
Table 2	Vehicular Crash Summary (2012 – 2016)	14
Table 3	Unadjusted Trip Generation Summary	18
Table 4	Trip Generation Summary with Internal Capture	19
Table 5	Trip Generation Summary with 25-Percent Trip Reduction	20
Table 6	Trip Distribution Summary	21
Table 7	Sight Distance Analysis Summary	23
Table 8	Signalized Intersection Capacity Analysis – Peak Summer Season	26
Table 9	Unsignalized Intersection Capacity Analysis – Peak Summer Season	29
Table 10	Roadway Segment Capacity Analysis – Peak Summer Season	31
Table 11	Signalized Intersection Capacity Analysis w/Mit – Peak Summer Season	41
Table 12	Mitigation Plan Cost Summary	42

List of Figures

Figure No.	Description	Following Page
Figure 1	Site Location Map and Study Area Intersections	1
Figure 2	Study Area Intersection Lane Geometry and Traffic Control	4
Figure 3	Roadway Jurisdiction Map	9
Figure 4	2019 Existing Conditions Weekday Morning Peak Hour Traffic Volumes – Peak Summer Season	10
Figure 5	2019 Existing Conditions Weekday Evening Peak Hour Traffic Volumes – Peak Summer Season	10
Figure 6	2026 No-Build Conditions Weekday Morning Peak Hour Traffic Volumes – Peak Summer Season	16
Figure 7	2026 No-Build Conditions Weekday Evening Peak Hour Traffic Volumes – Peak Summer Season	16
Figure 8	Trip Distribution – Medical Office	18
Figure 9	Trip Distribution – Assisted Living Facility	18
Figure 10	Trip Distribution – Age-Restricted Condominiums	18
Figure 11	2026 Build Conditions Weekday Morning Peak Hour Traffic Volumes – Peak Summer Season	19
Figure 12	2026 Build Conditions Weekday Evening Peak Hour Traffic Volumes – Peak Summer Season	19
Figure 13	Site Plan	21

Executive Summary

VHB, Inc. has prepared a traffic impact and access study (TIAS) for the proposed mixed -use project (Canal Street Crossing) (the "Project") located along Canal Street and Hunters Brook Road and Bourne, Massachusetts. The site is currently vacant, and the proposed project would involve the construction of an approximately 39,312 square foot (sf) medical office building, a 90-bed assisted living facility, and 15 age restricted condominiums. Project is named Canal Street Crossing. Access to the site would be provided by two access driveways, one on Canal Street, and one on Hunters Brook Road. The access on Canal Street will serve the commercial portions of the project (Medical Office and Assisted Living facilities) while the Hunters Brook Driveway access will be limited to the residential units proposed. The Canal Street driveway will be limited in nature allowing both left and right turns into the site but only right turns exiting the site. The right turn only will ensure that cut through activity through the residential area will not occur as part of the project. The driveway to Hunters Brook Road will be full access and only serve the proposed 15 residential units.

The Based on a review of the anticipated trip generation and trip distribution for the proposed project, a study area was established. The study area was established also in part based on a review of the RPP and the RPP Functional Classification of Cape Cod Roadways Map and through consultation with the Cape Cod Commission Staff. Using this approach, the project study area included the following twelve intersections and four roadway links:

Intersections:

- Hunters Brook Road at:
    - Proposed Site driveway
    - Old Plymouth Road
- Meetinghouse Lane at:
    - Old Plymouth Road
    - Canal Street / State Road
    - Route 3/6 Northbound Off-Ramp
- Canal Street at
    - Proposed Site driveway
    - Commercial Way

- Scenic Highway (Route 6) at:
    - Route 3 Southbound Off-Ramp
    - Route 6 Eastbound On-Ramp/Church Lane
- Sandwich Road at:
    - Mid-Cape Connector
    - Sandwich Road (East of South side Bourne Rotary)
- Cranberry Highway (Route 6A) at Adams Street

Roadway Links:

- Canal Street – Between Proposed Site Driveway and Meetinghouse Lane
- Meetinghouse Lane – Between Old Plymouth Road and Canal Street
- Scenic Highway – Between Route 3 Southbound Off-Ramp and Route 6 Eastbound On-Ramp
- Sandwich Road – Between Sandwich Road and Mid-Cape Connector

Turning movement counts (TMC), collecting *peak hour* data, were conducted at each of the study area intersections during the weekday morning and evening peak periods, 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. Concurrent with the TMCs, 24-hour automatic traffic recorder counts were conducted on Canal Street.

The proposed project is expected to result in a total of 1,752 new trips (876 entering/876 exiting) on a typical weekday, with 124 new vehicle trips (91 entering/33 exiting) during the weekday morning peak hour, and 166 new vehicle trips (52 entering/114 exiting) during the weekday evening peak hour.

Capacity analyses were conducted for each of the study area intersections and roadway segments under 2019 Existing conditions, 2026 No-Build conditions (without the proposed development), and 2026 Build conditions (with the proposed development). Based on the results of these analyses and the anticipated site-generated traffic, the proponent is proposing mitigation actions to be consistent with Regional Policy Plan (RPP) minimum performance standards and with MassDOT planning study recommendations. These include the following measures:

- Implementation of a comprehensive Transportation Demand Management Program (TDM)
- Intersection safety enhancements at:
    - Scenic Highway and Canal Street/Meeting House Road
    - Scenic Highway and Southbound Route 3 Off-Ramp

- Implementation of adaptive traffic signal technology at three locations:
  - Scenic Highway and Canal Street/Meeting House Road
  - Scenic Highway and Southbound Route 3 Off-Ramp
  - Scenic Highway at Route 3 Southbound On-Ramp

In addition, the Proponent has committed to contribute up-to $50,000 to the Cape Cod Regional Transit Authority (CCRTA) assuming the project is approved and built at its current size.

Overall, VHB concludes that with the safety, operational, and Transportation Demand Management (TDM) measures proposed the impacts of the project will be fully offset.

1

Introduction

This traffic study documents the findings of the traffic evaluation conducted for the project including an assessment of existing conditions, projection of future traffic volumes without and with the proposed development, analysis of impacts of the proposed development, and recommendations for improving existing capacity deficiencies as well as to offset project related traffic impacts.

Project Description

The site is located along Canal Street and Hunters Brook Road in Bourne, Massachusetts. The site is currently vacant, and the proposed project would involve the construction of an approximately 39,312 square foot (sf) medical office building, a 90-bed assisted living facility, and 15 age restricted condominiums. Project is named Canal Street Crossing. Access to the site would be provided by two access driveways, one on Canal Street, and one on Hunters Brook Road. The access on Canal Street will serve the commercial portions of the project (Medical Office and Assisted Living facilities) while the Hunters Brook Driveway access will be limited to the residential units proposed. The Canal Street driveway will be limited in nature allowing both left and right turns into the site but only right turns exiting the site. The right turn only will ensure that cut through activity through the southerly residential areas will not occur as a result of this project. Access along Canal Road is necessary to address public safety concerns raised by Police and Fire (see letters in Appendix. The driveway to Hunters Brook Road will be full access and only serve the proposed 15 residential units.

Study Methodology

This traffic assessment has been conducted in three stages. The first stage involved an assessment of existing traffic conditions within the project area including an inventory of existing roadway geometry; observations of traffic flow, including daily and peak period traffic counts; and a review of vehicular crash data.

The second stage of the study established the framework for evaluating the transportation impacts of the proposed project. Specific travel demand forecasts for the project were assessed along with future traffic demands on the study area roadways due to projected background traffic growth and other proposed area development that will occur, independent of the proposed development. The year 2026, a seven-year time horizon, was selected as the design year for analysis for the preparation of this traffic impact and access assessment to satisfy the Executive Office of Energy and Environmental Affairs/Executive Office of Transportation [EOEEA/EOT] guidelines and Cape Code Commission (CCC) Development of Regional Impact (DRI) requirement.

The third and final stage involved conducting traffic analyses to identify both existing and projected future roadway capacities and demands. This analysis was used as the basis for determining potential project impacts and potential mitigation measures.

2

Existing Conditions

Evaluation of the transportation impacts associated with the proposed project requires a thorough understanding of the existing transportation system in the project study area. Existing transportation conditions in the study area include roadway geometry, traffic controls, daily and peak period traffic flow, and vehicular crash information data. Each of these elements is described in detail below.

Study Area

Based on a review of the anticipated trip generation and trip distribution for the proposed project, a study area was established. The study area was established also in part based on a review of the RPP and the RPP Functional Classification of Cape Cod Roadways Map and through consultation with the CCC and the Town of Bourne. Using this approach, the project study area will include the following twelve intersections and four roadway links:

Intersections:

- Hunters Brook Road at:
  - Proposed Site driveway
  - Old Plymouth Road
- Meetinghouse Lane at:
  - Old Plymouth Road
  - Canal Street / State Road
  - Route 3/6 Northbound Off-Ramp
- Canal Street at
  - Proposed Site driveway
  - Commercial Way

- Scenic Highway (Route 6) at:
    - Route 3 Southbound Off-Ramp
    - Route 6 Eastbound On-Ramp/Church Lane
- Sandwich Road at:
    - Mid-Cape Connector
    - Sandwich Road (East of South side Bourne Rotary)
- Cranberry Highway (Route 6A) at Adams Street

Roadway Links:

- Canal Street – Between Proposed Site Driveway and Meetinghouse Lane
- Meetinghouse Lane – Between Old Plymouth Road and Canal Street
- Scenic Highway – Between Route 3 Southbound Off-Ramp and Route 6 Eastbound On-Ramp
- Sandwich Road – Between Sandwich Road and Mid-Cape Connector

The existing conditions evaluation consisted of an inventory of the traffic control; roadway, driveway, and intersection geometry in the study area; the collection of daily and peak period traffic volumes; and a review of recent vehicular crash history. The location of the Project Site and study area intersections are shown in Figure 1.

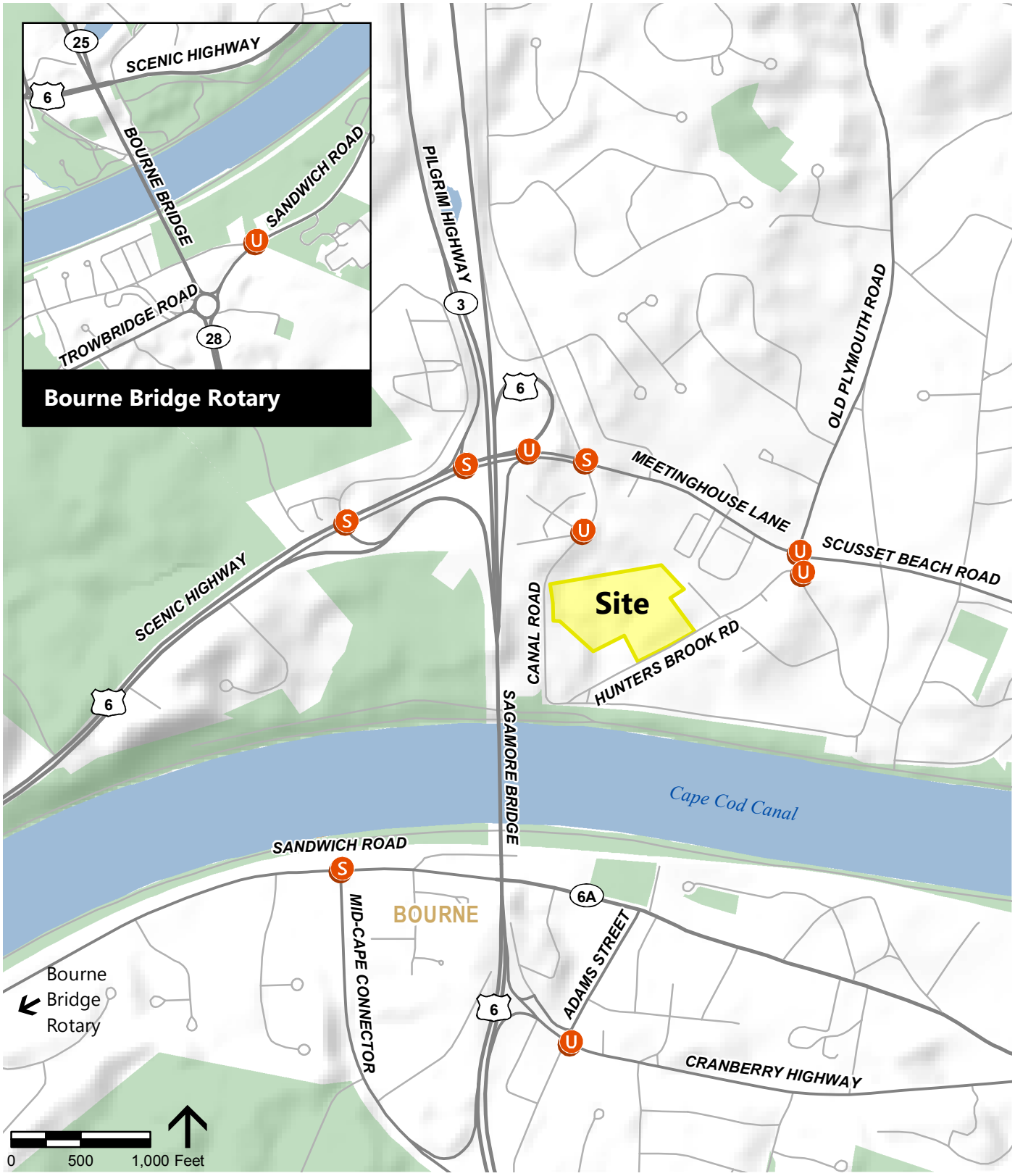
Roadway Geometry

The major travel routes and intersections within the study area are described below. Figure 2 shows the observed existing geometry and traffic control at each study-area intersection.

Roadways

Scenic Highway (Route 6)

Scenic Highway (Route 6), within the study area, is generally a four-lane median separated roadway running in an east-west direction. Scenic Highway (Route 6) is under MassDOT jurisdiction and is classified as a principal arterial. The posted speed limit along Scenic Highway (Route 6) within the study area is 40 miles-per-hour (mph). Land use along Scenic Highway (Route 6) is commercial with some residential.

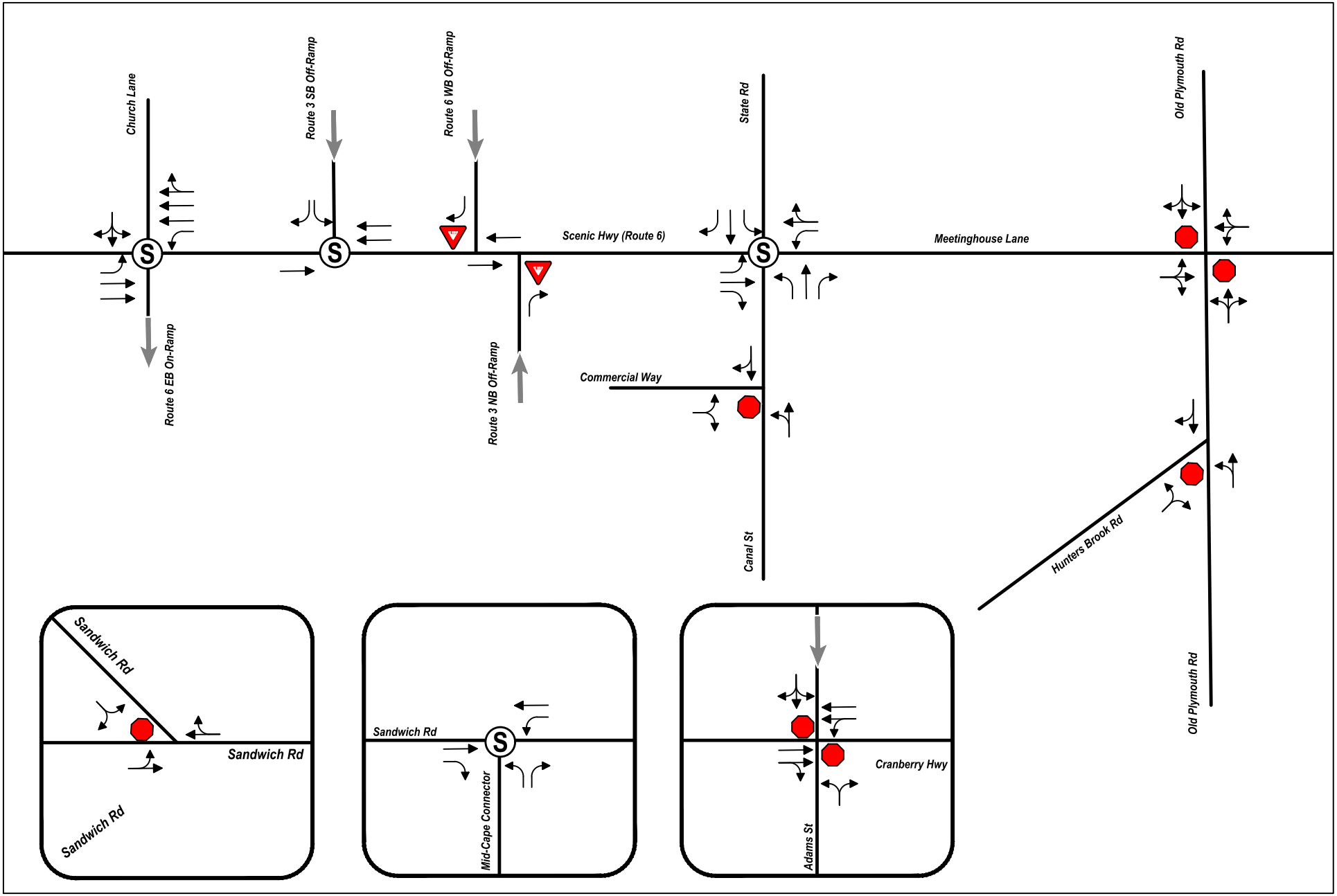


S Signalized Intersection

U Unsignalized Intersection

Figure 1

Study Area Intersections
21 Hunters Brook Road
Bourne, Massachusetts



Signalized Intersection

Yield Control Intersection

Stop Control Intersection

Study Area Intersections
Lane Geometry and Traffic Control
21 Hunters Brook Road
Bourne, Massachusetts

Figure 2

Meetinghouse Lane

Meetinghouse Lane, within the study area, is a two-lane roadway running in the east-west direction. Meetinghouse Lane is under local jurisdiction and is classified as a minor arterial. There is no posted speed limit along Meetinghouse Lane within the study area. Land use along Meetinghouse Lane is commercial with some residential.

Sandwich Road

Sandwich Road, within the study area, is a two-lane roadway running in the east-west direction. Sandwich Road is under MassDOT jurisdiction and is classified as a principal arterial west of Mid-Cape Connector and a minor arterial east of Mid-Town Connector. The posted speed limit along Sandwich Road within the study area is 45 mph. Land use along Sandwich Road consists of residential, Upper Cape Regional High School, and some commercial.

Canal Street

Canal Street, within the study area, is a two-lane roadway running in the north-south direction. A portion of Canal Street in the vicinity of the proposed commercial access driveway is under MassDOT jurisdiction and is classified as a collector. There is no posted speed limit along Canal Street within the study area. Land use along Canal Street is primarily commercial.

Intersections

The following sections describe the study-area intersections in detail.

Hunters Brook Road at Old Plymouth Road

- Three-legged unsignalized intersection
- Eastbound approach consists of one multi-purpose lane and is under STOP control
- Northbound approach consists of one multi-purpose lane and operates freely
- Southbound approach consists of one multi-purpose lane and operates freely
- There are no sidewalks provided at this intersection

- 1-2-foot-wide shoulders are provided on both Old Plymouth Street approaches
- There are no crosswalks provided across at this intersection
- Land use in the area is primarily residential

Meetinghouse Lane at Old Plymouth Road

- Four-legged unsignalized intersection
- Northbound and southbound legs are under STOP control while the eastbound and westbound legs operate freely
- All approaches consist of one multi-purpose lane
- Sidewalks are provided along the north side of the eastbound approach
- There are no crosswalks provided across at this intersection
- Land use in the area is primarily residential

Canal Street at Commerce Way

- Three-legged unsignalized intersection
- Eastbound leg is STOP controlled while northbound and southbound legs operate freely
- All approaches consist of one multi-purpose lane
- A crosswalk is provided across the Commerce Way approach
- Sidewalks are provided along the west side of both Canal Street approaches as well as the north side of the Commerce Way approach
- Land use in the area is primarily commercial

Meetinghouse Lane at State Road/Canal Street

- Four-legged signalized intersection
- Meetinghouse Lane westbound approach consists of a dedicated left, through, and right turn lanes
- Meetinghouse Lane eastbound approach consists of a dedicated left turn lane and a shared through-right turn lane

- Northbound Canal Street and Southbound State Road approaches consist of one dedicated left and one dedicated through lane as well as a channelized right turn lane under YIELD control
- Sidewalks are provided on both sides of Canal Street, the north side of the westbound approach, and the south side of the eastbound approach
- A crosswalk is provided across the Canal Street approach and the westbound Meetinghouse Lane approach
- Land use in the area is primarily commercial with some residential

Meetinghouse Lane at Route 3 Northbound Off-Ramp

- Four-legged median separated unsignalized intersection
- All approaches have one general purpose lane
- A crosswalk is provided across the Route 3 Northbound Off-Ramp to Route 6 Eastbound
- Sidewalks are provided on the south side of Meetinghouse Lane
- Land uses in the area is primarily commercial with some residential

Scenic Highway (Route 6) at Route 3 Southbound Off-Ramp

- Three-legged signalized intersection
- Eastbound approach consists of one through lane
- Westbound approach consists of two through lanes
- Southbound approach is one-way southbound and consists of one left turn lane and one channelized right turn lane under YIELD control
- Sidewalks are provided on the north side of the eastbound approach and south side of the westbound approach
- A crosswalk is provided across the eastbound Scenic Highway approach
- Land use in the area is primarily commercial with some residential

Scenic Highway (Route 6) at Route 6 Eastbound On-Ramp / Church Lane

- Four-legged signalized intersection
- Eastbound Scenic Highway approach consists of one dedicated left turn lane and two through lanes
- Westbound Scenic Highway approach consists of one dedicated left turn lane, two through lanes, and one shared through/right-turn lane
- Sidewalks are provided on the west side of Church Lane and the north side of the driveway
- No sidewalks are provided at this intersection
- No crosswalks are provided at this intersection
- Land use in the area is primarily undeveloped with some residential

Cranberry Highway at Adams Street

- Four-legged unsignalized intersection
- Westbound approach consists of one through lane and one shared through/left-turn lane
- Eastbound approach consists of one through lane and one shared through/right-turn lane
- Southbound Adams Street approach is one way southbound and consists of one multi-purpose lane under STOP control
- Northbound Adams Street approach consists of one multi-purpose lane and is under STOP control
- No sidewalks are provided at this intersection
- There are no crosswalks provided at this location
- Land use in the area is a mix of commercial and residential

Sandwich Road at Mid-Cape Connector

- Three-legged signalized intersection
- Eastbound approach consists of one through lane and one channelized right turn lane operating freely

- Westbound Sandwich Road approach consists of one dedicated left turn lane and one through lane
- Northbound Mid-Cape Connector approach consists of one dedicated left turn lane and one dedicated right turn lane
- No sidewalks are provided at this intersection
- No crosswalks are provided at this intersection
- Land use in the area is primarily residential

Sandwich Road at Sandwich Road (East of South side Bourne Rotary)

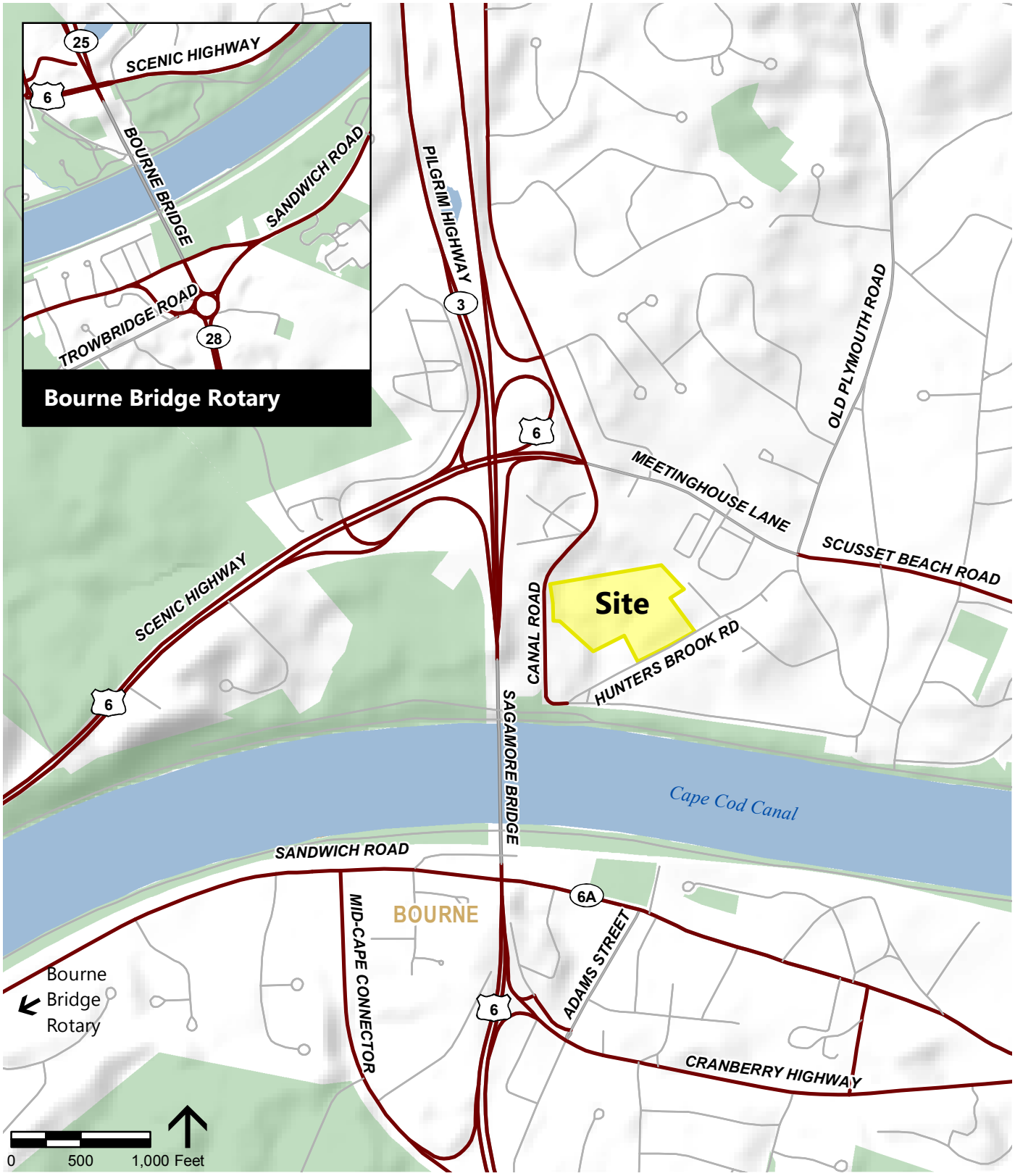
- Three-legged unsignalized intersection
- Eastbound approach is STOP controlled
- All approaches have one general purpose lane
- No sidewalks are provided at this intersection
- No crosswalks are provided at this location
- Land use in the area is residential

Roadway Jurisdiction

Roadways within the study area are under the jurisdiction of the Town of Bourne, and MassDOT. Figure 3 illustrates the roadway jurisdiction designations within the study area.

Traffic Volume Data

Turning movement counts (TMC), collecting *peak hour* data, were conducted at study area intersections during the weekday morning and evening peak periods from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. It is during these two periods when the combination of site traffic and area background traffic are at their most critical level. These counts were conducted in August 2018 and represents peak summer conditions. The counts were then grown using a 0.5-percent per year growth rate to the 2019 baseline year. Use of the 0.5-percent per year growth rate is detailed in Chapter 3.

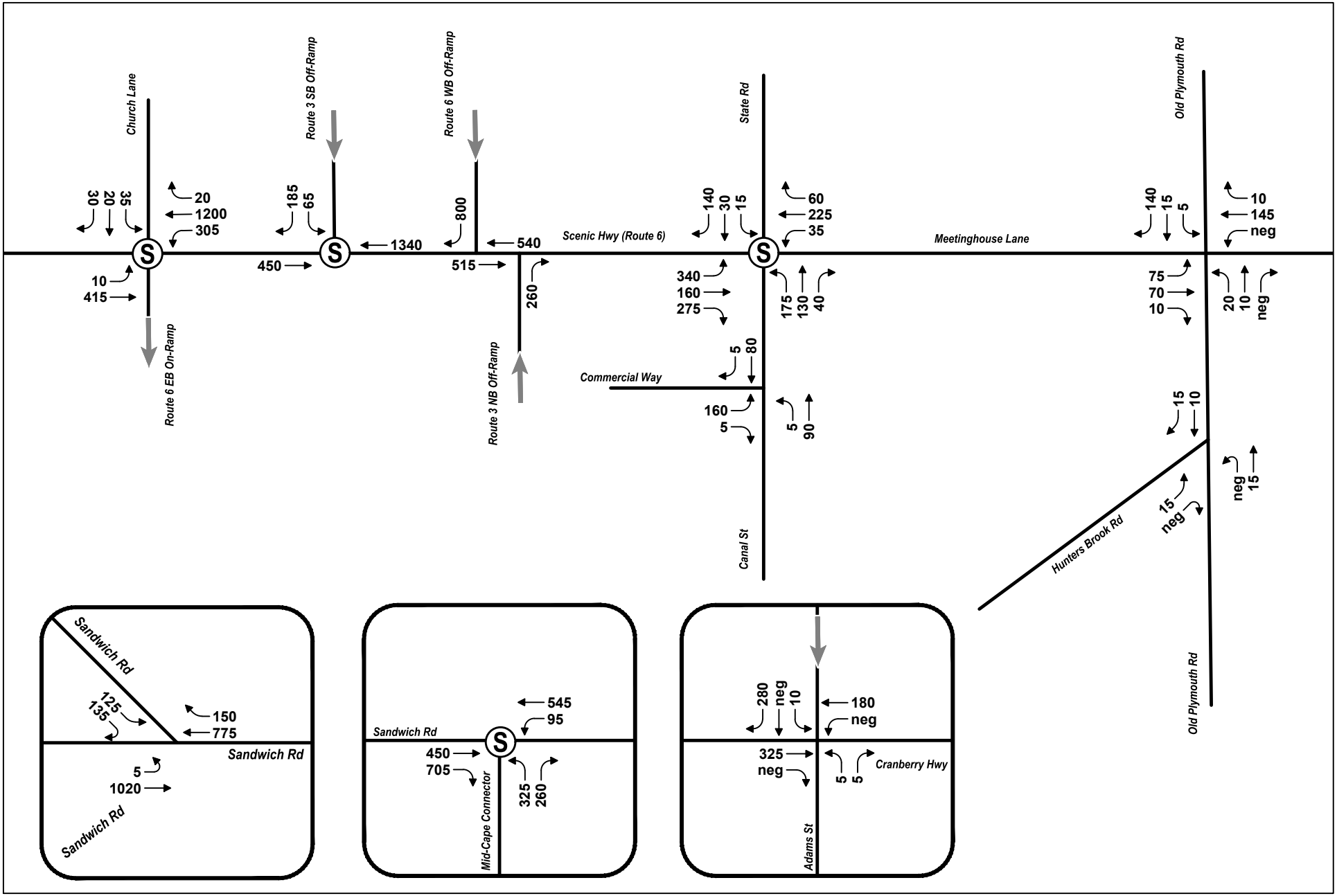


Local Road or Unaccepted

Massachusetts Department of Transportation

Figure 3

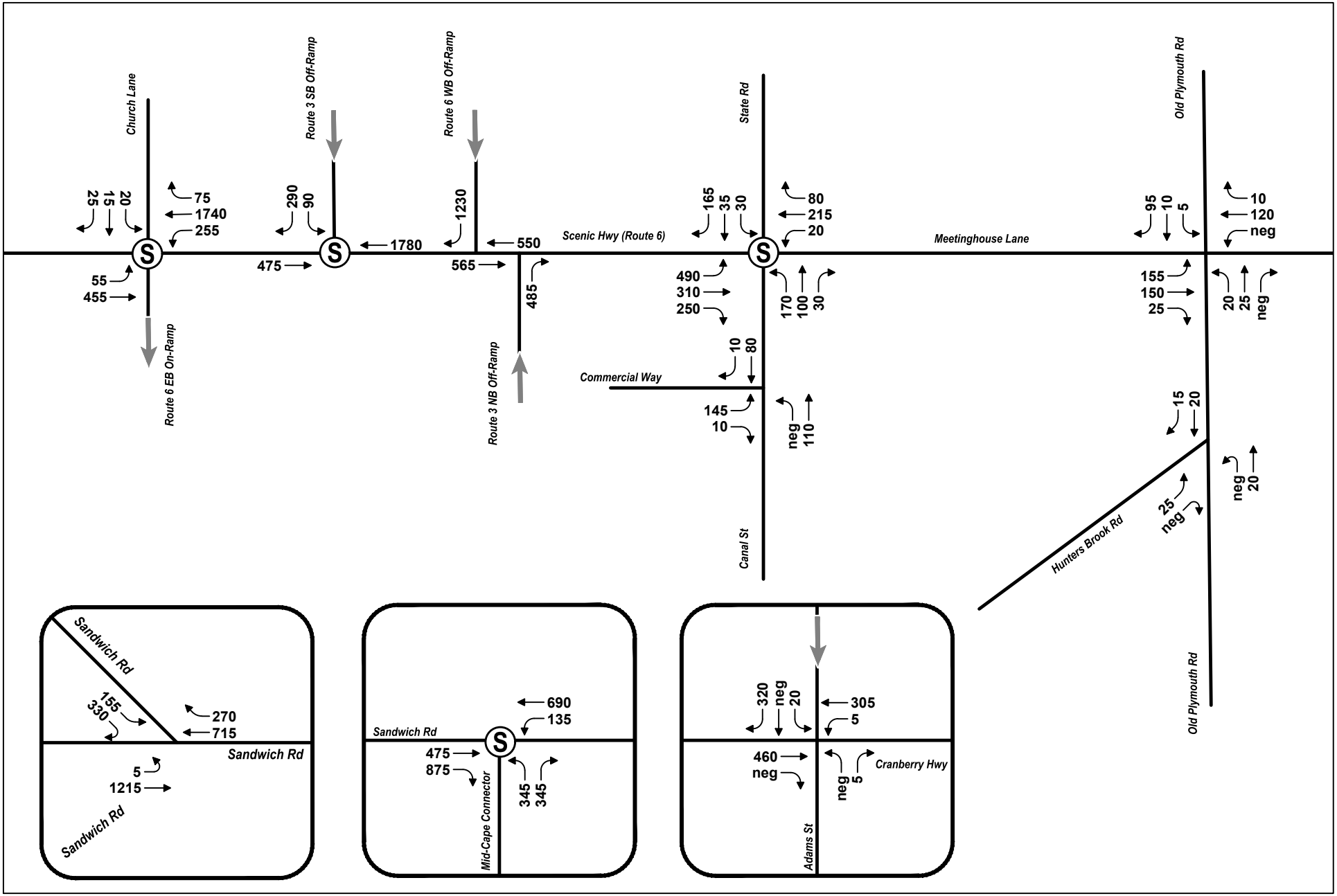
Roadway Jurisdiction
21 Hunters Brook Road
Bourne, Massachusetts



Ⓢ Signalized Intersection

Neg Negligible

2019 Existing Conditions Peak Season **Figure 4**
Weekday Morning Peak Hour Traffic Volumes
21 Hunters Brook Road
Bourne, Massachusetts



Ⓢ Signalized Intersection

Neg Negligible

2019 Existing Conditions Peak Season **Figure 5**
Weekday Evening Peak Hour Traffic Volumes
21 Hunters Brook Road
Bourne, Massachusetts

The weekday morning and evening peak periods are consistent with typical peak tourist traffic periods and coincide with the expected peak periods for traffic entering and exiting the proposed site. Based on the TMCs, the weekday morning peak period generally occurred from 8:00 AM to 9:00 AM and the weekday evening peak period occurred from 4:15 PM to 5:15 PM. Figures 4 and 5 display the resulting 2019 Existing peak hour traffic volumes for the peak season. The resulting 2019 Exiting peak hour traffic volumes for the average season are provided in the Appendix to this document.

Concurrent with the TMCs, 48-hour automatic traffic recorder (ATR) counts were conducted on Canal Street south of Commerce Way and Hunters Brook Road north of Canal Street. A summary of the ATR traffic data is presented in Table 1. All traffic count data is contained in the Appendix to this document.

Table 1 Existing Traffic Volume Summary – Peak Summer Season

	Daily [a]	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
Location	Weekday	Volume [b]	K Factor [c]	Dir. Dist. [d]	Volume	K Factor	Dir. Dist.
Canal Street	1,400	100	7.2%	57% NB	110	7.9%	54% SB
Hunters Brook Road	400	30	8.0%	54% WB	40	10.8%	53% EB

a. daily traffic expressed in vehicles per day. Based on daily volumes collected in August 2018. Exact peak hours of the ATRs may not coincide with the peak hour of the TMCs.
b. peak period volumes expressed in vehicles per hour
c. percent of daily traffic that occurs during the peak period
d. directional distribution of peak period traffic

Seasonality of Count Data

Traffic counts for the proposed project were conducted in August 2018. Comparison of traffic count data with historic seasonal data available from the Cape Cod 2017 Traffic Counting Report indicated that July represents peak season conditions. Therefore, the counts were not adjusted as they represent peak summer season conditions. The CCC Seasonal Adjustment Factors are provided in the Appendix.

Public Transportation

Several transit services are currently provided on Cape Cod. The following information was provided by the Cape Cod Regional Transit Authority (CCRTA).

Cape Cod Regional Transit Authority

The Cape Cod Regional Transit Authority (CCRTA) oversees local bus service on Cape Cod. There are seven, year-round, fixed-route services provided by CCRTA including the SeaLine, the Barnstable Villager, the H2O, the Flex, the Bourne Run, the Sandwich Line, and the Hyannis Loop. All buses are wheelchair accessible and equipped with bicycle racks.

CCRTA also offers "demand response service" through three separate lines; (1) ADA Paratransit Service is a door-to-door, shared-ride service for those eligible individuals who are unable to use the CCRTA fixed route services. It is a comparable service to the fixed route service schedule in that it operates during the same hours and travels within the ¾ of a mile of the fixed route service areas; (2) DART Service (Dial-a-Ride Transportation) is a daily general public service that is a door-to-door, ride by appointment, transportation service. This service is available to all Cape Cod residents for any purpose; and (3) Boston Hospital Transportation (BHT) is a service that runs on weekdays, by reservation, and provides transportation service to 15 Boston area hospitals. The BHT has bus stops in Wellfleet, Eastham, Orleans, Harwich, the Barnstable Commuter Lot, and the Sagamore Park and Ride Lot which is located within 0.1 miles of the site.

While seven fixed-route services are provided by the CCRTA, only one of the fixed routes would be serviceable for the site, the Sandwich Line bus. Users of the proposed site would be able to access the Sandwich Line bus via the Sagamore Park and Ride Lot located within 0.1 miles of the site. The Sandwich Line schedule is provided in the Appendix to this document.

Plymouth & Brockton Street Railroad Co.

The Plymouth & Brockton Street Railway Co. operates a commuter bus service between Logan International airport and Hyannis. The bus service offers amenities such as Wi-Fi, A/C, Overhead luggage compartments, and more. This commuter bus service operates Monday through Friday from 2:50AM to 10:30PM and Saturday/Sunday from 3:20AM to 10:30PM. Fares to/from Logan Airport and the Sagamore Park and Ride Lot cost $25.00 and $45.00 for one-way and round-trip tickets, respectively. Fares to/from Boston and the Sagamore Park and Ride Lot cost $19.00 and $35.00 for one-way and round-trip tickets, respectively. The Plymouth & Brockton Street commuter bus schedule is provided in the Appendix to this document.

Vehicular Crash History

To identify potential vehicle crash trends in the study area, vehicular crash data for the study area intersections were obtained from Massachusetts Department of Transportation (MassDOT) for the most recent five-year period (2012-2016) available. A summary of the MassDOT vehicle crash history is provided in Table 2 and the detailed crash data is provided in the Appendix to this document.

In addition to summarizing the crash history, VHB also calculated crash rates for the study area intersections. Intersection crash rates are calculated based on the number of crashes at an intersection and the volume of traffic traveling through that intersection on a daily basis. The MassDOT average intersection crash rate for District 5 (the MassDOT district designation for the Town of Bourne) is 0.75 for signalized intersections and 0.57 for unsignalized intersections. In other words, on average, 0.75 crashes occurred per million vehicles entering signalized intersections and 0.57 crashes occurred per million vehicles entering unsignalized intersections throughout District 5. The crash rate worksheets for the study area intersections are included in the Appendix to this document.

Table 2 Vehicular Crash Summary (2012 – 2016)

	Old Plymouth Road at Hunters Brook Road	Old Plymouth Road at Meetinghouse Lane / Scusset Beach Road	Canal Street at Commerce Way	Meetinghouse Lane at Canal Street / State Road	Meetinghouse Lane at Route 3 /6 NB Off Ramp
Signalized?	No	No	No	Yes	No
MassDOT Average Crash Rate	0.57	0.57	0.57	0.75	0.57
Calculated Crash Rate	0.00	0.64	0.00	0.71	0.16
Exceeds Average?	No	Yes	No	No	No
Year					
2012	0	2	0	4	0
2013	0	1	0	8	1
2014	0	4	0	7	2
2015	0	1	0	5	3
2016	0	0	0	3	3
Total	**0**	**8**	**0**	**27**	**9**
Three Year Average	0	1.7	0	5.0	2.7
Collision Type					
Angle	0	3	0	9	1
Head-on	0	0	0	0	0
Rear-end	0	2	0	9	4
Rear-to-rear	0	0	0	0	0
Sideswipe, opposite direction	0	0	0	0	0
Sideswipe, same direction	0	0	0	3	3
Single Vehicle Crash	0	3	0	6	1
Not reported	0	0	0	0	0
Severity					
Fatal Injury	0	0	0	0	0
Non-Fatal Injury	0	2	0	6	2
Property Damage Only	0	6	0	20	7
Not Reported	0	0	0	1	0
Time of day					
Weekday, 7:00 AM - 9:00 AM	0	1	0	2	0
Weekday, 4:00 – 6:00 PM	0	1	0	1	3
Saturday, 11:00 AM – 2:00 PM	0	0	0	1	1
Weekday, other time	0	5	0	16	3
Weekend, other time	0	1	0	7	2
Pavement Conditions					
Dry	0	6	0	21	6
Wet	0	1	0	5	2
Snow	0	0	0	1	0
Ice	0	1	0	0	0
Slush	0	0	0	0	0
Not reported	0	0	0	0	0
Non-Motorist (Bike, Pedestrian)	0	0	0	0	0

Source: Crash data was obtained from MassDOT.

Table 2 Vehicular Crash Summary (2012 – 2016)

	Scenic Highway (Route 6) at Route 3 SB Off-Ramp	Scenic Highway (Route 6) at Route 6 SB On-Ramp / Church Lane	Cranberry Highway (Route 6A) at Adams Street	Sandwich Road at Mid-Cape Connector	Sandwich Road at Sandwich Road (east of Bourne Rotary)
Signalized?	Yes	Yes	No	Yes	No
MassDOT Average Crash Rate	0.75	0.75	0.57	0.75	0.57
Calculated Crash Rate	0.43	0.23	0.40	0.21	0.28
Exceeds Average?	No	No	No	No	No
Year					
2012	4	2	2	0	5
2013	2	2	0	3	3
2014	2	1	1	3	1
2015	8	1	3	2	4
2016	7	6	3	3	2
Total	**23**	**12**	**9**	**11**	**15**
Three Year Average	5.67	2.7	2.3	2.7	2.3
Collision Type					
Angle	7	5	4	4	7
Head-on	0	0	0	2	0
Rear-end	10	5	3	3	7
Rear-to-rear	0	0	0	0	0
Sideswipe, opposite direction	0	0	1	0	0
Sideswipe, same direction	2	1	0	0	0
Single Vehicle Crash	4	0	1	2	1
Not reported	0	1	0	0	0
Severity					
Fatal Injury	0	0	0	0	0
Non-Fatal Injury	6	4	3	6	5
Property Damage Only	17	8	6	5	10
Not Reported	0	0	0	0	0
Time of day					
Weekday, 7:00 AM - 9:00 AM	1	1	0	2	3
Weekday, 4:00 – 6:00 PM	1	2	2	1	5
Saturday, 11:00 AM – 2:00 PM	2	0	0	2	0
Weekday, other time	14	5	4	1	3
Weekend, other time	5	4	3	5	4
Pavement Conditions					
Dry	17	11	6	8	14
Wet	4	1	3	2	1
Snow	0	0	0	1	0
Ice	2	0	0	0	0
Slush	0	0	0	0	0
Not reported	0	0	0	0	0
Non-Motorist (Bike, Pedestrian)	0	0	0	0	0

Source: Crash data was obtained from MassDOT.

As shown in Table 2, one of the study area intersections had a calculated crash rate over the district average; the intersection of Old Plymouth Road at Meetinghouse Lane / Scusset Beach Road. The majority of collisions within the study area were rear-end or angle crashes resulting in property damage only under dry pavement conditions. There were no crashes involving non-motorists (bike, pedestrian) at any of the study area intersections.

No fatal crashes were reported at any of the study area intersections. In addition, based on the MassDOT crash data, the intersections of Meetinghouse Lane at Canal Street / State Road and Scenic Highway (Route 6) at Route 3 SB Off-Ramp experienced an average of three or more crashes per year for the most recent three years of data available.

As stated in the Regional Policy Plan (RPP) Technical Bulletin Object TR1, *"DRI's should Improve safety and eliminate hazards for all users of Cape Cod's transportation system". The applicant shall identify safety impacts at road and intersection locations with three or more crashes per year where the project is expected to add 25 or more peak hour trips."*

To accomplish this, it was necessary to thoroughly review the crash reports from the local and state police departments to get a more detailed account of each incident. Local crash reports were obtained from the Town of Bourne Police Department and state crash reports were obtained from MassDOT for the intersections of Meetinghouse Lane at Canal Street / State Road and Scenic Highway (Route 6) at Route 3 SB Off-Ramp which averaged more than three crashes per year according to the most recent three years of available data. Using the local and state crash reports, a collision diagram was created for the intersection to identify trends and determine appropriate safety mitigation measures. The crash reports and collision diagram is included in the Appendix to this document. Measures to improve safety at this location are outlined in the Mitigation chapter of this report. Overall, crash rate percentages were below the state average at 9 out of the 10 intersections assessed.

3

Future Conditions

Traffic volumes in the study area were projected to the year 2026, reflecting a typical seven-year traffic planning horizon. Independent of the project, volumes on the roadway network under year 2026 No-Build conditions were assumed to include existing traffic and new traffic resulting from background development. Anticipated site-generated traffic volumes were added to the year 2026 No-Build traffic volumes to reflect the year 2026 Build conditions in the study area.

Background Traffic Growth

Traffic growth on area roadways is a function of the expected land development, economic activity, and changes in demographics. A frequently used procedure is to estimate an annual percentage increase and apply that increase to study area traffic volumes. An alternative procedure is to identify estimated traffic generated by specific planned major developments that would be expected to affect the project study area roadways. For the purpose of this assessment, ***both*** methods were utilized.

Historic Traffic Growth

VHB conducted research to determine the historic growth rate for traffic in this area as well as other planned developments that may affect traffic within the study area for the proposed project. Based on information contained in the Cape Cod 2017 Traffic Counting Report, traffic has increased at a rate of 0.37 percent per year Cape-wide over the last ten years (2007 – 2017). The Town of Bourne is considered to be part of the Upper Cape region, in which traffic increased at a rate of 0.48-percent per year between 2006 and 2016. To provide a conservative analysis, a background growth rate of 0.5-percent per year was applied. The historic growth data provided in the Cape Cod 2017 Traffic Counting Report is contained in the Appendix to this document.

Site-Specific Growth

In addition to the historic traffic growth, VHB contacted representatives of the CCC and the Town of Bourne to identify any other development projects planned within the vicinity of the site. Based on these discussions , there are no planned development projects that would affect traffic volumes in the vicinity of the site.

No-Build Traffic Volumes

The 2026 No-Build traffic volumes were developed by applying the 0.5-percent per year growth rate to the 2019 Existing conditions volumes. Figures 6 and 7 display the resulting 2026 No-Build peak hour traffic volumes for the peak season. The resulting 2026 No-Build peak hour traffic volumes for the average season is provided in the Appendix to this document.

Future Roadway Conditions

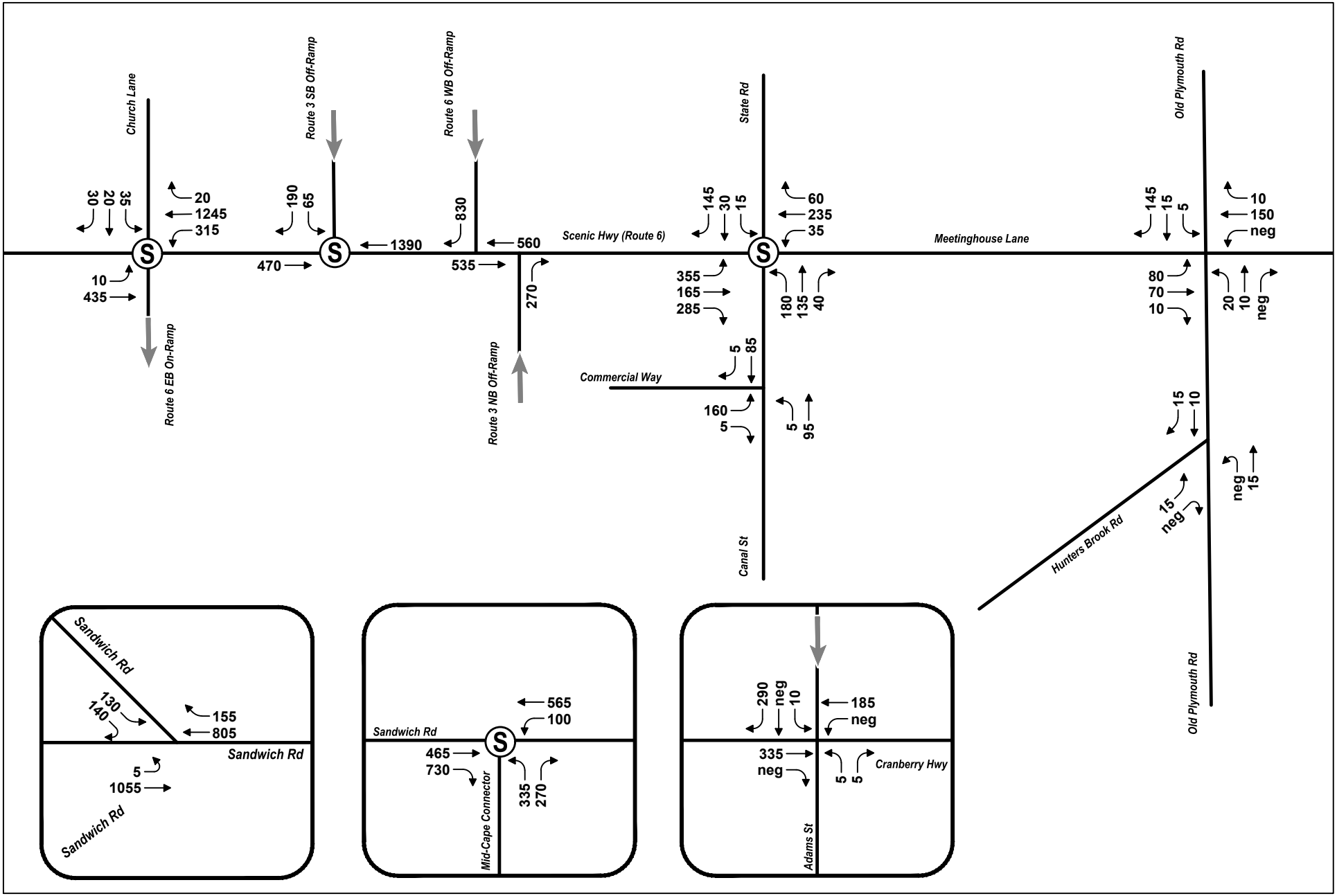
Another factor affecting background traffic conditions is the implementation of roadway improvements within the study area. No roadway improvement projects have been identified by the Town of Bourne or MassDOT within the study area.

Trip Generation

The rate at which any development generates traffic is dependent upon a number of factors such as size, location, and concentration of surrounding developments. The number of vehicle-trips to be generated by the proposed project was estimated based on trip generation rates provided in the Trip Generation Manual[1], published by the Institute of Transportation Engineers (ITE). The Project involves the construction of an approximately 39,312 square foot (sf) medical office building, a 90-bed assisted living facility, and 15 age restricted condominiums on undeveloped land. ITE land use codes 720 (Medical-Dental Office Building), 254 (Assisted Living), and 251 (Senior Adult Housing - Detached) were determined to be the most appropriate land use codes for this development.

▼

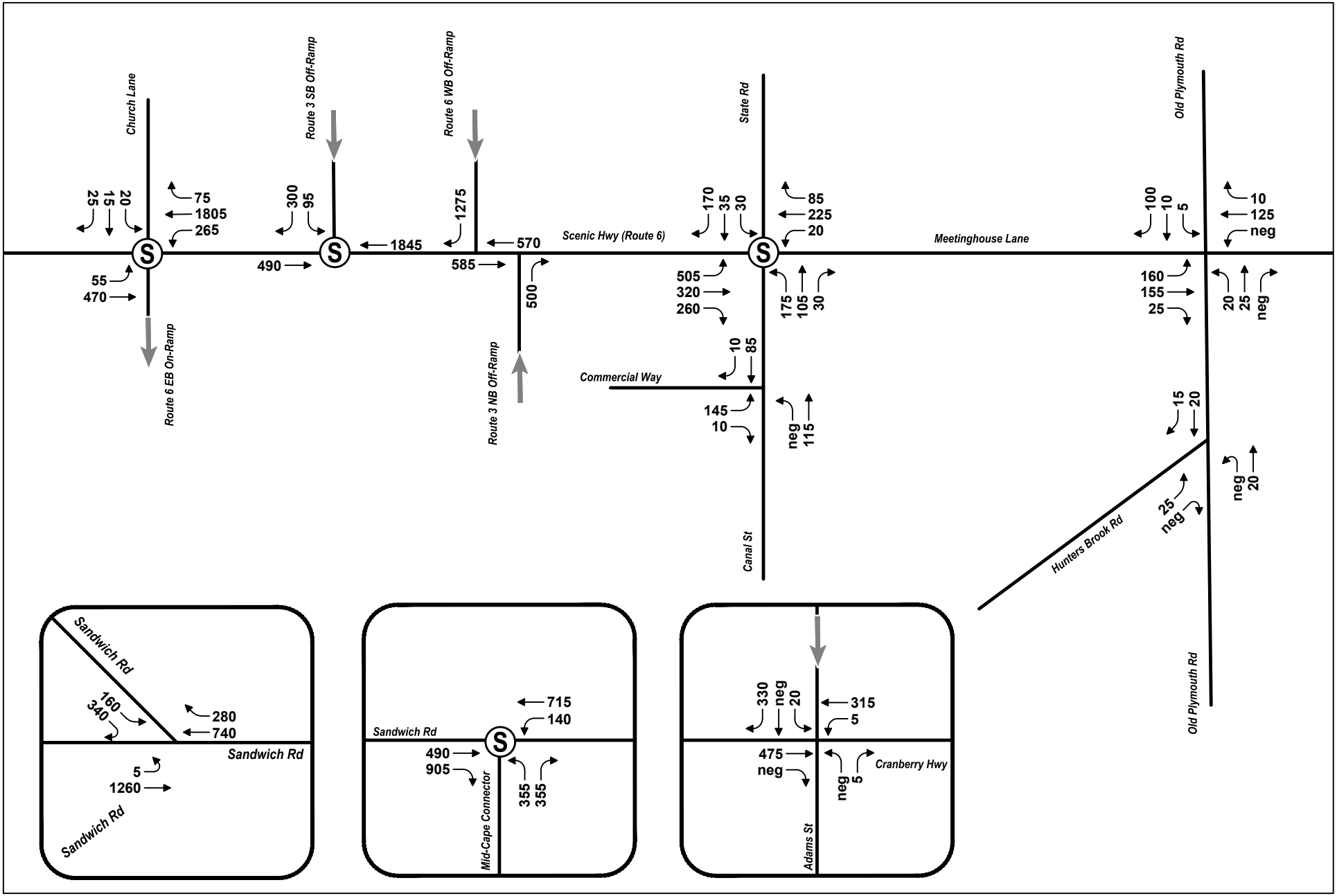
[1] Trip Generation Manual (10th Edition), Institute of Transportation Engineers, Washington D.C., 2017.



Ⓢ Signalized Intersection

Neg Negligible

2026 No-Build Conditions Peak Season **Figure 6**
Weekday Morning Peak Hour Traffic Volumes
21 Hunters Brook Road
Bourne, Massachusetts



Ⓢ Signalized Intersection

Neg Negligible

2026 No-Build Conditions Peak Season **Figure 7**
Weekday Evening Peak Hour Traffic Volumes
21 Hunters Brook Road
Bourne, Massachusetts

Table 3 summarizes the unadjusted Project-related trip projections. Trip Generation worksheets are included in the Appendix.

Table 3 Unadjusted Trip Generation Summary

Time Period	Direction	Medical Office [a]	Assisted Living [b]	Age-Restricted Condominiums [c]	Total
Weekday Daily	Enter	711	117	53	**881**
	Exit	711	117	53	**881**
	Total	1,422	234	106	**1,762**
Weekday Morning	Enter	76	11	4	**91**
	Exit	21	6	6	**33**
	Total	97	17	10	**124**
Weekday Evening	Enter	38	9	7	**54**
	Exit	97	15	4	**116**
	Total	135	24	11	**170**

a Based on ITE LUC 720 (Medical-Dental Office Building) for 39,312 sf.
b Based on ITE LUC 254 (Assisted Living) for 90 beds.
c Based on ITE LUC 251 (Senior Adult Housing – Detached) for 15 units.

As shown in Table 3, the proposed project is expected to result in a total of 1,762 new trips (881 entering/881 exiting) on a typical weekday, with 124 new vehicle trips (91 entering/33 exiting) during the weekday morning peak hour, and 166 new vehicle trips (54 entering/116exiting) during the weekday evening peak hour. The traffic study to be prepared for the Project will include analysis of the weekday morning and weekday evening peak hours.

Because the Project proposes a mix of uses, the trip generation characteristics of the Site will be different from a single-use project. Some of the traffic to be generated by the Project will be contained on Site as "internal" or "shared vehicle" trips. For example, residents may also work at the medical office on Site or residents of the age restricted homes/assisted living facility may patron the medical office facility. While these shared trips represent new traffic to the individual uses, they would not show up as new vehicle trips on the surrounding roadway network. To account for shared trips between the proposed uses, the shared trip methodology outlined in the ITE Trip Generation Handbook, 3rd Edition was applied. The shared trip calculations are included in the Appendix to this document. Table 4 summarizes the Project-related trips with the shared trip reduction applied to each individual parcel.

Table 4 Trip Generation Summary with Internal Capture

Time Period	Direction	Unadjusted Total Trips [a]	Internal Capture	Total Trips
Weekday Daily	Enter	881	5	876
	Exit	881	5	876
	Total	1,762	10	1752
Weekday Morning	Enter	91	0	91
	Exit	33	0	33
	Total	124	6	124
Weekday Evening	Enter	54	2	52
	Exit	116	2	114
	Total	170	4	166

a Combined unadjusted trips for the medical office, condominiums, and the assisted living facility portions of the Site.

As shown in Table 4, the proposed project with the internal capture reduction is expected to result in a total of 1,752 new trips (876 entering/876 exiting) on a typical weekday, with 124 new vehicle trips (91 entering/33 exiting) during the weekday morning peak hour, and 166 new vehicle trips (52 entering/114 exiting) during the weekday evening peak hour.

The site is uniquely located adjacent to a regional bus stop/park n ride, the canal bikeway, and with strong connections being proposed to each facility along with strong TDM site initiatives, the traffic generated by the site will be reduced significantly. A trip generation summary has also been developed including an additional 25-percent reduction of total daily and peak hour trips which is what we believe could be realized by measures described. As described in detail later in this memorandum, a detailed transportation demand program is expected to be implemented that will reduce and/or offset 25-percent of the total project trips. Table 5 summarizes the Project-related trip projections with the 25-percent trip reduction.

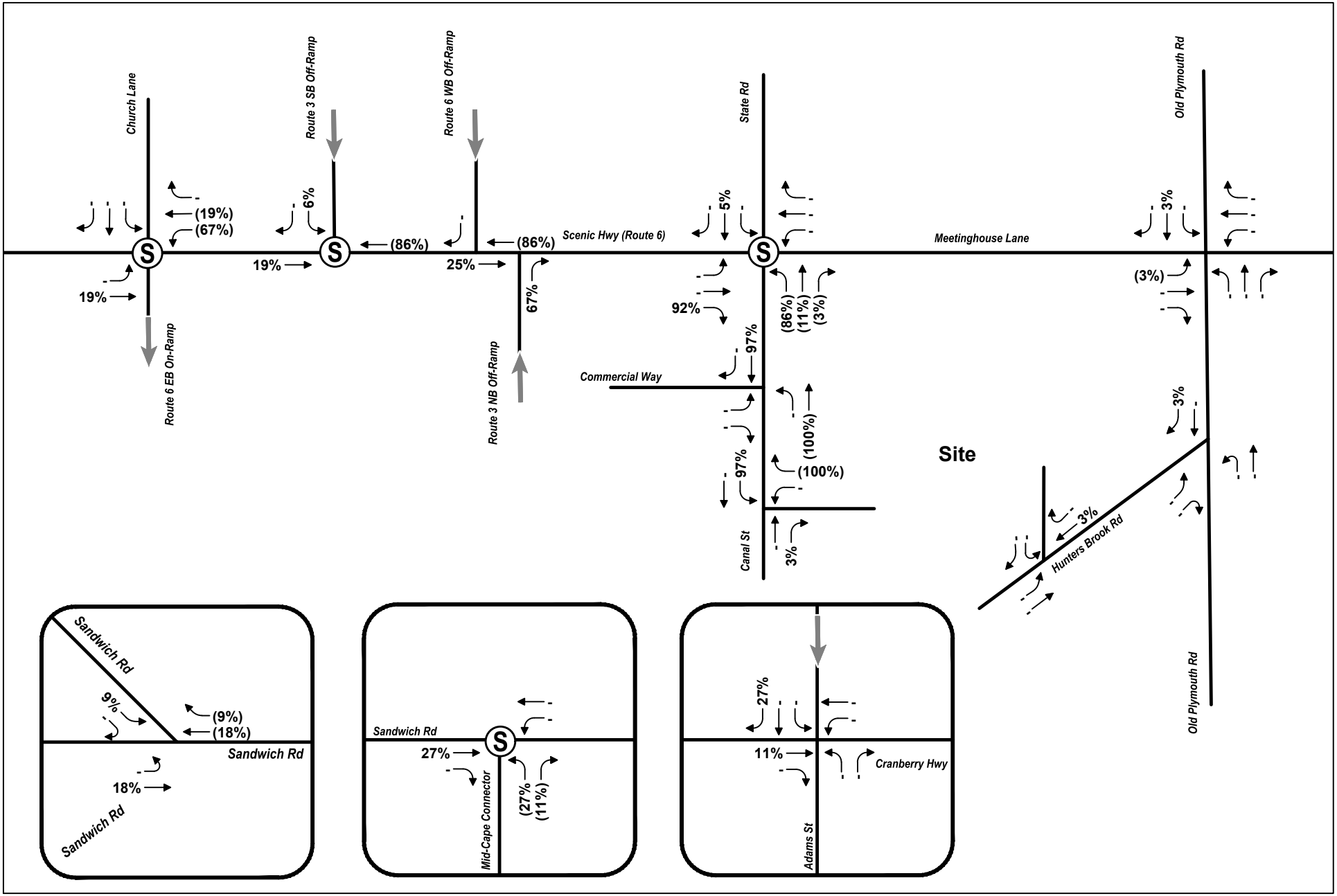
Table 5 Trip Generation Summary with 25-Percent Trip Reduction

Time Period	Direction	Total Trips	25-Percent Reduction Requirement	Net Total Trips
Weekday Daily	Enter	876	219	**657**
	Exit	876	218	**658**
	Total	1752	437	**1,315**
Weekday Morning	Enter	91	23	**68**
	Exit	33	7	**26**
	Total	124	30	**94**
Weekday Evening	Enter	52	13	**39**
	Exit	114	28	**86**
	Total	166	41	**125**

As shown in Table 5, the proposed project with the 25-percent trip reduction is expected to result in a total of 1,315 new trips (657 entering/658 exiting) on a typical weekday, with 94 new vehicle trips (68 entering/26 exiting) during the weekday morning peak hour, and 125 new vehicle trips (39 entering/86 exiting) during the weekday evening peak hour.

Trip Distribution and Assignment

The directional distribution of traffic approaching and departing the Project is a function of several variables: population densities, existing travel patterns, and the efficiency of the roadways leading to the site. The trip distribution for the Project was developed based on Journey-to-Work U.S. Census data for the Town of Bourne. Census data for the Town of Bourne are provided in the Appendix to this document. The anticipated trip distribution is summarized in Table 6 and are shown in Figures 8, 9, and 10.



Ⓢ Signalized Intersection

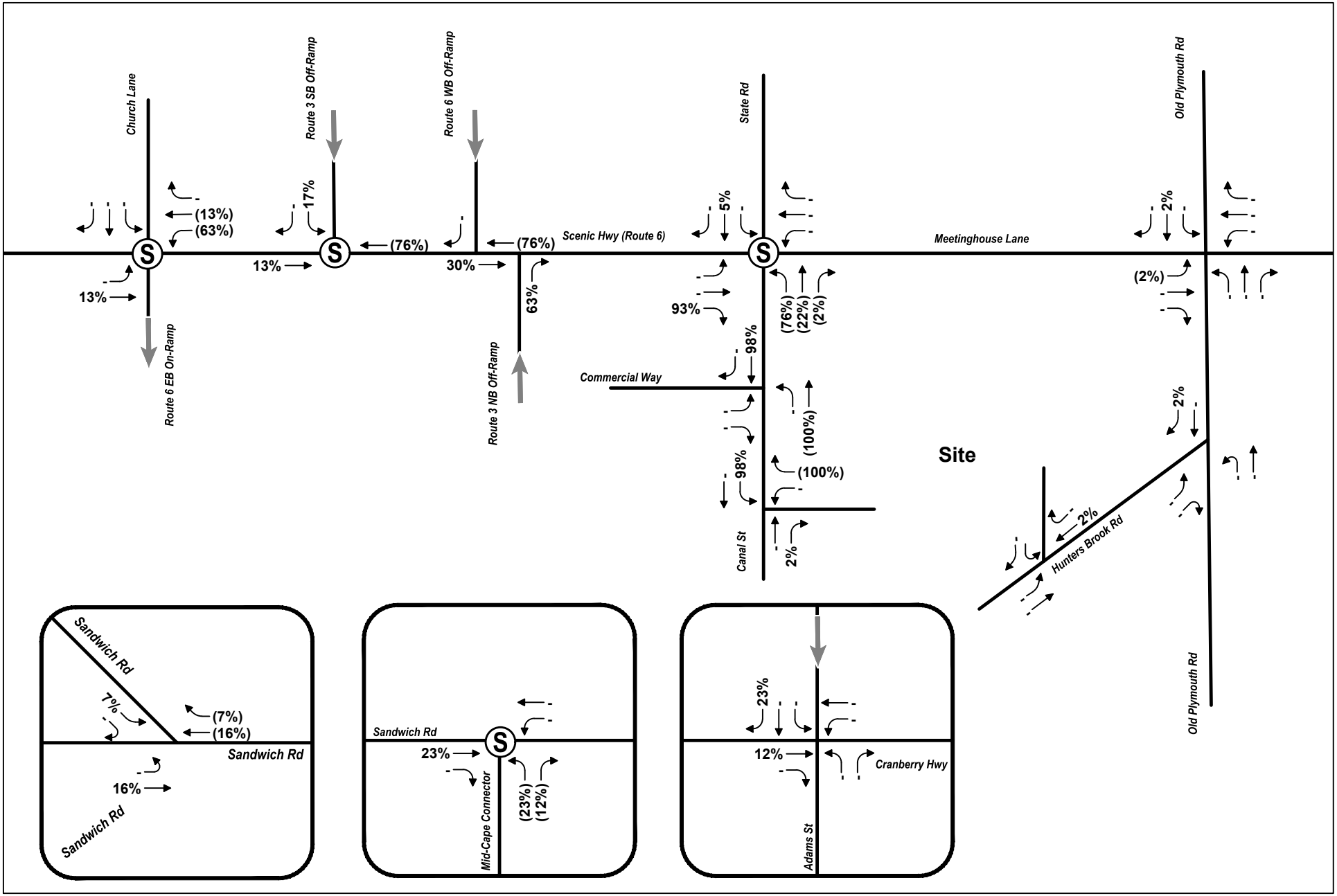
xx% Entering Vehicles

(xx%) Exiting Vehicles

Trip Distribution - Medical Office

21 Hunters Brook Road
Bourne, Massachusetts

Figure 8



Ⓢ Signalized Intersection

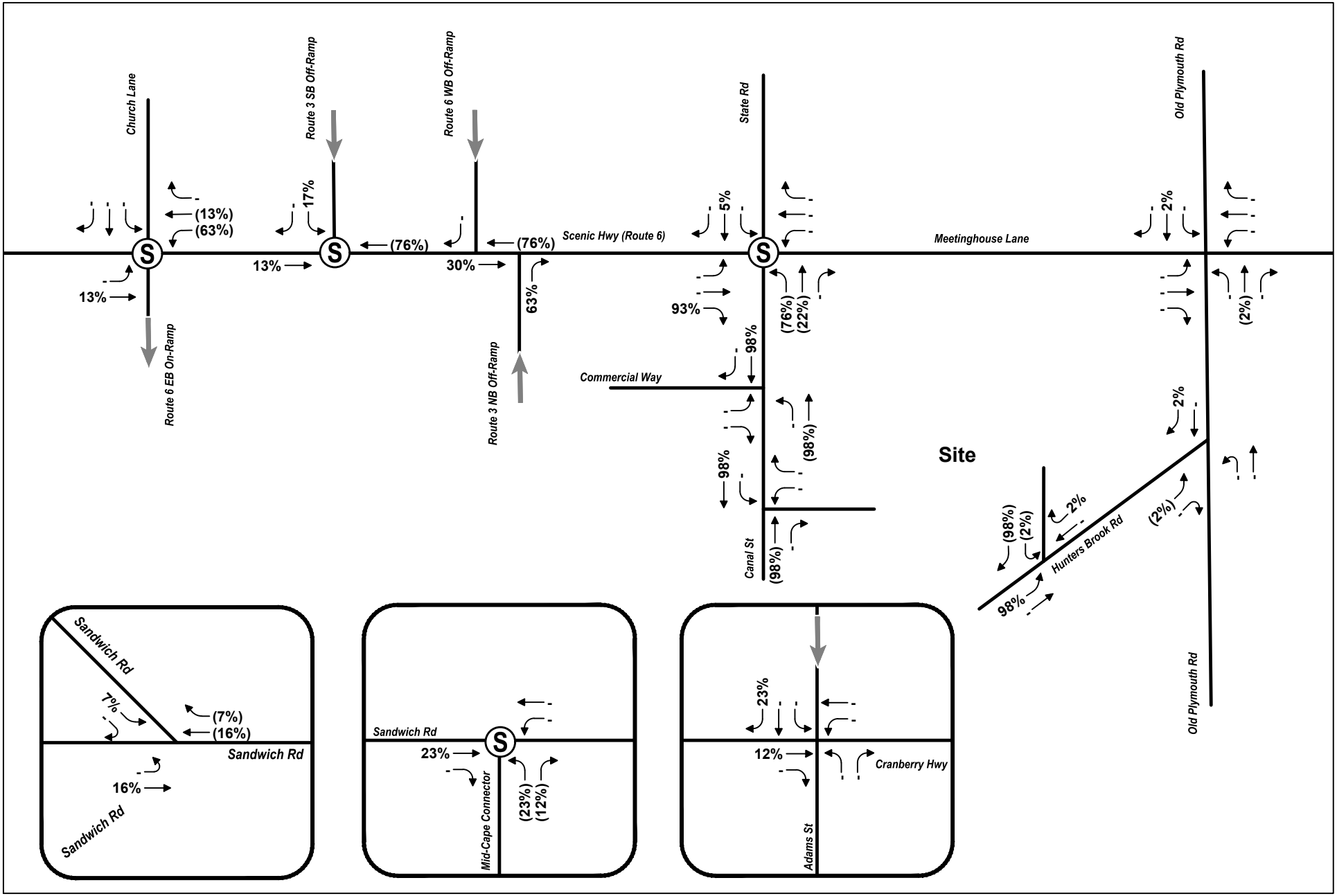
xx% Entering Vehicles

(xx%) Exiting Vehicles

Trip Distribution - Assisted Living

21 Hunters Brook Road
Bourne, Massachusetts

Figure 9



Ⓢ Signalized Intersection

xx% Entering Vehicles

(xx%) Exiting Vehicles

Trip Distribution - Condominium

21 Hunters Brook Road
Bourne, Massachusetts

Figure 10

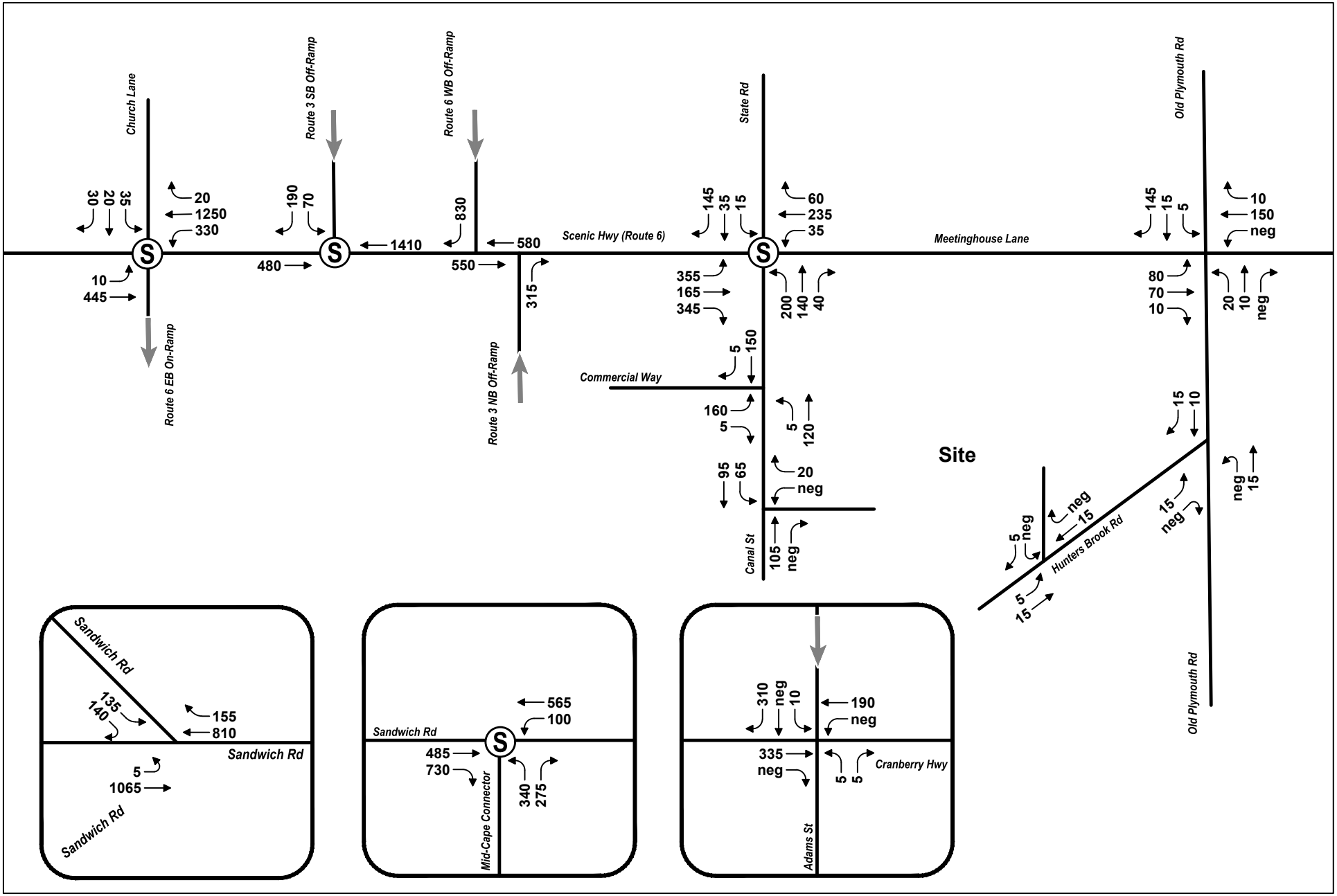
Table 6 Trip Distribution Summary

Direction (To/From)	Travel Route	Percent Office Trips Assigned to Route	Percent Residential Trips Assigned to Route
North	Old Plymouth Road	3%	2%
North	State Road	5%	5%
North	Route 3	6%	17%
West	Scenic Highway (Route 6)	19%	13%
West	Sandwich Road	9%	7%
South	Route 28	18%	16%
South	Route 6	29%	28%
East	Sandwich Road / Cranberry Highway (Route 6A)	11%	12%
Total		**100%**	**100%**

The projected site-generated traffic volumes, summarized in Table 5, were distributed on the study area roadways using the trip distribution shown in Table 6 and added to the 2026 No-Build peak hour traffic volumes to develop the 2026 Build peak hour traffic volumes. The 2026 Build traffic volumes are shown in Figures 11 and 12 for the peak season. The resulting 2026 Build traffic volumes for the average season are provided in the Appendix of this document.

Site Access

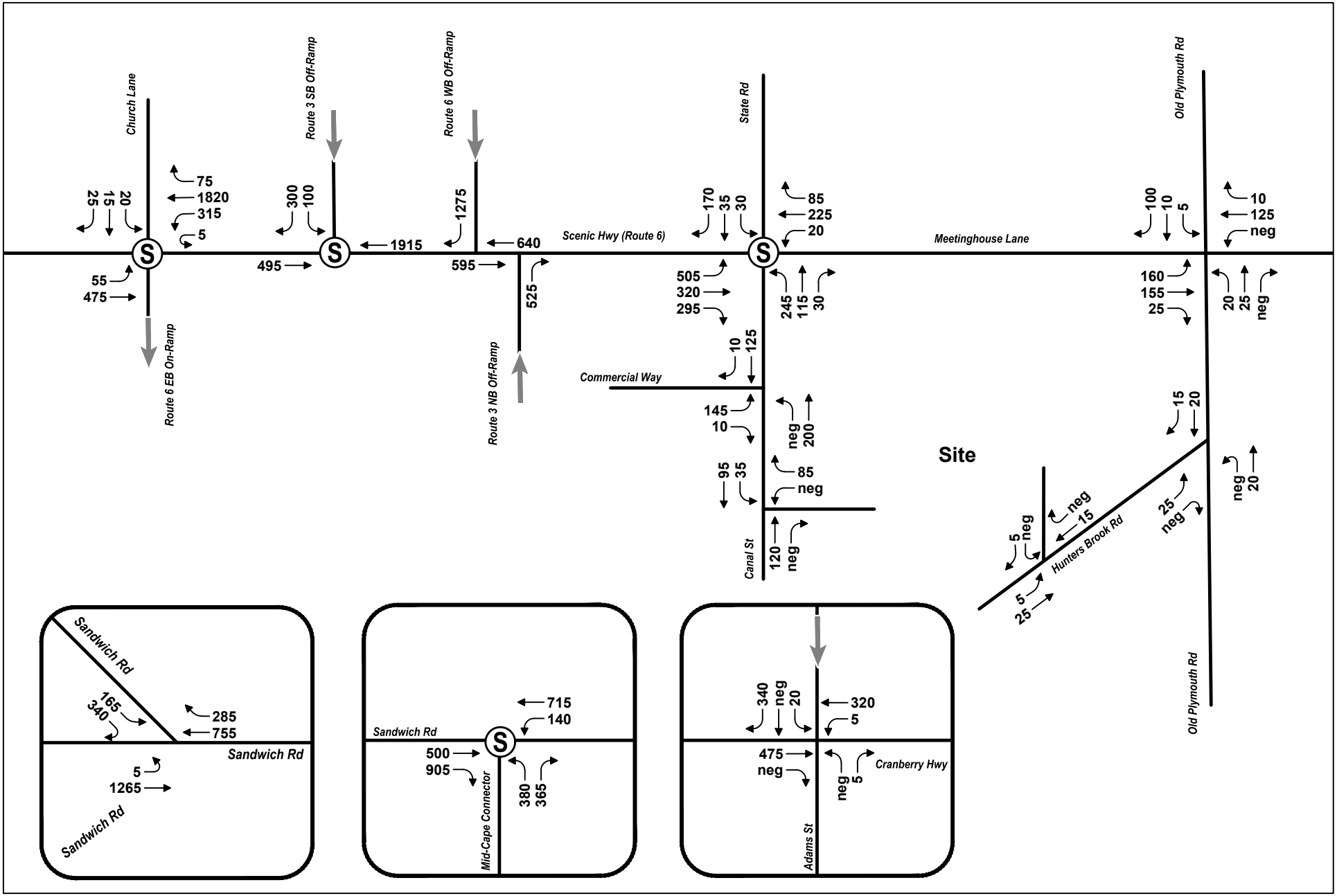
The site is currently undeveloped. Access to the site would be provided by two access driveways, one on Canal Street, and one on Hunters Brook Road. The access on Canal Street will serve the commercial portions of the project (Medical Office and Assisted Living facilities) while the Hunters Brook Driveway access will be limited to the residential units proposed. The Canal Street driveway will be limited in nature allowing both left and right turns into the site but only right turns exiting the site. The right turn only will ensure that cut through activity through the residential area will not occur as part of the project. Access to the commercial portion of the site from Canal Road is necessary to address public safety concerns (see letters from Police and Fire in Appendix. The driveway to Hunters Brook Road will be full access and only serve the proposed 15 residential units. The site plan for the proposed project is shown in Figure 13. Figure 13A provides a site plan context plan that shows the strong connections being made to area sidewalks allowing access to Sagamore Park n Ride, many commercial establishments, and the Canal Bike Path.



Ⓢ Signalized Intersection

Neg Negligible

2026 Build Conditions Peak Season **Figure 11**
Weekday Morning Peak Hour Traffic Volumes
21 Hunters Brook Road
Bourne, Massachusetts



Ⓢ Signalized Intersection

Neg Negligible

2026 Build Conditions Peak Season Weekday Evening Peak Hour Traffic Volumes
21 Hunters Brook Road
Bourne, Massachusetts

Figure 12

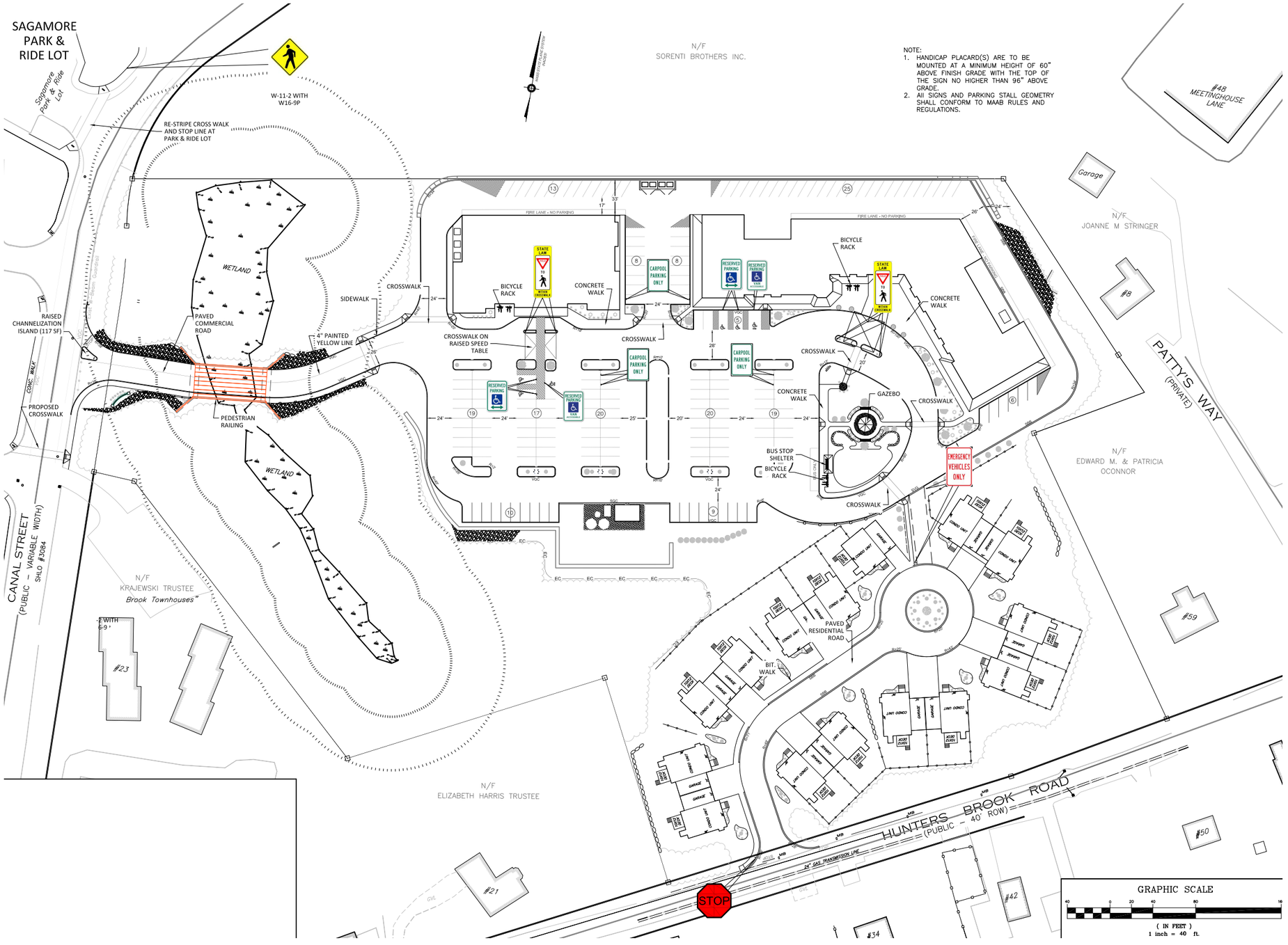


Figure 13
Proposed Site Plan

Canal Street Crossing
Sagamore, Massachusetts

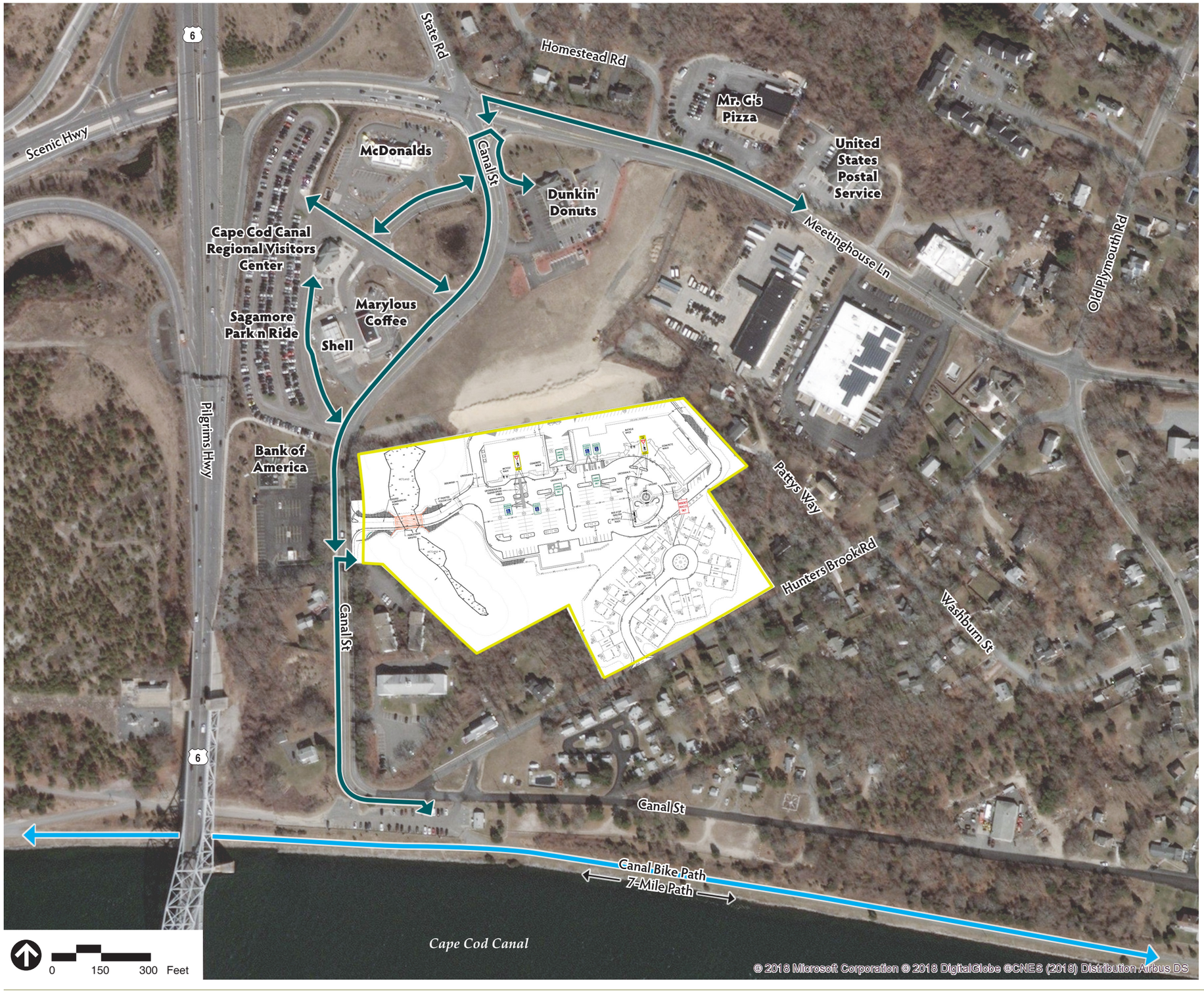


Figure 13A
Area Context Plan

Canal Street Crossing
Sagamore, Massachusetts

Sight Distance

A sight distance analysis, in conformance with guidelines of the American Association of State Highway and Transportation Officials (AASHTO) was performed at the proposed site access driveways from Canal Street and Hunters Brook Road. Sight distance considerations are generally divided into two categories: Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD). Stopping Sight Distance (SSD) is the distance required for a vehicle approaching an intersection from either direction to perceive, react and come to a complete stop before colliding with an object in the road, in this case the exiting vehicle from a driveway. In this respect, SSD can be considered as the minimum visibility criterion for the safe operation of an unsignalized intersection.

Intersection Sight Distance (ISD) is based on the time required for perception, reaction and completion of the desired critical exiting maneuver once the driver on a minor street or driveway approach decided to execute the maneuver. Calculation for the critical ISD includes the time to (1) turn left, and to clear the half of the intersection without conflicting with the vehicles approaching from the left; and (2) accelerate to the operating speed of the roadway without causing approaching vehicles to unduly reduce their speed. In this context, ISD can be considered as a desirable visibility criterion for the safe operation of an unsignalized intersection. Essentially, while SSD is the minimum distance needed to avoid collisions, ISD is the minimum distance needed so that mainline motorists will not have to substantially reduce their speed due to turning vehicles. To maintain the safe operation of an unsignalized intersection, ISD only needs to be equal to the stopping sight distance, though it is desirable to meet ISD requirements by themselves.

To calculate the required SSD and ISD at the unsignalized proposed site driveways along Canal Street and Hunters Brook Road, the 85th percentile speeds measured by the ATR counts were utilized. The 85th percentile speed along Canal Street was observed to be 32 mph northbound and 33 mph southbound. The 85th percentile speed along Hunters Brook Road was observed to be 28 mph eastbound and 29 mph westbound. There are no posted speed limits along Canal Street nor Hunters Brook Road in either direction. Table 7 summarizes the sight distance analysis and the sight distance worksheets are included in the Appendix.

Table 7 Sight Distance Analysis Summary

		Stopping Sight Distance (ft) [a]			Intersection Sight Distance (ft) [a]	
Location	**Traveling**	**Required**	**Measured**	**Looking**	**Desired**	**Measured**
Site Driveway at Canal Street	Northbound	220′	400′	NA	NA	NA
	Southbound	230′	260′	South	365	600+
Site Driveway at Hunters Brook Road	Eastbound	190′	500′+	East	320′	500′+
	Westbound	190′	500′+	West	320′	500′+

a Based on guidelines established in A Policy on the Geometric Design of Highways and Streets, Sixth Edition, American Association of State Highway and Transportation Officials (AASHTO), 2011. Driveway to Canal Street is limited to right turns only leaving the sight, therefore ISD is not applicable.

As shown in Table 7, at the unsignalized intersection of the proposed site driveways along Canal Street and Hunters Brook Road, the required stopping sight distance is exceeded in both directions for both driveways. Additionally, the desired intersection sight distance is exceeded in both directions for both driveways.

4

Traffic Operations Analysis

Measuring existing traffic volumes and projecting future traffic volumes quantifies traffic within the study area. To assess quality of flow, roadway capacity analyses were conducted with respect to the 2019 Existing conditions and projected 2026 No-Build and 2026 Build traffic volume conditions. Capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands. In accordance with CCC guidelines, capacity analyses were conducted for both peak summer season and average month traffic conditions. The analysis summary tables provided in this chapter contain the results of the peak summer season analyses. All average month capacity analyses and corresponding summary tables are contained in the Appendix to this document.

Level-of-Service and Delay Criteria

Level-of-service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure of the effect of a number of factors including roadway geometrics, speed, travel delay, freedom to maneuver, and safety. Level-of-service provides an index to the operational qualities of a roadway segment or an intersection. Level-of-service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

For this study, capacity analyses were completed for the signalized and unsignalized study area intersections, and roadway segments. Level-of-service (LOS) designation is reported differently for signalized intersections, unsignalized intersections, and roadway segments. For signalized intersections, the analysis considers the operation of each lane or lane group entering the intersection and assigns a LOS designation to each. Overall intersection data is then calculated in order to represent the overall conditions at the intersection. The evaluation criteria used to analyze the signalized study area intersections is based on the percentile-delay method (Synchro results). For

unsignalized intersections, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. The LOS is determined primarily for left-turns from the main street and all movements from the minor street. The evaluation criteria used to analyze the unsignalized study area intersections is based on the 2010 Highway Capacity Manual (HCM)[2]. For roadway segments, the roadway geometrics determine the segment capacity and the percent of traffic that have the ability to travel at or near the posted speed limit is used to assess level-of-service. The evaluation criteria used to analyze the study area roadway segments is based on the 2010 Highway Capacity Manual (HCM).

Level-of-Service Analysis

Levels-of-service analyses were conducted for the 2019 Existing, 2026 No-Build, and 2026 Build conditions for the signalized and unsignalized study-area intersections.

Signalized Intersection Capacity Analyses

Table 8 presents a summary of the capacity analyses for the signalized intersection in the study area during peak season conditions. The capacity analyses worksheets are included in the Appendix to this document.

▼

2 Transportation Research Board, Highway Capacity Manual, Washington, D.C., 2010.

Table 8 Signalized Intersection Capacity Analysis – Peak Summer Season

Location / Movement	2019 Existing Conditions					2026 No-Build Conditions					2026 Build Conditions				
	v/c [a]	Del [b]	LOS [c]	50 Q [d]	95 Q [e]	v/c	Del	LOS	50 Q	95 Q	v/c	Del	LOS	50 Q	95 Q
4 Meetinghouse Lane at Canal Road/State Road															
Weekday Morning															
EB L	0.63	16	B	82	177	0.69	18	B	89	#205	0.70	19	B	93	#212
EB T	0.22	17	B	50	113	0.23	17	B	53	119	0.23	17	B	55	121
EB R	0.36	4	A	0	50	0.38	4	A	0	51	0.44	4	A	0	55
WB L	0.09	10	B	7	25	0.09	10	B	7	24	0.09	10	B	7	25
WB T/R	0.72	36	D	123	235	0.74	37	D	127	244	0.74	37	D	130	247
NB L	0.47	23	C	70	132	0.46	23	C	64	137	0.49	24	C	73	152
NB T/R	0.44	29	C	69	156	0.43	29	C	63	161	0.42	29	C	66	165
SB L	0.06	19	B	5	19	0.06	19	B	5	19	0.06	20	B	5	19
SB T	0.21	37	D	16	45	0.20	37	D	14	46	0.23	39	D	16	52
SB R	0.57	14	B	0	46	0.55	15	B	0	57	0.56	15	B	0	57
Overall		**20**	**C**				**20**	**C**				**20**	**C**		
Weekday Evening															
EB L	0.96	45	D	136	#450	0.95	43	D	144	#461	1.00	56	E	159	#536
EB T	0.37	16	B	82	212	0.40	17	B	86	222	0.42	19	B	94	240
EB R	0.31	5	A	11	68	0.34	6	A	14	77	0.39	7	A	18	93
WB L	0.06	10	A	5	15	0.05	10	A	4	16	0.05	11	B	4	18
WB T/R	0.78	37	D	165	234	0.74	36	D	133	250	0.76	39	D	141	268
NB L	0.46	25	C	67	141	0.45	23	C	63	131	0.57	25	C	94	182
NB T/R	0.38	32	C	60	132	0.38	30	C	58	127	0.36	29	C	64	135
SB L	0.11	21	C	10	33	0.11	20	B	10	31	0.11	20	B	10	31
SB T	0.22	39	D	17	53	0.22	37	D	16	50	0.23	39	D	17	52
SB R	0.58	15	B	0	61	0.59	14	B	0	60	0.60	15	B	0	62
Overall		**28**	**C**				**27**	**C**				**31**	**C**		
6 Scenic Highway (Route 6) at Route 3 SB Off-Ramp															
Weekday Morning															
EB T	0.46	11	B	110	241	0.47	11	B	118	253	0.47	11	B	126	259
WB T	0.72	14	B	215	409	0.74	14	B	238	440	0.74	14	B	253	451
SB L/R	0.71	34	C	98	224	0.71	37	D	102	250	0.73	39	D	110	264
Overall		**16**	**B**				**16**	**B**				**16**	**B**		
Weekday Evening															
EB T	0.43	12	B	173	241	0.44	12	B	187	259	0.44	12	B	189	262
WB T	0.85	22	C	535	647	0.89	24	C	625	757	0.92	27	C	685	833
SB L/R	0.98	79	E	~352	#540	1.02	92	F	~355	#562	1.05	100	F	~369	#575
Overall		**29**	**C**				**32**	**C**				**35**	**C**		
7 Scenic Highway (Route 6) at Route 6 EB On-Ramp/Church Lane															
Weekday Morning															
EB L	0.07	33	C	4	21	0.07	34	C	4	22	0.07	36	D	4	22
EB T/R	0.55	25	C	76	152	0.56	25	C	83	164	0.58	26	C	87	173
WB L	0.64	26	C	102	216	0.65	27	C	111	237	0.66	27	C	120	255
WB T/R	0.39	7	A	71	191	0.41	7	A	77	205	0.41	7	A	78	207
SB L/T/R	0.39	28	C	27	79	0.38	30	C	26	83	0.39	31	C	27	85
Overall		**15**	**B**				**15**	**B**				**15**	**B**		
Weekday Evening															
EB L	0.31	42	D	28	79	0.32	45	D	30	83	0.32	46	D	30	85
EB T/R	0.37	18	B	85	160	0.37	18	B	91	171	0.40	21	C	98	187
WB L	0.61	35	C	115	234	0.63	37	D	135	266	0.69	36	D	162	313
WB T/R	0.59	13	B	226	339	0.61	13	B	256	383	0.62	13	B	261	390
SB L/T/R	0.35	34	C	23	69	0.34	35	D	21	73	0.34	36	D	21	74
Overall		**17**	**B**				**17**	**B**				**18**	**B**		

Table 8 Signalized Intersection Capacity Analysis – Peak Summer Season – Cont.

Location / Movement	2019 Existing Conditions					2026 No-Build Conditions					2026 Build Conditions				
	v/c [a]	Del [b]	LOS [c]	50 Q [d]	95 Q [e]	v/c	Del	LOS	50 Q	95 Q	v/c	Del	LOS	50 Q	95 Q
9 Mid-Cape Connector at Sandwich Road															
Weekday Morning															
EB T	0.68	24	C	162	267	0.73	26	C	183	301	0.76	27	C	193	319
EB R	0.72	6	A	0	68	0.78	9	A	15	131	0.79	10	A	24	160
WB L	0.23	8	A	18	37	0.27	9	A	20	40	0.28	9	A	20	40
WB T	0.56	12	B	142	224	0.60	13	B	160	251	0.60	13	B	160	251
NB L	0.76	36	D	137	#267	0.79	39	D	152	#291	0.80	39	D	155	#298
NB R	0.32	3	A	3	41	0.35	5	A	15	57	0.36	5	A	21	64
Overall		**15**	**B**				**16**	**B**				**17**	**B**		
Weekday Evening															
EB T	0.69	24	C	180	289	0.73	26	C	200	319	0.74	26	C	205	327
EB R	0.81	9	A	13	130	0.87	13	B	34	#383	0.88	14	B	39	#393
WB L	0.36	9	A	28	51	0.39	10	A	28	52	0.40	10	A	28	52
WB T	0.73	16	B	231	350	0.73	16	B	232	360	0.73	16	B	232	360
NB L	0.81	41	D	158	#324	0.83	44	D	166	#343	0.87	48	D	181	#376
NB R	0.43	7	A	34	100	0.46	8	A	46	121	0.47	9	A	52	131
Overall		**17**	**B**				**19**	**B**				**20**	**B**		

a Volume to capacity ratio.
b Average total delay, in seconds per vehicle.
c Level-of-service.
d 50th percentile queue, in feet.
e 95th percentile queue, in feet.
~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

As shown in the Tables 8, minimal operational impacts are expected with the addition of the proposed project traffic. The study area intersections are expected to remain at the same overall level-of-service between 2026 No-Build and 2026 Build conditions during peak hours.

Unsignalized Intersection Capacity Analyses

The analytical methodologies typically used for the analysis of unsignalized intersections use conservative analysis parameters, such as high critical gaps[3]. Actual field observations indicate that drivers on minor streets generally accept smaller gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. Consequently, the analysis results tend to overstate the actual delays experienced in the field. For this reason, the results of the unsignalized intersection analyses should be considered highly conservative.

Tables 9 presents a summary of the capacity analysis of the peak summer conditions for the unsignalized intersections in the study area. The capacity analyses worksheets are included in the Appendix to this document.

▼

3 'Critical gap' is defined as the minimum time, in seconds, between successive major-stream vehicles, in which a minor-street vehicle can make a maneuver

Table 9 Unsignalized Intersection Capacity Analysis – Peak Summer Season

Location / Movement	2019 Existing Conditions					2026 No-Build Conditions					2026 Build Conditions				
	D [a]	v/c [b]	Del [c]	LOS [d]	95 Q [e]	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
1 Old Plymouth Road at Hunters Brook Road															
Weekday Morning															
EB L/R	15	0.02	9	A	3	15	0.02	9	A	3	15	0.02	9	A	3
NB L	1	0.00	7	A	0	1	0.00	7	A	0	1	0.00	7	A	0
Weekday Evening															
EB L/R	25	0.04	9	A	3	25	0.03	9	A	3	25	0.03	9	A	3
NB L	0	0.00	0	A	0	0	0.00	0	A	0	0	0.00	0	A	0
2 Old Plymouth Road at Meetinghouse lane/Scusset Beach Road															
Weekday Morning															
EB L	75	0.07	8	A	5	80	0.06	8	A	5	80	0.06	8	A	5
WB L	2	0.00	7	A	0	2	0.00	7	A	0	2	0.00	7	A	0
NB L/T/R	30	0.11	15	C	10	30	0.09	15	B	8	30	0.09	15	B	8
SB L/T/R	160	0.22	11	B	20	165	0.23	11	B	23	165	0.23	11	B	23
Weekday Evening															
EB L	155	0.13	8	A	13	160	0.12	8	A	10	160	0.12	8	A	10
WB L	1	0.00	8	A	0	1	0.00	8	A	0	1	0.00	8	A	0
NB L/T/R	45	0.20	22	C	18	45	0.17	20	C	15	45	0.17	20	C	15
SB L/T/R	110	0.19	12	B	18	115	0.17	11	B	15	115	0.17	11	B	15
3 Canal Road at Commerce Way															
Weekday Morning															
EB L/R	165	0.26	12	B	25	165	0.24	11	B	23	165	0.27	12	B	28
NB L	5	0.00	7	A	0	5	0.00	7	A	0	5	0.00	8	A	0
Weekday Evening															
EB L/R	155	0.25	12	B	25	155	0.22	11	B	20	155	0.26	13	B	28
NB L	2	0.00	7	A	0	2	0.00	7	A	0	2	0.00	8	A	0
5 Scenic Highway (Route 6)/ Meetinghouse Lane at Route 3 NB Off-Ramp/Route 6 WB Off-Ramp															
Weekday Morning															
NB R	260	0.52	19	C	75	270	0.58	22	C	93	315	0.70	27	D	133
SB R	800	>1.20	>120	F	1258	830	>1.20	>120	F	1448	830	>1.20	>120	F	1483
Weekday Evening															
NB R	485	1.16	>120	F	483	500	1.15	116	F	483	525	>1.20	>120	F	563
SB R	1230	>1.20	>120	F	2533	1275	>1.20	>120	F	2930	1275	>1.20	>120	F	3068
8 Adams Street at Cranberry Highway (Route 6A)															
Weekday Morning															
WB L	1	0.00	8	A	0	1	0.00	8	A	0	1	0.00	8	A	0
NB L/T/R	10	0.03	13	B	3	10	0.02	13	B	3	10	0.03	13	B	3
SB L/T/R	290	0.36	11	B	40	300	0.36	11	B	43	320	0.39	12	B	48
Weekday Evening															
WB L	5	0.01	9	A	0	5	0.01	8	A	0	5	0.01	8	A	0
NB L/T/R	5	0.03	13	B	3	5	0.01	12	B	0	5	0.01	12	B	0
SB L/T/R	340	0.51	14	B	73	350	0.49	14	B	68	360	0.50	14	B	70

a Demand, in vehicles
b Volume to capacity ratio.
c Average total delay, in seconds per vehicle.
d Level-of-service.
e 95th percentile queue, in feet

Table 9 Unsignalized Intersection Capacity Analysis – Peak Summer Season (Cont.)

Location / Movement	2017 Existing Conditions					2022 No-Build Conditions					2022 Build Conditions				
	D [a]	v/c [b]	Del [c]	LOS [d]	95 Q [e]	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
10 Sandwich Road Extension at Sandwich Road															
Weekday Morning															
EB L	5	0.01	9	A	0	5	0.01	10	A	0	5	0.01	10	A	0
SB L/R	260	>1.20	>120	F	783	270	>1.20	>120	F	713	275	>1.20	>120	F	880
Weekday Evening															
EB L	5	0.01	9	A	0	5	0.01	9	A	0	5	0.01	10	A	0
SB L/R	485	>1.20	>120	F	1445	500	>1.20	>120	F	1485	505	>1.20	>120	F	1568
11 Canal Road at Site Driveway															
Weekday Morning															
WB L/R											20	0.02	9	A	3
SB L											65	0.05	8	A	5
Weekday Evening															
WB L/R											85	0.10	9	A	8
SB L											35	0.03	8	A	3
12 Hunters Brook Road at Site Driveway															
Weekday Morning															
EB L											5	0.00	7	A	0
SB L/R											5	0.01	8	A	0
Weekday Evening															
EB L											5	0.00	7	A	0
SB L/R											5	0.01	8	A	0

a Demand, in vehicles
b Volume to capacity ratio.
c Average total delay, in seconds per vehicle.
d Level-of-service.
e 95th percentile queue, in feet.

As shown in the Table 9, minimal operational impacts are expected with the addition of the proposed project traffic during the peak summer season. All of the unsignalized approaches are expected to operate at the same LOS under 2026 Build conditions during both peak hours, except for the northbound approach at the intersection of Scenic Highway (Route 6)/ Meetinghouse Lane at Route 3 NB Off-Ramp/Route 6 WB Off-Ramp, which is expected to operate at LOS D with 27 seconds of delay during the weekday morning peak period. It should be noted that during the morning peak hour this approach currently operates at LOS C with 19 seconds of delay and is anticipated to operate at LOS C with 22 seconds of delay under 2026 no-build conditions.

Roadway Segment Capacity Analysis

Capacity analyses were conducted for the three two-lane roadway segments and one multi-lane segment identified in the study area using HCS Two Lane Highways and HCS Multi-Lane Highways. Capacity analyses were conducted for 2019 Existing conditions, 2026 No-Build conditions, and 2026 Build conditions. The results of the peak summer condition is shown in Table 10. The capacity analyses worksheets are included in the Appendix to this document.

Table 10 Roadway Segment Capacity Analysis – Peak Summer Season

		2019 Existing Conditions		2026 No-Build Conditions		2026 Build Conditions	
Roadway Segment	Direction	v/c [a]	LOS [b]	v/c	LOS	v/c	LOS
Canal Street between Site Driveway and Meetinghouse Lane							
Weekday Morning	Northbound	0.07	B	0.06	B	0.08	C
	Southbound	0.07	B	0.06	B	0.10	B
Weekday Evening	Northbound	0.08	B	0.07	B	0..12	C
	Southbound	0.06	B	0.06	B	0.08	C
Meetinghouse Lane between Old Plymouth Road and Canal Street							
Weekday Morning	Eastbound	0.11	B	0.10	B	0.10	B
	Westbound	0.20	C	0.20	C	0.22	C
Weekday Evening	Eastbound	0.23	C	0.21	C	0.21	C
	Westbound	0.24	C	0.18	C	0.21	C
Scenic Highway between Route 3 Southbound Off-Ramp and Route 6 Eastbound On-Ramp							
Weekday Morning	Eastbound	0.14	A	0.14	A	0.14	A
	Westbound	0.30	B	0.32	B	0.32	B
Weekday Evening	Eastbound	0.14	A	0.15	A	0.15	A
	Westbound	0.39	B	0.44	C	0.45	C
Sandwich Road between Sandwich Road and Mid-Cape Connector							
Weekday Morning	Eastbound	0.73	E	0.79	E	0.81	E
	Westbound	0.59	E	0.63	E	0.63	E
Weekday Evening	Eastbound	0.89	E	0.92	E	0.93	E
	Westbound	0.69	E	0.67	E	0.69	E

a. Volume to capacity ratio.
b. Level-of-service.

As shown in Tables 10, all roadway segments operate at LOS C or better under 2019 Existing conditions during both peak hours, with the exception of Sandwich Road between Sandwich Road and Mid-Cape Connector which currently operates at LOS E during the morning peak hour and evening peak hour. Under 2026 No-Build and 2026 Build conditions, all roadway segments, except for Sandwich Road between Sandwich Road and Mid-Cape Connector, are expected to continue operating at LOS C or better during both peak hours. Sandwich Road between Sandwich Road and Mid-

Cape Connector is expected to operate at LOS E during both peak hours under 2026 No-Build and 2026 Build conditions.

5

Mitigation

The preceding analysis of the 2019 Existing conditions and projected future traffic demands in the 2026 No-Build and 2026 Build conditions indicate that traffic volumes during the peak-hours show minor impacts within the study area. The proponent has proposed a combination of different mitigation measures to address the potential impacts of the proposed project. The proposed measures are identified below.

In terms of compliance with the Regional Policy Plan, there are three primary focus areas that may require traffic mitigation:

- Goal TR1: Safety
- Goal TR2: Trip Reduction/Transportation Balance and Efficiency
- Goal TR3: Level of Service/Congestion Management

The mitigation responsibilities of the project for each RPP Goal are identified below.

Safety

As discussed in Chapter 2, VHB provided a summary of the vehicular crash history for the study area locations. As stated in Minimum Performance Standard (MPS) TR1.3

*"**Identification of Safety Impacts**: The applicant shall identify safety impacts at road and intersection locations with three or more crashes per year where the project is expected to add 25 or more peak-hour trips. If applicable, funds to implement safety improvements shall be deducted from the transportation mitigation payment. The applicant shall be required to implement the needed safety improvements as determined by the Commission prior to obtaining a final Certificate of Compliance and shall be responsible for the safety improvements even if the cost of these safety improvements exceeds the transportation mitigation payment amount. Remaining transportation funds shall be paid to the County of Barnstable, prior to obtaining a final Certificate of*

Compliance, to be used for transportation-related purposes within the area affected by the DRI. All measures to mitigate safety impacts shall be consistent with Goal TR3 and its supporting Minimum Performance Standards."

Based on a review of the MassDOT crash data and the detailed local crash reports, the following intersections are subject to safety improvements per MPS TR1.3:

- Meetinghouse lane at Canal Street/State Road
- Scenic Highway (Route 6) at Route 3 SB Off-Ramp

The Proponent proposes consideration of the following safety measures, subject to the approval of MassDOT and the CCC.

Meetinghouse Lane at Canal Street/State Road

There was a total of 27 crashes, based on the MassDOT data, identified at this intersection from 2012 through 2016. Of those 27 crashes, nine of them (33-percent) were rear-end collisions and nine of them (33-percent) were angle collisions, which is common at signalized intersections.

Analysis of the local and state police reports for crashes at this intersection show that there is no trend that indicates any geometric deficiencies. The majority of the rear end collisions were caused by vehicles slowed in traffic and drivers following too closely. Most of the angle crashes (five) occurred when vehicles turning left from Meetinghouse lane onto State Road collided with opposing through vehicles. Three of the angle crashes occurred when vehicles traveling eastbound on Meetinghouse lane collided with vehicles from Canal Street due to either an improper maneuver or red light running. Of the six single vehicle crashes at this location the cause of three are unknown as the driver fled the scene of the accident; one was a cause of the driver being distracted by a dog in the vehicle; another occurred due to the vehicle suffering equipment failure as both front tires came off the vehicle; and lastly, the other single vehicle crash occurred as a result of sun glare. Both sideswipe incidents can be attributed to operators attempting to make an improper maneuver from the wrong lane.

It should be noted that the signal equipment at this location may have been recently enhanced within the last two years to include flashing yellow arrows for each of the approaches, which may help mitigate the number of angle crashes that have occurred at this location. Additionally, it should be noted that there currently is no advanced warning for signage for an any of the approaches leading up to the signal. VHB recommends the installation of "Signal Ahead" signage for all four approaches of this intersection.

In addition to the recommendations noted above, it should be noted that the Congestion Mitigation section of this chapter includes a proposal to upgrade the signal system to an adaptive signal to improve operations and reduce congestion. This reduction in congestion should have a positive effect on this intersection and particularly it's susceptibility to rear-end crashes. The improvements recommended above are subject to approval by MassDOT.

Scenic Highway (Route 6) at Route 3 SB Off-Ramp

There was a total of 23 crashes, based on the MassDOT data, identified at this intersection from 2012 through 2016. Of those 27 crashes, ten of them (43-percent) were rear-end collisions and eight of them (30-percent) were angle collisions, which is common at signalized intersections.

Analysis of the local and state police reports for crashes at this intersection show that the rear end collisions were mostly caused by vehicles slowed in traffic and drivers following too closely. The majority of angle crashes (five) occurred when vehicles traveling from the Route 3 Southbound Off-Ramp collided with westbound through vehicles from Scenic Highway. Four of these five crashes occurred due to the westbound traveling vehicle running a red light. The other two remaining angle collisions occurred when vehicles turning left from the Route 3 Southbound Off-Ramp collided with eastbound traveling vehicles on Scenic Highway. One of these crashes can be attributed to a driver operating under the influence of alcohol, while the other occurred due to the southbound vehicle running a red light. Two sideswipes and four single vehicle collisions also occurred at this intersection. The two sideswipe collisions occurred due to a westbound traveling vehicle attempting to make a U-turn from the right lane. Two of the four single vehicle accidents occurred as a result of icy conditions on the roadway. The other two single vehicle crashes occurred as result of the operator being cut-off by another vehicle and an operator being distracted while driving.

It should be noted that there is currently no advanced warning signage on the Route 6 westbound approach leading up to the signal. The signal at this location is located just after an overpass and therefore may not be sufficiently visible to westbound traveling vehicles as they approach the intersection. VHB recommends the installation of "Signal Ahead" signage on the Route 6 westbound approach.

Trip Reduction Mitigation

As stated in Objective TR2:

Objective TR2: Provide and promote a balanced and efficient transportation system that includes healthy transportation option and appropriate connections for all uses.

To be consistent with the Objectives under TR2, the Proponent is planning to implement a robust Transportation Demand Management (TDM) program on site to reduce the number of trips. The goal of the improved TDM plan is to reduce the project's overall traffic impact through the implementation of measures that are aimed at minimizing the use of single-occupancy vehicles. The Proponent is committed to implementing measures geared toward providing the best experience possible for their employees and visitors, while minimizing the traffic impacts to the surrounding area. The following text describes in detail the project's Transportation Demand Management program.

General TDM Measures

The Proponent will designate an employee (or employees) that will be responsible for managing the TDM program. The designated coordinator will encourage participation in the program and will distribute information regarding all available trip reduction strategies. In addition, the Proponent will designate a physical or digital area where information can be posted.

Ridesharing

The Proponent will promote ridesharing to its employees. Information regarding carpooling and its benefits will be distributed to all employees and interested carpooler names will be managed by the TDM coordinator. Additionally, a guaranteed ride home program, in the case of an emergency for registered employee ride-sharers, will be provided via a local taxi service. Preferential parking spaces will be designated for employees who rideshare. Incentives for participation will also be explored to encourage employees to rideshare. The on-site transportation coordinator will continue to ensure that the ridesharing program is consistently promoted and provided.

Park and Ride Facilities

As mentioned previously, the Site is conveniently located approximately 200 feet south of the Sagamore Park and Ride facility. The Sagamore Park and Ride lot

provides 377 parking spaces for users to utilize for carpooling or vanpooling purposes. The lot also features bus shelters for patrons utilizing the Plymouth & Brockton Street commuter bus service or the Sandwich bus line. The Sagamore Park and Ride lot is open 24/7 and permits overnight parking.

Public Transit

Public transit may be an attractive way for some employees or visitors to access the facility. The Sandwich Line bus, which travels to the Sagamore Park and Ride Lot just north of the site will be a good option for users to access the site. The Sandwich bus line is a regularly scheduled service from Sagamore to Hyannis that operates Monday through Friday from 7:00 AM to 7:50 PM beginning at the Sagamore Park and Ride lot and ending at the Hyannis Transportation Center. The Sandwich Line makes convenient stops to a Super Stop & Shop, Market Basket, and Sandwich Town Hall. The Sandwich Line leaves the park and ride lot at 7:00AM and 10:00AM during the morning and operates at 1-hour headways from 2:00 to 5:00PM during the evening.

In addition to the Sandwich Line, the Plymouth & Brockton Bus operates a commuter bus service between Logan International airport and Hyannis. This commuter bus service operates Monday through Friday from 2:50AM to 10:30PM and Saturday/Sunday from 3:20AM to 10:30PM. Fares to/from Logan Airport and the Sagamore Park and Ride Lot cost $25.00 and $45.00 for one-way and round-trip tickets, respectively. Fares to/from Boston and the Sagamore Park and Ride Lot cost $19.00 and $35.00 for one-way and round-trip tickets, respectively. The Plymouth & Brockton Street Railway Co. commuter bus service provides another convenient alternative for employees, residents, and/or visitors to access the Site. To encourage the use of transit by employees and visitors to the site, transit schedules and route information will be provided in common areas within the facility. The proponent also plans to subsidize transit passes for employees.

Local Shuttles

The Cape Cod Regional Transit Authority offers the DART Service (Dial-a-Ride Transportation), which is a daily general public service that is a door-to-door, ride by appointment, transportation service. This service is available to all Cape Cod residents for any purpose. This service operates Monday through Saturday between 8:00AM and 5:00PM. The DART service provides another suitable alternative for employees, residents, or visitors to access the Site. The Proponent has committed to donate up-to $50,000 to the CCRTA for expansion of services including but not limited to an additional midday run of the Sandwich Line. This assumes the project is approved and built at the proposed size.

Bicycle and Pedestrian Measures

Bicycling and walking to the project site will be attractive to some employees and guests may choose to walk/bike to/from work or travel to local attractions during the day. To facilitate bicycle access to the site, secure bicycle storage racks will be provided on the exterior of the commercial buildings. In addition, lockers will be provided on site for those who walk/bike to/from the facility. Furthermore, the Cape Cod Canal bikeway is conveniently located just south of the Site. The Cape Cod Canal bikeway is an approximately 8-mile path that follows the Cape Cod Canal through sections of Bourne and Sagamore. The path features a generous width with minimal grades and connects numerous residential areas creating ideal conditions for employees, residents, and visitors to travel to and from the Site. The proponent plans to provide full bicycle accommodations to safely navigate between the Site and bikeway.

In addition, full pedestrian accommodations (sidewalks, crosswalks, etc.) will be provided to and from the site, providing robust connection to the nearby Park and Ride lot, Bank of America, Marylous Coffee, Dunkin Donuts, McDonalds and Cape Cod Canal bikeway. Providing full pedestrian accommodations to these facilities will limit the need for employees, residents, and patrons to use vehicles as these facilities lie 0.2 miles or less from the site.

On Site Amenities

The proposed site will contain modern buildings that will include onsite amenities that are expected in today's market. Most notably, the proposed commercial buildings will include a full service break rooms and locker room areas for employees. In addition there will be showers available for employees who bike to work. While the tenants of the two commercial buildings are unknown at this time, the amenities and initiatives that are anticipated for both include the following: :

- Provide preferred/reserved parking for employees who rideshare/carpool (refer to site plan Figure 13A)
- Implement a "Guaranteed Ride Home" or taxi service for use in the case of an emergency.
- Shuttle connection to the nearby Park n Ride during inclement weather.
- Provide preferred parking for up to four employee owned electric cars in the proposed parking structure (see site plan)
- Lunch and break rooms equipped with refrigerators and microwaves, etc. for those who may wish to prepare their own food

- Bicycle storage – exterior bike racks (refer to site plan Figure 13A). On site bus stop has been identified and Proponent will work with local providers to assess the potential for fixed stop on site (refer to site plan Figure 13A).
- Locker Rooms - with changing rooms and showers in Assisted Living Facility
- Extensive sidewalk network on site that connects to regional sidewalk network that provides unique access to all kinds of amenities. This connection allows employees, customers, and residents the ability to walk and bike to numerous commercial and recreational opportunities including but not limited to:
    - Sagamore Park N Ride and regional bus operation
    - Restaurants
    - Coffee Shops
    - Convenient Store
    - Canal Bike Path (approximately 8 miles). Can bike to Town Hall, and other commercial opportunities near Bourne Bridge from site along bike path
    - Scusset Beach

As proposed, this Trip Reduction Plan includes several unique amenities that will continue to offset a substantial amount of single occupancy vehicle trips. Calculations estimating the potential trip reduction associated with the proposed TDM program are provided in the Appendix.

Congestion Management

Intersection Improvements

As shown in Table 6 of Chapter 4 *Traffic Operations Analysis*, each of the signalized intersections are expected to experience minor increases in delay during the evening peak hour as a result of the proposed project. Only the intersection of Sandwich Road at Mid-Cape Connector is expected to experience minor increases in delay during the weekday morning peak hour as a result of the proposed project. In addition, as outlined in the Draft Study Recommendations of the Cape Cod Canal Transportation Study presentation (provided in the Appendix), signal timing and adaptive traffic signal improvements have been highlighted for the Scenic Highway at Meeting House Road/Canal Street intersection. VHB and the Proponent have considered the various recommendations that have come from that long terms study or the entire canal transportation system. With that in mind, we are proposing to upgrade the Scenic Highway at Meeting House Road/Canal Street intersection to a fully adaptive traffic signal. In addition, the signalized intersections to the west at the Southbound Route 3 off-ramp and the traffic signal at the Route 3 Southbound (Bridge) on ramp are in close proximity and the three signals operate as a traffic signal system today. With that in mind, the Proponent is proposing to upgrade all three signals into an integrated adaptive traffic signal system. Initial discussions with MassDOT has suggested that they are likely to support the change that the Proponent is suggesting. The results of the 2026 Build with Mitigation analysis are summarized in Table 14.

Table 11 Signalized Intersection Capacity Analysis with Mitigation – Peak Summer Season

Location / Movement	2026 No-Build Conditions					2026 Build Conditions					2026 Build Conditions with Mitigation				
	v/c [a]	Del [b]	LOS [c]	50 Q [d]	95 Q [e]	v/c	Del	LOS	50 Q	95 Q	v/c	Del	LOS	50 Q	95 Q
Meetinghouse Lane at Canal Street/State Road															
Weekday Evening															
EB L	0.95	43	D	144	#461	1.00	56	E	159	#536	0.81	24	C	194	369
EB T	0.40	17	B	86	222	0.42	19	B	94	240	0.35	16	B	140	221
EB R	0.34	6	A	14	77	0.39	7	A	18	93	0.33	2	A	0	40
WB L	0.05	10	A	4	16	0.05	11	B	4	18	0.06	14	B	5	16
WB T/R	0.74	36	D	133	250	0.76	39	D	141	268	0.74	47	D	200	379
NB L	0.45	23	C	63	131	0.57	25	C	94	182	0.64	42	D	143	308
NB T/R	0.38	30	C	58	127	0.36	29	C	64	135	0.38	42	D	89	200
SB L	0.11	20	B	10	31	0.11	20	B	10	31	0.15	35	C	15	51
SB T	0.22	37	D	16	50	0.23	39	D	17	52	0.28	59	E	25	72
SB R	0.59	14	B	0	60	0.60	15	B	0	62	0.65	20	B	0	77
Overall		**27**	**C**				**31**	**C**				**27**	**C**		
Scenic Highway (Route 6) at Route 3 SB Off-Ramp															
Weekday Evening															
EB T	0.44	12	B	187	259	0.44	12	B	189	262	0.44	12	B	189	262
WB T	0.89	24	C	625	757	0.92	27	C	685	833	0.92	27	C	685	833
SB L/R	1.02	92	F	~355	#562	1.05	100	F	~369	#575	1.05	100	F	~369	#575
Overall		**32**	**C**				**35**	**C**				**35**	**C**		
Scenic Highway (Route 6) at Route 6 EB On-Ramp/Church Lane															
Weekday Evening															
EB L	0.32	45	D	30	83	0.32	46	D	30	85	0.30	46	D	27	77
EB T/R	0.37	18	B	91	171	0.40	21	C	98	187	0.38	19	B	93	173
WB L	0.63	37	D	135	266	0.69	36	D	162	313	0.74	40	D	166	316
WB T/R	0.61	13	B	256	383	0.62	13	B	261	390	0.61	12	B	254	364
SB L/T/R	0.34	35	D	21	73	0.34	36	D	21	74	0.35	36	D	22	73
Overall		**17**	**B**				**18**	**B**				**18**	**B**		
Mid-Cape Connector at Sandwich Road															
Weekday Morning															
EB T	0.73	26	C	183	301	0.76	27	C	193	319	0.71	23	C	196	307
EB R	0.78	9	A	15	131	0.79	10	A	24	160	0.76	8	A	17	122
WB L	0.27	9	A	20	40	0.28	9	A	20	40	0.29	9	A	21	43
WB T	0.60	13	B	160	251	0.60	13	B	160	251	0.60	13	B	173	272
NB L	0.79	39	D	152	#291	0.80	39	D	155	#298	0.80	40	D	163	#299
NB R	0.35	5	A	15	57	0.36	5	A	21	64	0.37	6	A	18	68
Overall		**16**	**B**				**17**	**B**				**16**	**B**		
Weekday Evening															
EB T	0.73	26	C	200	319	0.74	26	C	205	327	0.69	22	C	200	307
EB R	0.87	13	B	34	#383	0.88	14	B	39	#393	0.84	10	B	23	#192
WB L	0.39	10	A	28	52	0.40	10	A	28	52	0.42	11	B	30	55
WB T	0.73	16	B	232	360	0.73	16	B	232	360	0.73	16	B	246	383
NB L	0.83	44	D	166	#343	0.87	48	D	181	#376	0.87	48	D	198	#358
NB R	0.46	8	A	46	121	0.47	9	A	52	131	0.49	9	A	53	127
Overall		**19**	**B**				**20**	**B**				**18**	**B**		

a. Volume to capacity ratio.
b. Average total delay, in seconds per vehicle.
c. Level-of-service.
d. 50th percentile queue, in feet.
e. 95th percentile queue, in feet.
95th percentile volume exceeds capacity, queue may be longer.

As shown in Table 14, with the recommended modifications to the signal timing plans, overall operations at all the signalized study area intersections have been improved to 2026 No Build levels of operations or better, with the exception of the Scenic Highway (Route 6) at Route 3 SB Off-Ramp intersection during the evening peak hour. In addition, the Proponent plans to assist in upgrading the existing signal at Meetinghouse Lane and State Road/Canal Street to an adaptive signal system, per the Cape Code Canal Transportation Study recommendations, thereby further mitigating the congestion at this location.

Monetary Contribution (Trip Reduction Payment)

As previously mentioned, to be consistent with Objective TR2, the Proponent is planning to implement a robust Transportation Demand Management (TDM) program on site to reduce the number of traffic trips. The robust TDM program is expected to be highly effective trip reduction requirement at this location due to surroundings and connections that are available.

Table 12 Mitigation Plan Cost Summary

Mitigation Action	Description	Approximate First Year Cost *
Transportation Demand Management Program (Objective TR2)		$10,000
Level of Service/Congestion Management (Objective TR3)	Upgrade existing signal to an adaptive signals (3 locations)	$200,000
Safety Improvements (Objective TR1)	Mitigation measures at 2 location	$10,000
Up-To $50,000 Contribution to CCRTA	Contribution for Expanded Service	$50,000**
Total Program Cost		**$220,000**

* The costs provided in Table 15 are estimates and may need to be modified during the review process. Cost estimates, specific mitigation commitments, and allocation of funds are subject to change based on CCC Staff review.

** Assumes project is approved and constructed at current size

6

Conclusion

VHB, Inc. has prepared a traffic impact and access study (TIAS) for the proposed Canal Street Crossing mixed-use development. Primary access to the site would be provided via driveways on Canal Street (south of Commerce Street) and Hunters Brook Road (west of Patty's Way).

Capacity analyses were conducted for each of the study area intersections and roadway segments under 2019 Existing conditions, 2026 No-Build conditions (without the proposed development), and 2026 Build conditions (with the proposed development) for both the average and peak season. Based on the results of these analyses and the anticipated site-generated traffic, the proponent proposes consideration of the following measures:

- Transportation Demand Management Program
- Intersection safety operational enhancements including signage and adaptive systems upgrade to three traffic signals

Overall, VHB concludes that with the safety, operational, and TDM mitigation initiatives proposed by the project, traffic impacts will be fully mitigated.

APPENDIX:
Supporting Documentation

1. Traffic Volume Data
2. Vehicular Crash Data
3. Crash Rate Worksheets
4. Collision Diagrams
5. Sight Distance Analyses
6. CCRTA Bus Schedule – Sandwich Line
7. Brockton & Plymouth Street Railroad Company Bus Schedule
8. Seasonal Adjustment
9. Historic Traffic Growth
10. Census Data
11. Trip Generation
12. Shared Trip Calculations
13. 25-Percent Trip Reduction
14. Traffic Volume Networks - Average Season
15. Intersection Capacity Analyses – Peak Season
16. Intersection Capacity Analyses – Average Season
17. Roadway Segment Analyses – Peak Season
18. Roadway Capacity Analyses – Average Season
19. Summary Tables – Average Season
20. Draft Cape Cod Canal Transportation Study
21. Access Letters - Police/Fire/NSWD

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23 Canal Road
east of Sagamore Bridge
City, State: Bourne, MA
Client: VHB/ M. Duranleau
NB

186377 A Class
Site Code: 14035.00

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/25/1														
8	0	6	1	0	4	0	0	0	0	0	0	0	0	11
01:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:00	1	12	5	0	3	1	0	0	0	0	0	0	0	22
06:00	0	22	13	0	6	0	0	0	0	0	0	0	0	41
07:00	0	20	14	0	7	0	0	0	0	0	0	0	0	41
08:00	0	31	17	0	8	0	0	0	0	0	0	0	0	56
09:00	0	16	14	0	2	0	0	0	0	0	0	0	0	32
10:00	1	27	7	0	3	0	0	0	0	0	0	0	0	38
11:00	0	28	9	0	4	0	0	0	0	0	0	0	0	41
12 PM	0	34	15	0	6	0	0	0	0	0	0	0	0	55
13:00	0	30	12	0	4	0	0	1	0	0	0	0	0	47
14:00	0	26	8	0	4	0	0	0	0	0	0	0	0	38
15:00	0	25	11	0	7	0	0	0	0	0	0	0	0	43
16:00	0	26	12	0	4	0	0	0	0	0	0	0	0	42
17:00	1	21	7	0	2	0	0	0	0	0	0	0	0	31
18:00	1	22	6	0	4	0	0	0	0	0	0	0	0	33
19:00	4	19	4	0	5	0	0	0	0	0	0	0	0	32
20:00	0	13	7	0	7	0	0	0	0	0	0	0	0	27
21:00	0	7	6	0	2	0	0	0	0	0	0	0	0	15
22:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
23:00	1	3	2	0	0	0	0	0	0	0	0	0	0	6
Total	9	408	176	0	84	1	0	1	0	0	0	0	0	679
Percent	1.3%	60.1%	25.9%	0.0%	12.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	08:00	08:00		08:00	05:00								08:00
Vol.	1	31	17		8	1								56
PM Peak	19:00	12:00	12:00		15:00			13:00						12:00
Vol.	4	34	15		7			1						55

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SB

186377 A Class
Site Code: 14035.00

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/25/1														
8	0	4	2	0	1	0	0	0	0	0	0	0	0	7
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
03:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
04:00	0	10	13	0	1	0	0	0	0	0	0	0	0	24
05:00	0	10	4	0	1	1	0	0	0	0	0	0	0	16
06:00	0	12	6	0	0	0	0	0	0	0	0	0	0	18
07:00	0	24	9	0	3	0	0	0	0	0	0	0	0	36
08:00	0	28	14	0	2	0	0	0	0	0	0	0	0	44
09:00	0	30	11	0	1	0	0	0	0	0	0	0	0	42
10:00	0	38	13	0	1	0	0	0	0	0	0	0	0	52
11:00	0	23	13	0	2	0	0	0	0	0	0	0	0	38
12 PM	0	31	15	1	6	0	0	0	0	0	0	0	0	53
13:00	0	27	10	0	3	0	0	0	0	0	0	0	0	40
14:00	0	24	15	0	1	0	0	0	0	0	0	0	0	40
15:00	0	39	17	0	5	0	0	0	0	0	0	0	0	61
16:00	0	35	10	0	3	0	0	0	0	0	0	0	0	48
17:00	0	26	13	0	0	0	0	0	0	0	0	0	0	39
18:00	0	30	11	0	1	0	0	0	0	0	0	0	0	42
19:00	0	28	6	0	3	0	0	0	0	0	0	0	0	37
20:00	0	13	6	0	4	0	0	0	0	0	0	0	0	23
21:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
22:00	0	16	3	0	1	1	0	0	0	0	0	0	0	21
23:00	0	7	2	0	3	0	0	0	0	0	0	0	0	12
Total	0	483	202	1	43	2	0	0	0	0	0	0	0	731
Percent	0.0%	66.1%	27.6%	0.1%	5.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	08:00		07:00	05:00								10:00
Vol.		38	14		3	1								52
PM Peak		15:00	15:00	12:00	12:00	22:00								15:00
Vol.		39	17	1	6	1								61

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NB

186377 A Speed
Site Code: 14035.00

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
07/25/ 18	0	1	**6**	4	0	0	0	0	0	0	0	0	0	11	26	23
01:00	0	0	1	3	2	0	0	0	0	0	0	0	0	6	31	28
02:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3	31	27
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
04:00	0	0	0	2	2	0	0	0	0	0	0	0	0	4	32	30
05:00	2	3	4	7	6	0	0	0	0	0	0	0	0	22	31	24
06:00	2	3	4	18	13	1	0	0	0	0	0	0	0	41	32	27
07:00	1	**5**	3	**26**	4	2	0	0	0	0	0	0	0	41	28	26
08:00	**4**	2	5	17	**22**	**5**	**1**	0	0	0	0	0	0	**56**	33	28
09:00	0	5	0	12	14	1	0	0	0	0	0	0	0	32	32	28
10:00	0	1	4	13	16	4	0	0	0	0	0	0	0	38	33	29
11:00	0	2	4	18	14	3	0	0	0	0	0	0	0	41	32	28
12 PM	1	1	2	**29**	**18**	**4**	0	0	0	0	0	0	0	**55**	32	29
13:00	0	2	**6**	20	16	3	0	0	0	0	0	0	0	47	32	28
14:00	0	0	4	15	16	2	0	**1**	0	0	0	0	0	38	33	30
15:00	0	3	4	16	17	3	0	0	0	0	0	0	0	43	32	29
16:00	0	0	5	17	18	2	0	0	0	0	0	0	0	42	32	29
17:00	0	**6**	5	14	5	1	0	0	0	0	0	0	0	31	30	25
18:00	**4**	1	2	14	10	1	**1**	0	0	0	0	0	0	33	32	26
19:00	4	3	3	12	9	1	0	0	0	0	0	0	0	32	31	25
20:00	0	3	4	9	11	0	0	0	0	0	0	0	0	27	32	27
21:00	0	0	1	10	4	0	0	0	0	0	0	0	0	15	31	28
22:00	0	2	0	6	6	0	0	0	0	0	0	0	0	14	32	28
23:00	0	0	2	2	2	0	0	0	0	0	0	0	0	6	31	27
Total	18	43	70	285	226	34	2	1	0	0	0	0	0	679		
%	2.7%	6.3%	10.3%	42.0%	33.3%	5.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	00:00	07:00	08:00	08:00	08:00							08:00		
Vol.	4	5	6	26	22	5	1							56		
PM Peak	18:00	17:00	13:00	12:00	12:00	12:00	18:00	14:00						12:00		
Vol.	4	6	6	29	18	4	1	1						55		

Stats

15th Percentile :	21 MPH
50th Percentile :	27 MPH
85th Percentile :	32 MPH
95th Percentile :	34 MPH
Mean Speed(Average) :	28 MPH
10 MPH Pace Speed :	25-34 MPH
Number in Pace :	511
Percent in Pace :	75.3%
Number of Vehicles > 30 MPH :	218
Percent of Vehicles > 30 MPH :	32.1%

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

23 Canal Road
east of Sagamore Bridge
City, State: Bourne, MA
Client: VHB/ M. Duranleau
SB

186377 A Speed
Site Code: 14035.00

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
07/25/ 18	**1**	0	0	4	2	0	0	0	0	0	0	0	0	7	31	26
01:00	0	**1**	0	0	1	0	0	0	0	0	0	0	0	2	32	25
02:00	0	1	0	1	4	0	0	0	0	0	0	0	0	6	32	29
03:00	0	0	0	4	7	0	0	0	0	0	0	0	0	11	32	30
04:00	0	0	2	7	13	2	0	0	0	0	0	0	0	24	33	30
05:00	0	0	1	2	8	5	0	0	0	0	0	0	0	16	36	32
06:00	0	0	0	4	11	3	0	0	0	0	0	0	0	18	34	32
07:00	0	1	2	13	15	5	0	0	0	0	0	0	0	36	33	30
08:00	0	1	**5**	14	15	**8**	**1**	0	0	0	0	0	0	44	35	30
09:00	0	1	1	17	19	4	0	0	0	0	0	0	0	42	33	30
10:00	0	1	3	**20**	**22**	6	0	0	0	0	0	0	0	**52**	33	30
11:00	0	1	0	17	16	4	0	0	0	0	0	0	0	38	33	30
12 PM	1	1	4	**21**	22	4	0	0	0	0	0	0	0	53	33	29
13:00	0	1	5	15	17	1	0	**1**	0	0	0	0	0	40	32	29
14:00	**2**	0	2	19	11	**5**	**1**	0	0	0	0	0	0	40	34	29
15:00	2	2	**6**	16	**29**	5	1	0	0	0	0	0	0	**61**	33	29
16:00	0	**4**	2	13	27	2	0	0	0	0	0	0	0	48	33	29
17:00	1	1	6	15	14	1	1	0	0	0	0	0	0	39	32	28
18:00	2	3	4	10	20	3	0	0	0	0	0	0	0	42	33	28
19:00	2	3	4	13	13	2	0	0	0	0	0	0	0	37	32	27
20:00	1	2	1	9	8	2	0	0	0	0	0	0	0	23	33	28
21:00	0	4	1	4	8	2	0	0	0	0	0	0	0	19	33	28
22:00	1	1	2	6	10	1	0	0	0	0	0	0	0	21	32	28
23:00	0	2	1	6	2	1	0	0	0	0	0	0	0	12	31	27
Total	13	31	52	250	314	66	4	1	0	0	0	0	0	731		
%	1.8%	4.2%	7.1%	34.2%	43.0%	9.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	01:00	08:00	10:00	10:00	08:00	08:00							10:00		
Vol.	1	1	5	20	22	8	1							52		
PM Peak	14:00	16:00	15:00	12:00	15:00	14:00	14:00	13:00						15:00		
Vol.	2	4	6	21	29	5	1	1						61		

Stats

15th Percentile :	24 MPH
50th Percentile :	29 MPH
85th Percentile :	33 MPH
95th Percentile :	36 MPH
Mean Speed(Average) :	29 MPH
10 MPH Pace Speed :	25-34 MPH
Number in Pace :	564
Percent in Pace :	77.2%
Number of Vehicles > 30 MPH :	322
Percent of Vehicles > 30 MPH :	44.1%

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

23 Canal Road
east of Sagamore Bridge
City, State: Bourne, MA
Client: VHB/ M. Duranleau

186377 A Volume
Site Code: 14035.00

Start	NB				SB				Combined				7/25/2018 Wed
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00	6		14		2		9		8		23		
12:15	4		17		4		17		8		34		
12:30	1		12		0		11		1		23		
12:45	0	11	12	55	1	7	16	53	1	18	28	108	
01:00	1		19		1		15		2		34		
01:15	1		13		1		9		2		22		
01:30	1		9		0		9		1		18		
01:45	3	6	6	47	0	2	7	40	3	8	13	87	
02:00	2		10		1		11		3		21		
02:15	0		12		2		7		2		19		
02:30	0		5		3		12		3		17		
02:45	1	3	11	38	0	6	10	40	1	9	21	78	
03:00	0		4		3		16		3		20		
03:15	1		14		4		11		5		25		
03:30	0		8		2		15		2		23		
03:45	0	1	17	43	2	11	19	61	2	12	36	104	
04:00	0		13		4		15		4		28		
04:15	1		10		3		10		4		20		
04:30	1		13		10		10		11		23		
04:45	2	4	6	42	7	24	13	48	9	28	19	90	
05:00	6		6		3		14		9		20		
05:15	7		6		1		8		8		14		
05:30	4		9		5		14		9		23		
05:45	5	22	10	31	7	16	3	39	12	38	13	70	
06:00	9		6		4		12		13		18		
06:15	9		12		6		13		15		25		
06:30	11		7		3		13		14		20		
06:45	12	41	8	33	5	18	4	42	17	59	12	75	
07:00	5		5		8		11		13		16		
07:15	10		7		10		14		20		21		
07:30	15		8		11		4		26		12		
07:45	11	41	12	32	7	36	8	37	18	77	20	69	
08:00	15		9		10		6		25		15		
08:15	22		7		9		7		31		14		
08:30	10		6		17		6		27		12		
08:45	9	56	5	27	8	44	4	23	17	100	9	50	
09:00	8		8		8		6		16		14		
09:15	10		1		15		7		25		8		
09:30	8		5		10		1		18		6		
09:45	6	32	1	15	9	42	5	19	15	74	6	34	
10:00	4		2		11		11		15		13		
10:15	12		2		13		4		25		6		
10:30	9		6		18		3		27		9		
10:45	13	38	4	14	10	52	3	21	23	90	7	35	
11:00	11		0		7		2		18		2		
11:15	12		2		10		1		22		3		
11:30	8		3		5		3		13		6		
11:45	10	41	1	6	16	38	6	12	26	79	7	18	
Total	296		383		296		435		592		818		
Percent	50.0%		46.8%		50.0%		53.2%						
Day Total			679				731				1410		
Peak	07:30	-	00:15	-	10:00	-	03:00	-	07:45	-	00:15	-	-	-
Vol.	63	-	60	-	52	-	61	-	101	-	119	-	-	-
P.H.F.	0.716		0.789		0.722		0.803		0.815		0.875			

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

59 Hunters Brook Road
west of Washburn Street
City, State: Bourne, MA
Client: VHB/ M. Duranleau
EB

186377 B Class
Site Code: 14035.00

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/25/1														
8	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
07:00	0	4	4	0	1	1	0	0	0	0	0	0	0	10
08:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
09:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
10:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
11:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
12 PM	0	7	5	1	0	0	0	0	0	0	0	0	0	13
13:00	1	5	1	0	1	0	0	0	0	0	0	0	0	8
14:00	0	8	7	0	0	0	0	0	0	0	0	0	0	15
15:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
16:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
17:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
18:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
19:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	1	126	47	1	3	1	0	0	0	0	0	0	0	179
Percent	0.6%	70.4%	26.3%	0.6%	1.7%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	07:00		07:00	07:00								10:00
Vol.		13	4		1	1								16
PM Peak	13:00	16:00	14:00	12:00	13:00									16:00
Vol.	1	14	7	1	1									20

PRECISION
D A T A
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59 Hunters Brook Road
west of Washburn Street
City, State: Bourne, MA
Client: VHB/ M. Duranleau
WB

186377 B Class
Site Code: 14035.00

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/25/1														
8	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
06:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
07:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
08:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
09:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
10:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
11:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
12 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
13:00	0	8	4	0	0	0	0	1	0	0	0	0	0	13
14:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
15:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
16:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
17:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
18:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
19:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
21:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	122	48	0	0	0	0	1	0	0	0	0	0	172
Percent	0.6%	70.9%	27.9%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	06:00											08:00
Vol.		12	5											15
PM Peak	19:00	16:00	16:00					13:00						16:00
Vol.	1	13	5					1						18

PRECISION
D A T A
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59 Hunters Brook Road
west of Washburn Street
City, State: Bourne, MA
Client: VHB/ M. Duranleau
EB

186377 B Speed
Site Code: 14035.00

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
07/25/ 18	0	0	0	3	0	0	0	0	0	0	0	0	0	3	28	27
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	32	25
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
05:00	0	0	1	3	0	0	0	0	0	0	0	0	0	4	28	26
06:00	0	0	1	3	0	0	0	0	0	0	0	0	0	4	28	26
07:00	0	**3**	4	2	1	0	0	0	0	0	0	0	0	10	27	23
08:00	0	0	**8**	3	1	0	0	0	0	0	0	0	0	12	27	24
09:00	**2**	2	3	5	1	0	0	0	0	0	0	0	0	13	28	22
10:00	2	2	4	**6**	**2**	0	0	0	0	0	0	0	0	**16**	28	23
11:00	1	1	8	2	0	0	0	0	0	0	0	0	0	12	24	21
12 PM	**1**	1	**7**	3	1	0	0	0	0	0	0	0	0	13	27	22
13:00	1	2	3	1	1	0	0	0	0	0	0	0	0	8	27	21
14:00	1	2	6	6	0	0	0	0	0	0	0	0	0	15	27	22
15:00	0	1	4	5	1	0	0	0	0	0	0	0	0	11	28	25
16:00	0	**3**	2	**10**	**5**	0	0	0	0	0	0	0	0	**20**	31	26
17:00	0	0	1	6	2	0	0	0	0	0	0	0	0	9	30	28
18:00	1	2	3	3	1	0	0	0	0	0	0	0	0	10	28	22
19:00	0	0	4	4	0	0	0	0	0	0	0	0	0	8	27	25
20:00	0	0	0	3	0	0	0	0	0	0	0	0	0	3	28	27
21:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3	27	25
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	23	22
Total	9	21	62	70	17	0	0	0	0	0	0	0	0	179		
%	5.0%	11.7%	34.6%	39.1%	9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	08:00	10:00	10:00									10:00		
Vol.	2	3	8	6	2									16		
PM Peak	12:00	16:00	12:00	16:00	16:00									16:00		
Vol.	1	3	7	10	5									20		

Stats

15th Percentile :	18 MPH
50th Percentile :	23 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	20-29 MPH
Number in Pace :	132
Percent in Pace :	73.7%
Number of Vehicles > 25 MPH :	73
Percent of Vehicles > 25 MPH :	40.8%

PRECISION
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WB

186377 B Speed
Site Code: 14035.00

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
07/25/ 18	0	0	1	1	1	0	0	0	0	0	0	0	0	3	31	27
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
05:00	0	0	3	2	1	**1**	0	0	0	0	0	0	0	7	33	27
06:00	0	0	2	**7**	2	0	0	0	0	0	0	0	0	11	29	27
07:00	0	1	2	3	1	0	0	0	0	0	0	0	0	7	28	25
08:00	0	0	3	6	**6**	0	0	0	0	0	0	0	0	**15**	32	28
09:00	**1**	**2**	0	4	2	0	0	0	0	0	0	0	0	9	30	24
10:00	1	0	**8**	2	1	0	0	0	0	0	0	0	0	12	26	22
11:00	0	2	2	3	1	0	0	0	0	0	0	0	0	8	28	24
12 PM	**1**	0	6	6	1	0	0	0	0	0	0	0	0	14	28	24
13:00	1	**1**	3	3	**5**	0	0	0	0	0	0	0	0	13	32	26
14:00	0	1	3	9	0	0	0	0	0	0	0	0	0	13	27	25
15:00	0	0	4	3	3	0	0	0	0	0	0	0	0	10	31	26
16:00	0	0	**7**	**10**	1	0	0	0	0	0	0	0	0	**18**	28	25
17:00	0	1	2	4	0	0	0	0	0	0	0	0	0	7	27	24
18:00	1	1	2	1	1	0	0	0	0	0	0	0	0	6	29	21
19:00	0	0	0	3	2	**1**	0	0	0	0	0	0	0	6	34	30
20:00	0	0	2	2	1	0	0	0	0	0	0	0	0	5	30	26
21:00	1	0	3	1	0	0	0	0	0	0	0	0	0	5	25	20
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
Total	6	9	54	72	29	2	0	0	0	0	0	0	0	172		
%	3.5%	5.2%	31.4%	41.9%	16.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	10:00	06:00	08:00	05:00								08:00		
Vol.	1	2	8	7	6	1								15		
PM Peak	12:00	13:00	16:00	16:00	13:00	19:00								16:00		
Vol.	1	1	7	10	5	1								18		

Stats

15th Percentile :	20 MPH
50th Percentile :	25 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	20-29 MPH
Number in Pace :	126
Percent in Pace :	73.3%
Number of Vehicles > 25 MPH :	89
Percent of Vehicles > 25 MPH :	51.5%

59 Hunters Brook Road
west of Washburn Street
City, State: Bourne, MA
Client: VHB/ M. Duranleau

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

186377 B Volume
Site Code: 14035.00

Start	EB				WB				Combined				7/25/2018 Wed
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00	1		2		2		6		3		8		
12:15	0		4		0		4		0		8		
12:30	0		5		0		3		0		8		
12:45	2	3	2	13	1	3	1	14	3	6	3	27	
01:00	0		1		0		3		0		4		
01:15	0		3		0		4		0		7		
01:30	0		1		0		5		0		6		
01:45	0	0	3	8	0	0	1	13	0	0	4	21	
02:00	0		6		0		4		0		10		
02:15	0		2		0		4		0		6		
02:30	0		0		0		2		0		2		
02:45	0	0	7	15	0	0	3	13	0	0	10	28	
03:00	0		0		0		0		0		0		
03:15	2		2		0		4		2		6		
03:30	0		5		0		4		0		9		
03:45	0	2	4	11	0	0	2	10	0	2	6	21	
04:00	0		2		0		3		0		5		
04:15	0		4		0		5		0		9		
04:30	0		6		1		4		1		10		
04:45	1	1	8	20	0	1	6	18	1	2	14	38	
05:00	0		4		2		1		2		5		
05:15	0		1		2		0		2		1		
05:30	3		3		2		3		5		6		
05:45	1	4	1	9	1	7	3	7	2	11	4	16	
06:00	2		2		3		1		5		3		
06:15	2		3		3		1		5		4		
06:30	0		3		2		2		2		5		
06:45	0	4	2	10	3	11	2	6	3	15	4	16	
07:00	1		4		1		3		2		7		
07:15	5		1		2		0		7		1		
07:30	1		3		2		1		3		4		
07:45	3	10	0	8	2	7	2	6	5	17	2	14	
08:00	7		1		4		2		11		3		
08:15	1		0		6		2		7		2		
08:30	2		1		3		1		5		2		
08:45	2	12	1	3	2	15	0	5	4	27	1	8	
09:00	2		1		2		1		4		2		
09:15	4		1		1		0		5		1		
09:30	4		0		5		1		9		1		
09:45	3	13	1	3	1	9	3	5	4	22	4	8	
10:00	3		0		1		0		4		0		
10:15	6		0		7		1		13		1		
10:30	4		0		1		0		5		0		
10:45	3	16	0	0	3	12	0	1	6	28	0	1	
11:00	3		0		4		0		7		0		
11:15	5		1		2		0		7		1		
11:30	2		0		1		0		3		0		
11:45	2	12	1	2	1	8	1	1	3	20	2	3	
Total	77		102		73		99		150		201		
Percent	51.3%		50.7%		48.7%		49.3%						
Day Total		179				172				351			
Peak	07:15	-	04:15	-	07:45	-	04:00	-	10:15	-	04:00	-	-	-
Vol.	16	-	22	-	15	-	18	-	31	-	38	-	-	-
P.H.F.	0.571		0.688		0.625		0.750		0.596		0.679			

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	2	1	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	7
7:15 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	6	0	6	12
7:30 AM	1	1	4	0	6	3	0	0	0	3	0	4	0	0	4	0	0	1	0	1	14
7:45 AM	2	1	0	1	4	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	10
Total	6	5	5	1	17	3	0	0	0	3	0	12	0	0	12	0	0	11	0	11	43
8:00 AM	4	1	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	5	0	5	17
8:15 AM	7	3	0	0	10	1	0	0	0	1	0	5	1	0	6	0	0	2	0	2	19
8:30 AM	2	4	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	11
8:45 AM	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	5	0	5	13
Total	15	12	0	0	27	1	0	0	0	1	0	15	1	0	16	0	0	16	0	16	60
Grand Total	21	17	5	1	44	4	0	0	0	4	0	27	1	0	28	0	0	27	0	27	103
Approach %	47.7	38.6	11.4	2.3		100.0	0.0	0.0	0.0		0.0	96.4	3.6	0.0		0.0	0.0	100.0	0.0		
Total %	20.4	16.5	4.9	1.0	42.7	3.9	0.0	0.0	0.0	3.9	0.0	26.2	1.0	0.0	27.2	0.0	0.0	26.2	0.0	26.2	
Exiting Leg Total					59					5					17					22	103
Cars	20	16	4	1	41	4	0	0	0	4	0	25	1	0	26	0	0	27	0	27	98
% Cars	95.2	94.1	80.0	100.0	93.2	100.0	0.0	0.0	0.0	100.0	0.0	92.6	100.0	0.0	92.9	0.0	0.0	100.0	0.0	100.0	95.1
Exiting Leg Total					57					4					16					21	98
Heavy Vehicles	1	1	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
% Heavy Vehicles	4.8	5.9	20.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	4.9
Exiting Leg Total					2					1					1					1	5

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	1	1	4	0	6	3	0	0	0	3	0	4	0	0	4	0	0	1	0	1	14
7:45 AM	2	1	0	1	4	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	10
8:00 AM	4	1	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	5	0	5	17
8:15 AM	7	3	0	0	10	1	0	0	0	1	0	5	1	0	6	0	0	2	0	2	19
Total Volume	14	6	4	1	25	4	0	0	0	4	0	20	1	0	21	0	0	10	0	10	60
% Approach Total	56.0	24.0	16.0	4.0		100.0	0.0	0.0	0.0		0.0	95.2	4.8	0.0		0.0	0.0	100.0	0.0		
PHF	0.500	0.500	0.250	0.250	0.625	0.333	0.000	0.000	0.000	0.333	0.000	0.714	0.250	0.000	0.750	0.000	0.000	0.500	0.000	0.500	0.789
Cars	14	6	3	1	24	4	0	0	0	4	0	18	1	0	19	0	0	10	0	10	57
Cars %	100.0	100.0	75.0	100.0	96.0	100.0	0.0	0.0	0.0	100.0	0.0	90.0	100.0	0.0	90.5	0.0	0.0	100.0	0.0	100.0	95.0
Heavy Vehicles	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Heavy Vehicles %	0.0	0.0	25.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	5.0
Cars Enter Leg	14	6	3	1	24	4	0	0	0	4	0	18	1	0	19	0	0	10	0	10	57
Heavy Enter Leg	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Entering Leg	14	6	4	1	25	4	0	0	0	4	0	20	1	0	21	0	0	10	0	10	60
Cars Exiting Leg					33					3					6					15	57
Heavy Exiting Leg					2					1					0					0	3
Total Exiting Leg					35					4					6					15	60

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	1	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
7:15 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	6	0	6	12
7:30 AM	1	1	3	0	5	3	0	0	0	3	0	3	0	0	3	0	0	1	0	1	12
7:45 AM	2	1	0	1	4	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	9
Total	5	5	4	1	15	3	0	0	0	3	0	10	0	0	10	0	0	11	0	11	39
8:00 AM	4	1	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	5	0	5	17
8:15 AM	7	3	0	0	10	1	0	0	0	1	0	5	1	0	6	0	0	2	0	2	19
8:30 AM	2	4	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	11
8:45 AM	2	3	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	5	0	5	12
Total	15	11	0	0	26	1	0	0	0	1	0	15	1	0	16	0	0	16	0	16	59
Grand Total	20	16	4	1	41	4	0	0	0	4	0	25	1	0	26	0	0	27	0	27	98
Approach %	48.8	39.0	9.8	2.4		100.0	0.0	0.0	0.0		0.0	96.2	3.8	0.0		0.0	0.0	100.0	0.0		
Total %	20.4	16.3	4.1	1.0	41.8	4.1	0.0	0.0	0.0	4.1	0.0	25.5	1.0	0.0	26.5	0.0	0.0	27.6	0.0	27.6	
Exiting Leg Total					57					4					16					21	98

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	4	1	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	5	0	5	17
8:15 AM	7	3	0	0	10	1	0	0	0	1	0	5	1	0	6	0	0	2	0	2	19
8:30 AM	2	4	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	11
8:45 AM	2	3	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	5	0	5	12
Total Volume	15	11	0	0	26	1	0	0	0	1	0	15	1	0	16	0	0	16	0	16	59
% Approach Total	57.7	42.3	0.0	0.0		100.0	0.0	0.0	0.0		0.0	93.8	6.3	0.0		0.0	0.0	100.0	0.0		
PHF	0.536	0.688	0.000	0.000	0.650	0.250	0.000	0.000	0.000	0.250	0.000	0.536	0.250	0.000	0.571	0.000	0.000	0.800	0.000	0.800	0.776
Entering Leg	15	11	0	0	26	1	0	0	0	1	0	15	1	0	16	0	0	16	0	16	59
Exiting Leg					32					0					11					16	59
Total					58					1					27					32	118

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	1	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Approach %	33.3	33.3	33.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	20.0	20.0	20.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					2					1					1					1	5
Buses	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Buses	100.0	0.0	100.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	60.0
Exiting Leg Total					1					1					0					1	3
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Single-Unit	0.0	100.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40.0
Exiting Leg Total					1					0					1					0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Approach Total	50.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Buses	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Buses %	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	75.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Buses					1					1					0					1	3
Single-Unit Trucks					1					0					0					0	1
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					2					1					0					1	4

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
7:15 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	4	0	4	10
7:30 AM	1	0	3	0	4	3	0	0	0	3	0	2	0	0	2	0	0	1	0	1	10
7:45 AM	1	1	0	1	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	4	4	4	1	13	3	0	0	0	3	0	6	0	0	6	0	0	6	0	6	28
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	4	0	4	11
8:15 AM	7	3	0	0	10	1	0	0	0	1	0	4	1	0	5	0	0	1	0	1	17
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	7
8:45 AM	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	8
Total	11	7	0	0	18	1	0	0	0	1	0	11	1	0	12	0	0	12	0	12	43
Grand Total	15	11	4	1	31	4	0	0	0	4	0	17	1	0	18	0	0	18	0	18	71
Approach %	48.4	35.5	12.9	3.2		100.0	0.0	0.0	0.0		0.0	94.4	5.6	0.0		0.0	0.0	100.0	0.0		
Total %	21.1	15.5	5.6	1.4	43.7	5.6	0.0	0.0	0.0	5.6	0.0	23.9	1.4	0.0	25.4	0.0	0.0	25.4	0.0	25.4	
Exiting Leg Total					40					4					11					16	71

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	4	0	4	11
8:15 AM	7	3	0	0	10	1	0	0	0	1	0	4	1	0	5	0	0	1	0	1	17
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	7
8:45 AM	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	8
Total Volume	11	7	0	0	18	1	0	0	0	1	0	11	1	0	12	0	0	12	0	12	43
% Approach Total	61.1	38.9	0.0	0.0		100.0	0.0	0.0	0.0		0.0	91.7	8.3	0.0		0.0	0.0	100.0	0.0		
PHF	0.393	0.583	0.000	0.000	0.450	0.250	0.000	0.000	0.000	0.250	0.000	0.458	0.250	0.000	0.500	0.000	0.000	0.750	0.000	0.750	0.632
Entering Leg	11	7	0	0	18	1	0	0	0	1	0	11	1	0	12	0	0	12	0	12	43
Exiting Leg					24					0					7					12	43
Total					42					1					19					24	86

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	5
Total	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	5	0	5	11
8:00 AM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
Total	4	4	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	4	0	4	16
Grand Total	5	5	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	9	0	9	27
Approach %	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	18.5	18.5	0.0	0.0	37.0	0.0	0.0	0.0	0.0	0.0	0.0	29.6	0.0	0.0	29.6	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total					17					0					5					5	27

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	5
8:00 AM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	5	3	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	4	0	4	17
% Approach Total	62.5	37.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.417	0.375	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.500	0.000	0.500	0.708
Entering Leg	5	3	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	4	0	4	17
Exiting Leg					9					0					3					5	17
Total					17					0					8					9	34

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Old Plymouth Road					Church Driveway					Old Plymouth Road					Hunters Brook Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Approach %	50.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	33.3	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					1					0					1	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Plymouth Road					Church Driveway					Old Plymouth Road					Hunters Brook Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Approach Total	50.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Exiting Leg					1					1					0					1	3
Total					3					1					1					1	6

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					1					0	2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg					1					0					0					0	1
Total					1					0					1					0	2

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Old Plymouth Road from North							Church Driveway from East							Old Plymouth Road from South							Hunters Brook Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Approach %	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		
Total %	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	
Exiting Leg Total							1							0							0							1	2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Plymouth Road from North							Church Driveway from East							Old Plymouth Road from South							Hunters Brook Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250
Entering Leg	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Exiting Leg							1							0							0							1	2
Total							2							0							0							2	4

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Old Plymouth Road from North							Church Driveway from East							Old Plymouth Road from South							Hunters Brook Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Approach %	0	0	0	0	0	0		0	0	0	0	100	0		0	0	0	0	0	100		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	50	0	50	0	0	0	0	0	50	50	0	0	0	0	0	0	0	
Exiting Leg Total							0							1							1							0	2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Plymouth Road from North							Church Driveway from East							Old Plymouth Road from South							Hunters Brook Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							0							0							2							0	2

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	4	6	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	14
4:15 PM	6	2	0	0	8	1	0	0	0	1	0	7	0	0	7	0	0	4	0	4	20
4:30 PM	3	7	0	0	10	1	0	0	0	1	0	3	0	0	3	0	0	6	0	6	20
4:45 PM	4	9	1	1	15	0	0	0	0	0	0	3	0	0	3	0	0	8	0	8	26
Total	17	24	1	1	43	2	0	0	0	2	0	15	0	0	15	0	0	20	0	20	80
5:00 PM	2	1	0	0	3	0	0	0	0	0	0	5	0	0	5	0	1	6	0	7	15
5:15 PM	2	5	3	0	10	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	15
5:30 PM	4	4	2	0	10	3	0	0	0	3	0	8	0	0	8	0	0	3	0	3	24
5:45 PM	4	1	0	0	5	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	11
Total	12	11	5	0	28	3	0	0	0	3	0	21	1	0	22	1	1	10	0	12	65
Grand Total	29	35	6	1	71	5	0	0	0	5	0	36	1	0	37	1	1	30	0	32	145
Approach %	40.8	49.3	8.5	1.4		100.0	0.0	0.0	0.0		0.0	97.3	2.7	0.0		3.1	3.1	93.8	0.0		
Total %	20.0	24.1	4.1	0.7	49.0	3.4	0.0	0.0	0.0	3.4	0.0	24.8	0.7	0.0	25.5	0.7	0.7	20.7	0.0	22.1	
Exiting Leg Total					72					7					36					30	145
Cars	29	35	5	1	70	5	0	0	0	5	0	34	1	0	35	1	1	30	0	32	142
% Cars	100.0	100.0	83.3	100.0	98.6	100.0	0.0	0.0	0.0	100.0	0.0	94.4	100.0	0.0	94.6	100.0	100.0	100.0	0.0	100.0	97.9
Exiting Leg Total					70					6					36					30	142
Heavy Vehicles	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Heavy Vehicles	0.0	0.0	16.7	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	2.1
Exiting Leg Total					2					1					0					0	3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	6	2	0	0	8	1	0	0	0	1	0	7	0	0	7	0	0	4	0	4	20
4:30 PM	3	7	0	0	10	1	0	0	0	1	0	3	0	0	3	0	0	6	0	6	20
4:45 PM	4	9	1	1	15	0	0	0	0	0	0	3	0	0	3	0	0	8	0	8	26
5:00 PM	2	1	0	0	3	0	0	0	0	0	0	5	0	0	5	0	1	6	0	7	15
Total Volume	15	19	1	1	36	2	0	0	0	2	0	18	0	0	18	0	1	24	0	25	81
% Approach Total	41.7	52.8	2.8	2.8		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	4.0	96.0	0.0		
PHF	0.625	0.528	0.250	0.250	0.600	0.500	0.000	0.000	0.000	0.500	0.000	0.643	0.000	0.000	0.643	0.000	0.250	0.750	0.000	0.781	0.779
Cars	15	19	1	1	36	2	0	0	0	2	0	17	0	0	17	0	1	24	0	25	80
Cars %	100.0	100.0	100.0	100.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	94.4	0.0	0.0	94.4	0.0	100.0	100.0	0.0	100.0	98.8
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	1.2
Cars Enter Leg	15	19	1	1	36	2	0	0	0	2	0	17	0	0	17	0	1	24	0	25	80
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Entering Leg	15	19	1	1	36	2	0	0	0	2	0	18	0	0	18	0	1	24	0	25	81
Cars Exiting Leg					44					2					19					15	80
Heavy Exiting Leg					1					0					0					0	1
Total Exiting Leg					45					2					19					15	81

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	4	6	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	14
4:15 PM	6	2	0	0	8	1	0	0	0	1	0	6	0	0	6	0	0	4	0	4	19
4:30 PM	3	7	0	0	10	1	0	0	0	1	0	3	0	0	3	0	0	6	0	6	20
4:45 PM	4	9	1	1	15	0	0	0	0	0	0	3	0	0	3	0	0	8	0	8	26
Total	17	24	1	1	43	2	0	0	0	2	0	14	0	0	14	0	0	20	0	20	79
5:00 PM	2	1	0	0	3	0	0	0	0	0	0	5	0	0	5	0	1	6	0	7	15
5:15 PM	2	5	3	0	10	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	15
5:30 PM	4	4	1	0	9	3	0	0	0	3	0	7	0	0	7	0	0	3	0	3	22
5:45 PM	4	1	0	0	5	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	11
Total	12	11	4	0	27	3	0	0	0	3	0	20	1	0	21	1	1	10	0	12	63
Grand Total	29	35	5	1	70	5	0	0	0	5	0	34	1	0	35	1	1	30	0	32	142
Approach %	41.4	50.0	7.1	1.4		100.0	0.0	0.0	0.0		0.0	97.1	2.9	0.0		3.1	3.1	93.8	0.0		
Total %	20.4	24.6	3.5	0.7	49.3	3.5	0.0	0.0	0.0	3.5	0.0	23.9	0.7	0.0	24.6	0.7	0.7	21.1	0.0	22.5	
Exiting Leg Total					70					6					36					30	142

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	6	2	0	0	8	1	0	0	0	1	0	6	0	0	6	0	0	4	0	4	19
4:30 PM	3	7	0	0	10	1	0	0	0	1	0	3	0	0	3	0	0	6	0	6	20
4:45 PM	4	9	1	1	15	0	0	0	0	0	0	3	0	0	3	0	0	8	0	8	26
5:00 PM	2	1	0	0	3	0	0	0	0	0	0	5	0	0	5	0	1	6	0	7	15
Total Volume	15	19	1	1	36	2	0	0	0	2	0	17	0	0	17	0	1	24	0	25	80
% Approach Total	41.7	52.8	2.8	2.8		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	4.0	96.0	0.0		
PHF	0.625	0.528	0.250	0.250	0.600	0.500	0.000	0.000	0.000	0.500	0.000	0.708	0.000	0.000	0.708	0.000	0.250	0.750	0.000	0.781	0.769
Entering Leg	15	19	1	1	36	2	0	0	0	2	0	17	0	0	17	0	1	24	0	25	80
Exiting Leg					44					2					19					15	80
Total					80					4					36					40	160

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					2					1					0					0	3
Buses	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	66.7
Exiting Leg Total					1					1					0					0	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	33.3
Exiting Leg Total					1					0					0					0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Buses	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Buses %	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Buses					1					1					0					0	2
Single-Unit Trucks					0					0					0					0	0
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					1					1					0					0	2

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	6	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	12
4:15 PM	3	1	0	0	4	1	0	0	0	1	0	6	0	0	6	0	0	2	0	2	13
4:30 PM	2	6	0	0	8	1	0	0	0	1	0	1	0	0	1	0	0	4	0	4	14
4:45 PM	2	8	0	1	11	0	0	0	0	0	0	3	0	0	3	0	0	6	0	6	20
Total	10	21	0	1	32	2	0	0	0	2	0	11	0	0	11	0	0	14	0	14	59
5:00 PM	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	0	1	5	0	6	11
5:15 PM	1	3	2	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
5:30 PM	2	4	1	0	7	2	0	0	0	2	0	4	0	0	4	0	0	2	0	2	15
5:45 PM	3	1	0	0	4	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	10
Total	8	9	3	0	20	2	0	0	0	2	0	12	0	0	12	1	1	7	0	9	43
Grand Total	18	30	3	1	52	4	0	0	0	4	0	23	0	0	23	1	1	21	0	23	102
Approach %	34.6	57.7	5.8	1.9		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		4.3	4.3	91.3	0.0		
Total %	17.6	29.4	2.9	1.0	51.0	3.9	0.0	0.0	0.0	3.9	0.0	22.5	0.0	0.0	22.5	1.0	1.0	20.6	0.0	22.5	
Exiting Leg Total					49					4					31					18	102

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	6	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	12
4:15 PM	3	1	0	0	4	1	0	0	0	1	0	6	0	0	6	0	0	2	0	2	13
4:30 PM	2	6	0	0	8	1	0	0	0	1	0	1	0	0	1	0	0	4	0	4	14
4:45 PM	2	8	0	1	11	0	0	0	0	0	0	3	0	0	3	0	0	6	0	6	20
Total Volume	10	21	0	1	32	2	0	0	0	2	0	11	0	0	11	0	0	14	0	14	59
% Approach Total	31.3	65.6	0.0	3.1		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.833	0.656	0.000	0.250	0.727	0.500	0.000	0.000	0.000	0.500	0.000	0.458	0.000	0.000	0.458	0.000	0.000	0.583	0.000	0.583	0.738
Entering Leg	10	21	0	1	32	2	0	0	0	2	0	11	0	0	11	0	0	14	0	14	59
Exiting Leg					28					0					21					10	59
Total					60					2					32					24	118

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Light Goods Vehicle

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6
4:45 PM	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
Total	7	3	1	0	11	0	0	0	0	0	0	3	0	0	3	0	0	6	0	6	20
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
5:15 PM	1	2	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	7
5:30 PM	2	0	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	6
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	2	1	0	7	1	0	0	0	1	0	7	0	0	7	0	0	3	0	3	18
Grand Total	11	5	2	0	18	1	0	0	0	1	0	10	0	0	10	0	0	9	0	9	38
Approach %	61.1	27.8	11.1	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	28.9	13.2	5.3	0.0	47.4	2.6	0.0	0.0	0.0	2.6	0.0	26.3	0.0	0.0	26.3	0.0	0.0	23.7	0.0	23.7	
Exiting Leg Total					20					2					5					11	38

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6
4:45 PM	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
5:15 PM	1	2	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	7
Total Volume	4	4	2	0	10	0	0	0	0	0	0	7	0	0	7	0	0	6	0	6	23
% Approach Total	40.0	40.0	20.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.500	0.500	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.750	0.000	0.750	0.821
Entering Leg	4	4	2	0	10	0	0	0	0	0	0	7	0	0	7	0	0	6	0	6	23
Exiting Leg					13					2					4					4	23
Total					23					2					11					10	46

PDI File #: **186377 A**
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City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
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Class:

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Buses

	Old Plymouth Road					Church Driveway					Old Plymouth Road					Hunters Brook Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					1					0					0	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Plymouth Road					Church Driveway					Old Plymouth Road					Hunters Brook Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **186377 A**
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Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
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Single-Unit Trucks

	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					0					0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Plymouth Road from North					Church Driveway from East					Old Plymouth Road from South					Hunters Brook Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg					1					0					0					0	1
Total					1					0					1					0	2

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Old Plymouth Road					Church Driveway					Old Plymouth Road					Hunters Brook Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Plymouth Road					Church Driveway					Old Plymouth Road					Hunters Brook Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Old Plymouth Road from North							Church Driveway from East							Old Plymouth Road from South							Hunters Brook Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total							3							0							0							0	3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Plymouth Road from North							Church Driveway from East							Old Plymouth Road from South							Hunters Brook Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.375	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Exiting Leg							3							0							0							0	3
Total							3							0							0							3	6

PDI File #: **186377 A**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Church Driveway W: Hunters Brook Road**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Old Plymouth Road from North							Church Driveway from East							Old Plymouth Road from South							Hunters Brook Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	
Exiting Leg Total							0							0							0							5	5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Plymouth Road from North							Church Driveway from East							Old Plymouth Road from South							Hunters Brook Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
Exiting Leg							0							0							0							5	5
Total							0							0							0							10	10

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	29	1	0	0	30	0	40	1	0	41	0	2	2	0	4	2	12	12	0	26	101
7:15 AM	24	3	0	0	27	0	34	0	0	34	2	2	4	0	8	0	18	12	0	30	99
7:30 AM	32	1	1	0	34	1	36	0	0	37	1	2	6	0	9	5	17	14	0	36	116
7:45 AM	36	0	0	0	36	1	30	1	0	32	2	1	4	0	7	3	19	16	0	38	113
Total	121	5	1	0	127	2	140	2	0	144	5	7	16	0	28	10	66	54	0	130	429
8:00 AM	38	3	1	0	42	5	27	1	0	33	0	4	7	0	11	1	14	13	0	28	114
8:15 AM	36	6	0	0	42	1	39	1	0	41	1	3	5	0	9	3	18	22	0	43	135
8:30 AM	33	1	1	0	35	1	43	0	0	44	1	0	4	0	5	5	17	18	0	40	124
8:45 AM	34	4	1	1	40	2	33	0	0	35	0	4	3	0	7	2	21	23	0	46	128
Total	141	14	3	1	159	9	142	2	0	153	2	11	19	0	32	11	70	76	0	157	501
Grand Total	262	19	4	1	286	11	282	4	0	297	7	18	35	0	60	21	136	130	0	287	930
Approach %	91.6	6.6	1.4	0.3		3.7	94.9	1.3	0.0		11.7	30.0	58.3	0.0		7.3	47.4	45.3	0.0		
Total %	28.2	2.0	0.4	0.1	30.8	1.2	30.3	0.4	0.0	31.9	0.8	1.9	3.8	0.0	6.5	2.3	14.6	14.0	0.0	30.9	
Exiting Leg Total					160					147					44					579	930
Cars	253	17	4	1	275	11	275	4	0	290	7	18	33	0	58	20	125	121	0	266	889
% Cars	96.6	89.5	100.0	100.0	96.2	100.0	97.5	100.0	0.0	97.6	100.0	100.0	94.3	0.0	96.7	95.2	91.9	93.1	0.0	92.7	95.6
Exiting Leg Total					151					136					41					561	889
Heavy Vehicles	9	2	0	0	11	0	7	0	0	7	0	0	2	0	2	1	11	9	0	21	41
% Heavy Vehicles	3.4	10.5	0.0	0.0	3.8	0.0	2.5	0.0	0.0	2.4	0.0	0.0	5.7	0.0	3.3	4.8	8.1	6.9	0.0	7.3	4.4
Exiting Leg Total					9					11					3					18	41

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	38	3	1	0	42	5	27	1	0	33	0	4	7	0	11	1	14	13	0	28	114
8:15 AM	36	6	0	0	42	1	39	1	0	41	1	3	5	0	9	3	18	22	0	43	135
8:30 AM	33	1	1	0	35	1	43	0	0	44	1	0	4	0	5	5	17	18	0	40	124
8:45 AM	34	4	1	1	40	2	33	0	0	35	0	4	3	0	7	2	21	23	0	46	128
Total Volume	141	14	3	1	159	9	142	2	0	153	2	11	19	0	32	11	70	76	0	157	501
% Approach Total	88.7	8.8	1.9	0.6		5.9	92.8	1.3	0.0		6.3	34.4	59.4	0.0		7.0	44.6	48.4	0.0		
PHF	0.928	0.583	0.750	0.250	0.946	0.450	0.826	0.500	0.000	0.869	0.500	0.688	0.679	0.000	0.727	0.550	0.833	0.826	0.000	0.853	0.928
Cars	134	13	3	1	151	9	135	2	0	146	2	11	19	0	32	11	65	69	0	145	474
Cars %	95.0	92.9	100.0	100.0	95.0	100.0	95.1	100.0	0.0	95.4	100.0	100.0	100.0	0.0	100.0	100.0	92.9	90.8	0.0	92.4	94.6
Heavy Vehicles	7	1	0	0	8	0	7	0	0	7	0	0	0	0	0	0	5	7	0	12	27
Heavy Vehicles %	5.0	7.1	0.0	0.0	5.0	0.0	4.9	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	7.1	9.2	0.0	7.6	5.4
Cars Enter Leg	134	13	3	1	151	9	135	2	0	146	2	11	19	0	32	11	65	69	0	145	474
Heavy Enter Leg	7	1	0	0	8	0	7	0	0	7	0	0	0	0	0	0	5	7	0	12	27
Total Entering Leg	141	14	3	1	159	9	142	2	0	153	2	11	19	0	32	11	70	76	0	157	501
Cars Exiting Leg					90					70					26					288	474
Heavy Exiting Leg					7					5					1					14	27
Total Exiting Leg					97					75					27					302	501

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	29	0	0	0	29	0	40	1	0	41	0	2	2	0	4	2	11	11	0	24	98
7:15 AM	23	3	0	0	26	0	34	0	0	34	2	2	4	0	8	0	15	12	0	27	95
7:30 AM	32	1	1	0	34	1	36	0	0	37	1	2	5	0	8	4	17	14	0	35	114
7:45 AM	35	0	0	0	35	1	30	1	0	32	2	1	3	0	6	3	17	15	0	35	108
Total	119	4	1	0	124	2	140	2	0	144	5	7	14	0	26	9	60	52	0	121	415
8:00 AM	36	3	1	0	40	5	26	1	0	32	0	4	7	0	11	1	11	11	0	23	106
8:15 AM	34	6	0	0	40	1	36	1	0	38	1	3	5	0	9	3	17	20	0	40	127
8:30 AM	31	1	1	0	33	1	42	0	0	43	1	0	4	0	5	5	17	17	0	39	120
8:45 AM	33	3	1	1	38	2	31	0	0	33	0	4	3	0	7	2	20	21	0	43	121
Total	134	13	3	1	151	9	135	2	0	146	2	11	19	0	32	11	65	69	0	145	474
Grand Total	253	17	4	1	275	11	275	4	0	290	7	18	33	0	58	20	125	121	0	266	889
Approach %	92.0	6.2	1.5	0.4		3.8	94.8	1.4	0.0		12.1	31.0	56.9	0.0		7.5	47.0	45.5	0.0		
Total %	28.5	1.9	0.4	0.1	30.9	1.2	30.9	0.4	0.0	32.6	0.8	2.0	3.7	0.0	6.5	2.2	14.1	13.6	0.0	29.9	
Exiting Leg Total					151					136					41					561	889

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	36	3	1	0	40	5	26	1	0	32	0	4	7	0	11	1	11	11	0	23	106
8:15 AM	34	6	0	0	40	1	36	1	0	38	1	3	5	0	9	3	17	20	0	40	127
8:30 AM	31	1	1	0	33	1	42	0	0	43	1	0	4	0	5	5	17	17	0	39	120
8:45 AM	33	3	1	1	38	2	31	0	0	33	0	4	3	0	7	2	20	21	0	43	121
Total Volume	134	13	3	1	151	9	135	2	0	146	2	11	19	0	32	11	65	69	0	145	474
% Approach Total	88.7	8.6	2.0	0.7		6.2	92.5	1.4	0.0		6.3	34.4	59.4	0.0		7.6	44.8	47.6	0.0		
PHF	0.931	0.542	0.750	0.250	0.944	0.450	0.804	0.500	0.000	0.849	0.500	0.688	0.679	0.000	0.727	0.550	0.813	0.821	0.000	0.843	0.933
Entering Leg	134	13	3	1	151	9	135	2	0	146	2	11	19	0	32	11	65	69	0	145	474
Exiting Leg					90					70					26					288	474
Total					241					216					58					433	948

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	5
Total	2	1	0	0	3	0	0	0	0	0	0	0	2	0	2	1	6	2	0	9	14
8:00 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	2	0	5	8
8:15 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	8
8:30 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
8:45 AM	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	7
Total	7	1	0	0	8	0	7	0	0	7	0	0	0	0	0	0	5	7	0	12	27
Grand Total	9	2	0	0	11	0	7	0	0	7	0	0	2	0	2	1	11	9	0	21	41
Approach %	81.8	18.2	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		4.8	52.4	42.9	0.0		
Total %	22.0	4.9	0.0	0.0	26.8	0.0	17.1	0.0	0.0	17.1	0.0	0.0	4.9	0.0	4.9	2.4	26.8	22.0	0.0	51.2	
Exiting Leg Total					9					11					3					18	41
Buses	2	1	0	0	3	0	1	0	0	1	0	0	1	0	1	1	3	1	0	5	10
% Buses	22.2	50.0	0.0	0.0	27.3	0.0	14.3	0.0	0.0	14.3	0.0	0.0	50.0	0.0	50.0	100.0	27.3	11.1	0.0	23.8	24.4
Exiting Leg Total					1					3					2					4	10
Single-Unit Trucks	6	1	0	0	7	0	6	0	0	6	0	0	1	0	1	0	7	6	0	13	27
% Single-Unit	66.7	50.0	0.0	0.0	63.6	0.0	85.7	0.0	0.0	85.7	0.0	0.0	50.0	0.0	50.0	0.0	63.6	66.7	0.0	61.9	65.9
Exiting Leg Total					6					7					1					13	27
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	4
% Articulated	11.1	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	22.2	0.0	14.3	9.8
Exiting Leg Total					2					1					0					1	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	2	0	5	8
8:15 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	8
8:30 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
8:45 AM	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	7
Total Volume	7	1	0	0	8	0	7	0	0	7	0	0	0	0	0	0	5	7	0	12	27
% Approach Total	87.5	12.5	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	41.7	58.3	0.0		
PHF	0.875	0.250	0.000	0.000	1.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.875	0.000	0.600	0.844
Buses	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
Buses %	14.3	0.0	0.0	0.0	12.5	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	20.0	14.3	0.0	16.7	14.8
Single-Unit Trucks	5	1	0	0	6	0	6	0	0	6	0	0	0	0	0	0	4	4	0	8	20
Single-Unit %	71.4	100.0	0.0	0.0	75.0	0.0	85.7	0.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	0.0	80.0	57.1	0.0	66.7	74.1
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Articulated %	14.3	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	16.7	11.1
Buses	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
Single-Unit Trucks	5	1	0	0	6	0	6	0	0	6	0	0	0	0	0	0	4	4	0	8	20
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total Entering Leg	7	1	0	0	8	0	7	0	0	7	0	0	0	0	0	0	5	7	0	12	27
Buses					1					1					0					2	4
Single-Unit Trucks					4					4					1					11	20
Articulated Trucks					2					0					0					1	3
Total Exiting Leg					7					5					1					14	27

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	21	0	0	0	21	0	27	1	0	28	0	0	2	0	2	2	8	7	0	17	68
7:15 AM	19	3	0	0	22	0	24	0	0	24	1	2	4	0	7	0	12	6	0	18	71
7:30 AM	28	1	1	0	30	1	29	0	0	30	0	1	5	0	6	3	14	8	0	25	91
7:45 AM	29	0	0	0	29	1	18	0	0	19	0	0	2	0	2	3	9	10	0	22	72
Total	97	4	1	0	102	2	98	1	0	101	1	3	13	0	17	8	43	31	0	82	302
8:00 AM	29	1	1	0	31	4	20	0	0	24	0	4	5	0	9	0	7	6	0	13	77
8:15 AM	26	6	0	0	32	1	27	1	0	29	1	3	3	0	7	3	9	15	0	27	95
8:30 AM	22	1	1	0	24	0	30	0	0	30	1	0	3	0	4	3	8	12	0	23	81
8:45 AM	24	3	0	0	27	2	24	0	0	26	0	2	2	0	4	1	16	13	0	30	87
Total	101	11	2	0	114	7	101	1	0	109	2	9	13	0	24	7	40	46	0	93	340
Grand Total	198	15	3	0	216	9	199	2	0	210	3	12	26	0	41	15	83	77	0	175	642
Approach %	91.7	6.9	1.4	0.0		4.3	94.8	1.0	0.0		7.3	29.3	63.4	0.0		8.6	47.4	44.0	0.0		
Total %	30.8	2.3	0.5	0.0	33.6	1.4	31.0	0.3	0.0	32.7	0.5	1.9	4.0	0.0	6.4	2.3	12.9	12.0	0.0	27.3	
Exiting Leg Total					98					89					32					423	642

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	29	1	1	0	31	4	20	0	0	24	0	4	5	0	9	0	7	6	0	13	77
8:15 AM	26	6	0	0	32	1	27	1	0	29	1	3	3	0	7	3	9	15	0	27	95
8:30 AM	22	1	1	0	24	0	30	0	0	30	1	0	3	0	4	3	8	12	0	23	81
8:45 AM	24	3	0	0	27	2	24	0	0	26	0	2	2	0	4	1	16	13	0	30	87
Total Volume	101	11	2	0	114	7	101	1	0	109	2	9	13	0	24	7	40	46	0	93	340
% Approach Total	88.6	9.6	1.8	0.0		6.4	92.7	0.9	0.0		8.3	37.5	54.2	0.0		7.5	43.0	49.5	0.0		
PHF	0.871	0.458	0.500	0.000	0.891	0.438	0.842	0.250	0.000	0.908	0.500	0.563	0.650	0.000	0.667	0.583	0.625	0.767	0.000	0.775	0.895
Entering Leg	101	11	2	0	114	7	101	1	0	109	2	9	13	0	24	7	40	46	0	93	340
Exiting Leg					62					44					19					215	340
Total					176					153					43					308	680

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	8	0	0	0	8	0	13	0	0	13	0	2	0	0	2	0	3	3	0	6	29
7:15 AM	4	0	0	0	4	0	10	0	0	10	1	0	0	0	1	0	3	6	0	9	24
7:30 AM	4	0	0	0	4	0	7	0	0	7	1	1	0	0	2	1	3	6	0	10	23
7:45 AM	6	0	0	0	6	0	12	1	0	13	2	1	1	0	4	0	8	5	0	13	36
Total	22	0	0	0	22	0	42	1	0	43	4	4	1	0	9	1	17	20	0	38	112
8:00 AM	7	2	0	0	9	1	5	1	0	7	0	0	2	0	2	1	4	5	0	10	28
8:15 AM	8	0	0	0	8	0	9	0	0	9	0	0	2	0	2	0	8	5	0	13	32
8:30 AM	9	0	0	0	9	1	12	0	0	13	0	0	1	0	1	2	9	5	0	16	39
8:45 AM	9	0	1	1	11	0	7	0	0	7	0	2	1	0	3	1	4	8	0	13	34
Total	33	2	1	1	37	2	33	1	0	36	0	2	6	0	8	4	25	23	0	52	133
Grand Total	55	2	1	1	59	2	75	2	0	79	4	6	7	0	17	5	42	43	0	90	245
Approach %	93.2	3.4	1.7	1.7		2.5	94.9	2.5	0.0		23.5	35.3	41.2	0.0		5.6	46.7	47.8	0.0		
Total %	22.4	0.8	0.4	0.4	24.1	0.8	30.6	0.8	0.0	32.2	1.6	2.4	2.9	0.0	6.9	2.0	17.1	17.6	0.0	36.7	
Exiting Leg Total					52					47					9					137	245

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	6	0	0	0	6	0	12	1	0	13	2	1	1	0	4	0	8	5	0	13	36
8:00 AM	7	2	0	0	9	1	5	1	0	7	0	0	2	0	2	1	4	5	0	10	28
8:15 AM	8	0	0	0	8	0	9	0	0	9	0	0	2	0	2	0	8	5	0	13	32
8:30 AM	9	0	0	0	9	1	12	0	0	13	0	0	1	0	1	2	9	5	0	16	39
Total Volume	30	2	0	0	32	2	38	2	0	42	2	1	6	0	9	3	29	20	0	52	135
% Approach Total	93.8	6.3	0.0	0.0		4.8	90.5	4.8	0.0		22.2	11.1	66.7	0.0		5.8	55.8	38.5	0.0		
PHF	0.833	0.250	0.000	0.000	0.889	0.500	0.792	0.500	0.000	0.808	0.250	0.250	0.750	0.000	0.563	0.375	0.806	1.000	0.000	0.813	0.865
Entering Leg	30	2	0	0	32	2	38	2	0	42	2	1	6	0	9	3	29	20	0	52	135
Exiting Leg					23					31					7					74	135
Total					55					73					16					126	270

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
Grand Total	2	1	0	0	3	0	1	0	0	1	0	0	1	0	1	1	3	1	0	5	10
Approach %	66.7	33.3	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		20.0	60.0	20.0	0.0		
Total %	20.0	10.0	0.0	0.0	30.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	10.0	10.0	30.0	10.0	0.0	50.0	
Exiting Leg Total					1					3					2					4	10

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	3	1	0	5	7
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		20.0	60.0	20.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.375	0.250	0.000	0.625	0.875
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	3	1	0	5	7
Exiting Leg					1					3					1					2	7
Total					2					3					2					7	14

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	4
Total	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3	2	0	5	7
8:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	5
8:15 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	6
8:30 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
8:45 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	5
Total	5	1	0	0	6	0	6	0	0	6	0	0	0	0	0	0	4	4	0	8	20
Grand Total	6	1	0	0	7	0	6	0	0	6	0	0	1	0	1	0	7	6	0	13	27
Approach %	85.7	14.3	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	53.8	46.2	0.0		
Total %	22.2	3.7	0.0	0.0	25.9	0.0	22.2	0.0	0.0	22.2	0.0	0.0	3.7	0.0	3.7	0.0	25.9	22.2	0.0	48.1	
Exiting Leg Total					6					7					1					13	27

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	5
8:15 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	6
8:30 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
8:45 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	5
Total Volume	5	1	0	0	6	0	6	0	0	6	0	0	0	0	0	0	4	4	0	8	20
% Approach Total	83.3	16.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.625	0.250	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	1.000	0.000	0.667	0.833
Entering Leg	5	1	0	0	6	0	6	0	0	6	0	0	0	0	0	0	4	4	0	8	20
Exiting Leg					4					4					1					11	20
Total					10					10					1					19	40

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	4
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		
Total %	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	50.0	0.0	75.0	
Exiting Leg Total					2					1					0					1	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Exiting Leg					2					0					0					1	3
Total					3					0					0					3	6

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Old Plymouth Road from North							Scusset Beach Road from East							Old Plymouth Road from South							Meetinghouse Lane from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							2							0							1							0	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Plymouth Road from North							Scusset Beach Road from East							Old Plymouth Road from South							Meetinghouse Lane from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
Exiting Leg							2							0							1							0	3
Total							2							2							2							0	6

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Old Plymouth Road from North							Scusset Beach Road from East							Old Plymouth Road from South							Meetinghouse Lane from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0	0	0	0	0	0		0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							2							0							0	2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Old Plymouth Road from North							Scusset Beach Road from East							Old Plymouth Road from South							Meetinghouse Lane from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							0							2							0							0	2
Total							0							4							0							0	4

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	35	3	2	0	40	2	27	1	0	30	0	1	2	0	3	6	29	39	0	74	147
4:15 PM	29	3	1	0	33	3	39	0	0	42	1	6	6	0	13	5	53	28	0	86	174
4:30 PM	18	3	2	0	23	1	18	0	0	19	0	5	4	0	9	7	24	36	0	67	118
4:45 PM	28	4	1	0	33	2	30	1	0	33	0	7	6	0	13	10	26	37	0	73	152
Total	110	13	6	0	129	8	114	2	0	124	1	19	18	0	38	28	132	140	0	300	591
5:00 PM	22	2	3	0	27	3	32	0	0	35	1	6	4	0	11	1	44	54	0	99	172
5:15 PM	22	1	0	0	23	2	36	0	0	38	0	2	2	0	4	9	40	27	0	76	141
5:30 PM	22	4	1	1	28	0	24	0	0	24	1	2	11	0	14	6	36	34	0	76	142
5:45 PM	27	2	2	0	31	1	24	0	0	25	0	1	4	0	5	3	27	27	0	57	118
Total	93	9	6	1	109	6	116	0	0	122	2	11	21	0	34	19	147	142	0	308	573
Grand Total	203	22	12	1	238	14	230	2	0	246	3	30	39	0	72	47	279	282	0	608	1164
Approach %	85.3	9.2	5.0	0.4		5.7	93.5	0.8	0.0		4.2	41.7	54.2	0.0		7.7	45.9	46.4	0.0		
Total %	17.4	1.9	1.0	0.1	20.4	1.2	19.8	0.2	0.0	21.1	0.3	2.6	3.4	0.0	6.2	4.0	24.0	24.2	0.0	52.2	
Exiting Leg Total					327					294					71					472	1164
Cars	199	22	12	1	234	14	227	2	0	243	3	29	38	0	70	46	276	280	0	602	1149
% Cars	98.0	100.0	100.0	100.0	98.3	100.0	98.7	100.0	0.0	98.8	100.0	96.7	97.4	0.0	97.2	97.9	98.9	99.3	0.0	99.0	98.7
Exiting Leg Total					324					291					70					464	1149
Heavy Vehicles	4	0	0	0	4	0	3	0	0	3	0	1	1	0	2	1	3	2	0	6	15
% Heavy Vehicles	2.0	0.0	0.0	0.0	1.7	0.0	1.3	0.0	0.0	1.2	0.0	3.3	2.6	0.0	2.8	2.1	1.1	0.7	0.0	1.0	1.3
Exiting Leg Total					3					3					1					8	15

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	29	3	1	0	33	3	39	0	0	42	1	6	6	0	13	5	53	28	0	86	174
4:30 PM	18	3	2	0	23	1	18	0	0	19	0	5	4	0	9	7	24	36	0	67	118
4:45 PM	28	4	1	0	33	2	30	1	0	33	0	7	6	0	13	10	26	37	0	73	152
5:00 PM	22	2	3	0	27	3	32	0	0	35	1	6	4	0	11	1	44	54	0	99	172
Total Volume	97	12	7	0	116	9	119	1	0	129	2	24	20	0	46	23	147	155	0	325	616
% Approach Total	83.6	10.3	6.0	0.0		7.0	92.2	0.8	0.0		4.3	52.2	43.5	0.0		7.1	45.2	47.7	0.0		
PHF	0.836	0.750	0.583	0.000	0.879	0.750	0.763	0.250	0.000	0.768	0.500	0.857	0.833	0.000	0.885	0.575	0.693	0.718	0.000	0.821	0.885
Cars	95	12	7	0	114	9	117	1	0	127	2	23	20	0	45	23	145	154	0	322	608
Cars %	97.9	100.0	100.0	0.0	98.3	100.0	98.3	100.0	0.0	98.4	100.0	95.8	100.0	0.0	97.8	100.0	98.6	99.4	0.0	99.1	98.7
Heavy Vehicles	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	1	0	3	8
Heavy Vehicles %	2.1	0.0	0.0	0.0	1.7	0.0	1.7	0.0	0.0	1.6	0.0	4.2	0.0	0.0	2.2	0.0	1.4	0.6	0.0	0.9	1.3
Cars Enter Leg	95	12	7	0	114	9	117	1	0	127	2	23	20	0	45	23	145	154	0	322	608
Heavy Enter Leg	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	1	0	3	8
Total Entering Leg	97	12	7	0	116	9	119	1	0	129	2	24	20	0	46	23	147	155	0	325	616
Cars Exiting Leg					186					154					36					232	608
Heavy Exiting Leg					2					2					0					4	8
Total Exiting Leg					188					156					36					236	616

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	35	3	2	0	40	2	26	1	0	29	0	1	2	0	3	6	28	39	0	73	145
4:15 PM	29	3	1	0	33	3	37	0	0	40	1	5	6	0	12	5	52	27	0	84	169
4:30 PM	17	3	2	0	22	1	18	0	0	19	0	5	4	0	9	7	23	36	0	66	116
4:45 PM	27	4	1	0	32	2	30	1	0	33	0	7	6	0	13	10	26	37	0	73	151
Total	108	13	6	0	127	8	111	2	0	121	1	18	18	0	37	28	129	139	0	296	581
5:00 PM	22	2	3	0	27	3	32	0	0	35	1	6	4	0	11	1	44	54	0	99	172
5:15 PM	21	1	0	0	22	2	36	0	0	38	0	2	2	0	4	9	40	27	0	76	140
5:30 PM	21	4	1	1	27	0	24	0	0	24	1	2	10	0	13	5	36	33	0	74	138
5:45 PM	27	2	2	0	31	1	24	0	0	25	0	1	4	0	5	3	27	27	0	57	118
Total	91	9	6	1	107	6	116	0	0	122	2	11	20	0	33	18	147	141	0	306	568
Grand Total	199	22	12	1	234	14	227	2	0	243	3	29	38	0	70	46	276	280	0	602	1149
Approach %	85.0	9.4	5.1	0.4		5.8	93.4	0.8	0.0		4.3	41.4	54.3	0.0		7.6	45.8	46.5	0.0		
Total %	17.3	1.9	1.0	0.1	20.4	1.2	19.8	0.2	0.0	21.1	0.3	2.5	3.3	0.0	6.1	4.0	24.0	24.4	0.0	52.4	
Exiting Leg Total					324					291					70					464	1149

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	29	3	1	0	33	3	37	0	0	40	1	5	6	0	12	5	52	27	0	84	169
4:30 PM	17	3	2	0	22	1	18	0	0	19	0	5	4	0	9	7	23	36	0	66	116
4:45 PM	27	4	1	0	32	2	30	1	0	33	0	7	6	0	13	10	26	37	0	73	151
5:00 PM	22	2	3	0	27	3	32	0	0	35	1	6	4	0	11	1	44	54	0	99	172
Total Volume	95	12	7	0	114	9	117	1	0	127	2	23	20	0	45	23	145	154	0	322	608
% Approach Total	83.3	10.5	6.1	0.0		7.1	92.1	0.8	0.0		4.4	51.1	44.4	0.0		7.1	45.0	47.8	0.0		
PHF	0.819	0.750	0.583	0.000	0.864	0.750	0.791	0.250	0.000	0.794	0.500	0.821	0.833	0.000	0.865	0.575	0.697	0.713	0.000	0.813	0.884
Entering Leg	95	12	7	0	114	9	117	1	0	127	2	23	20	0	45	23	145	154	0	322	608
Exiting Leg					186					154					36					232	608
Total					300					281					81					554	1216

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	1	0	2	5
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	3	0	0	3	0	1	0	0	1	0	3	1	0	4	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	5
Grand Total	4	0	0	0	4	0	3	0	0	3	0	1	1	0	2	1	3	2	0	6	15
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		16.7	50.0	33.3	0.0		
Total %	26.7	0.0	0.0	0.0	26.7	0.0	20.0	0.0	0.0	20.0	0.0	6.7	6.7	0.0	13.3	6.7	20.0	13.3	0.0	40.0	
Exiting Leg Total					3					3					1					8	15
Buses	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	1	1	0	3	5
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	100.0	0.0	50.0	100.0	33.3	50.0	0.0	50.0	33.3
Exiting Leg Total					1					1					1					2	5
Single-Unit Trucks	4	0	0	0	4	0	2	0	0	2	0	1	0	0	1	0	2	1	0	3	10
% Single-Unit	100.0	0.0	0.0	0.0	100.0	0.0	66.7	0.0	0.0	66.7	0.0	100.0	0.0	0.0	50.0	0.0	66.7	50.0	0.0	50.0	66.7
Exiting Leg Total					2					2					0					6	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	1	0	2	5
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	0	2	0	3	0	0	3	0	1	0	0	1	0	3	1	0	4	10
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.375	0.000	0.250	0.000	0.000	0.250	0.000	0.750	0.250	0.000	0.500	0.500
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	100.0	0.0	50.0	30.0
Single-Unit Trucks	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
Single-Unit %	100.0	0.0	0.0	0.0	100.0	0.0	66.7	0.0	0.0	66.7	0.0	100.0	0.0	0.0	100.0	0.0	66.7	0.0	0.0	50.0	70.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Single-Unit Trucks	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	2	0	0	0	2	0	3	0	0	3	0	1	0	0	1	0	3	1	0	4	10
Buses					1					1					0					1	3
Single-Unit Trucks					1					2					0					4	7
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					2					3					0					5	10

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	30	2	2	0	34	2	18	1	0	21	0	0	2	0	2	6	23	33	0	62	119
4:15 PM	22	2	1	0	25	3	29	0	0	32	1	4	5	0	10	2	35	25	0	62	129
4:30 PM	10	3	2	0	15	1	14	0	0	15	0	4	2	0	6	5	17	26	0	48	84
4:45 PM	19	3	0	0	22	2	24	0	0	26	0	5	5	0	10	8	16	29	0	53	111
Total	81	10	5	0	96	8	85	1	0	94	1	13	14	0	28	21	91	113	0	225	443
5:00 PM	16	2	2	0	20	3	27	0	0	30	0	5	2	0	7	1	32	44	0	77	134
5:15 PM	18	1	0	0	19	2	24	0	0	26	0	2	0	0	2	5	34	21	0	60	107
5:30 PM	18	2	0	1	21	0	14	0	0	14	1	2	5	0	8	5	29	23	0	57	100
5:45 PM	22	2	2	0	26	1	22	0	0	23	0	1	4	0	5	2	20	22	0	44	98
Total	74	7	4	1	86	6	87	0	0	93	1	10	11	0	22	13	115	110	0	238	439
Grand Total	155	17	9	1	182	14	172	1	0	187	2	23	25	0	50	34	206	223	0	463	882
Approach %	85.2	9.3	4.9	0.5		7.5	92.0	0.5	0.0		4.0	46.0	50.0	0.0		7.3	44.5	48.2	0.0		
Total %	17.6	1.9	1.0	0.1	20.6	1.6	19.5	0.1	0.0	21.2	0.2	2.6	2.8	0.0	5.7	3.9	23.4	25.3	0.0	52.5	
Exiting Leg Total					261					217					52					352	882

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	22	2	1	0	25	3	29	0	0	32	1	4	5	0	10	2	35	25	0	62	129
4:30 PM	10	3	2	0	15	1	14	0	0	15	0	4	2	0	6	5	17	26	0	48	84
4:45 PM	19	3	0	0	22	2	24	0	0	26	0	5	5	0	10	8	16	29	0	53	111
5:00 PM	16	2	2	0	20	3	27	0	0	30	0	5	2	0	7	1	32	44	0	77	134
Total Volume	67	10	5	0	82	9	94	0	0	103	1	18	14	0	33	16	100	124	0	240	458
% Approach Total	81.7	12.2	6.1	0.0		8.7	91.3	0.0	0.0		3.0	54.5	42.4	0.0		6.7	41.7	51.7	0.0		
PHF	0.761	0.833	0.625	0.000	0.820	0.750	0.810	0.000	0.000	0.805	0.250	0.900	0.700	0.000	0.825	0.500	0.714	0.705	0.000	0.779	0.854
Entering Leg	67	10	5	0	82	9	94	0	0	103	1	18	14	0	33	16	100	124	0	240	458
Exiting Leg					151					106					26					175	458
Total					233					209					59					415	916

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	5	1	0	0	6	0	8	0	0	8	0	1	0	0	1	0	5	6	0	11	26
4:15 PM	7	1	0	0	8	0	6	0	0	6	0	1	1	0	2	3	15	2	0	20	36
4:30 PM	7	0	0	0	7	0	4	0	0	4	0	1	2	0	3	2	6	10	0	18	32
4:45 PM	8	1	1	0	10	0	6	1	0	7	0	2	1	0	3	2	10	8	0	20	40
Total	27	3	1	0	31	0	24	1	0	25	0	5	4	0	9	7	36	26	0	69	134
5:00 PM	6	0	1	0	7	0	5	0	0	5	1	1	2	0	4	0	12	10	0	22	38
5:15 PM	3	0	0	0	3	0	12	0	0	12	0	0	2	0	2	4	6	6	0	16	33
5:30 PM	3	2	1	0	6	0	10	0	0	10	0	0	4	0	4	0	7	10	0	17	37
5:45 PM	5	0	0	0	5	0	2	0	0	2	0	0	0	0	0	1	7	5	0	13	20
Total	17	2	2	0	21	0	29	0	0	29	1	1	8	0	10	5	32	31	0	68	128
Grand Total	44	5	3	0	52	0	53	1	0	54	1	6	12	0	19	12	68	57	0	137	262
Approach %	84.6	9.6	5.8	0.0		0.0	98.1	1.9	0.0		5.3	31.6	63.2	0.0		8.8	49.6	41.6	0.0		
Total %	16.8	1.9	1.1	0.0	19.8	0.0	20.2	0.4	0.0	20.6	0.4	2.3	4.6	0.0	7.3	4.6	26.0	21.8	0.0	52.3	
Exiting Leg Total					63					72					18					109	262

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Old Plymouth Road from North					Scusset Beach Road from East					Old Plymouth Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	8	1	1	0	10	0	6	1	0	7	0	2	1	0	3	2	10	8	0	20	40
5:00 PM	6	0	1	0	7	0	5	0	0	5	1	1	2	0	4	0	12	10	0	22	38
5:15 PM	3	0	0	0	3	0	12	0	0	12	0	0	2	0	2	4	6	6	0	16	33
5:30 PM	3	2	1	0	6	0	10	0	0	10	0	0	4	0	4	0	7	10	0	17	37
Total Volume	20	3	3	0	26	0	33	1	0	34	1	3	9	0	13	6	35	34	0	75	148
% Approach Total	76.9	11.5	11.5	0.0		0.0	97.1	2.9	0.0		7.7	23.1	69.2	0.0		8.0	46.7	45.3	0.0		
PHF	0.625	0.375	0.750	0.000	0.650	0.000	0.688	0.250	0.000	0.708	0.250	0.375	0.563	0.000	0.813	0.375	0.729	0.850	0.000	0.852	0.925
Entering Leg	20	3	3	0	26	0	33	1	0	34	1	3	9	0	13	6	35	34	0	75	148
Exiting Leg					37					39					10					62	148
Total					63					73					23					137	296

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	1	1	0	3	5
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		33.3	33.3	33.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	20.0	20.0	20.0	20.0	0.0	60.0	
Exiting Leg Total					1					1					1					2	5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.375
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Exiting Leg					1					1					0					1	3
Total					1					2					0					3	6

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Grand Total	4	0	0	0	4	0	2	0	0	2	0	1	0	0	1	0	2	1	0	3	10
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		
Total %	40.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0	0.0	10.0	0.0	0.0	10.0	0.0	20.0	10.0	0.0	30.0	
Exiting Leg Total					2					2					0					6	10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.438
Entering Leg	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
Exiting Leg					1					2					0					4	7
Total					3					4					1					6	14

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Plymouth Road					Scusset Beach Road					Old Plymouth Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Bicycles (on Roadway and Crosswalks)

	Old Plymouth Road							Scusset Beach Road							Old Plymouth Road							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							3							0							0							0	3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Plymouth Road							Scusset Beach Road							Old Plymouth Road							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3
Exiting Leg							3							0							0							0	3
Total							3							0							3							0	6

PDI File #: **186377 B**
Location: **N: Old Plymouth Road S: Old Plymouth Road**
Location: **E: Scusset Beach Road W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Old Plymouth Road							Scusset Beach Road							Old Plymouth Road							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	5	7
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	5	5	10	12
Approach %	0	0	0	0	0	0		0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	50	50		
Total %	0	0	0	0	0	0	0	0	0	0	0	16.7	0	16.7	0	0	0	0	0	0	0	0	0	0	0	41.7	41.7	83.3	
Exiting Leg Total							0							2							0							10	12

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Old Plymouth Road							Scusset Beach Road							Old Plymouth Road							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	5	5	10	12
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.600
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	5	5	10	12
Exiting Leg							0							2							0							10	12
Total							0							4							0							20	24

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	20	0	20	23	0	0	23	0	36	0	36	79
7:15 AM	3	21	0	24	16	3	0	19	0	39	0	39	82
7:30 AM	0	24	0	24	31	2	0	33	5	30	0	35	92
7:45 AM	1	11	0	12	23	0	0	23	3	34	0	37	72
Total	4	76	0	80	93	5	0	98	8	139	0	147	325
8:00 AM	1	19	0	20	28	3	0	31	2	45	0	47	98
8:15 AM	3	15	0	18	26	1	0	27	4	38	0	42	87
8:30 AM	1	28	0	29	19	1	0	20	0	46	0	46	95
8:45 AM	2	17	0	19	15	1	0	16	0	28	0	28	63
Total	7	79	0	86	88	6	0	94	6	157	0	163	343
Grand Total	11	155	0	166	181	11	0	192	14	296	0	310	668
Approach %	6.6	93.4	0.0		94.3	5.7	0.0		4.5	95.5	0.0		
Total %	1.6	23.2	0.0	24.9	27.1	1.6	0.0	28.7	2.1	44.3	0.0	46.4	
Exiting Leg Total				477				169				22	668
Cars	10	141	0	151	174	11	0	185	14	272	0	286	622
% Cars	90.9	91.0	0.0	91.0	96.1	100.0	0.0	96.4	100.0	91.9	0.0	92.3	93.1
Exiting Leg Total				446				155				21	622
Heavy Vehicles	1	14	0	15	7	0	0	7	0	24	0	24	46
% Heavy Vehicles	9.1	9.0	0.0	9.0	3.9	0.0	0.0	3.6	0.0	8.1	0.0	7.7	6.9
Exiting Leg Total				31				14				1	46

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:45 AM	1	11	0	12	23	0	0	23	3	34	0	37	72
8:00 AM	1	19	0	20	28	3	0	31	2	45	0	47	98
8:15 AM	3	15	0	18	26	1	0	27	4	38	0	42	87
8:30 AM	1	28	0	29	19	1	0	20	0	46	0	46	95
Total Volume	6	73	0	79	96	5	0	101	9	163	0	172	352
% Approach Total	7.6	92.4	0.0		95.0	5.0	0.0		5.2	94.8	0.0		
PHF	0.500	0.652	0.000	0.681	0.857	0.417	0.000	0.815	0.563	0.886	0.000	0.915	0.898
Cars	6	65	0	71	93	5	0	98	9	151	0	160	329
Cars %	100.0	89.0	0.0	89.9	96.9	100.0	0.0	97.0	100.0	92.6	0.0	93.0	93.5
Heavy Vehicles	0	8	0	8	3	0	0	3	0	12	0	12	23
Heavy Vehicles %	0.0	11.0	0.0	10.1	3.1	0.0	0.0	3.0	0.0	7.4	0.0	7.0	6.5
Cars Enter Leg	6	65	0	71	93	5	0	98	9	151	0	160	329
Heavy Enter Leg	0	8	0	8	3	0	0	3	0	12	0	12	23
Total Entering Leg	6	73	0	79	96	5	0	101	9	163	0	172	352
Cars Exiting Leg				244				74				11	329
Heavy Exiting Leg				15				8				0	23
Total Exiting Leg				259				82				11	352

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	20	0	20	21	0	0	21	0	31	0	31	72
7:15 AM	3	20	0	23	15	3	0	18	0	37	0	37	78
7:30 AM	0	20	0	20	30	2	0	32	5	26	0	31	83
7:45 AM	1	11	0	12	23	0	0	23	3	33	0	36	71
Total	4	71	0	75	89	5	0	94	8	127	0	135	304
8:00 AM	1	16	0	17	28	3	0	31	2	39	0	41	89
8:15 AM	3	12	0	15	23	1	0	24	4	37	0	41	80
8:30 AM	1	26	0	27	19	1	0	20	0	42	0	42	89
8:45 AM	1	16	0	17	15	1	0	16	0	27	0	27	60
Total	6	70	0	76	85	6	0	91	6	145	0	151	318
Grand Total	10	141	0	151	174	11	0	185	14	272	0	286	622
Approach %	6.6	93.4	0.0		94.1	5.9	0.0		4.9	95.1	0.0		
Total %	1.6	22.7	0.0	24.3	28.0	1.8	0.0	29.7	2.3	43.7	0.0	46.0	
Exiting Leg Total				446				155				21	622

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:45 AM	1	11	0	12	23	0	0	23	3	33	0	36	71
8:00 AM	1	16	0	17	28	3	0	31	2	39	0	41	89
8:15 AM	3	12	0	15	23	1	0	24	4	37	0	41	80
8:30 AM	1	26	0	27	19	1	0	20	0	42	0	42	89
Total Volume	6	65	0	71	93	5	0	98	9	151	0	160	329
% Approach Total	8.5	91.5	0.0		94.9	5.1	0.0		5.6	94.4	0.0		
PHF	0.500	0.625	0.000	0.657	0.830	0.417	0.000	0.790	0.563	0.899	0.000	0.952	0.924
Entering Leg	6	65	0	71	93	5	0	98	9	151	0	160	329
Exiting Leg				244				74				11	329
Total				315				172				171	658

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	2	0	0	2	0	5	0	5	7
7:15 AM	0	1	0	1	1	0	0	1	0	2	0	2	4
7:30 AM	0	4	0	4	1	0	0	1	0	4	0	4	9
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	5	0	5	4	0	0	4	0	12	0	12	21
8:00 AM	0	3	0	3	0	0	0	0	0	6	0	6	9
8:15 AM	0	3	0	3	3	0	0	3	0	1	0	1	7
8:30 AM	0	2	0	2	0	0	0	0	0	4	0	4	6
8:45 AM	1	1	0	2	0	0	0	0	0	1	0	1	3
Total	1	9	0	10	3	0	0	3	0	12	0	12	25
Grand Total	1	14	0	15	7	0	0	7	0	24	0	24	46
Approach %	6.7	93.3	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	2.2	30.4	0.0	32.6	15.2	0.0	0.0	15.2	0.0	52.2	0.0	52.2	
Exiting Leg Total				31				14				1	46
Buses	0	6	0	6	1	0	0	1	0	7	0	7	14
% Buses	0.0	42.9	0.0	40.0	14.3	0.0	0.0	14.3	0.0	29.2	0.0	29.2	30.4
Exiting Leg Total				8				6				0	14
Single-Unit Trucks	1	5	0	6	3	0	0	3	0	6	0	6	15
% Single-Unit	100.0	35.7	0.0	40.0	42.9	0.0	0.0	42.9	0.0	25.0	0.0	25.0	32.6
Exiting Leg Total				9				5				1	15
Articulated Trucks	0	3	0	3	3	0	0	3	0	11	0	11	17
% Articulated	0.0	21.4	0.0	20.0	42.9	0.0	0.0	42.9	0.0	45.8	0.0	45.8	37.0
Exiting Leg Total				14				3				0	17

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:30 AM	0	4	0	4	1	0	0	1	0	4	0	4	9
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	0	3	0	3	0	0	0	0	0	6	0	6	9
8:15 AM	0	3	0	3	3	0	0	3	0	1	0	1	7
Total Volume	0	10	0	10	4	0	0	4	0	12	0	12	26
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.625	0.000	0.625	0.333	0.000	0.000	0.333	0.000	0.500	0.000	0.500	0.722
Buses	0	5	0	5	0	0	0	0	0	5	0	5	10
Buses %	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	41.7	0.0	41.7	38.5
Single-Unit Trucks	0	2	0	2	1	0	0	1	0	2	0	2	5
Single-Unit %	0.0	20.0	0.0	20.0	25.0	0.0	0.0	25.0	0.0	16.7	0.0	16.7	19.2
Articulated Trucks	0	3	0	3	3	0	0	3	0	5	0	5	11
Articulated %	0.0	30.0	0.0	30.0	75.0	0.0	0.0	75.0	0.0	41.7	0.0	41.7	42.3
Buses	0	5	0	5	0	0	0	0	0	5	0	5	10
Single-Unit Trucks	0	2	0	2	1	0	0	1	0	2	0	2	5
Articulated Trucks	0	3	0	3	3	0	0	3	0	5	0	5	11
Total Entering Leg	0	10	0	10	4	0	0	4	0	12	0	12	26
Buses				5				5				0	10
Single-Unit Trucks				3				2				0	5
Articulated Trucks				8				3				0	11
Total Exiting Leg				16				10				0	26

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	15	0	15	11	0	0	11	0	23	0	23	49
7:15 AM	1	15	0	16	9	1	0	10	0	30	0	30	56
7:30 AM	0	15	0	15	20	2	0	22	4	21	0	25	62
7:45 AM	1	9	0	10	12	0	0	12	2	23	0	25	47
Total	2	54	0	56	52	3	0	55	6	97	0	103	214
8:00 AM	0	14	0	14	22	2	0	24	2	27	0	29	67
8:15 AM	2	11	0	13	19	1	0	20	3	30	0	33	66
8:30 AM	1	18	0	19	14	1	0	15	0	29	0	29	63
8:45 AM	1	9	0	10	9	1	0	10	0	20	0	20	40
Total	4	52	0	56	64	5	0	69	5	106	0	111	236
Grand Total	6	106	0	112	116	8	0	124	11	203	0	214	450
Approach %	5.4	94.6	0.0		93.5	6.5	0.0		5.1	94.9	0.0		
Total %	1.3	23.6	0.0	24.9	25.8	1.8	0.0	27.6	2.4	45.1	0.0	47.6	
Exiting Leg Total				319				117				14	450

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:45 AM	1	9	0	10	12	0	0	12	2	23	0	25	47
8:00 AM	0	14	0	14	22	2	0	24	2	27	0	29	67
8:15 AM	2	11	0	13	19	1	0	20	3	30	0	33	66
8:30 AM	1	18	0	19	14	1	0	15	0	29	0	29	63
Total Volume	4	52	0	56	67	4	0	71	7	109	0	116	243
% Approach Total	7.1	92.9	0.0		94.4	5.6	0.0		6.0	94.0	0.0		
PHF	0.500	0.722	0.000	0.737	0.761	0.500	0.000	0.740	0.583	0.908	0.000	0.879	0.907
Entering Leg	4	52	0	56	67	4	0	71	7	109	0	116	243
Exiting Leg				176				59				8	243
Total				232				130				124	486

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Light Goods Vehicle**

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	5	0	5	10	0	0	10	0	8	0	8	23
7:15 AM	2	5	0	7	6	2	0	8	0	7	0	7	22
7:30 AM	0	5	0	5	10	0	0	10	1	5	0	6	21
7:45 AM	0	2	0	2	11	0	0	11	1	10	0	11	24
Total	2	17	0	19	37	2	0	39	2	30	0	32	90
8:00 AM	1	2	0	3	6	1	0	7	0	12	0	12	22
8:15 AM	1	1	0	2	4	0	0	4	1	7	0	8	14
8:30 AM	0	8	0	8	5	0	0	5	0	13	0	13	26
8:45 AM	0	7	0	7	6	0	0	6	0	7	0	7	20
Total	2	18	0	20	21	1	0	22	1	39	0	40	82
Grand Total	4	35	0	39	58	3	0	61	3	69	0	72	172
Approach %	10.3	89.7	0.0		95.1	4.9	0.0		4.2	95.8	0.0		
Total %	2.3	20.3	0.0	22.7	33.7	1.7	0.0	35.5	1.7	40.1	0.0	41.9	
Exiting Leg Total				127				38				7	172

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	5	0	5	10	0	0	10	0	8	0	8	23
7:15 AM	2	5	0	7	6	2	0	8	0	7	0	7	22
7:30 AM	0	5	0	5	10	0	0	10	1	5	0	6	21
7:45 AM	0	2	0	2	11	0	0	11	1	10	0	11	24
Total Volume	2	17	0	19	37	2	0	39	2	30	0	32	90
% Approach Total	10.5	89.5	0.0		94.9	5.1	0.0		6.3	93.8	0.0		
PHF	0.250	0.850	0.000	0.679	0.841	0.250	0.000	0.886	0.500	0.750	0.000	0.727	0.938
Entering Leg	2	17	0	19	37	2	0	39	2	30	0	32	90
Exiting Leg				67				19				4	90
Total				86				58				36	180

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:30 AM	0	3	0	3	0	0	0	0	0	3	0	3	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	1	0	0	1	0	4	0	4	8
8:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
8:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	3	0	3	0	0	0	0	0	3	0	3	6
Grand Total	0	6	0	6	1	0	0	1	0	7	0	7	14
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	42.9	0.0	42.9	7.1	0.0	0.0	7.1	0.0	50.0	0.0	50.0	
Exiting Leg Total				8				6				0	14

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:30 AM	0	3	0	3	0	0	0	0	0	3	0	3	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
8:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	5	0	5	0	0	0	0	0	5	0	5	10
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.417	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.417	0.417
Entering Leg	0	5	0	5	0	0	0	0	0	5	0	5	10
Exiting Leg				5				5				0	10
Total				10				5				5	20

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	2	0	0	2	0	1	0	1	3
7:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
7:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	3	0	0	3	0	2	0	2	6
8:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	3
8:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	3
8:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	1	4	0	5	0	0	0	0	0	4	0	4	9
Grand Total	1	5	0	6	3	0	0	3	0	6	0	6	15
Approach %	16.7	83.3	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	6.7	33.3	0.0	40.0	20.0	0.0	0.0	20.0	0.0	40.0	0.0	40.0	
Exiting Leg Total				9				5				1	15

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
8:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	3
8:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	3
8:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
Total Volume	1	4	0	5	0	0	0	0	0	4	0	4	9
% Approach Total	20.0	80.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	1.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	1	4	0	5	0	0	0	0	0	4	0	4	9
Exiting Leg				4				4				1	9
Total				9				4				5	18

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	0	0	0	0	0	6	0	6	7
8:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	4
8:15 AM	0	1	0	1	3	0	0	3	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	3	0	0	3	0	5	0	5	10
Grand Total	0	3	0	3	3	0	0	3	0	11	0	11	17
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	17.6	0.0	17.6	17.6	0.0	0.0	17.6	0.0	64.7	0.0	64.7	
Exiting Leg Total				14				3				0	17

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	4
8:15 AM	0	1	0	1	3	0	0	3	0	0	0	0	4
Total Volume	0	3	0	3	3	0	0	3	0	5	0	5	11
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.750	0.000	0.750	0.250	0.000	0.000	0.250	0.000	0.417	0.000	0.417	0.688
Entering Leg	0	3	0	3	3	0	0	3	0	5	0	5	11
Exiting Leg				8				3				0	11
Total				11				6				5	22

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Canal Road from North						Canal Road from South						Commerce Way from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Canal Road from North						Canal Road from South						Commerce Way from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Canal Road from North						Canal Road from South						Commerce Way from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Total	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	1	3	5
Grand Total	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	2	4	6
Approach %	0	0	0	100	0		0	0	0	0	0		0	0	0	50	50		
Total %	0	0	0	33.333	0	33.333	0	0	0	0	0	0	0	0	0	33.333	33.333	66.667	
Exiting Leg Total						2						0						4	6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Canal Road from North						Canal Road from South						Commerce Way from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	1	3	5
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	66.7	33.3		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.313
Entering Leg	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	1	3	5
Exiting Leg						2						0						3	5
Total						4						0						6	10

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars and Heavy Vehicles (Combined)**

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	4	18	0	22	33	0	1	34	2	39	0	41	97
4:15 PM	2	18	0	20	23	2	0	25	2	42	0	44	89
4:30 PM	1	16	0	17	27	0	0	27	1	45	0	46	90
4:45 PM	3	19	0	22	23	0	0	23	3	23	0	26	71
Total	10	71	0	81	106	2	1	109	8	149	0	157	347
5:00 PM	2	25	0	27	34	0	0	34	3	35	0	38	99
5:15 PM	0	18	0	18	31	1	0	32	1	36	0	37	87
5:30 PM	2	14	0	16	24	1	0	25	3	27	0	30	71
5:45 PM	0	9	0	9	36	0	0	36	0	27	0	27	72
Total	4	66	0	70	125	2	0	127	7	125	0	132	329
Grand Total	14	137	0	151	231	4	1	236	15	274	0	289	676
Approach %	9.3	90.7	0.0		97.9	1.7	0.4		5.2	94.8	0.0		
Total %	2.1	20.3	0.0	22.3	34.2	0.6	0.1	34.9	2.2	40.5	0.0	42.8	
Exiting Leg Total				505				153				18	676
Cars	14	123	0	137	227	4	1	232	14	257	0	271	640
% Cars	100.0	89.8	0.0	90.7	98.3	100.0	100.0	98.3	93.3	93.8	0.0	93.8	94.7
Exiting Leg Total				484				138				18	640
Heavy Vehicles	0	14	0	14	4	0	0	4	1	17	0	18	36
% Heavy Vehicles	0.0	10.2	0.0	9.3	1.7	0.0	0.0	1.7	6.7	6.2	0.0	6.2	5.3
Exiting Leg Total				21				15				0	36

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	4	18	0	22	33	0	1	34	2	39	0	41	97
4:15 PM	2	18	0	20	23	2	0	25	2	42	0	44	89
4:30 PM	1	16	0	17	27	0	0	27	1	45	0	46	90
4:45 PM	3	19	0	22	23	0	0	23	3	23	0	26	71
Total Volume	10	71	0	81	106	2	1	109	8	149	0	157	347
% Approach Total	12.3	87.7	0.0		97.2	1.8	0.9		5.1	94.9	0.0		
PHF	0.625	0.934	0.000	0.920	0.803	0.250	0.250	0.801	0.667	0.828	0.000	0.853	0.894
Cars	10	63	0	73	104	2	1	107	8	140	0	148	328
Cars %	100.0	88.7	0.0	90.1	98.1	100.0	100.0	98.2	100.0	94.0	0.0	94.3	94.5
Heavy Vehicles	0	8	0	8	2	0	0	2	0	9	0	9	19
Heavy Vehicles %	0.0	11.3	0.0	9.9	1.9	0.0	0.0	1.8	0.0	6.0	0.0	5.7	5.5
Cars Enter Leg	10	63	0	73	104	2	1	107	8	140	0	148	328
Heavy Enter Leg	0	8	0	8	2	0	0	2	0	9	0	9	19
Total Entering Leg	10	71	0	81	106	2	1	109	8	149	0	157	347
Cars Exiting Leg				244				72				12	328
Heavy Exiting Leg				11				8				0	19
Total Exiting Leg				255				80				12	347

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	4	15	0	19	33	0	1	34	2	36	0	38	91
4:15 PM	2	16	0	18	21	2	0	23	2	41	0	43	84
4:30 PM	1	16	0	17	27	0	0	27	1	43	0	44	88
4:45 PM	3	16	0	19	23	0	0	23	3	20	0	23	65
Total	10	63	0	73	104	2	1	107	8	140	0	148	328
5:00 PM	2	24	0	26	33	0	0	33	2	31	0	33	92
5:15 PM	0	14	0	14	31	1	0	32	1	34	0	35	81
5:30 PM	2	14	0	16	23	1	0	24	3	26	0	29	69
5:45 PM	0	8	0	8	36	0	0	36	0	26	0	26	70
Total	4	60	0	64	123	2	0	125	6	117	0	123	312
Grand Total	14	123	0	137	227	4	1	232	14	257	0	271	640
Approach %	10.2	89.8	0.0		97.8	1.7	0.4		5.2	94.8	0.0		
Total %	2.2	19.2	0.0	21.4	35.5	0.6	0.2	36.3	2.2	40.2	0.0	42.3	
Exiting Leg Total				484				138				18	640

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	4	15	0	19	33	0	1	34	2	36	0	38	91
4:15 PM	2	16	0	18	21	2	0	23	2	41	0	43	84
4:30 PM	1	16	0	17	27	0	0	27	1	43	0	44	88
4:45 PM	3	16	0	19	23	0	0	23	3	20	0	23	65
Total Volume	10	63	0	73	104	2	1	107	8	140	0	148	328
% Approach Total	13.7	86.3	0.0		97.2	1.9	0.9		5.4	94.6	0.0		
PHF	0.625	0.984	0.000	0.961	0.788	0.250	0.250	0.787	0.667	0.814	0.000	0.841	0.901
Entering Leg	10	63	0	73	104	2	1	107	8	140	0	148	328
Exiting Leg				244				72				12	328
Total				317				179				160	656

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	3	0	3	0	0	0	0	0	3	0	3	6
4:15 PM	0	2	0	2	2	0	0	2	0	1	0	1	5
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	8	0	8	2	0	0	2	0	9	0	9	19
5:00 PM	0	1	0	1	1	0	0	1	1	4	0	5	7
5:15 PM	0	4	0	4	0	0	0	0	0	2	0	2	6
5:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
5:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	6	0	6	2	0	0	2	1	8	0	9	17
Grand Total	0	14	0	14	4	0	0	4	1	17	0	18	36
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		5.6	94.4	0.0		
Total %	0.0	38.9	0.0	38.9	11.1	0.0	0.0	11.1	2.8	47.2	0.0	50.0	
Exiting Leg Total				21				15				0	36
Buses	0	10	0	10	2	0	0	2	1	10	0	11	23
% Buses	0.0	71.4	0.0	71.4	50.0	0.0	0.0	50.0	100.0	58.8	0.0	61.1	63.9
Exiting Leg Total				12				11				0	23
Single-Unit Trucks	0	3	0	3	2	0	0	2	0	6	0	6	11
% Single-Unit	0.0	21.4	0.0	21.4	50.0	0.0	0.0	50.0	0.0	35.3	0.0	33.3	30.6
Exiting Leg Total				8				3				0	11
Articulated Trucks	0	1	0	1	0	0	0	0	0	1	0	1	2
% Articulated	0.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	5.9	0.0	5.6	5.6
Exiting Leg Total				1				1				0	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	3	0	3	0	0	0	0	0	3	0	3	6
4:15 PM	0	2	0	2	2	0	0	2	0	1	0	1	5
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	3	0	3	0	0	0	0	0	3	0	3	6
Total Volume	0	8	0	8	2	0	0	2	0	9	0	9	19
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.667	0.000	0.667	0.250	0.000	0.000	0.250	0.000	0.750	0.000	0.750	0.792
Buses	0	6	0	6	1	0	0	1	0	4	0	4	11
Buses %	0.0	75.0	0.0	75.0	50.0	0.0	0.0	50.0	0.0	44.4	0.0	44.4	57.9
Single-Unit Trucks	0	1	0	1	1	0	0	1	0	4	0	4	6
Single-Unit %	0.0	12.5	0.0	12.5	50.0	0.0	0.0	50.0	0.0	44.4	0.0	44.4	31.6
Articulated Trucks	0	1	0	1	0	0	0	0	0	1	0	1	2
Articulated %	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11.1	0.0	11.1	10.5
Buses	0	6	0	6	1	0	0	1	0	4	0	4	11
Single-Unit Trucks	0	1	0	1	1	0	0	1	0	4	0	4	6
Articulated Trucks	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Entering Leg	0	8	0	8	2	0	0	2	0	9	0	9	19
Buses				5				6				0	11
Single-Unit Trucks				5				1				0	6
Articulated Trucks				1				1				0	2
Total Exiting Leg				11				8				0	19

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	4	10	0	14	25	0	1	26	2	28	0	30	70
4:15 PM	2	13	0	15	13	2	0	15	2	32	0	34	64
4:30 PM	1	14	0	15	23	0	0	23	1	37	0	38	76
4:45 PM	3	15	0	18	19	0	0	19	2	17	0	19	56
Total	10	52	0	62	80	2	1	83	7	114	0	121	266
5:00 PM	2	20	0	22	26	0	0	26	2	24	0	26	74
5:15 PM	0	8	0	8	24	1	0	25	1	27	0	28	61
5:30 PM	1	9	0	10	16	1	0	17	3	22	0	25	52
5:45 PM	0	8	0	8	25	0	0	25	0	21	0	21	54
Total	3	45	0	48	91	2	0	93	6	94	0	100	241
Grand Total	13	97	0	110	171	4	1	176	13	208	0	221	507
Approach %	11.8	88.2	0.0		97.2	2.3	0.6		5.9	94.1	0.0		
Total %	2.6	19.1	0.0	21.7	33.7	0.8	0.2	34.7	2.6	41.0	0.0	43.6	
Exiting Leg Total				379				111				17	507

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:15 PM	2	13	0	15	13	2	0	15	2	32	0	34	64
4:30 PM	1	14	0	15	23	0	0	23	1	37	0	38	76
4:45 PM	3	15	0	18	19	0	0	19	2	17	0	19	56
5:00 PM	2	20	0	22	26	0	0	26	2	24	0	26	74
Total Volume	8	62	0	70	81	2	0	83	7	110	0	117	270
% Approach Total	11.4	88.6	0.0		97.6	2.4	0.0		6.0	94.0	0.0		
PHF	0.667	0.775	0.000	0.795	0.779	0.250	0.000	0.798	0.875	0.743	0.000	0.770	0.888
Entering Leg	8	62	0	70	81	2	0	83	7	110	0	117	270
Exiting Leg				191				69				10	270
Total				261				152				127	540

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Light Goods Vehicle**

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	5	0	5	8	0	0	8	0	8	0	8	21
4:15 PM	0	3	0	3	8	0	0	8	0	9	0	9	20
4:30 PM	0	2	0	2	4	0	0	4	0	6	0	6	12
4:45 PM	0	1	0	1	4	0	0	4	1	3	0	4	9
Total	0	11	0	11	24	0	0	24	1	26	0	27	62
5:00 PM	0	4	0	4	7	0	0	7	0	7	0	7	18
5:15 PM	0	6	0	6	7	0	0	7	0	7	0	7	20
5:30 PM	1	5	0	6	7	0	0	7	0	4	0	4	17
5:45 PM	0	0	0	0	10	0	0	10	0	5	0	5	15
Total	1	15	0	16	31	0	0	31	0	23	0	23	70
Grand Total	1	26	0	27	55	0	0	55	1	49	0	50	132
Approach %	3.7	96.3	0.0		100.0	0.0	0.0		2.0	98.0	0.0		
Total %	0.8	19.7	0.0	20.5	41.7	0.0	0.0	41.7	0.8	37.1	0.0	37.9	
Exiting Leg Total				104				27				1	132

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
5:00 PM	0	4	0	4	7	0	0	7	0	7	0	7	18
5:15 PM	0	6	0	6	7	0	0	7	0	7	0	7	20
5:30 PM	1	5	0	6	7	0	0	7	0	4	0	4	17
5:45 PM	0	0	0	0	10	0	0	10	0	5	0	5	15
Total Volume	1	15	0	16	31	0	0	31	0	23	0	23	70
% Approach Total	6.3	93.8	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.625	0.000	0.667	0.775	0.000	0.000	0.775	0.000	0.821	0.000	0.821	0.875
Entering Leg	1	15	0	16	31	0	0	31	0	23	0	23	70
Exiting Leg				54				15				1	70
Total				70				46				24	140

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	4
4:15 PM	0	2	0	2	1	0	0	1	0	1	0	1	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	6	0	6	1	0	0	1	0	4	0	4	11
5:00 PM	0	1	0	1	1	0	0	1	1	3	0	4	6
5:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	4	0	4	1	0	0	1	1	6	0	7	12
Grand Total	0	10	0	10	2	0	0	2	1	10	0	11	23
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		9.1	90.9	0.0		
Total %	0.0	43.5	0.0	43.5	8.7	0.0	0.0	8.7	4.3	43.5	0.0	47.8	
Exiting Leg Total				12				11				0	23

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:15 PM	0	2	0	2	1	0	0	1	0	1	0	1	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	3
5:00 PM	0	1	0	1	1	0	0	1	1	3	0	4	6
Total Volume	0	5	0	5	2	0	0	2	1	5	0	6	13
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		16.7	83.3	0.0		
PHF	0.000	0.625	0.000	0.625	0.500	0.000	0.000	0.500	0.250	0.417	0.000	0.375	0.542
Entering Leg	0	5	0	5	2	0	0	2	1	5	0	6	13
Exiting Leg				7				6				0	13
Total				12				8				6	26

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	1	0	1	1	0	0	1	0	4	0	4	6
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	1	0	0	1	0	2	0	2	5
Grand Total	0	3	0	3	2	0	0	2	0	6	0	6	11
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	27.3	0.0	27.3	18.2	0.0	0.0	18.2	0.0	54.5	0.0	54.5	
Exiting Leg Total				8				3				0	11

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
Total Volume	0	3	0	3	1	0	0	1	0	4	0	4	8
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.375	0.000	0.375	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.667
Entering Leg	0	3	0	3	1	0	0	1	0	4	0	4	8
Exiting Leg				5				3				0	8
Total				8				4				4	16

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	1	0	1	2
Approach %	0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total				1				1				0	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Canal Road from North				Canal Road from South				Commerce Way from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	2
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	1	0	1	0	0	0	0	0	1	0	1	2
Exiting Leg				1				1				0	2
Total				2				1				1	4

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Canal Road from North						Canal Road from South						Commerce Way from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						1						0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Canal Road from North						Canal Road from South						Commerce Way from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg						0						1						0	1
Total						1						1						0	2

PDI File #: **186377 C**
Location: **N: Canal Road S: Canal Road**
Location: **W: Commerce Way**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Canal Road from North						Canal Road from South						Commerce Way from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	
Exiting Leg Total						0						0						1	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Canal Road from North						Canal Road from South						Commerce Way from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Exiting Leg						0						0						1	1
Total						0						0						2	2

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	42	10	2	0	54	15	47	5	0	67	6	24	53	0	83	70	25	78	1	174	378
7:15 AM	23	8	7	0	38	11	47	8	0	66	7	23	35	0	65	76	29	68	1	174	343
7:30 AM	31	7	1	0	39	15	50	9	0	74	6	40	44	0	90	76	37	79	0	192	395
7:45 AM	20	7	4	0	31	15	60	6	0	81	9	26	50	0	85	56	37	65	0	158	355
Total	116	32	14	0	162	56	204	28	0	288	28	113	182	0	323	278	128	290	2	698	1471
8:00 AM	43	9	4	0	56	17	60	9	0	86	14	44	43	0	101	81	22	77	0	180	423
8:15 AM	35	6	2	0	43	12	57	11	0	80	7	40	50	0	97	67	39	87	0	193	413
8:30 AM	27	6	5	0	38	15	61	9	0	85	11	24	49	0	84	61	44	88	0	193	400
8:45 AM	32	10	6	0	48	17	45	7	0	69	7	23	33	0	63	58	56	83	1	198	378
Total	137	31	17	0	185	61	223	36	0	320	39	131	175	0	345	267	161	335	1	764	1614
Grand Total	253	63	31	0	347	117	427	64	0	608	67	244	357	0	668	545	289	625	3	1462	3085
Approach %	72.9	18.2	8.9	0.0		19.2	70.2	10.5	0.0		10.0	36.5	53.4	0.0		37.3	19.8	42.7	0.2		
Total %	8.2	2.0	1.0	0.0	11.2	3.8	13.8	2.1	0.0	19.7	2.2	7.9	11.6	0.0	21.7	17.7	9.4	20.3	0.1	47.4	
Exiting Leg Total					986					387					672					1040	3085
Cars	242	59	28	0	329	109	388	59	0	556	67	234	333	0	634	500	266	583	3	1352	2871
% Cars	95.7	93.7	90.3	0.0	94.8	93.2	90.9	92.2	0.0	91.4	100.0	95.9	93.3	0.0	94.9	91.7	92.0	93.3	100.0	92.5	93.1
Exiting Leg Total					926					361					618					966	2871
Heavy Vehicles	11	4	3	0	18	8	39	5	0	52	0	10	24	0	34	45	23	42	0	110	214
% Heavy Vehicles	4.3	6.3	9.7	0.0	5.2	6.8	9.1	7.8	0.0	8.6	0.0	4.1	6.7	0.0	5.1	8.3	8.0	6.7	0.0	7.5	6.9
Exiting Leg Total					60					26					54					74	214

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	43	9	4	0	56	17	60	9	0	86	14	44	43	0	101	81	22	77	0	180	423
8:15 AM	35	6	2	0	43	12	57	11	0	80	7	40	50	0	97	67	39	87	0	193	413
8:30 AM	27	6	5	0	38	15	61	9	0	85	11	24	49	0	84	61	44	88	0	193	400
8:45 AM	32	10	6	0	48	17	45	7	0	69	7	23	33	0	63	58	56	83	1	198	378
Total Volume	137	31	17	0	185	61	223	36	0	320	39	131	175	0	345	267	161	335	1	764	1614
% Approach Total	74.1	16.8	9.2	0.0		19.1	69.7	11.3	0.0		11.3	38.0	50.7	0.0		34.9	21.1	43.8	0.1		
PHF	0.797	0.775	0.708	0.000	0.826	0.897	0.914	0.818	0.000	0.930	0.696	0.744	0.875	0.000	0.854	0.824	0.719	0.952	0.250	0.965	0.954
Cars	130	29	16	0	175	55	203	31	0	289	39	125	165	0	329	239	151	313	1	704	1497
Cars %	94.9	93.5	94.1	0.0	94.6	90.2	91.0	86.1	0.0	90.3	100.0	95.4	94.3	0.0	95.4	89.5	93.8	93.4	100.0	92.1	92.8
Heavy Vehicles	7	2	1	0	10	6	20	5	0	31	0	6	10	0	16	28	10	22	0	60	117
Heavy Vehicles %	5.1	6.5	5.9	0.0	5.4	9.8	9.0	13.9	0.0	9.7	0.0	4.6	5.7	0.0	4.6	10.5	6.2	6.6	0.0	7.9	7.2
Cars Enter Leg	130	29	16	0	175	55	203	31	0	289	39	125	165	0	329	239	151	313	1	704	1497
Heavy Enter Leg	7	2	1	0	10	6	20	5	0	31	0	6	10	0	16	28	10	22	0	60	117
Total Entering Leg	137	31	17	0	185	61	223	36	0	320	39	131	175	0	345	267	161	335	1	764	1614
Cars Exiting Leg					493					206					299					499	1497
Heavy Exiting Leg					34					11					35					37	117
Total Exiting Leg					527					217					334					536	1614

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	40	10	2	0	52	15	42	5	0	62	6	24	46	0	76	64	23	72	1	160	350
7:15 AM	22	7	5	0	34	11	44	8	0	63	7	22	33	0	62	74	24	63	1	162	321
7:30 AM	30	7	1	0	38	15	45	9	0	69	6	38	42	0	86	68	36	74	0	178	371
7:45 AM	20	6	4	0	30	13	54	6	0	73	9	25	47	0	81	55	32	61	0	148	332
Total	112	30	12	0	154	54	185	28	0	267	28	109	168	0	305	261	115	270	2	648	1374
8:00 AM	38	9	3	0	50	16	56	7	0	79	14	42	40	0	96	68	18	72	0	158	383
8:15 AM	34	5	2	0	41	10	54	10	0	74	7	38	48	0	93	57	38	87	0	182	390
8:30 AM	27	5	5	0	37	14	53	9	0	76	11	23	45	0	79	58	42	78	0	178	370
8:45 AM	31	10	6	0	47	15	40	5	0	60	7	22	32	0	61	56	53	76	1	186	354
Total	130	29	16	0	175	55	203	31	0	289	39	125	165	0	329	239	151	313	1	704	1497
Grand Total	242	59	28	0	329	109	388	59	0	556	67	234	333	0	634	500	266	583	3	1352	2871
Approach %	73.6	17.9	8.5	0.0		19.6	69.8	10.6	0.0		10.6	36.9	52.5	0.0		37.0	19.7	43.1	0.2		
Total %	8.4	2.1	1.0	0.0	11.5	3.8	13.5	2.1	0.0	19.4	2.3	8.2	11.6	0.0	22.1	17.4	9.3	20.3	0.1	47.1	
Exiting Leg Total					926					361					618					966	2871

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	38	9	3	0	50	16	56	7	0	79	14	42	40	0	96	68	18	72	0	158	383
8:15 AM	34	5	2	0	41	10	54	10	0	74	7	38	48	0	93	57	38	87	0	182	390
8:30 AM	27	5	5	0	37	14	53	9	0	76	11	23	45	0	79	58	42	78	0	178	370
8:45 AM	31	10	6	0	47	15	40	5	0	60	7	22	32	0	61	56	53	76	1	186	354
Total Volume	130	29	16	0	175	55	203	31	0	289	39	125	165	0	329	239	151	313	1	704	1497
% Approach Total	74.3	16.6	9.1	0.0		19.0	70.2	10.7	0.0		11.9	38.0	50.2	0.0		33.9	21.4	44.5	0.1		
PHF	0.855	0.725	0.667	0.000	0.875	0.859	0.906	0.775	0.000	0.915	0.696	0.744	0.859	0.000	0.857	0.879	0.712	0.899	0.250	0.946	0.960
Entering Leg	130	29	16	0	175	55	203	31	0	289	39	125	165	0	329	239	151	313	1	704	1497
Exiting Leg					493					206					299					499	1497
Total					668					495					628					1203	2994

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	2	0	0	0	2	0	5	0	0	5	0	0	7	0	7	6	2	6	0	14	28
7:15 AM	1	1	2	0	4	0	3	0	0	3	0	1	2	0	3	2	5	5	0	12	22
7:30 AM	1	0	0	0	1	0	5	0	0	5	0	2	2	0	4	8	1	5	0	14	24
7:45 AM	0	1	0	0	1	2	6	0	0	8	0	1	3	0	4	1	5	4	0	10	23
Total	4	2	2	0	8	2	19	0	0	21	0	4	14	0	18	17	13	20	0	50	97
8:00 AM	5	0	1	0	6	1	4	2	0	7	0	2	3	0	5	13	4	5	0	22	40
8:15 AM	1	1	0	0	2	2	3	1	0	6	0	2	2	0	4	10	1	0	0	11	23
8:30 AM	0	1	0	0	1	1	8	0	0	9	0	1	4	0	5	3	2	10	0	15	30
8:45 AM	1	0	0	0	1	2	5	2	0	9	0	1	1	0	2	2	3	7	0	12	24
Total	7	2	1	0	10	6	20	5	0	31	0	6	10	0	16	28	10	22	0	60	117
Grand Total	11	4	3	0	18	8	39	5	0	52	0	10	24	0	34	45	23	42	0	110	214
Approach %	61.1	22.2	16.7	0.0		15.4	75.0	9.6	0.0		0.0	29.4	70.6	0.0		40.9	20.9	38.2	0.0		
Total %	5.1	1.9	1.4	0.0	8.4	3.7	18.2	2.3	0.0	24.3	0.0	4.7	11.2	0.0	15.9	21.0	10.7	19.6	0.0	51.4	
Exiting Leg Total					60					26					54					74	214
Buses	2	0	0	0	2	0	4	0	0	4	0	5	3	0	8	6	3	4	0	13	27
% Buses	18.2	0.0	0.0	0.0	11.1	0.0	10.3	0.0	0.0	7.7	0.0	50.0	12.5	0.0	23.5	13.3	13.0	9.5	0.0	11.8	12.6
Exiting Leg Total					9					3					6					9	27
Single-Unit Trucks	7	4	3	0	14	6	21	4	0	31	0	2	9	0	11	12	18	27	0	57	113
% Single-Unit	63.6	100.0	100.0	0.0	77.8	75.0	53.8	80.0	0.0	59.6	0.0	20.0	37.5	0.0	32.4	26.7	78.3	64.3	0.0	51.8	52.8
Exiting Leg Total					35					21					20					37	113
Articulated Trucks	2	0	0	0	2	2	14	1	0	17	0	3	12	0	15	27	2	11	0	40	74
% Articulated	18.2	0.0	0.0	0.0	11.1	25.0	35.9	20.0	0.0	32.7	0.0	30.0	50.0	0.0	44.1	60.0	8.7	26.2	0.0	36.4	34.6
Exiting Leg Total					16					2					28					28	74

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	5	0	1	0	6	1	4	2	0	7	0	2	3	0	5	13	4	5	0	22	40
8:15 AM	1	1	0	0	2	2	3	1	0	6	0	2	2	0	4	10	1	0	0	11	23
8:30 AM	0	1	0	0	1	1	8	0	0	9	0	1	4	0	5	3	2	10	0	15	30
8:45 AM	1	0	0	0	1	2	5	2	0	9	0	1	1	0	2	2	3	7	0	12	24
Total Volume	7	2	1	0	10	6	20	5	0	31	0	6	10	0	16	28	10	22	0	60	117
% Approach Total	70.0	20.0	10.0	0.0		19.4	64.5	16.1	0.0		0.0	37.5	62.5	0.0		46.7	16.7	36.7	0.0		
PHF	0.350	0.500	0.250	0.000	0.417	0.750	0.625	0.625	0.000	0.861	0.000	0.750	0.625	0.000	0.800	0.538	0.625	0.550	0.000	0.682	0.731
Buses	2	0	0	0	2	0	2	0	0	2	0	3	0	0	3	3	2	2	0	7	14
Buses %	28.6	0.0	0.0	0.0	20.0	0.0	10.0	0.0	0.0	6.5	0.0	50.0	0.0	0.0	18.8	10.7	20.0	9.1	0.0	11.7	12.0
Single-Unit Trucks	4	2	1	0	7	5	9	4	0	18	0	1	3	0	4	6	8	14	0	28	57
Single-Unit %	57.1	100.0	100.0	0.0	70.0	83.3	45.0	80.0	0.0	58.1	0.0	16.7	30.0	0.0	25.0	21.4	80.0	63.6	0.0	46.7	48.7
Articulated Trucks	1	0	0	0	1	1	9	1	0	11	0	2	7	0	9	19	0	6	0	25	46
Articulated %	14.3	0.0	0.0	0.0	10.0	16.7	45.0	20.0	0.0	35.5	0.0	33.3	70.0	0.0	56.3	67.9	0.0	27.3	0.0	41.7	39.3
Buses	2	0	0	0	2	0	2	0	0	2	0	3	0	0	3	3	2	2	0	7	14
Single-Unit Trucks	4	2	1	0	7	5	9	4	0	18	0	1	3	0	4	6	8	14	0	28	57
Articulated Trucks	1	0	0	0	1	1	9	1	0	11	0	2	7	0	9	19	0	6	0	25	46
Total Entering Leg	7	2	1	0	10	6	20	5	0	31	0	6	10	0	16	28	10	22	0	60	117
Buses					5					2					3					4	14
Single-Unit Trucks					20					9					12					16	57
Articulated Trucks					9					0					20					17	46
Total Exiting Leg					34					11					35					37	117

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	32	8	0	0	40	11	31	2	0	44	1	17	32	0	50	43	16	52	1	112	246
7:15 AM	18	4	5	0	27	11	36	4	0	51	4	14	25	0	43	56	17	49	1	123	244
7:30 AM	23	4	1	0	28	14	40	7	0	61	3	27	30	0	60	55	28	55	0	138	287
7:45 AM	19	4	3	0	26	13	40	4	0	57	4	18	38	0	60	44	23	43	0	110	253
Total	92	20	9	0	121	49	147	17	0	213	12	76	125	0	213	198	84	199	2	483	1030
8:00 AM	29	7	3	0	39	14	38	5	0	57	7	33	29	0	69	50	12	51	0	113	278
8:15 AM	23	4	1	0	28	9	41	10	0	60	7	34	38	0	79	50	26	65	0	141	308
8:30 AM	22	3	3	0	28	11	41	3	0	55	6	16	33	0	55	48	29	64	0	141	279
8:45 AM	25	8	3	0	36	9	31	3	0	43	6	18	23	0	47	41	40	64	1	146	272
Total	99	22	10	0	131	43	151	21	0	215	26	101	123	0	250	189	107	244	1	541	1137
Grand Total	191	42	19	0	252	92	298	38	0	428	38	177	248	0	463	387	191	443	3	1024	2167
Approach %	75.8	16.7	7.5	0.0		21.5	69.6	8.9	0.0		8.2	38.2	53.6	0.0		37.8	18.7	43.3	0.3		
Total %	8.8	1.9	0.9	0.0	11.6	4.2	13.8	1.8	0.0	19.8	1.8	8.2	11.4	0.0	21.4	17.9	8.8	20.4	0.1	47.3	
Exiting Leg Total					712					248					467					740	2167

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	29	7	3	0	39	14	38	5	0	57	7	33	29	0	69	50	12	51	0	113	278
8:15 AM	23	4	1	0	28	9	41	10	0	60	7	34	38	0	79	50	26	65	0	141	308
8:30 AM	22	3	3	0	28	11	41	3	0	55	6	16	33	0	55	48	29	64	0	141	279
8:45 AM	25	8	3	0	36	9	31	3	0	43	6	18	23	0	47	41	40	64	1	146	272
Total Volume	99	22	10	0	131	43	151	21	0	215	26	101	123	0	250	189	107	244	1	541	1137
% Approach Total	75.6	16.8	7.6	0.0		20.0	70.2	9.8	0.0		10.4	40.4	49.2	0.0		34.9	19.8	45.1	0.2		
PHF	0.853	0.688	0.833	0.000	0.840	0.768	0.921	0.525	0.000	0.896	0.929	0.743	0.809	0.000	0.791	0.945	0.669	0.938	0.250	0.926	0.923
Entering Leg	99	22	10	0	131	43	151	21	0	215	26	101	123	0	250	189	107	244	1	541	1137
Exiting Leg					388					143					232					374	1137
Total					519					358					482					915	2274

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	8	2	2	0	12	4	11	3	0	18	5	7	14	0	26	21	6	20	0	47	103
7:15 AM	4	3	0	0	7	0	8	4	0	12	3	8	8	0	19	18	7	13	0	38	76
7:30 AM	7	3	0	0	10	1	5	2	0	8	3	11	12	0	26	13	8	19	0	40	84
7:45 AM	1	2	1	0	4	0	14	2	0	16	5	7	9	0	21	11	9	17	0	37	78
Total	20	10	3	0	33	5	38	11	0	54	16	33	43	0	92	63	30	69	0	162	341
8:00 AM	9	2	0	0	11	2	17	2	0	21	7	9	11	0	27	18	6	21	0	45	104
8:15 AM	11	1	1	0	13	1	13	0	0	14	0	4	10	0	14	7	12	22	0	41	82
8:30 AM	5	2	2	0	9	3	12	6	0	21	5	7	12	0	24	10	13	14	0	37	91
8:45 AM	6	2	3	0	11	6	9	2	0	17	1	4	9	0	14	15	13	12	0	40	82
Total	31	7	6	0	44	12	51	10	0	73	13	24	42	0	79	50	44	69	0	163	359
Grand Total	51	17	9	0	77	17	89	21	0	127	29	57	85	0	171	113	74	138	0	325	700
Approach %	66.2	22.1	11.7	0.0		13.4	70.1	16.5	0.0		17.0	33.3	49.7	0.0		34.8	22.8	42.5	0.0		
Total %	7.3	2.4	1.3	0.0	11.0	2.4	12.7	3.0	0.0	18.1	4.1	8.1	12.1	0.0	24.4	16.1	10.6	19.7	0.0	46.4	
Exiting Leg Total					212					112					151					225	700

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	9	2	0	0	11	2	17	2	0	21	7	9	11	0	27	18	6	21	0	45	104
8:15 AM	11	1	1	0	13	1	13	0	0	14	0	4	10	0	14	7	12	22	0	41	82
8:30 AM	5	2	2	0	9	3	12	6	0	21	5	7	12	0	24	10	13	14	0	37	91
8:45 AM	6	2	3	0	11	6	9	2	0	17	1	4	9	0	14	15	13	12	0	40	82
Total Volume	31	7	6	0	44	12	51	10	0	73	13	24	42	0	79	50	44	69	0	163	359
% Approach Total	70.5	15.9	13.6	0.0		16.4	69.9	13.7	0.0		16.5	30.4	53.2	0.0		30.7	27.0	42.3	0.0		
PHF	0.705	0.875	0.500	0.000	0.846	0.500	0.750	0.417	0.000	0.869	0.464	0.667	0.875	0.000	0.731	0.694	0.846	0.784	0.000	0.906	0.863
Entering Leg	31	7	6	0	44	12	51	10	0	73	13	24	42	0	79	50	44	69	0	163	359
Exiting Leg					105					63					67					124	359
Total					149					136					146					287	718

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	3	1	1	0	5	9
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	2	3	0	5	3	1	2	0	6	13
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	5
8:15 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	3
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	2	0	0	0	2	0	2	0	0	2	0	3	0	0	3	3	2	2	0	7	14
Grand Total	2	0	0	0	2	0	4	0	0	4	0	5	3	0	8	6	3	4	0	13	27
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	62.5	37.5	0.0		46.2	23.1	30.8	0.0		
Total %	7.4	0.0	0.0	0.0	7.4	0.0	14.8	0.0	0.0	14.8	0.0	18.5	11.1	0.0	29.6	22.2	11.1	14.8	0.0	48.1	
Exiting Leg Total					9					3					6					9	27

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	3	1	1	0	5	9
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	5
8:15 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4
Total Volume	2	0	0	0	2	0	3	0	0	3	0	4	1	0	5	5	3	2	0	10	20
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	80.0	20.0	0.0		50.0	30.0	20.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.000	0.500	0.250	0.000	0.417	0.417	0.375	0.500	0.000	0.500	0.556
Entering Leg	2	0	0	0	2	0	3	0	0	3	0	4	1	0	5	5	3	2	0	10	20
Exiting Leg					6					3					5					6	20
Total					8					6					10					16	40

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	2	0	0	0	2	0	3	0	0	3	0	0	3	0	3	1	2	6	0	9	17
7:15 AM	1	1	2	0	4	0	1	0	0	1	0	0	1	0	1	0	3	3	0	6	12
7:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	0	2	0	6	10
7:45 AM	0	1	0	0	1	1	4	0	0	5	0	1	2	0	3	1	5	2	0	8	17
Total	3	2	2	0	7	1	12	0	0	13	0	1	6	0	7	6	10	13	0	29	56
8:00 AM	4	0	1	0	5	0	2	1	0	3	0	1	1	0	2	3	2	2	0	7	17
8:15 AM	0	1	0	0	1	2	2	1	0	5	0	0	0	0	0	1	1	0	0	2	8
8:30 AM	0	1	0	0	1	1	4	0	0	5	0	0	2	0	2	0	2	6	0	8	16
8:45 AM	0	0	0	0	0	2	1	2	0	5	0	0	0	0	0	2	3	6	0	11	16
Total	4	2	1	0	7	5	9	4	0	18	0	1	3	0	4	6	8	14	0	28	57
Grand Total	7	4	3	0	14	6	21	4	0	31	0	2	9	0	11	12	18	27	0	57	113
Approach %	50.0	28.6	21.4	0.0		19.4	67.7	12.9	0.0		0.0	18.2	81.8	0.0		21.1	31.6	47.4	0.0		
Total %	6.2	3.5	2.7	0.0	12.4	5.3	18.6	3.5	0.0	27.4	0.0	1.8	8.0	0.0	9.7	10.6	15.9	23.9	0.0	50.4	
Exiting Leg Total					35					21					20					37	113

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	1	0	0	1	1	4	0	0	5	0	1	2	0	3	1	5	2	0	8	17
8:00 AM	4	0	1	0	5	0	2	1	0	3	0	1	1	0	2	3	2	2	0	7	17
8:15 AM	0	1	0	0	1	2	2	1	0	5	0	0	0	0	0	1	1	0	0	2	8
8:30 AM	0	1	0	0	1	1	4	0	0	5	0	0	2	0	2	0	2	6	0	8	16
Total Volume	4	3	1	0	8	4	12	2	0	18	0	2	5	0	7	5	10	10	0	25	58
% Approach Total	50.0	37.5	12.5	0.0		22.2	66.7	11.1	0.0		0.0	28.6	71.4	0.0		20.0	40.0	40.0	0.0		
PHF	0.250	0.750	0.250	0.000	0.400	0.500	0.750	0.500	0.000	0.900	0.000	0.500	0.625	0.000	0.583	0.417	0.500	0.417	0.000	0.781	0.853
Entering Leg	4	3	1	0	8	4	12	2	0	18	0	2	5	0	7	5	10	10	0	25	58
Exiting Leg					16					11					10					21	58
Total					24					29					17					46	116

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	5	0	0	0	5	10
7:15 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	2	2	2	0	6	9
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	2	0	3	5
7:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	1	0	1	4
Total	1	0	0	0	1	1	5	0	0	6	0	1	5	0	6	8	2	5	0	15	28
8:00 AM	0	0	0	0	0	1	2	1	0	4	0	0	2	0	2	9	0	3	0	12	18
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	8	0	0	0	8	11
8:30 AM	0	0	0	0	0	0	4	0	0	4	0	1	2	0	3	2	0	2	0	4	11
8:45 AM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	0	0	1	0	1	6
Total	1	0	0	0	1	1	9	1	0	11	0	2	7	0	9	19	0	6	0	25	46
Grand Total	2	0	0	0	2	2	14	1	0	17	0	3	12	0	15	27	2	11	0	40	74
Approach %	100.0	0.0	0.0	0.0		11.8	82.4	5.9	0.0		0.0	20.0	80.0	0.0		67.5	5.0	27.5	0.0		
Total %	2.7	0.0	0.0	0.0	2.7	2.7	18.9	1.4	0.0	23.0	0.0	4.1	16.2	0.0	20.3	36.5	2.7	14.9	0.0	54.1	
Exiting Leg Total					16					2					28					28	74

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	1	2	1	0	4	0	0	2	0	2	9	0	3	0	12	18
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	8	0	0	0	8	11
8:30 AM	0	0	0	0	0	0	4	0	0	4	0	1	2	0	3	2	0	2	0	4	11
8:45 AM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	0	0	1	0	1	6
Total Volume	1	0	0	0	1	1	9	1	0	11	0	2	7	0	9	19	0	6	0	25	46
% Approach Total	100.0	0.0	0.0	0.0		9.1	81.8	9.1	0.0		0.0	22.2	77.8	0.0		76.0	0.0	24.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.250	0.563	0.250	0.000	0.688	0.000	0.500	0.875	0.000	0.750	0.528	0.000	0.500	0.000	0.521	0.639
Entering Leg	1	0	0	0	1	1	9	1	0	11	0	2	7	0	9	19	0	6	0	25	46
Exiting Leg					9					0					20					17	46
Total					10					11					29					42	92

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	State Road from North							Meetinghouse Lane from East							Canal Road from South							Meetinghouse Lane from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	State Road from North							Meetinghouse Lane from East							Canal Road from South							Meetinghouse Lane from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	State Road							Meetinghouse Lane							Canal Road							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	State Road							Meetinghouse Lane							Canal Road							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	42	10	4	0	56	11	54	5	0	70	4	36	42	0	82	70	71	99	1	241	449
4:15 PM	34	13	9	0	56	16	57	3	0	76	7	21	54	0	82	68	81	114	0	263	477
4:30 PM	44	5	5	0	54	25	36	4	0	65	8	34	42	0	84	57	65	118	0	240	443
4:45 PM	37	8	9	0	54	15	45	5	0	65	3	18	31	0	52	63	73	128	1	265	436
Total	157	36	27	0	220	67	192	17	0	276	22	109	169	0	300	258	290	459	2	1009	1805
5:00 PM	47	7	6	0	60	26	69	9	0	104	11	28	44	0	83	62	90	128	0	280	527
5:15 PM	33	2	2	0	37	19	49	5	0	73	6	12	45	0	63	48	74	114	0	236	409
5:30 PM	36	1	8	0	45	16	55	3	0	74	7	21	41	0	69	54	65	89	1	209	397
5:45 PM	19	5	1	0	25	10	47	3	0	60	8	21	42	0	71	39	61	99	0	199	355
Total	135	15	17	0	167	71	220	20	0	311	32	82	172	0	286	203	290	430	1	924	1688
Grand Total	292	51	44	0	387	138	412	37	0	587	54	191	341	0	586	461	580	889	3	1933	3493
Approach %	75.5	13.2	11.4	0.0		23.5	70.2	6.3	0.0		9.2	32.6	58.2	0.0		23.8	30.0	46.0	0.2		
Total %	8.4	1.5	1.3	0.0	11.1	4.0	11.8	1.1	0.0	16.8	1.5	5.5	9.8	0.0	16.8	13.2	16.6	25.5	0.1	55.3	
Exiting Leg Total					1218					678					549					1048	3493
Cars	285	51	43	0	379	129	405	36	0	570	52	185	326	0	563	437	557	859	3	1856	3368
% Cars	97.6	100.0	97.7	0.0	97.9	93.5	98.3	97.3	0.0	97.1	96.3	96.9	95.6	0.0	96.1	94.8	96.0	96.6	100.0	96.0	96.4
Exiting Leg Total					1173					652					524					1019	3368
Heavy Vehicles	7	0	1	0	8	9	7	1	0	17	2	6	15	0	23	24	23	30	0	77	125
% Heavy Vehicles	2.4	0.0	2.3	0.0	2.1	6.5	1.7	2.7	0.0	2.9	3.7	3.1	4.4	0.0	3.9	5.2	4.0	3.4	0.0	4.0	3.6
Exiting Leg Total					45					26					25					29	125

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	34	13	9	0	56	16	57	3	0	76	7	21	54	0	82	68	81	114	0	263	477
4:30 PM	44	5	5	0	54	25	36	4	0	65	8	34	42	0	84	57	65	118	0	240	443
4:45 PM	37	8	9	0	54	15	45	5	0	65	3	18	31	0	52	63	73	128	1	265	436
5:00 PM	47	7	6	0	60	26	69	9	0	104	11	28	44	0	83	62	90	128	0	280	527
Total Volume	162	33	29	0	224	82	207	21	0	310	29	101	171	0	301	250	309	488	1	1048	1883
% Approach Total	72.3	14.7	12.9	0.0		26.5	66.8	6.8	0.0		9.6	33.6	56.8	0.0		23.9	29.5	46.6	0.1		
PHF	0.862	0.635	0.806	0.000	0.933	0.788	0.750	0.583	0.000	0.745	0.659	0.743	0.792	0.000	0.896	0.919	0.858	0.953	0.250	0.936	0.893
Cars	158	33	28	0	219	75	203	21	0	299	29	96	162	0	287	236	299	473	1	1009	1814
Cars %	97.5	100.0	96.6	0.0	97.8	91.5	98.1	100.0	0.0	96.5	100.0	95.0	94.7	0.0	95.3	94.4	96.8	96.9	100.0	96.3	96.3
Heavy Vehicles	4	0	1	0	5	7	4	0	0	11	0	5	9	0	14	14	10	15	0	39	69
Heavy Vehicles %	2.5	0.0	3.4	0.0	2.2	8.5	1.9	0.0	0.0	3.5	0.0	5.0	5.3	0.0	4.7	5.6	3.2	3.1	0.0	3.7	3.7
Cars Enter Leg	158	33	28	0	219	75	203	21	0	299	29	96	162	0	287	236	299	473	1	1009	1814
Heavy Enter Leg	4	0	1	0	5	7	4	0	0	11	0	5	9	0	14	14	10	15	0	39	69
Total Entering Leg	162	33	29	0	224	82	207	21	0	310	29	101	171	0	301	250	309	488	1	1048	1883
Cars Exiting Leg					644					356					290					524	1814
Heavy Exiting Leg					27					11					14					17	69
Total Exiting Leg					671					367					304					541	1883

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	40	10	4	0	54	11	53	5	0	69	4	35	40	0	79	65	68	90	1	224	426
4:15 PM	33	13	9	0	55	13	56	3	0	72	7	21	51	0	79	64	76	110	0	250	456
4:30 PM	43	5	5	0	53	24	34	4	0	62	8	31	42	0	81	56	64	115	0	235	431
4:45 PM	36	8	9	0	53	14	44	5	0	63	3	17	30	0	50	55	70	123	1	249	415
Total	152	36	27	0	215	62	187	17	0	266	22	104	163	0	289	240	278	438	2	958	1728
5:00 PM	46	7	5	0	58	24	69	9	0	102	11	27	39	0	77	61	89	125	0	275	512
5:15 PM	33	2	2	0	37	19	49	4	0	72	6	12	43	0	61	45	72	113	0	230	400
5:30 PM	36	1	8	0	45	16	54	3	0	73	5	21	41	0	67	54	61	87	1	203	388
5:45 PM	18	5	1	0	24	8	46	3	0	57	8	21	40	0	69	37	57	96	0	190	340
Total	133	15	16	0	164	67	218	19	0	304	30	81	163	0	274	197	279	421	1	898	1640
Grand Total	285	51	43	0	379	129	405	36	0	570	52	185	326	0	563	437	557	859	3	1856	3368
Approach %	75.2	13.5	11.3	0.0		22.6	71.1	6.3	0.0		9.2	32.9	57.9	0.0		23.5	30.0	46.3	0.2		
Total %	8.5	1.5	1.3	0.0	11.3	3.8	12.0	1.1	0.0	16.9	1.5	5.5	9.7	0.0	16.7	13.0	16.5	25.5	0.1	55.1	
Exiting Leg Total					1173					652					524					1019	3368

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	33	13	9	0	55	13	56	3	0	72	7	21	51	0	79	64	76	110	0	250	456
4:30 PM	43	5	5	0	53	24	34	4	0	62	8	31	42	0	81	56	64	115	0	235	431
4:45 PM	36	8	9	0	53	14	44	5	0	63	3	17	30	0	50	55	70	123	1	249	415
5:00 PM	46	7	5	0	58	24	69	9	0	102	11	27	39	0	77	61	89	125	0	275	512
Total Volume	158	33	28	0	219	75	203	21	0	299	29	96	162	0	287	236	299	473	1	1009	1814
% Approach Total	72.1	15.1	12.8	0.0		25.1	67.9	7.0	0.0		10.1	33.4	56.4	0.0		23.4	29.6	46.9	0.1		
PHF	0.859	0.635	0.778	0.000	0.944	0.781	0.736	0.583	0.000	0.733	0.659	0.774	0.794	0.000	0.886	0.922	0.840	0.946	0.250	0.917	0.886
Entering Leg	158	33	28	0	219	75	203	21	0	299	29	96	162	0	287	236	299	473	1	1009	1814
Exiting Leg					644					356					290					524	1814
Total					863					655					577					1533	3628

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	0	0	0	2	0	1	0	0	1	0	1	2	0	3	5	3	9	0	17	23
4:15 PM	1	0	0	0	1	3	1	0	0	4	0	0	3	0	3	4	5	4	0	13	21
4:30 PM	1	0	0	0	1	1	2	0	0	3	0	3	0	0	3	1	1	3	0	5	12
4:45 PM	1	0	0	0	1	1	1	0	0	2	0	1	1	0	2	8	3	5	0	16	21
Total	5	0	0	0	5	5	5	0	0	10	0	5	6	0	11	18	12	21	0	51	77
5:00 PM	1	0	1	0	2	2	0	0	0	2	0	1	5	0	6	1	1	3	0	5	15
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3	2	1	0	6	9
5:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	4	2	0	6	9
5:45 PM	1	0	0	0	1	2	1	0	0	3	0	0	2	0	2	2	4	3	0	9	15
Total	2	0	1	0	3	4	2	1	0	7	2	1	9	0	12	6	11	9	0	26	48
Grand Total	7	0	1	0	8	9	7	1	0	17	2	6	15	0	23	24	23	30	0	77	125
Approach %	87.5	0.0	12.5	0.0		52.9	41.2	5.9	0.0		8.7	26.1	65.2	0.0		31.2	29.9	39.0	0.0		
Total %	5.6	0.0	0.8	0.0	6.4	7.2	5.6	0.8	0.0	13.6	1.6	4.8	12.0	0.0	18.4	19.2	18.4	24.0	0.0	61.6	
Exiting Leg Total					45					26					25					29	125
Buses	1	0	0	0	1	0	2	0	0	2	0	2	9	0	11	11	3	2	0	16	30
% Buses	14.3	0.0	0.0	0.0	12.5	0.0	28.6	0.0	0.0	11.8	0.0	33.3	60.0	0.0	47.8	45.8	13.0	6.7	0.0	20.8	24.0
Exiting Leg Total					4					3					11					12	30
Single-Unit Trucks	3	0	1	0	4	5	5	1	0	11	2	3	6	0	11	10	18	22	0	50	76
% Single-Unit	42.9	0.0	100.0	0.0	50.0	55.6	71.4	100.0	0.0	64.7	100.0	50.0	40.0	0.0	47.8	41.7	78.3	73.3	0.0	64.9	60.8
Exiting Leg Total					30					21					11					14	76
Articulated Trucks	3	0	0	0	3	4	0	0	0	4	0	1	0	0	1	3	2	6	0	11	19
% Articulated	42.9	0.0	0.0	0.0	37.5	44.4	0.0	0.0	0.0	23.5	0.0	16.7	0.0	0.0	4.3	12.5	8.7	20.0	0.0	14.3	15.2
Exiting Leg Total					11					2					3					3	19

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	0	0	0	2	0	1	0	0	1	0	1	2	0	3	5	3	9	0	17	23
4:15 PM	1	0	0	0	1	3	1	0	0	4	0	0	3	0	3	4	5	4	0	13	21
4:30 PM	1	0	0	0	1	1	2	0	0	3	0	3	0	0	3	1	1	3	0	5	12
4:45 PM	1	0	0	0	1	1	1	0	0	2	0	1	1	0	2	8	3	5	0	16	21
Total Volume	5	0	0	0	5	5	5	0	0	10	0	5	6	0	11	18	12	21	0	51	77
% Approach Total	100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	45.5	54.5	0.0		35.3	23.5	41.2	0.0		
PHF	0.625	0.000	0.000	0.000	0.625	0.417	0.625	0.000	0.000	0.625	0.000	0.417	0.500	0.000	0.917	0.563	0.600	0.583	0.000	0.750	0.837
Buses	1	0	0	0	1	0	1	0	0	1	0	1	3	0	4	7	2	0	0	9	15
Buses %	20.0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	10.0	0.0	20.0	50.0	0.0	36.4	38.9	16.7	0.0	0.0	17.6	19.5
Single-Unit Trucks	1	0	0	0	1	3	4	0	0	7	0	3	3	0	6	8	10	16	0	34	48
Single-Unit %	20.0	0.0	0.0	0.0	20.0	60.0	80.0	0.0	0.0	70.0	0.0	60.0	50.0	0.0	54.5	44.4	83.3	76.2	0.0	66.7	62.3
Articulated Trucks	3	0	0	0	3	2	0	0	0	2	0	1	0	0	1	3	0	5	0	8	14
Articulated %	60.0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	9.1	16.7	0.0	23.8	0.0	15.7	18.2
Buses	1	0	0	0	1	0	1	0	0	1	0	1	3	0	4	7	2	0	0	9	15
Single-Unit Trucks	1	0	0	0	1	3	4	0	0	7	0	3	3	0	6	8	10	16	0	34	48
Articulated Trucks	3	0	0	0	3	2	0	0	0	2	0	1	0	0	1	3	0	5	0	8	14
Total Entering Leg	5	0	0	0	5	5	5	0	0	10	0	5	6	0	11	18	12	21	0	51	77
Buses					1					2					7					5	15
Single-Unit Trucks					22					10					8					8	48
Articulated Trucks					8					0					3					3	14
Total Exiting Leg					31					12					18					16	77

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	33	7	4	0	44	8	38	3	0	49	2	26	36	0	64	51	57	75	0	183	340
4:15 PM	20	9	7	0	36	11	44	3	0	58	5	13	40	0	58	53	62	87	0	202	354
4:30 PM	30	4	4	0	38	20	28	4	0	52	5	26	39	0	70	51	50	91	0	192	352
4:45 PM	20	7	7	0	34	11	34	4	0	49	1	15	29	0	45	48	54	103	1	206	334
Total	103	27	22	0	152	50	144	14	0	208	13	80	144	0	237	203	223	356	1	783	1380
5:00 PM	37	4	3	0	44	19	51	8	0	78	9	19	31	0	59	50	73	106	0	229	410
5:15 PM	28	2	1	0	31	17	37	2	0	56	6	11	36	0	53	35	62	101	0	198	338
5:30 PM	29	1	7	0	37	13	39	1	0	53	3	19	26	0	48	42	47	73	1	163	301
5:45 PM	17	4	1	0	22	8	38	3	0	49	6	18	29	0	53	27	46	77	0	150	274
Total	111	11	12	0	134	57	165	14	0	236	24	67	122	0	213	154	228	357	1	740	1323
Grand Total	214	38	34	0	286	107	309	28	0	444	37	147	266	0	450	357	451	713	2	1523	2703
Approach %	74.8	13.3	11.9	0.0		24.1	69.6	6.3	0.0		8.2	32.7	59.1	0.0		23.4	29.6	46.8	0.1		
Total %	7.9	1.4	1.3	0.0	10.6	4.0	11.4	1.0	0.0	16.4	1.4	5.4	9.8	0.0	16.6	13.2	16.7	26.4	0.1	56.3	
Exiting Leg Total					967					522					423					791	2703

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	20	9	7	0	36	11	44	3	0	58	5	13	40	0	58	53	62	87	0	202	354
4:30 PM	30	4	4	0	38	20	28	4	0	52	5	26	39	0	70	51	50	91	0	192	352
4:45 PM	20	7	7	0	34	11	34	4	0	49	1	15	29	0	45	48	54	103	1	206	334
5:00 PM	37	4	3	0	44	19	51	8	0	78	9	19	31	0	59	50	73	106	0	229	410
Total Volume	107	24	21	0	152	61	157	19	0	237	20	73	139	0	232	202	239	387	1	829	1450
% Approach Total	70.4	15.8	13.8	0.0		25.7	66.2	8.0	0.0		8.6	31.5	59.9	0.0		24.4	28.8	46.7	0.1		
PHF	0.723	0.667	0.750	0.000	0.864	0.763	0.770	0.594	0.000	0.760	0.556	0.702	0.869	0.000	0.829	0.953	0.818	0.913	0.250	0.905	0.884
Entering Leg	107	24	21	0	152	61	157	19	0	237	20	73	139	0	232	202	239	387	1	829	1450
Exiting Leg					521					280					245					404	1450
Total					673					517					477					1233	2900

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Light Goods Vehicle**

	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	3	0	0	10	3	15	2	0	20	2	9	4	0	15	14	11	15	1	41	86
4:15 PM	12	4	0	0	16	2	10	0	0	12	2	8	11	0	21	11	14	23	0	48	97
4:30 PM	13	1	1	0	15	4	6	0	0	10	3	5	3	0	11	5	14	24	0	43	79
4:45 PM	15	1	2	0	18	3	10	1	0	14	2	2	1	0	5	7	16	19	0	42	79
Total	47	9	3	0	59	12	41	3	0	56	9	24	19	0	52	37	55	81	1	174	341
5:00 PM	9	3	2	0	14	5	18	1	0	24	2	8	8	0	18	11	16	19	0	46	102
5:15 PM	5	0	1	0	6	2	12	2	0	16	0	1	7	0	8	10	10	12	0	32	62
5:30 PM	7	0	1	0	8	3	15	2	0	20	2	2	15	0	19	12	14	14	0	40	87
5:45 PM	1	1	0	0	2	0	7	0	0	7	2	3	10	0	15	10	11	19	0	40	64
Total	22	4	4	0	30	10	52	5	0	67	6	14	40	0	60	43	51	64	0	158	315
Grand Total	69	13	7	0	89	22	93	8	0	123	15	38	59	0	112	80	106	145	1	332	656
Approach %	77.5	14.6	7.9	0.0		17.9	75.6	6.5	0.0		13.4	33.9	52.7	0.0		24.1	31.9	43.7	0.3		
Total %	10.5	2.0	1.1	0.0	13.6	3.4	14.2	1.2	0.0	18.8	2.3	5.8	9.0	0.0	17.1	12.2	16.2	22.1	0.2	50.6	
Exiting Leg Total					205					128					101					222	656

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	12	4	0	0	16	2	10	0	0	12	2	8	11	0	21	11	14	23	0	48	97
4:30 PM	13	1	1	0	15	4	6	0	0	10	3	5	3	0	11	5	14	24	0	43	79
4:45 PM	15	1	2	0	18	3	10	1	0	14	2	2	1	0	5	7	16	19	0	42	79
5:00 PM	9	3	2	0	14	5	18	1	0	24	2	8	8	0	18	11	16	19	0	46	102
Total Volume	49	9	5	0	63	14	44	2	0	60	9	23	23	0	55	34	60	85	0	179	357
% Approach Total	77.8	14.3	7.9	0.0		23.3	73.3	3.3	0.0		16.4	41.8	41.8	0.0		19.0	33.5	47.5	0.0		
PHF	0.817	0.563	0.625	0.000	0.875	0.700	0.611	0.500	0.000	0.625	0.750	0.719	0.523	0.000	0.655	0.773	0.938	0.885	0.000	0.932	0.875
Entering Leg	49	9	5	0	63	14	44	2	0	60	9	23	23	0	55	34	60	85	0	179	357
Exiting Leg					122					74					45					116	357
Total					185					134					100					295	714

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	2	1	0	0	3	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	1	0	0	3	5
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total	1	0	0	0	1	0	1	0	0	1	0	1	3	0	4	7	2	0	0	9	15
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	1	0	0	3	5
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	2	0	3	4
Total	0	0	0	0	0	0	1	0	0	1	0	1	6	0	7	4	1	2	0	7	15
Grand Total	1	0	0	0	1	0	2	0	0	2	0	2	9	0	11	11	3	2	0	16	30
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	18.2	81.8	0.0		68.8	18.8	12.5	0.0		
Total %	3.3	0.0	0.0	0.0	3.3	0.0	6.7	0.0	0.0	6.7	0.0	6.7	30.0	0.0	36.7	36.7	10.0	6.7	0.0	53.3	
Exiting Leg Total					4					3					11					12	30

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	2	1	0	0	3	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	1	0	0	3	5
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total Volume	1	0	0	0	1	0	1	0	0	1	0	1	3	0	4	7	2	0	0	9	15
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	25.0	75.0	0.0		77.8	22.2	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.375	0.000	0.500	0.583	0.500	0.000	0.000	0.750	0.625
Entering Leg	1	0	0	0	1	0	1	0	0	1	0	1	3	0	4	7	2	0	0	9	15
Exiting Leg					1					2					7					5	15
Total					2					3					11					14	30

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	2	7	0	11	13
4:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	1	4	3	0	8	11
4:30 PM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	1	1	2	0	4	9
4:45 PM	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	4	3	4	0	11	15
Total	1	0	0	0	1	3	4	0	0	7	0	3	3	0	6	8	10	16	0	34	48
5:00 PM	1	0	1	0	2	0	0	0	0	0	0	0	2	0	2	0	1	2	0	3	7
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	1	0	3	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2	0	4	6
5:45 PM	1	0	0	0	1	2	1	0	0	3	0	0	1	0	1	1	4	1	0	6	11
Total	2	0	1	0	3	2	1	1	0	4	2	0	3	0	5	2	8	6	0	16	28
Grand Total	3	0	1	0	4	5	5	1	0	11	2	3	6	0	11	10	18	22	0	50	76
Approach %	75.0	0.0	25.0	0.0		45.5	45.5	9.1	0.0		18.2	27.3	54.5	0.0		20.0	36.0	44.0	0.0		
Total %	3.9	0.0	1.3	0.0	5.3	6.6	6.6	1.3	0.0	14.5	2.6	3.9	7.9	0.0	14.5	13.2	23.7	28.9	0.0	65.8	
Exiting Leg Total					30					21					11					14	76

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	State Road from North					Meetinghouse Lane from East					Canal Road from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	2	7	0	11	13
4:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	1	4	3	0	8	11
4:30 PM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	1	1	2	0	4	9
4:45 PM	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	4	3	4	0	11	15
Total Volume	1	0	0	0	1	3	4	0	0	7	0	3	3	0	6	8	10	16	0	34	48
% Approach Total	100.0	0.0	0.0	0.0		42.9	57.1	0.0	0.0		0.0	50.0	50.0	0.0		23.5	29.4	47.1	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.750	0.500	0.000	0.000	0.583	0.000	0.375	0.750	0.000	0.750	0.500	0.625	0.571	0.000	0.773	0.800
Entering Leg	1	0	0	0	1	3	4	0	0	7	0	3	3	0	6	8	10	16	0	34	48
Exiting Leg					22					10					8					8	48
Total					23					17					14					42	96

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	4
4:15 PM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	1	0	1	0	2	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3
Total	3	0	0	0	3	2	0	0	0	2	0	1	0	0	1	3	0	5	0	8	14
5:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	1	0	3	5
Grand Total	3	0	0	0	3	4	0	0	0	4	0	1	0	0	1	3	2	6	0	11	19
Approach %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		27.3	18.2	54.5	0.0		
Total %	15.8	0.0	0.0	0.0	15.8	21.1	0.0	0.0	0.0	21.1	0.0	5.3	0.0	0.0	5.3	15.8	10.5	31.6	0.0	57.9	
Exiting Leg Total					11					2					3					3	19

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	State Road					Meetinghouse Lane					Canal Road					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	4
4:15 PM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	1	0	1	0	2	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3
Total Volume	3	0	0	0	3	2	0	0	0	2	0	1	0	0	1	3	0	5	0	8	14
% Approach Total	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		37.5	0.0	62.5	0.0		
PHF	0.750	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.750	0.000	0.625	0.000	0.667	0.700
Entering Leg	3	0	0	0	3	2	0	0	0	2	0	1	0	0	1	3	0	5	0	8	14
Exiting Leg					8					0					3					3	14
Total					11					2					4					11	28

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	State Road							Meetinghouse Lane							Canal Road							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	State Road							Meetinghouse Lane							Canal Road							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186377 D**
Location: **N: State Road S: Canal Road**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	State Road							Meetinghouse Lane							Canal Road							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	State Road							Meetinghouse Lane							Canal Road							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	156	0	0	0	156	0	146	0	0	146	58	0	0	0	58	0	113	0	0	113	473
7:15 AM	186	0	0	0	186	0	106	0	0	106	70	0	0	0	70	0	108	0	0	108	470
7:30 AM	196	0	0	0	196	0	129	0	0	129	71	0	0	0	71	0	116	0	0	116	512
7:45 AM	199	0	0	0	199	0	130	0	0	130	52	0	0	0	52	0	112	0	0	112	493
Total	737	0	0	0	737	0	511	0	0	511	251	0	0	0	251	0	449	0	0	449	1948
8:00 AM	176	0	0	0	176	0	143	0	0	143	65	0	0	0	65	0	111	0	0	111	495
8:15 AM	209	0	0	0	209	0	142	0	0	142	66	0	0	0	66	0	130	0	0	130	547
8:30 AM	213	0	0	0	213	0	141	0	0	141	61	0	0	0	61	0	130	0	0	130	545
8:45 AM	197	0	0	0	197	0	109	0	0	109	68	0	0	0	68	0	139	0	0	139	513
Total	795	0	0	0	795	0	535	0	0	535	260	0	0	0	260	0	510	0	0	510	2100
Grand Total	1532	0	0	0	1532	0	1046	0	0	1046	511	0	0	0	511	0	959	0	0	959	4048
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	37.8	0.0	0.0	0.0	37.8	0.0	25.8	0.0	0.0	25.8	12.6	0.0	0.0	0.0	12.6	0.0	23.7	0.0	0.0	23.7	
Exiting Leg Total					0					1470					0					2578	4048
Cars	1427	0	0	0	1427	0	971	0	0	971	476	0	0	0	476	0	885	0	0	885	3759
% Cars	93.1	0.0	0.0	0.0	93.1	0.0	92.8	0.0	0.0	92.8	93.2	0.0	0.0	0.0	93.2	0.0	92.3	0.0	0.0	92.3	92.9
Exiting Leg Total					0					1361					0					2398	3759
Heavy Vehicles	105	0	0	0	105	0	75	0	0	75	35	0	0	0	35	0	74	0	0	74	289
% Heavy Vehicles	6.9	0.0	0.0	0.0	6.9	0.0	7.2	0.0	0.0	7.2	6.8	0.0	0.0	0.0	6.8	0.0	7.7	0.0	0.0	7.7	7.1
Exiting Leg Total					0					109					0					180	289

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	176	0	0	0	176	0	143	0	0	143	65	0	0	0	65	0	111	0	0	111	495
8:15 AM	209	0	0	0	209	0	142	0	0	142	66	0	0	0	66	0	130	0	0	130	547
8:30 AM	213	0	0	0	213	0	141	0	0	141	61	0	0	0	61	0	130	0	0	130	545
8:45 AM	197	0	0	0	197	0	109	0	0	109	68	0	0	0	68	0	139	0	0	139	513
Total Volume	795	0	0	0	795	0	535	0	0	535	260	0	0	0	260	0	510	0	0	510	2100
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.933	0.000	0.000	0.000	0.933	0.000	0.935	0.000	0.000	0.935	0.956	0.000	0.000	0.000	0.956	0.000	0.917	0.000	0.000	0.917	0.960
Cars	737	0	0	0	737	0	498	0	0	498	243	0	0	0	243	0	469	0	0	469	1947
Cars %	92.7	0.0	0.0	0.0	92.7	0.0	93.1	0.0	0.0	93.1	93.5	0.0	0.0	0.0	93.5	0.0	92.0	0.0	0.0	92.0	92.7
Heavy Vehicles	58	0	0	0	58	0	37	0	0	37	17	0	0	0	17	0	41	0	0	41	153
Heavy Vehicles %	7.3	0.0	0.0	0.0	7.3	0.0	6.9	0.0	0.0	6.9	6.5	0.0	0.0	0.0	6.5	0.0	8.0	0.0	0.0	8.0	7.3
Cars Enter Leg	737	0	0	0	737	0	498	0	0	498	243	0	0	0	243	0	469	0	0	469	1947
Heavy Enter Leg	58	0	0	0	58	0	37	0	0	37	17	0	0	0	17	0	41	0	0	41	153
Total Entering Leg	795	0	0	0	795	0	535	0	0	535	260	0	0	0	260	0	510	0	0	510	2100
Cars Exiting Leg					0					712					0					1235	1947
Heavy Exiting Leg					0					58					0					95	153
Total Exiting Leg					0					770					0					1330	2100

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	145	0	0	0	145	0	131	0	0	131	55	0	0	0	55	0	101	0	0	101	432
7:15 AM	171	0	0	0	171	0	100	0	0	100	67	0	0	0	67	0	101	0	0	101	439
7:30 AM	187	0	0	0	187	0	121	0	0	121	64	0	0	0	64	0	108	0	0	108	480
7:45 AM	187	0	0	0	187	0	121	0	0	121	47	0	0	0	47	0	106	0	0	106	461
Total	690	0	0	0	690	0	473	0	0	473	233	0	0	0	233	0	416	0	0	416	1812
8:00 AM	162	0	0	0	162	0	131	0	0	131	60	0	0	0	60	0	95	0	0	95	448
8:15 AM	195	0	0	0	195	0	137	0	0	137	61	0	0	0	61	0	123	0	0	123	516
8:30 AM	204	0	0	0	204	0	128	0	0	128	57	0	0	0	57	0	121	0	0	121	510
8:45 AM	176	0	0	0	176	0	102	0	0	102	65	0	0	0	65	0	130	0	0	130	473
Total	737	0	0	0	737	0	498	0	0	498	243	0	0	0	243	0	469	0	0	469	1947
Grand Total	1427	0	0	0	1427	0	971	0	0	971	476	0	0	0	476	0	885	0	0	885	3759
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	38.0	0.0	0.0	0.0	38.0	0.0	25.8	0.0	0.0	25.8	12.7	0.0	0.0	0.0	12.7	0.0	23.5	0.0	0.0	23.5	
Exiting Leg Total					0					1361					0					2398	3759

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	162	0	0	0	162	0	131	0	0	131	60	0	0	0	60	0	95	0	0	95	448
8:15 AM	195	0	0	0	195	0	137	0	0	137	61	0	0	0	61	0	123	0	0	123	516
8:30 AM	204	0	0	0	204	0	128	0	0	128	57	0	0	0	57	0	121	0	0	121	510
8:45 AM	176	0	0	0	176	0	102	0	0	102	65	0	0	0	65	0	130	0	0	130	473
Total Volume	737	0	0	0	737	0	498	0	0	498	243	0	0	0	243	0	469	0	0	469	1947
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.903	0.000	0.000	0.000	0.903	0.000	0.909	0.000	0.000	0.909	0.935	0.000	0.000	0.000	0.935	0.000	0.902	0.000	0.000	0.902	0.943
Entering Leg	737	0	0	0	737	0	498	0	0	498	243	0	0	0	243	0	469	0	0	469	1947
Exiting Leg					0					712					0					1235	1947
Total					737					1210					243					1704	3894

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	11	0	0	0	11	0	15	0	0	15	3	0	0	0	3	0	12	0	0	12	41
7:15 AM	15	0	0	0	15	0	6	0	0	6	3	0	0	0	3	0	7	0	0	7	31
7:30 AM	9	0	0	0	9	0	8	0	0	8	7	0	0	0	7	0	8	0	0	8	32
7:45 AM	12	0	0	0	12	0	9	0	0	9	5	0	0	0	5	0	6	0	0	6	32
Total	47	0	0	0	47	0	38	0	0	38	18	0	0	0	18	0	33	0	0	33	136
8:00 AM	14	0	0	0	14	0	12	0	0	12	5	0	0	0	5	0	16	0	0	16	47
8:15 AM	14	0	0	0	14	0	5	0	0	5	5	0	0	0	5	0	7	0	0	7	31
8:30 AM	9	0	0	0	9	0	13	0	0	13	4	0	0	0	4	0	9	0	0	9	35
8:45 AM	21	0	0	0	21	0	7	0	0	7	3	0	0	0	3	0	9	0	0	9	40
Total	58	0	0	0	58	0	37	0	0	37	17	0	0	0	17	0	41	0	0	41	153
Grand Total	105	0	0	0	105	0	75	0	0	75	35	0	0	0	35	0	74	0	0	74	289
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	36.3	0.0	0.0	0.0	36.3	0.0	26.0	0.0	0.0	26.0	12.1	0.0	0.0	0.0	12.1	0.0	25.6	0.0	0.0	25.6	
Exiting Leg Total					0					109					0					180	289
Buses	3	0	0	0	3	0	8	0	0	8	10	0	0	0	10	0	2	0	0	2	23
% Buses	2.9	0.0	0.0	0.0	2.9	0.0	10.7	0.0	0.0	10.7	28.6	0.0	0.0	0.0	28.6	0.0	2.7	0.0	0.0	2.7	8.0
Exiting Leg Total					0					12					0					11	23
Single-Unit Trucks	50	0	0	0	50	0	40	0	0	40	17	0	0	0	17	0	41	0	0	41	148
% Single-Unit	47.6	0.0	0.0	0.0	47.6	0.0	53.3	0.0	0.0	53.3	48.6	0.0	0.0	0.0	48.6	0.0	55.4	0.0	0.0	55.4	51.2
Exiting Leg Total					0					58					0					90	148
Articulated Trucks	52	0	0	0	52	0	27	0	0	27	8	0	0	0	8	0	31	0	0	31	118
% Articulated	49.5	0.0	0.0	0.0	49.5	0.0	36.0	0.0	0.0	36.0	22.9	0.0	0.0	0.0	22.9	0.0	41.9	0.0	0.0	41.9	40.8
Exiting Leg Total					0					39					0					79	118

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	14	0	0	0	14	0	12	0	0	12	5	0	0	0	5	0	16	0	0	16	47
8:15 AM	14	0	0	0	14	0	5	0	0	5	5	0	0	0	5	0	7	0	0	7	31
8:30 AM	9	0	0	0	9	0	13	0	0	13	4	0	0	0	4	0	9	0	0	9	35
8:45 AM	21	0	0	0	21	0	7	0	0	7	3	0	0	0	3	0	9	0	0	9	40
Total Volume	58	0	0	0	58	0	37	0	0	37	17	0	0	0	17	0	41	0	0	41	153
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.690	0.000	0.000	0.000	0.690	0.000	0.712	0.000	0.000	0.712	0.850	0.000	0.000	0.000	0.850	0.000	0.641	0.000	0.000	0.641	0.814
Buses	0	0	0	0	0	0	3	0	0	3	5	0	0	0	5	0	1	0	0	1	9
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	8.1	29.4	0.0	0.0	0.0	29.4	0.0	2.4	0.0	0.0	2.4	5.9
Single-Unit Trucks	31	0	0	0	31	0	18	0	0	18	7	0	0	0	7	0	20	0	0	20	76
Single-Unit %	53.4	0.0	0.0	0.0	53.4	0.0	48.6	0.0	0.0	48.6	41.2	0.0	0.0	0.0	41.2	0.0	48.8	0.0	0.0	48.8	49.7
Articulated Trucks	27	0	0	0	27	0	16	0	0	16	5	0	0	0	5	0	20	0	0	20	68
Articulated %	46.6	0.0	0.0	0.0	46.6	0.0	43.2	0.0	0.0	43.2	29.4	0.0	0.0	0.0	29.4	0.0	48.8	0.0	0.0	48.8	44.4
Buses	0	0	0	0	0	0	3	0	0	3	5	0	0	0	5	0	1	0	0	1	9
Single-Unit Trucks	31	0	0	0	31	0	18	0	0	18	7	0	0	0	7	0	20	0	0	20	76
Articulated Trucks	27	0	0	0	27	0	16	0	0	16	5	0	0	0	5	0	20	0	0	20	68
Total Entering Leg	58	0	0	0	58	0	37	0	0	37	17	0	0	0	17	0	41	0	0	41	153
Buses					0					6					0					3	9
Single-Unit Trucks					0					27					0					49	76
Articulated Trucks					0					25					0					43	68
Total Exiting Leg					0					58					0					95	153

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	129	0	0	0	129	0	100	0	0	100	37	0	0	0	37	0	74	0	0	74	340
7:15 AM	154	0	0	0	154	0	80	0	0	80	46	0	0	0	46	0	77	0	0	77	357
7:30 AM	164	0	0	0	164	0	99	0	0	99	47	0	0	0	47	0	87	0	0	87	397
7:45 AM	161	0	0	0	161	0	95	0	0	95	39	0	0	0	39	0	79	0	0	79	374
Total	608	0	0	0	608	0	374	0	0	374	169	0	0	0	169	0	317	0	0	317	1468
8:00 AM	141	0	0	0	141	0	95	0	0	95	42	0	0	0	42	0	70	0	0	70	348
8:15 AM	180	0	0	0	180	0	106	0	0	106	49	0	0	0	49	0	93	0	0	93	428
8:30 AM	182	0	0	0	182	0	99	0	0	99	44	0	0	0	44	0	94	0	0	94	419
8:45 AM	152	0	0	0	152	0	77	0	0	77	46	0	0	0	46	0	107	0	0	107	382
Total	655	0	0	0	655	0	377	0	0	377	181	0	0	0	181	0	364	0	0	364	1577
Grand Total	1263	0	0	0	1263	0	751	0	0	751	350	0	0	0	350	0	681	0	0	681	3045
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	41.5	0.0	0.0	0.0	41.5	0.0	24.7	0.0	0.0	24.7	11.5	0.0	0.0	0.0	11.5	0.0	22.4	0.0	0.0	22.4	
Exiting Leg Total					0					1031					0					2014	3045

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	141	0	0	0	141	0	95	0	0	95	42	0	0	0	42	0	70	0	0	70	348
8:15 AM	180	0	0	0	180	0	106	0	0	106	49	0	0	0	49	0	93	0	0	93	428
8:30 AM	182	0	0	0	182	0	99	0	0	99	44	0	0	0	44	0	94	0	0	94	419
8:45 AM	152	0	0	0	152	0	77	0	0	77	46	0	0	0	46	0	107	0	0	107	382
Total Volume	655	0	0	0	655	0	377	0	0	377	181	0	0	0	181	0	364	0	0	364	1577
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.900	0.000	0.000	0.000	0.900	0.000	0.889	0.000	0.000	0.889	0.923	0.000	0.000	0.000	0.923	0.000	0.850	0.000	0.000	0.850	0.921
Entering Leg	655	0	0	0	655	0	377	0	0	377	181	0	0	0	181	0	364	0	0	364	1577
Exiting Leg					0					545					0					1032	1577
Total					655					922					181					1396	3154

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	16	0	0	0	16	0	31	0	0	31	18	0	0	0	18	0	26	0	0	26	91
7:15 AM	17	0	0	0	17	0	20	0	0	20	20	0	0	0	20	0	24	0	0	24	81
7:30 AM	23	0	0	0	23	0	22	0	0	22	17	0	0	0	17	0	21	0	0	21	83
7:45 AM	26	0	0	0	26	0	26	0	0	26	8	0	0	0	8	0	26	0	0	26	86
Total	82	0	0	0	82	0	99	0	0	99	63	0	0	0	63	0	97	0	0	97	341
8:00 AM	21	0	0	0	21	0	35	0	0	35	18	0	0	0	18	0	25	0	0	25	99
8:15 AM	15	0	0	0	15	0	31	0	0	31	12	0	0	0	12	0	30	0	0	30	88
8:30 AM	22	0	0	0	22	0	29	0	0	29	13	0	0	0	13	0	27	0	0	27	91
8:45 AM	24	0	0	0	24	0	25	0	0	25	19	0	0	0	19	0	23	0	0	23	91
Total	82	0	0	0	82	0	120	0	0	120	62	0	0	0	62	0	105	0	0	105	369
Grand Total	164	0	0	0	164	0	219	0	0	219	125	0	0	0	125	0	202	0	0	202	710
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	23.1	0.0	0.0	0.0	23.1	0.0	30.8	0.0	0.0	30.8	17.6	0.0	0.0	0.0	17.6	0.0	28.5	0.0	0.0	28.5	
Exiting Leg Total					0					327					0					383	710

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	21	0	0	0	21	0	35	0	0	35	18	0	0	0	18	0	25	0	0	25	99
8:15 AM	15	0	0	0	15	0	31	0	0	31	12	0	0	0	12	0	30	0	0	30	88
8:30 AM	22	0	0	0	22	0	29	0	0	29	13	0	0	0	13	0	27	0	0	27	91
8:45 AM	24	0	0	0	24	0	25	0	0	25	19	0	0	0	19	0	23	0	0	23	91
Total Volume	82	0	0	0	82	0	120	0	0	120	62	0	0	0	62	0	105	0	0	105	369
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.854	0.000	0.000	0.000	0.854	0.000	0.857	0.000	0.000	0.857	0.816	0.000	0.000	0.000	0.816	0.000	0.875	0.000	0.000	0.875	0.932
Entering Leg	82	0	0	0	82	0	120	0	0	120	62	0	0	0	62	0	105	0	0	105	369
Exiting Leg					0					167					0					202	369
Total					82					287					62					307	738

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	0	0	0	1	0	2	0	0	2	4	0	0	0	4	0	1	0	0	1	8
7:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	3	0	0	0	3	0	5	0	0	5	5	0	0	0	5	0	1	0	0	1	14
8:00 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	3
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	5	0	0	0	5	0	1	0	0	1	9
Grand Total	3	0	0	0	3	0	8	0	0	8	10	0	0	0	10	0	2	0	0	2	23
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	13.0	0.0	0.0	0.0	13.0	0.0	34.8	0.0	0.0	34.8	43.5	0.0	0.0	0.0	43.5	0.0	8.7	0.0	0.0	8.7	
Exiting Leg Total					0					12					0					11	23

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	0	0	0	1	0	2	0	0	2	4	0	0	0	4	0	1	0	0	1	8
7:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
Total Volume	3	0	0	0	3	0	5	0	0	5	7	0	0	0	7	0	1	0	0	1	16
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.375	0.000	0.000	0.000	0.375	0.000	0.625	0.000	0.000	0.625	0.438	0.000	0.000	0.000	0.438	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	3	0	0	0	3	0	5	0	0	5	7	0	0	0	7	0	1	0	0	1	16
Exiting Leg					0					8					0					8	16
Total					3					13					7					9	32

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	0	0	0	4	0	9	0	0	9	2	0	0	0	2	0	8	0	0	8	23
7:15 AM	8	0	0	0	8	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	16
7:30 AM	4	0	0	0	4	0	4	0	0	4	3	0	0	0	3	0	4	0	0	4	15
7:45 AM	3	0	0	0	3	0	6	0	0	6	4	0	0	0	4	0	5	0	0	5	18
Total	19	0	0	0	19	0	22	0	0	22	10	0	0	0	10	0	21	0	0	21	72
8:00 AM	8	0	0	0	8	0	8	0	0	8	2	0	0	0	2	0	5	0	0	5	23
8:15 AM	7	0	0	0	7	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	12
8:30 AM	7	0	0	0	7	0	7	0	0	7	1	0	0	0	1	0	5	0	0	5	20
8:45 AM	9	0	0	0	9	0	1	0	0	1	3	0	0	0	3	0	8	0	0	8	21
Total	31	0	0	0	31	0	18	0	0	18	7	0	0	0	7	0	20	0	0	20	76
Grand Total	50	0	0	0	50	0	40	0	0	40	17	0	0	0	17	0	41	0	0	41	148
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	33.8	0.0	0.0	0.0	33.8	0.0	27.0	0.0	0.0	27.0	11.5	0.0	0.0	0.0	11.5	0.0	27.7	0.0	0.0	27.7	
Exiting Leg Total					0					58					0					90	148

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	8	0	0	0	8	0	8	0	0	8	2	0	0	0	2	0	5	0	0	5	23
8:15 AM	7	0	0	0	7	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	12
8:30 AM	7	0	0	0	7	0	7	0	0	7	1	0	0	0	1	0	5	0	0	5	20
8:45 AM	9	0	0	0	9	0	1	0	0	1	3	0	0	0	3	0	8	0	0	8	21
Total Volume	31	0	0	0	31	0	18	0	0	18	7	0	0	0	7	0	20	0	0	20	76
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.861	0.000	0.000	0.000	0.861	0.000	0.563	0.000	0.000	0.563	0.583	0.000	0.000	0.000	0.583	0.000	0.625	0.000	0.000	0.625	0.826
Entering Leg	31	0	0	0	31	0	18	0	0	18	7	0	0	0	7	0	20	0	0	20	76
Exiting Leg					0					27					0					49	76
Total					31					45					7					69	152

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	7	0	0	0	7	0	5	0	0	5	1	0	0	0	1	0	4	0	0	4	17
7:15 AM	5	0	0	0	5	0	2	0	0	2	2	0	0	0	2	0	3	0	0	3	12
7:30 AM	4	0	0	0	4	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	9
7:45 AM	9	0	0	0	9	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	12
Total	25	0	0	0	25	0	11	0	0	11	3	0	0	0	3	0	11	0	0	11	50
8:00 AM	6	0	0	0	6	0	3	0	0	3	1	0	0	0	1	0	11	0	0	11	21
8:15 AM	7	0	0	0	7	0	2	0	0	2	3	0	0	0	3	0	5	0	0	5	17
8:30 AM	2	0	0	0	2	0	6	0	0	6	1	0	0	0	1	0	3	0	0	3	12
8:45 AM	12	0	0	0	12	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	18
Total	27	0	0	0	27	0	16	0	0	16	5	0	0	0	5	0	20	0	0	20	68
Grand Total	52	0	0	0	52	0	27	0	0	27	8	0	0	0	8	0	31	0	0	31	118
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	44.1	0.0	0.0	0.0	44.1	0.0	22.9	0.0	0.0	22.9	6.8	0.0	0.0	0.0	6.8	0.0	26.3	0.0	0.0	26.3	
Exiting Leg Total					0					39					0					79	118

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	6	0	0	0	6	0	3	0	0	3	1	0	0	0	1	0	11	0	0	11	21
8:15 AM	7	0	0	0	7	0	2	0	0	2	3	0	0	0	3	0	5	0	0	5	17
8:30 AM	2	0	0	0	2	0	6	0	0	6	1	0	0	0	1	0	3	0	0	3	12
8:45 AM	12	0	0	0	12	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	18
Total Volume	27	0	0	0	27	0	16	0	0	16	5	0	0	0	5	0	20	0	0	20	68
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.563	0.000	0.000	0.000	0.563	0.000	0.667	0.000	0.000	0.667	0.417	0.000	0.000	0.000	0.417	0.000	0.455	0.000	0.000	0.455	0.810
Entering Leg	27	0	0	0	27	0	16	0	0	16	5	0	0	0	5	0	20	0	0	20	68
Exiting Leg					0					25					0					43	68
Total					27					41					5					63	136

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Route 3 NB Offramp							Meetinghouse Lane							Route 3 NB Offramp							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Route 3 NB Offramp							Meetinghouse Lane							Route 3 NB Offramp							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Route 3 NB Offramp							Meetinghouse Lane							Route 3 NB Offramp							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	100	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							1							0	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Route 3 NB Offramp							Meetinghouse Lane							Route 3 NB Offramp							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							0							0							2							0	2

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	305	0	0	0	305	0	134	0	0	134	115	0	0	0	115	0	133	0	0	133	687
4:15 PM	314	0	0	0	314	0	152	0	0	152	105	0	0	0	105	0	154	0	0	154	725
4:30 PM	315	0	0	0	315	0	123	0	0	123	113	0	0	0	113	0	128	0	0	128	679
4:45 PM	303	0	0	0	303	0	112	0	0	112	132	0	0	0	132	0	138	0	0	138	685
Total	1237	0	0	0	1237	0	521	0	0	521	465	0	0	0	465	0	553	0	0	553	2776
5:00 PM	292	0	0	0	292	0	158	0	0	158	131	0	0	0	131	0	140	0	0	140	721
5:15 PM	299	0	0	0	299	0	130	0	0	130	86	0	0	0	86	0	145	0	0	145	660
5:30 PM	290	0	0	0	290	0	130	0	0	130	88	0	0	0	88	0	125	0	0	125	633
5:45 PM	270	0	0	0	270	0	111	0	0	111	81	0	0	0	81	0	114	0	0	114	576
Total	1151	0	0	0	1151	0	529	0	0	529	386	0	0	0	386	0	524	0	0	524	2590
Grand Total	2388	0	0	0	2388	0	1050	0	0	1050	851	0	0	0	851	0	1077	0	0	1077	5366
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	44.5	0.0	0.0	0.0	44.5	0.0	19.6	0.0	0.0	19.6	15.9	0.0	0.0	0.0	15.9	0.0	20.1	0.0	0.0	20.1	
Exiting Leg Total					0					1928					0					3438	5366
Cars	2306	0	0	0	2306	0	1022	0	0	1022	820	0	0	0	820	0	1035	0	0	1035	5183
% Cars	96.6	0.0	0.0	0.0	96.6	0.0	97.3	0.0	0.0	97.3	96.4	0.0	0.0	0.0	96.4	0.0	96.1	0.0	0.0	96.1	96.6
Exiting Leg Total					0					1855					0					3328	5183
Heavy Vehicles	82	0	0	0	82	0	28	0	0	28	31	0	0	0	31	0	42	0	0	42	183
% Heavy Vehicles	3.4	0.0	0.0	0.0	3.4	0.0	2.7	0.0	0.0	2.7	3.6	0.0	0.0	0.0	3.6	0.0	3.9	0.0	0.0	3.9	3.4
Exiting Leg Total					0					73					0					110	183

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	314	0	0	0	314	0	152	0	0	152	105	0	0	0	105	0	154	0	0	154	725
4:30 PM	315	0	0	0	315	0	123	0	0	123	113	0	0	0	113	0	128	0	0	128	679
4:45 PM	303	0	0	0	303	0	112	0	0	112	132	0	0	0	132	0	138	0	0	138	685
5:00 PM	292	0	0	0	292	0	158	0	0	158	131	0	0	0	131	0	140	0	0	140	721
Total Volume	1224	0	0	0	1224	0	545	0	0	545	481	0	0	0	481	0	560	0	0	560	2810
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.971	0.000	0.000	0.000	0.971	0.000	0.862	0.000	0.000	0.862	0.911	0.000	0.000	0.000	0.911	0.000	0.909	0.000	0.000	0.909	0.969
Cars	1176	0	0	0	1176	0	528	0	0	528	462	0	0	0	462	0	544	0	0	544	2710
Cars %	96.1	0.0	0.0	0.0	96.1	0.0	96.9	0.0	0.0	96.9	96.0	0.0	0.0	0.0	96.0	0.0	97.1	0.0	0.0	97.1	96.4
Heavy Vehicles	48	0	0	0	48	0	17	0	0	17	19	0	0	0	19	0	16	0	0	16	100
Heavy Vehicles %	3.9	0.0	0.0	0.0	3.9	0.0	3.1	0.0	0.0	3.1	4.0	0.0	0.0	0.0	4.0	0.0	2.9	0.0	0.0	2.9	3.6
Cars Enter Leg	1176	0	0	0	1176	0	528	0	0	528	462	0	0	0	462	0	544	0	0	544	2710
Heavy Enter Leg	48	0	0	0	48	0	17	0	0	17	19	0	0	0	19	0	16	0	0	16	100
Total Entering Leg	1224	0	0	0	1224	0	545	0	0	545	481	0	0	0	481	0	560	0	0	560	2810
Cars Exiting Leg					0					1006					0					1704	2710
Heavy Exiting Leg					0					35					0					65	100
Total Exiting Leg					0					1041					0					1769	2810

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	290	0	0	0	290	0	130	0	0	130	108	0	0	0	108	0	124	0	0	124	652
4:15 PM	302	0	0	0	302	0	147	0	0	147	99	0	0	0	99	0	148	0	0	148	696
4:30 PM	298	0	0	0	298	0	120	0	0	120	110	0	0	0	110	0	126	0	0	126	654
4:45 PM	293	0	0	0	293	0	109	0	0	109	125	0	0	0	125	0	132	0	0	132	659
Total	1183	0	0	0	1183	0	506	0	0	506	442	0	0	0	442	0	530	0	0	530	2661
5:00 PM	283	0	0	0	283	0	152	0	0	152	128	0	0	0	128	0	138	0	0	138	701
5:15 PM	295	0	0	0	295	0	128	0	0	128	85	0	0	0	85	0	140	0	0	140	648
5:30 PM	282	0	0	0	282	0	129	0	0	129	86	0	0	0	86	0	120	0	0	120	617
5:45 PM	263	0	0	0	263	0	107	0	0	107	79	0	0	0	79	0	107	0	0	107	556
Total	1123	0	0	0	1123	0	516	0	0	516	378	0	0	0	378	0	505	0	0	505	2522
Grand Total	2306	0	0	0	2306	0	1022	0	0	1022	820	0	0	0	820	0	1035	0	0	1035	5183
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	44.5	0.0	0.0	0.0	44.5	0.0	19.7	0.0	0.0	19.7	15.8	0.0	0.0	0.0	15.8	0.0	20.0	0.0	0.0	20.0	
Exiting Leg Total					0					1855					0					3328	5183

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	302	0	0	0	302	0	147	0	0	147	99	0	0	0	99	0	148	0	0	148	696
4:30 PM	298	0	0	0	298	0	120	0	0	120	110	0	0	0	110	0	126	0	0	126	654
4:45 PM	293	0	0	0	293	0	109	0	0	109	125	0	0	0	125	0	132	0	0	132	659
5:00 PM	283	0	0	0	283	0	152	0	0	152	128	0	0	0	128	0	138	0	0	138	701
Total Volume	1176	0	0	0	1176	0	528	0	0	528	462	0	0	0	462	0	544	0	0	544	2710
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.974	0.000	0.000	0.000	0.974	0.000	0.868	0.000	0.000	0.868	0.902	0.000	0.000	0.000	0.902	0.000	0.919	0.000	0.000	0.919	0.966
Entering Leg	1176	0	0	0	1176	0	528	0	0	528	462	0	0	0	462	0	544	0	0	544	2710
Exiting Leg					0					1006					0					1704	2710
Total					1176					1534					462					2248	5420

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	15	0	0	0	15	0	4	0	0	4	7	0	0	0	7	0	9	0	0	9	35
4:15 PM	12	0	0	0	12	0	5	0	0	5	6	0	0	0	6	0	6	0	0	6	29
4:30 PM	17	0	0	0	17	0	3	0	0	3	3	0	0	0	3	0	2	0	0	2	25
4:45 PM	10	0	0	0	10	0	3	0	0	3	7	0	0	0	7	0	6	0	0	6	26
Total	54	0	0	0	54	0	15	0	0	15	23	0	0	0	23	0	23	0	0	23	115
5:00 PM	9	0	0	0	9	0	6	0	0	6	3	0	0	0	3	0	2	0	0	2	20
5:15 PM	4	0	0	0	4	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	12
5:30 PM	8	0	0	0	8	0	1	0	0	1	2	0	0	0	2	0	5	0	0	5	16
5:45 PM	7	0	0	0	7	0	4	0	0	4	2	0	0	0	2	0	7	0	0	7	20
Total	28	0	0	0	28	0	13	0	0	13	8	0	0	0	8	0	19	0	0	19	68
Grand Total	82	0	0	0	82	0	28	0	0	28	31	0	0	0	31	0	42	0	0	42	183
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	44.8	0.0	0.0	0.0	44.8	0.0	15.3	0.0	0.0	15.3	16.9	0.0	0.0	0.0	16.9	0.0	23.0	0.0	0.0	23.0	
Exiting Leg Total					0					73					0					110	183
Buses	1	0	0	0	1	0	11	0	0	11	4	0	0	0	4	0	10	0	0	10	26
% Buses	1.2	0.0	0.0	0.0	1.2	0.0	39.3	0.0	0.0	39.3	12.9	0.0	0.0	0.0	12.9	0.0	23.8	0.0	0.0	23.8	14.2
Exiting Leg Total					0					14					0					12	26
Single-Unit Trucks	65	0	0	0	65	0	14	0	0	14	22	0	0	0	22	0	26	0	0	26	127
% Single-Unit	79.3	0.0	0.0	0.0	79.3	0.0	50.0	0.0	0.0	50.0	71.0	0.0	0.0	0.0	71.0	0.0	61.9	0.0	0.0	61.9	69.4
Exiting Leg Total					0					48					0					79	127
Articulated Trucks	16	0	0	0	16	0	3	0	0	3	5	0	0	0	5	0	6	0	0	6	30
% Articulated	19.5	0.0	0.0	0.0	19.5	0.0	10.7	0.0	0.0	10.7	16.1	0.0	0.0	0.0	16.1	0.0	14.3	0.0	0.0	14.3	16.4
Exiting Leg Total					0					11					0					19	30

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	15	0	0	0	15	0	4	0	0	4	7	0	0	0	7	0	9	0	0	9	35
4:15 PM	12	0	0	0	12	0	5	0	0	5	6	0	0	0	6	0	6	0	0	6	29
4:30 PM	17	0	0	0	17	0	3	0	0	3	3	0	0	0	3	0	2	0	0	2	25
4:45 PM	10	0	0	0	10	0	3	0	0	3	7	0	0	0	7	0	6	0	0	6	26
Total Volume	54	0	0	0	54	0	15	0	0	15	23	0	0	0	23	0	23	0	0	23	115
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.794	0.000	0.000	0.000	0.794	0.000	0.750	0.000	0.000	0.750	0.821	0.000	0.000	0.000	0.821	0.000	0.639	0.000	0.000	0.639	0.821
Buses	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	5	0	0	5	11
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0.0	0.0	26.7	8.7	0.0	0.0	0.0	8.7	0.0	21.7	0.0	0.0	21.7	9.6
Single-Unit Trucks	42	0	0	0	42	0	8	0	0	8	17	0	0	0	17	0	14	0	0	14	81
Single-Unit %	77.8	0.0	0.0	0.0	77.8	0.0	53.3	0.0	0.0	53.3	73.9	0.0	0.0	0.0	73.9	0.0	60.9	0.0	0.0	60.9	70.4
Articulated Trucks	12	0	0	0	12	0	3	0	0	3	4	0	0	0	4	0	4	0	0	4	23
Articulated %	22.2	0.0	0.0	0.0	22.2	0.0	20.0	0.0	0.0	20.0	17.4	0.0	0.0	0.0	17.4	0.0	17.4	0.0	0.0	17.4	20.0
Buses	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	5	0	0	5	11
Single-Unit Trucks	42	0	0	0	42	0	8	0	0	8	17	0	0	0	17	0	14	0	0	14	81
Articulated Trucks	12	0	0	0	12	0	3	0	0	3	4	0	0	0	4	0	4	0	0	4	23
Total Entering Leg	54	0	0	0	54	0	15	0	0	15	23	0	0	0	23	0	23	0	0	23	115
Buses					0					7					0					4	11
Single-Unit Trucks					0					31					0					50	81
Articulated Trucks					0					8					0					15	23
Total Exiting Leg					0					46					0					69	115

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	250	0	0	0	250	0	104	0	0	104	91	0	0	0	91	0	99	0	0	99	544
4:15 PM	261	0	0	0	261	0	115	0	0	115	79	0	0	0	79	0	118	0	0	118	573
4:30 PM	265	0	0	0	265	0	99	0	0	99	92	0	0	0	92	0	104	0	0	104	560
4:45 PM	261	0	0	0	261	0	86	0	0	86	102	0	0	0	102	0	105	0	0	105	554
Total	1037	0	0	0	1037	0	404	0	0	404	364	0	0	0	364	0	426	0	0	426	2231
5:00 PM	243	0	0	0	243	0	119	0	0	119	98	0	0	0	98	0	117	0	0	117	577
5:15 PM	258	0	0	0	258	0	105	0	0	105	68	0	0	0	68	0	119	0	0	119	550
5:30 PM	244	0	0	0	244	0	96	0	0	96	70	0	0	0	70	0	96	0	0	96	506
5:45 PM	221	0	0	0	221	0	85	0	0	85	62	0	0	0	62	0	85	0	0	85	453
Total	966	0	0	0	966	0	405	0	0	405	298	0	0	0	298	0	417	0	0	417	2086
Grand Total	2003	0	0	0	2003	0	809	0	0	809	662	0	0	0	662	0	843	0	0	843	4317
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	46.4	0.0	0.0	0.0	46.4	0.0	18.7	0.0	0.0	18.7	15.3	0.0	0.0	0.0	15.3	0.0	19.5	0.0	0.0	19.5	
Exiting Leg Total					0					1505					0					2812	4317

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	261	0	0	0	261	0	115	0	0	115	79	0	0	0	79	0	118	0	0	118	573
4:30 PM	265	0	0	0	265	0	99	0	0	99	92	0	0	0	92	0	104	0	0	104	560
4:45 PM	261	0	0	0	261	0	86	0	0	86	102	0	0	0	102	0	105	0	0	105	554
5:00 PM	243	0	0	0	243	0	119	0	0	119	98	0	0	0	98	0	117	0	0	117	577
Total Volume	1030	0	0	0	1030	0	419	0	0	419	371	0	0	0	371	0	444	0	0	444	2264
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.972	0.000	0.000	0.000	0.972	0.000	0.880	0.000	0.000	0.880	0.909	0.000	0.000	0.000	0.909	0.000	0.941	0.000	0.000	0.941	0.981
Entering Leg	1030	0	0	0	1030	0	419	0	0	419	371	0	0	0	371	0	444	0	0	444	2264
Exiting Leg					0					815					0					1449	2264
Total					1030					1234					371					1893	4528

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Route 3 NB Offramp from North					Meetinghouse Lane from East					Route 3 NB Offramp from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	39	0	0	0	39	0	26	0	0	26	17	0	0	0	17	0	25	0	0	25	107
4:15 PM	37	0	0	0	37	0	29	0	0	29	20	0	0	0	20	0	30	0	0	30	116
4:30 PM	33	0	0	0	33	0	21	0	0	21	18	0	0	0	18	0	22	0	0	22	94
4:45 PM	30	0	0	0	30	0	22	0	0	22	22	0	0	0	22	0	27	0	0	27	101
Total	139	0	0	0	139	0	98	0	0	98	77	0	0	0	77	0	104	0	0	104	418
5:00 PM	38	0	0	0	38	0	33	0	0	33	30	0	0	0	30	0	21	0	0	21	122
5:15 PM	37	0	0	0	37	0	23	0	0	23	17	0	0	0	17	0	21	0	0	21	98
5:30 PM	38	0	0	0	38	0	33	0	0	33	16	0	0	0	16	0	24	0	0	24	111
5:45 PM	42	0	0	0	42	0	20	0	0	20	17	0	0	0	17	0	22	0	0	22	101
Total	155	0	0	0	155	0	109	0	0	109	80	0	0	0	80	0	88	0	0	88	432
Grand Total	294	0	0	0	294	0	207	0	0	207	157	0	0	0	157	0	192	0	0	192	850
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	34.6	0.0	0.0	0.0	34.6	0.0	24.4	0.0	0.0	24.4	18.5	0.0	0.0	0.0	18.5	0.0	22.6	0.0	0.0	22.6	
Exiting Leg Total					0					349					0					501	850

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Route 3 NB Offramp from North					Meetinghouse Lane from East					Route 3 NB Offramp from South					Meetinghouse Lane from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	37	0	0	0	37	0	29	0	0	29	20	0	0	0	20	0	30	0	0	30	116
4:30 PM	33	0	0	0	33	0	21	0	0	21	18	0	0	0	18	0	22	0	0	22	94
4:45 PM	30	0	0	0	30	0	22	0	0	22	22	0	0	0	22	0	27	0	0	27	101
5:00 PM	38	0	0	0	38	0	33	0	0	33	30	0	0	0	30	0	21	0	0	21	122
Total Volume	138	0	0	0	138	0	105	0	0	105	90	0	0	0	90	0	100	0	0	100	433
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.908	0.000	0.000	0.000	0.908	0.000	0.795	0.000	0.000	0.795	0.750	0.000	0.000	0.000	0.750	0.000	0.833	0.000	0.000	0.833	0.887
Entering Leg	138	0	0	0	138	0	105	0	0	105	90	0	0	0	90	0	100	0	0	100	433
Exiting Leg					0					190					0					243	433
Total					138					295					90					343	866

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
Total	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	5	0	0	5	11
5:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	5
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
Total	1	0	0	0	1	0	7	0	0	7	2	0	0	0	2	0	5	0	0	5	15
Grand Total	1	0	0	0	1	0	11	0	0	11	4	0	0	0	4	0	10	0	0	10	26
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	3.8	0.0	0.0	0.0	3.8	0.0	42.3	0.0	0.0	42.3	15.4	0.0	0.0	0.0	15.4	0.0	38.5	0.0	0.0	38.5	
Exiting Leg Total					0					14					0					12	26

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
Total Volume	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	5	0	0	5	11
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.500	0.000	0.625	0.000	0.000	0.625	0.688
Entering Leg	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	5	0	0	5	11
Exiting Leg					0					7					0					4	11
Total					0					11					2					9	22

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	11	0	0	0	11	0	1	0	0	1	6	0	0	0	6	0	4	0	0	4	22
4:15 PM	9	0	0	0	9	0	2	0	0	2	5	0	0	0	5	0	4	0	0	4	20
4:30 PM	15	0	0	0	15	0	3	0	0	3	2	0	0	0	2	0	2	0	0	2	22
4:45 PM	7	0	0	0	7	0	2	0	0	2	4	0	0	0	4	0	4	0	0	4	17
Total	42	0	0	0	42	0	8	0	0	8	17	0	0	0	17	0	14	0	0	14	81
5:00 PM	9	0	0	0	9	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	15
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
5:30 PM	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	12
5:45 PM	5	0	0	0	5	0	3	0	0	3	2	0	0	0	2	0	4	0	0	4	14
Total	23	0	0	0	23	0	6	0	0	6	5	0	0	0	5	0	12	0	0	12	46
Grand Total	65	0	0	0	65	0	14	0	0	14	22	0	0	0	22	0	26	0	0	26	127
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	51.2	0.0	0.0	0.0	51.2	0.0	11.0	0.0	0.0	11.0	17.3	0.0	0.0	0.0	17.3	0.0	20.5	0.0	0.0	20.5	
Exiting Leg Total					0					48					0					79	127

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	11	0	0	0	11	0	1	0	0	1	6	0	0	0	6	0	4	0	0	4	22
4:15 PM	9	0	0	0	9	0	2	0	0	2	5	0	0	0	5	0	4	0	0	4	20
4:30 PM	15	0	0	0	15	0	3	0	0	3	2	0	0	0	2	0	2	0	0	2	22
4:45 PM	7	0	0	0	7	0	2	0	0	2	4	0	0	0	4	0	4	0	0	4	17
Total Volume	42	0	0	0	42	0	8	0	0	8	17	0	0	0	17	0	14	0	0	14	81
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.700	0.000	0.000	0.000	0.700	0.000	0.667	0.000	0.000	0.667	0.708	0.000	0.000	0.000	0.708	0.000	0.875	0.000	0.000	0.875	0.920
Entering Leg	42	0	0	0	42	0	8	0	0	8	17	0	0	0	17	0	14	0	0	14	81
Exiting Leg					0					31					0					50	81
Total					42					39					17					64	162

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	9
4:15 PM	3	0	0	0	3	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	5
4:30 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
4:45 PM	3	0	0	0	3	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	6
Total	12	0	0	0	12	0	3	0	0	3	4	0	0	0	4	0	4	0	0	4	23
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	7
Grand Total	16	0	0	0	16	0	3	0	0	3	5	0	0	0	5	0	6	0	0	6	30
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	53.3	0.0	0.0	0.0	53.3	0.0	10.0	0.0	0.0	10.0	16.7	0.0	0.0	0.0	16.7	0.0	20.0	0.0	0.0	20.0	
Exiting Leg Total					0					11					0					19	30

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 NB Offramp					Meetinghouse Lane					Route 3 NB Offramp					Meetinghouse Lane					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	9
4:15 PM	3	0	0	0	3	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	5
4:30 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
4:45 PM	3	0	0	0	3	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	6
Total Volume	12	0	0	0	12	0	3	0	0	3	4	0	0	0	4	0	4	0	0	4	23
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.750	0.000	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.750	0.500	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.639
Entering Leg	12	0	0	0	12	0	3	0	0	3	4	0	0	0	4	0	4	0	0	4	23
Exiting Leg					0					8					0					15	23
Total					12					11					4					19	46

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Bicycles (on Roadway and Crosswalks)

	Route 3 NB Offramp							Meetinghouse Lane							Route 3 NB Offramp							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 NB Offramp							Meetinghouse Lane							Route 3 NB Offramp							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186377 E**
Location: **N: Route 3 NB Offramp S: Route 3 NB Offramp**
Location: **E: Meetinghouse Lane W: Meetinghouse Lane**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Route 3 NB Offramp							Meetinghouse Lane							Route 3 NB Offramp							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	100	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							1							0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 NB Offramp							Meetinghouse Lane							Route 3 NB Offramp							Meetinghouse Lane							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							0							0							2							0	2

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	47	17	0	64	0	297	1	298	89	0	0	89	451
7:15 AM	41	10	0	51	0	293	0	293	98	0	0	98	442
7:30 AM	49	13	0	62	0	326	0	326	103	0	0	103	491
7:45 AM	36	22	0	58	0	327	0	327	91	0	0	91	476
Total	173	62	0	235	0	1243	1	1244	381	0	0	381	1860
8:00 AM	39	19	0	58	0	309	0	309	91	0	1	92	459
8:15 AM	37	18	0	55	0	352	1	353	110	0	0	110	518
8:30 AM	50	14	0	64	0	346	2	348	117	0	0	117	529
8:45 AM	58	14	0	72	0	308	1	309	121	0	0	121	502
Total	184	65	0	249	0	1315	4	1319	439	0	1	440	2008
Grand Total	357	127	0	484	0	2558	5	2563	820	0	1	821	3868
Approach %	73.8	26.2	0.0		0.0	99.8	0.2		99.9	0.0	0.1		
Total %	9.2	3.3	0.0	12.5	0.0	66.1	0.1	66.3	21.2	0.0	0.0	21.2	
Exiting Leg Total				0				952				2916	3868
Cars	336	108	0	444	0	2377	5	2382	765	0	1	766	3592
% Cars	94.1	85.0	0.0	91.7	0.0	92.9	100.0	92.9	93.3	0.0	100.0	93.3	92.9
Exiting Leg Total				0				878				2714	3592
Heavy Vehicles	21	19	0	40	0	181	0	181	55	0	0	55	276
% Heavy Vehicles	5.9	15.0	0.0	8.3	0.0	7.1	0.0	7.1	6.7	0.0	0.0	6.7	7.1
Exiting Leg Total				0				74				202	276

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
8:00 AM	39	19	0	58	0	309	0	309	91	0	1	92	459
8:15 AM	37	18	0	55	0	352	1	353	110	0	0	110	518
8:30 AM	50	14	0	64	0	346	2	348	117	0	0	117	529
8:45 AM	58	14	0	72	0	308	1	309	121	0	0	121	502
Total Volume	184	65	0	249	0	1315	4	1319	439	0	1	440	2008
% Approach Total	73.9	26.1	0.0		0.0	99.7	0.3		99.8	0.0	0.2		
PHF	0.793	0.855	0.000	0.865	0.000	0.934	0.500	0.934	0.907	0.000	0.250	0.909	0.949
Cars	174	50	0	224	0	1218	4	1222	412	0	1	413	1859
Cars %	94.6	76.9	0.0	90.0	0.0	92.6	100.0	92.6	93.8	0.0	100.0	93.9	92.6
Heavy Vehicles	10	15	0	25	0	97	0	97	27	0	0	27	149
Heavy Vehicles %	5.4	23.1	0.0	10.0	0.0	7.4	0.0	7.4	6.2	0.0	0.0	6.1	7.4
Cars Enter Leg	174	50	0	224	0	1218	4	1222	412	0	1	413	1859
Heavy Enter Leg	10	15	0	25	0	97	0	97	27	0	0	27	149
Total Entering Leg	184	65	0	249	0	1315	4	1319	439	0	1	440	2008
Cars Exiting Leg				0				466				1393	1859
Heavy Exiting Leg				0				42				107	149
Total Exiting Leg				0				508				1500	2008

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	42	17	0	59	0	270	1	271	77	0	0	77	407
7:15 AM	39	10	0	49	0	273	0	273	91	0	0	91	413
7:30 AM	48	11	0	59	0	309	0	309	97	0	0	97	465
7:45 AM	33	20	0	53	0	307	0	307	88	0	0	88	448
Total	162	58	0	220	0	1159	1	1160	353	0	0	353	1733
8:00 AM	36	9	0	45	0	284	0	284	84	0	1	85	414
8:15 AM	32	15	0	47	0	331	1	332	106	0	0	106	485
8:30 AM	50	13	0	63	0	325	2	327	109	0	0	109	499
8:45 AM	56	13	0	69	0	278	1	279	113	0	0	113	461
Total	174	50	0	224	0	1218	4	1222	412	0	1	413	1859
Grand Total	336	108	0	444	0	2377	5	2382	765	0	1	766	3592
Approach %	75.7	24.3	0.0		0.0	99.8	0.2		99.9	0.0	0.1		
Total %	9.4	3.0	0.0	12.4	0.0	66.2	0.1	66.3	21.3	0.0	0.0	21.3	
Exiting Leg Total				0				878				2714	3592

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
8:00 AM	36	9	0	45	0	284	0	284	84	0	1	85	414
8:15 AM	32	15	0	47	0	331	1	332	106	0	0	106	485
8:30 AM	50	13	0	63	0	325	2	327	109	0	0	109	499
8:45 AM	56	13	0	69	0	278	1	279	113	0	0	113	461
Total Volume	174	50	0	224	0	1218	4	1222	412	0	1	413	1859
% Approach Total	77.7	22.3	0.0		0.0	99.7	0.3		99.8	0.0	0.2		
PHF	0.777	0.833	0.000	0.812	0.000	0.920	0.500	0.920	0.912	0.000	0.250	0.914	0.931
Entering Leg	174	50	0	224	0	1218	4	1222	412	0	1	413	1859
Exiting Leg				0				466				1393	1859
Total				224				1688				1806	3718

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	5	0	0	5	0	27	0	27	12	0	0	12	44
7:15 AM	2	0	0	2	0	20	0	20	7	0	0	7	29
7:30 AM	1	2	0	3	0	17	0	17	6	0	0	6	26
7:45 AM	3	2	0	5	0	20	0	20	3	0	0	3	28
Total	11	4	0	15	0	84	0	84	28	0	0	28	127
8:00 AM	3	10	0	13	0	25	0	25	7	0	0	7	45
8:15 AM	5	3	0	8	0	21	0	21	4	0	0	4	33
8:30 AM	0	1	0	1	0	21	0	21	8	0	0	8	30
8:45 AM	2	1	0	3	0	30	0	30	8	0	0	8	41
Total	10	15	0	25	0	97	0	97	27	0	0	27	149
Grand Total	21	19	0	40	0	181	0	181	55	0	0	55	276
Approach %	52.5	47.5	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	7.6	6.9	0.0	14.5	0.0	65.6	0.0	65.6	19.9	0.0	0.0	19.9	
Exiting Leg Total				0				74				202	276
Buses	3	1	0	4	0	14	0	14	1	0	0	1	19
% Buses	14.3	5.3	0.0	10.0	0.0	7.7	0.0	7.7	1.8	0.0	0.0	1.8	6.9
Exiting Leg Total				0				2				17	19
Single-Unit Trucks	14	10	0	24	0	93	0	93	30	0	0	30	147
% Single-Unit	66.7	52.6	0.0	60.0	0.0	51.4	0.0	51.4	54.5	0.0	0.0	54.5	53.3
Exiting Leg Total				0				40				107	147
Articulated Trucks	4	8	0	12	0	74	0	74	24	0	0	24	110
% Articulated	19.0	42.1	0.0	30.0	0.0	40.9	0.0	40.9	43.6	0.0	0.0	43.6	39.9
Exiting Leg Total				0				32				78	110

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
8:00 AM	3	10	0	13	0	25	0	25	7	0	0	7	45
8:15 AM	5	3	0	8	0	21	0	21	4	0	0	4	33
8:30 AM	0	1	0	1	0	21	0	21	8	0	0	8	30
8:45 AM	2	1	0	3	0	30	0	30	8	0	0	8	41
Total Volume	10	15	0	25	0	97	0	97	27	0	0	27	149
% Approach Total	40.0	60.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.500	0.375	0.000	0.481	0.000	0.808	0.000	0.808	0.844	0.000	0.000	0.844	0.828
Buses	0	0	0	0	0	6	0	6	1	0	0	1	7
Buses %	0.0	0.0	0.0	0.0	0.0	6.2	0.0	6.2	3.7	0.0	0.0	3.7	4.7
Single-Unit Trucks	7	7	0	14	0	48	0	48	13	0	0	13	75
Single-Unit %	70.0	46.7	0.0	56.0	0.0	49.5	0.0	49.5	48.1	0.0	0.0	48.1	50.3
Articulated Trucks	3	8	0	11	0	43	0	43	13	0	0	13	67
Articulated %	30.0	53.3	0.0	44.0	0.0	44.3	0.0	44.3	48.1	0.0	0.0	48.1	45.0
Buses	0	0	0	0	0	6	0	6	1	0	0	1	7
Single-Unit Trucks	7	7	0	14	0	48	0	48	13	0	0	13	75
Articulated Trucks	3	8	0	11	0	43	0	43	13	0	0	13	67
Total Entering Leg	10	15	0	25	0	97	0	97	27	0	0	27	149
Buses				0				1				6	7
Single-Unit Trucks				0				20				55	75
Articulated Trucks				0				21				46	67
Total Exiting Leg				0				42				107	149

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	36	15	0	51	0	215	0	215	61	0	0	61	327
7:15 AM	32	7	0	39	0	230	0	230	72	0	0	72	341
7:30 AM	43	7	0	50	0	256	0	256	78	0	0	78	384
7:45 AM	29	14	0	43	0	249	0	249	72	0	0	72	364
Total	140	43	0	183	0	950	0	950	283	0	0	283	1416
8:00 AM	31	8	0	39	0	225	0	225	65	0	1	66	330
8:15 AM	26	14	0	40	0	275	0	275	82	0	0	82	397
8:30 AM	47	7	0	54	0	270	2	272	91	0	0	91	417
8:45 AM	44	11	0	55	0	226	1	227	95	0	0	95	377
Total	148	40	0	188	0	996	3	999	333	0	1	334	1521
Grand Total	288	83	0	371	0	1946	3	1949	616	0	1	617	2937
Approach %	77.6	22.4	0.0		0.0	99.8	0.2		99.8	0.0	0.2		
Total %	9.8	2.8	0.0	12.6	0.0	66.3	0.1	66.4	21.0	0.0	0.0	21.0	
Exiting Leg Total				0				702				2235	2937

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
8:00 AM	31	8	0	39	0	225	0	225	65	0	1	66	330
8:15 AM	26	14	0	40	0	275	0	275	82	0	0	82	397
8:30 AM	47	7	0	54	0	270	2	272	91	0	0	91	417
8:45 AM	44	11	0	55	0	226	1	227	95	0	0	95	377
Total Volume	148	40	0	188	0	996	3	999	333	0	1	334	1521
% Approach Total	78.7	21.3	0.0		0.0	99.7	0.3		99.7	0.0	0.3		
PHF	0.787	0.714	0.000	0.855	0.000	0.905	0.375	0.908	0.876	0.000	0.250	0.879	0.912
Entering Leg	148	40	0	188	0	996	3	999	333	0	1	334	1521
Exiting Leg				0				376				1145	1521
Total				188				1375				1479	3042

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	6	1	0	7	0	55	1	56	16	0	0	16	79
7:15 AM	7	3	0	10	0	43	0	43	19	0	0	19	72
7:30 AM	5	4	0	9	0	53	0	53	19	0	0	19	81
7:45 AM	4	6	0	10	0	58	0	58	15	0	0	15	83
Total	22	14	0	36	0	209	1	210	69	0	0	69	315
8:00 AM	4	1	0	5	0	58	0	58	19	0	0	19	82
8:15 AM	6	1	0	7	0	56	1	57	24	0	0	24	88
8:30 AM	3	6	0	9	0	55	0	55	18	0	0	18	82
8:45 AM	12	2	0	14	0	52	0	52	18	0	0	18	84
Total	25	10	0	35	0	221	1	222	79	0	0	79	336
Grand Total	47	24	0	71	0	430	2	432	148	0	0	148	651
Approach %	66.2	33.8	0.0		0.0	99.5	0.5		100.0	0.0	0.0		
Total %	7.2	3.7	0.0	10.9	0.0	66.1	0.3	66.4	22.7	0.0	0.0	22.7	
Exiting Leg Total				0				174				477	651

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
8:00 AM	4	1	0	5	0	58	0	58	19	0	0	19	82
8:15 AM	6	1	0	7	0	56	1	57	24	0	0	24	88
8:30 AM	3	6	0	9	0	55	0	55	18	0	0	18	82
8:45 AM	12	2	0	14	0	52	0	52	18	0	0	18	84
Total Volume	25	10	0	35	0	221	1	222	79	0	0	79	336
% Approach Total	71.4	28.6	0.0		0.0	99.5	0.5		100.0	0.0	0.0		
PHF	0.521	0.417	0.000	0.625	0.000	0.953	0.250	0.957	0.823	0.000	0.000	0.823	0.955
Entering Leg	25	10	0	35	0	221	1	222	79	0	0	79	336
Exiting Leg				0				90				246	336
Total				35				312				325	672

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	2	0	0	2	0	1	0	1	0	0	0	0	3
7:15 AM	1	0	0	1	0	3	0	3	0	0	0	0	4
7:30 AM	0	1	0	1	0	3	0	3	0	0	0	0	4
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	3	1	0	4	0	8	0	8	0	0	0	0	12
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	0	0	0	0	6	0	6	1	0	0	1	7
Grand Total	3	1	0	4	0	14	0	14	1	0	0	1	19
Approach %	75.0	25.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	15.8	5.3	0.0	21.1	0.0	73.7	0.0	73.7	5.3	0.0	0.0	5.3	
Exiting Leg Total				0				2				17	19

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	2	0	0	2	0	1	0	1	0	0	0	0	3
7:15 AM	1	0	0	1	0	3	0	3	0	0	0	0	4
7:30 AM	0	1	0	1	0	3	0	3	0	0	0	0	4
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	3	1	0	4	0	8	0	8	0	0	0	0	12
% Approach Total	75.0	25.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
PHF	0.375	0.250	0.000	0.500	0.000	0.667	0.000	0.667	0.000	0.000	0.000	0.000	0.750
Entering Leg	3	1	0	4	0	8	0	8	0	0	0	0	12
Exiting Leg				0				1				11	12
Total				4				9				11	24

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	3	0	0	3	0	14	0	14	8	0	0	8	25
7:15 AM	1	0	0	1	0	13	0	13	4	0	0	4	18
7:30 AM	1	1	0	2	0	8	0	8	3	0	0	3	13
7:45 AM	2	2	0	4	0	10	0	10	2	0	0	2	16
Total	7	3	0	10	0	45	0	45	17	0	0	17	72
8:00 AM	2	5	0	7	0	13	0	13	0	0	0	0	20
8:15 AM	4	0	0	4	0	11	0	11	2	0	0	2	17
8:30 AM	0	1	0	1	0	13	0	13	4	0	0	4	18
8:45 AM	1	1	0	2	0	11	0	11	7	0	0	7	20
Total	7	7	0	14	0	48	0	48	13	0	0	13	75
Grand Total	14	10	0	24	0	93	0	93	30	0	0	30	147
Approach %	58.3	41.7	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	9.5	6.8	0.0	16.3	0.0	63.3	0.0	63.3	20.4	0.0	0.0	20.4	
Exiting Leg Total				0				40				107	147

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
8:00 AM	2	5	0	7	0	13	0	13	0	0	0	0	20
8:15 AM	4	0	0	4	0	11	0	11	2	0	0	2	17
8:30 AM	0	1	0	1	0	13	0	13	4	0	0	4	18
8:45 AM	1	1	0	2	0	11	0	11	7	0	0	7	20
Total Volume	7	7	0	14	0	48	0	48	13	0	0	13	75
% Approach Total	50.0	50.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.438	0.350	0.000	0.500	0.000	0.923	0.000	0.923	0.464	0.000	0.000	0.464	0.938
Entering Leg	7	7	0	14	0	48	0	48	13	0	0	13	75
Exiting Leg				0				20				55	75
Total				14				68				68	150

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	12	0	12	4	0	0	4	16
7:15 AM	0	0	0	0	0	4	0	4	3	0	0	3	7
7:30 AM	0	0	0	0	0	6	0	6	3	0	0	3	9
7:45 AM	1	0	0	1	0	9	0	9	1	0	0	1	11
Total	1	0	0	1	0	31	0	31	11	0	0	11	43
8:00 AM	1	5	0	6	0	11	0	11	7	0	0	7	24
8:15 AM	1	3	0	4	0	8	0	8	2	0	0	2	14
8:30 AM	0	0	0	0	0	8	0	8	3	0	0	3	11
8:45 AM	1	0	0	1	0	16	0	16	1	0	0	1	18
Total	3	8	0	11	0	43	0	43	13	0	0	13	67
Grand Total	4	8	0	12	0	74	0	74	24	0	0	24	110
Approach %	33.3	66.7	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	3.6	7.3	0.0	10.9	0.0	67.3	0.0	67.3	21.8	0.0	0.0	21.8	
Exiting Leg Total				0				32				78	110

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
8:00 AM	1	5	0	6	0	11	0	11	7	0	0	7	24
8:15 AM	1	3	0	4	0	8	0	8	2	0	0	2	14
8:30 AM	0	0	0	0	0	8	0	8	3	0	0	3	11
8:45 AM	1	0	0	1	0	16	0	16	1	0	0	1	18
Total Volume	3	8	0	11	0	43	0	43	13	0	0	13	67
% Approach Total	27.3	72.7	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.750	0.400	0.000	0.458	0.000	0.672	0.000	0.672	0.464	0.000	0.000	0.464	0.698
Entering Leg	3	8	0	11	0	43	0	43	13	0	0	13	67
Exiting Leg				0				21				46	67
Total				11				64				59	134

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Bicycles (on Roadway and Crosswalks)

	Route 3 SB Offramp						Scenic Highway (Route 6)						Scenic Highway (Route 6)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Route 3 SB Offramp						Scenic Highway (Route 6)						Scenic Highway (Route 6)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Route 3 SB Offramp						Scenic Highway (Route 6)						Scenic Highway (Route 6)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Route 3 SB Offramp						Scenic Highway (Route 6)						Scenic Highway (Route 6)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	78	17	0	95	0	438	0	438	117	0	0	117	650
4:15 PM	80	28	0	108	0	464	0	464	124	0	0	124	696
4:30 PM	66	14	0	80	0	439	0	439	109	0	0	109	628
4:45 PM	74	19	0	93	0	411	4	415	118	0	0	118	626
Total	298	78	0	376	0	1752	4	1756	468	0	0	468	2600
5:00 PM	70	27	0	97	0	450	1	451	113	0	0	113	661
5:15 PM	86	26	0	112	0	424	0	424	120	0	0	120	656
5:30 PM	65	20	0	85	0	413	1	414	105	0	0	105	604
5:45 PM	63	16	0	79	0	376	1	377	97	0	0	97	553
Total	284	89	0	373	0	1663	3	1666	435	0	0	435	2474
Grand Total	582	167	0	749	0	3415	7	3422	903	0	0	903	5074
Approach %	77.7	22.3	0.0		0.0	99.8	0.2		100.0	0.0	0.0		
Total %	11.5	3.3	0.0	14.8	0.0	67.3	0.1	67.4	17.8	0.0	0.0	17.8	
Exiting Leg Total				0				1077				3997	5074
Cars	576	152	0	728	0	3306	7	3313	874	0	0	874	4915
% Cars	99.0	91.0	0.0	97.2	0.0	96.8	100.0	96.8	96.8	0.0	0.0	96.8	96.9
Exiting Leg Total				0				1033				3882	4915
Heavy Vehicles	6	15	0	21	0	109	0	109	29	0	0	29	159
% Heavy Vehicles	1.0	9.0	0.0	2.8	0.0	3.2	0.0	3.2	3.2	0.0	0.0	3.2	3.1
Exiting Leg Total				0				44				115	159

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:15 PM	80	28	0	108	0	464	0	464	124	0	0	124	696
4:30 PM	66	14	0	80	0	439	0	439	109	0	0	109	628
4:45 PM	74	19	0	93	0	411	4	415	118	0	0	118	626
5:00 PM	70	27	0	97	0	450	1	451	113	0	0	113	661
Total Volume	290	88	0	378	0	1764	5	1769	464	0	0	464	2611
% Approach Total	76.7	23.3	0.0		0.0	99.7	0.3		100.0	0.0	0.0		
PHF	0.906	0.786	0.000	0.875	0.000	0.950	0.313	0.953	0.935	0.000	0.000	0.935	0.938
Cars	290	78	0	368	0	1700	5	1705	457	0	0	457	2530
Cars %	100.0	88.6	0.0	97.4	0.0	96.4	100.0	96.4	98.5	0.0	0.0	98.5	96.9
Heavy Vehicles	0	10	0	10	0	64	0	64	7	0	0	7	81
Heavy Vehicles %	0.0	11.4	0.0	2.6	0.0	3.6	0.0	3.6	1.5	0.0	0.0	1.5	3.1
Cars Enter Leg	290	78	0	368	0	1700	5	1705	457	0	0	457	2530
Heavy Enter Leg	0	10	0	10	0	64	0	64	7	0	0	7	81
Total Entering Leg	290	88	0	378	0	1764	5	1769	464	0	0	464	2611
Cars Exiting Leg				0				540				1990	2530
Heavy Exiting Leg				0				17				64	81
Total Exiting Leg				0				557				2054	2611

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	75	17	0	92	0	419	0	419	107	0	0	107	618
4:15 PM	80	25	0	105	0	446	0	446	121	0	0	121	672
4:30 PM	66	13	0	79	0	421	0	421	108	0	0	108	608
4:45 PM	74	15	0	89	0	398	4	402	115	0	0	115	606
Total	295	70	0	365	0	1684	4	1688	451	0	0	451	2504
5:00 PM	70	25	0	95	0	435	1	436	113	0	0	113	644
5:15 PM	86	24	0	110	0	418	0	418	117	0	0	117	645
5:30 PM	63	20	0	83	0	404	1	405	101	0	0	101	589
5:45 PM	62	13	0	75	0	365	1	366	92	0	0	92	533
Total	281	82	0	363	0	1622	3	1625	423	0	0	423	2411
Grand Total	576	152	0	728	0	3306	7	3313	874	0	0	874	4915
Approach %	79.1	20.9	0.0		0.0	99.8	0.2		100.0	0.0	0.0		
Total %	11.7	3.1	0.0	14.8	0.0	67.3	0.1	67.4	17.8	0.0	0.0	17.8	
Exiting Leg Total				0				1033				3882	4915

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:15 PM	80	25	0	105	0	446	0	446	121	0	0	121	672
4:30 PM	66	13	0	79	0	421	0	421	108	0	0	108	608
4:45 PM	74	15	0	89	0	398	4	402	115	0	0	115	606
5:00 PM	70	25	0	95	0	435	1	436	113	0	0	113	644
Total Volume	290	78	0	368	0	1700	5	1705	457	0	0	457	2530
% Approach Total	78.8	21.2	0.0		0.0	99.7	0.3		100.0	0.0	0.0		
PHF	0.906	0.780	0.000	0.876	0.000	0.953	0.313	0.956	0.944	0.000	0.000	0.944	0.941
Entering Leg	290	78	0	368	0	1700	5	1705	457	0	0	457	2530
Exiting Leg				0				540				1990	2530
Total				368				2245				2447	5060

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	3	0	0	3	0	19	0	19	10	0	0	10	32
4:15 PM	0	3	0	3	0	18	0	18	3	0	0	3	24
4:30 PM	0	1	0	1	0	18	0	18	1	0	0	1	20
4:45 PM	0	4	0	4	0	13	0	13	3	0	0	3	20
Total	3	8	0	11	0	68	0	68	17	0	0	17	96
5:00 PM	0	2	0	2	0	15	0	15	0	0	0	0	17
5:15 PM	0	2	0	2	0	6	0	6	3	0	0	3	11
5:30 PM	2	0	0	2	0	9	0	9	4	0	0	4	15
5:45 PM	1	3	0	4	0	11	0	11	5	0	0	5	20
Total	3	7	0	10	0	41	0	41	12	0	0	12	63
Grand Total	6	15	0	21	0	109	0	109	29	0	0	29	159
Approach %	28.6	71.4	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	3.8	9.4	0.0	13.2	0.0	68.6	0.0	68.6	18.2	0.0	0.0	18.2	
Exiting Leg Total				0				44				115	159
Buses	0	7	0	7	0	13	0	13	3	0	0	3	23
% Buses	0.0	46.7	0.0	33.3	0.0	11.9	0.0	11.9	10.3	0.0	0.0	10.3	14.5
Exiting Leg Total				0				10				13	23
Single-Unit Trucks	5	8	0	13	0	71	0	71	20	0	0	20	104
% Single-Unit	83.3	53.3	0.0	61.9	0.0	65.1	0.0	65.1	69.0	0.0	0.0	69.0	65.4
Exiting Leg Total				0				28				76	104
Articulated Trucks	1	0	0	1	0	25	0	25	6	0	0	6	32
% Articulated	16.7	0.0	0.0	4.8	0.0	22.9	0.0	22.9	20.7	0.0	0.0	20.7	20.1
Exiting Leg Total				0				6				26	32

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	3	0	0	3	0	19	0	19	10	0	0	10	32
4:15 PM	0	3	0	3	0	18	0	18	3	0	0	3	24
4:30 PM	0	1	0	1	0	18	0	18	1	0	0	1	20
4:45 PM	0	4	0	4	0	13	0	13	3	0	0	3	20
Total Volume	3	8	0	11	0	68	0	68	17	0	0	17	96
% Approach Total	27.3	72.7	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.500	0.000	0.688	0.000	0.895	0.000	0.895	0.425	0.000	0.000	0.425	0.750
Buses	0	4	0	4	0	5	0	5	1	0	0	1	10
Buses %	0.0	50.0	0.0	36.4	0.0	7.4	0.0	7.4	5.9	0.0	0.0	5.9	10.4
Single-Unit Trucks	3	4	0	7	0	42	0	42	12	0	0	12	61
Single-Unit %	100.0	50.0	0.0	63.6	0.0	61.8	0.0	61.8	70.6	0.0	0.0	70.6	63.5
Articulated Trucks	0	0	0	0	0	21	0	21	4	0	0	4	25
Articulated %	0.0	0.0	0.0	0.0	0.0	30.9	0.0	30.9	23.5	0.0	0.0	23.5	26.0
Buses	0	4	0	4	0	5	0	5	1	0	0	1	10
Single-Unit Trucks	3	4	0	7	0	42	0	42	12	0	0	12	61
Articulated Trucks	0	0	0	0	0	21	0	21	4	0	0	4	25
Total Entering Leg	3	8	0	11	0	68	0	68	17	0	0	17	96
Buses				0				5				5	10
Single-Unit Trucks				0				16				45	61
Articulated Trucks				0				4				21	25
Total Exiting Leg				0				25				71	96

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	65	15	0	80	0	322	0	322	90	0	0	90	492
4:15 PM	71	22	0	93	0	353	0	353	99	0	0	99	545
4:30 PM	55	12	0	67	0	346	0	346	95	0	0	95	508
4:45 PM	64	9	0	73	0	323	3	326	99	0	0	99	498
Total	255	58	0	313	0	1344	3	1347	383	0	0	383	2043
5:00 PM	67	18	0	85	0	348	1	349	101	0	0	101	535
5:15 PM	80	18	0	98	0	348	0	348	104	0	0	104	550
5:30 PM	58	14	0	72	0	325	0	325	85	0	0	85	482
5:45 PM	61	10	0	71	0	286	1	287	77	0	0	77	435
Total	266	60	0	326	0	1307	2	1309	367	0	0	367	2002
Grand Total	521	118	0	639	0	2651	5	2656	750	0	0	750	4045
Approach %	81.5	18.5	0.0		0.0	99.8	0.2		100.0	0.0	0.0		
Total %	12.9	2.9	0.0	15.8	0.0	65.5	0.1	65.7	18.5	0.0	0.0	18.5	
Exiting Leg Total				0				873				3172	4045

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:30 PM	55	12	0	67	0	346	0	346	95	0	0	95	508
4:45 PM	64	9	0	73	0	323	3	326	99	0	0	99	498
5:00 PM	67	18	0	85	0	348	1	349	101	0	0	101	535
5:15 PM	80	18	0	98	0	348	0	348	104	0	0	104	550
Total Volume	266	57	0	323	0	1365	4	1369	399	0	0	399	2091
% Approach Total	82.4	17.6	0.0		0.0	99.7	0.3		100.0	0.0	0.0		
PHF	0.831	0.792	0.000	0.824	0.000	0.981	0.333	0.981	0.959	0.000	0.000	0.959	0.950
Entering Leg	266	57	0	323	0	1365	4	1369	399	0	0	399	2091
Exiting Leg				0				460				1631	2091
Total				323				1829				2030	4182

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Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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Light Goods Vehicle

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	10	2	0	12	0	96	0	96	17	0	0	17	125
4:15 PM	9	3	0	12	0	86	0	86	22	0	0	22	120
4:30 PM	10	1	0	11	0	75	0	75	13	0	0	13	99
4:45 PM	10	6	0	16	0	72	1	73	16	0	0	16	105
Total	39	12	0	51	0	329	1	330	68	0	0	68	449
5:00 PM	3	7	0	10	0	84	0	84	12	0	0	12	106
5:15 PM	6	6	0	12	0	70	0	70	13	0	0	13	95
5:30 PM	4	6	0	10	0	79	1	80	16	0	0	16	106
5:45 PM	1	3	0	4	0	77	0	77	15	0	0	15	96
Total	14	22	0	36	0	310	1	311	56	0	0	56	403
Grand Total	53	34	0	87	0	639	2	641	124	0	0	124	852
Approach %	60.9	39.1	0.0		0.0	99.7	0.3		100.0	0.0	0.0		
Total %	6.2	4.0	0.0	10.2	0.0	75.0	0.2	75.2	14.6	0.0	0.0	14.6	
Exiting Leg Total				0				160				692	852

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	10	2	0	12	0	96	0	96	17	0	0	17	125
4:15 PM	9	3	0	12	0	86	0	86	22	0	0	22	120
4:30 PM	10	1	0	11	0	75	0	75	13	0	0	13	99
4:45 PM	10	6	0	16	0	72	1	73	16	0	0	16	105
Total Volume	39	12	0	51	0	329	1	330	68	0	0	68	449
% Approach Total	76.5	23.5	0.0		0.0	99.7	0.3		100.0	0.0	0.0		
PHF	0.975	0.500	0.000	0.797	0.000	0.857	0.250	0.859	0.773	0.000	0.000	0.773	0.898
Entering Leg	39	12	0	51	0	329	1	330	68	0	0	68	449
Exiting Leg				0				81				368	449
Total				51				411				436	898

PDI File #: **186377 F**
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City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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46 Morton Street, Framingham, MA 01702
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Email: datarequests@pdillc.com

Buses

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
4:15 PM	0	2	0	2	0	2	0	2	0	0	0	0	4
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	4	0	4	0	5	0	5	1	0	0	1	10
5:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	3
5:15 PM	0	2	0	2	0	2	0	2	0	0	0	0	4
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:45 PM	0	1	0	1	0	2	0	2	2	0	0	2	5
Total	0	3	0	3	0	8	0	8	2	0	0	2	13
Grand Total	0	7	0	7	0	13	0	13	3	0	0	3	23
Approach %	0.0	100.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	30.4	0.0	30.4	0.0	56.5	0.0	56.5	13.0	0.0	0.0	13.0	
Exiting Leg Total				0				10				13	23

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	3
5:15 PM	0	2	0	2	0	2	0	2	0	0	0	0	4
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:45 PM	0	1	0	1	0	2	0	2	2	0	0	2	5
Total Volume	0	3	0	3	0	8	0	8	2	0	0	2	13
% Approach Total	0.0	100.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.375	0.000	0.667	0.000	0.667	0.250	0.000	0.000	0.250	0.650
Entering Leg	0	3	0	3	0	8	0	8	2	0	0	2	13
Exiting Leg				0				5				8	13
Total				3				13				10	26

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Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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Single-Unit Trucks

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	3	0	0	3	0	11	0	11	5	0	0	5	19
4:15 PM	0	1	0	1	0	9	0	9	3	0	0	3	13
4:30 PM	0	1	0	1	0	14	0	14	1	0	0	1	16
4:45 PM	0	2	0	2	0	8	0	8	3	0	0	3	13
Total	3	4	0	7	0	42	0	42	12	0	0	12	61
5:00 PM	0	2	0	2	0	12	0	12	0	0	0	0	14
5:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
5:30 PM	1	0	0	1	0	7	0	7	2	0	0	2	10
5:45 PM	1	2	0	3	0	8	0	8	3	0	0	3	14
Total	2	4	0	6	0	29	0	29	8	0	0	8	43
Grand Total	5	8	0	13	0	71	0	71	20	0	0	20	104
Approach %	38.5	61.5	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	4.8	7.7	0.0	12.5	0.0	68.3	0.0	68.3	19.2	0.0	0.0	19.2	
Exiting Leg Total				0				28				76	104

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	3	0	0	3	0	11	0	11	5	0	0	5	19
4:15 PM	0	1	0	1	0	9	0	9	3	0	0	3	13
4:30 PM	0	1	0	1	0	14	0	14	1	0	0	1	16
4:45 PM	0	2	0	2	0	8	0	8	3	0	0	3	13
Total Volume	3	4	0	7	0	42	0	42	12	0	0	12	61
% Approach Total	42.9	57.1	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.500	0.000	0.583	0.000	0.750	0.000	0.750	0.600	0.000	0.000	0.600	0.803
Entering Leg	3	4	0	7	0	42	0	42	12	0	0	12	61
Exiting Leg				0				16				45	61
Total				7				58				57	122

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
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City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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Articulated Trucks

	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	6	0	6	4	0	0	4	10
4:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	7
4:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	3
4:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	5
Total	0	0	0	0	0	21	0	21	4	0	0	4	25
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
5:30 PM	1	0	0	1	0	1	0	1	2	0	0	2	4
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	0	1	0	4	0	4	2	0	0	2	7
Grand Total	1	0	0	1	0	25	0	25	6	0	0	6	32
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	3.1	0.0	0.0	3.1	0.0	78.1	0.0	78.1	18.8	0.0	0.0	18.8	
Exiting Leg Total				0				6				26	32

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 SB Offramp				Scenic Highway (Route 6)				Scenic Highway (Route 6)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	6	0	6	4	0	0	4	10
4:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	7
4:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	3
4:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	5
Total Volume	0	0	0	0	0	21	0	21	4	0	0	4	25
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.250	0.000	0.000	0.250	0.625
Entering Leg	0	0	0	0	0	21	0	21	4	0	0	4	25
Exiting Leg				0				4				21	25
Total				0				25				25	50

PDI File #: **186377 F**
Location: **N: Route 3 SB Offramp**
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City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
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Bicycles (on Roadway and Crosswalks)

	Route 3 SB Offramp						Scenic Highway (Route 6)						Scenic Highway (Route 6)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 SB Offramp						Scenic Highway (Route 6)						Scenic Highway (Route 6)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

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Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
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Class:

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Pedestrians

	Route 3 SB Offramp						Scenic Highway (Route 6)						Scenic Highway (Route 6)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	50	50		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	100	
Exiting Leg Total						0						0						2	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Route 3 SB Offramp						Scenic Highway (Route 6)						Scenic Highway (Route 6)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg						0						0						1	1
Total						0						0						2	2

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	6	9	8	0	23	6	260	80	1	347	0	0	0	0	0	0	79	2	2	83	453
7:15 AM	10	6	11	0	27	5	276	49	0	330	0	0	0	0	0	0	88	1	0	89	446
7:30 AM	8	8	8	0	24	7	293	72	0	372	0	0	0	0	0	0	92	1	1	94	490
7:45 AM	11	6	6	0	23	4	300	62	1	367	0	0	0	0	0	0	83	3	1	87	477
Total	35	29	33	0	97	22	1129	263	2	1416	0	0	0	0	0	0	342	7	4	353	1866
8:00 AM	5	1	14	0	20	2	269	84	0	355	0	0	0	0	0	0	80	3	0	83	458
8:15 AM	9	6	5	0	20	7	301	77	0	385	0	0	0	0	0	0	103	3	1	107	512
8:30 AM	8	6	11	0	25	3	314	80	1	398	0	0	0	0	0	0	112	0	0	112	535
8:45 AM	7	9	7	0	23	9	291	57	0	357	0	0	0	0	0	0	103	6	1	110	490
Total	29	22	37	0	88	21	1175	298	1	1495	0	0	0	0	0	0	398	12	2	412	1995
Grand Total	64	51	70	0	185	43	2304	561	3	2911	0	0	0	0	0	0	740	19	6	765	3861
Approach %	34.6	27.6	37.8	0.0		1.5	79.1	19.3	0.1		0.0	0.0	0.0	0.0		0.0	96.7	2.5	0.8		
Total %	1.7	1.3	1.8	0.0	4.8	1.1	59.7	14.5	0.1	75.4	0.0	0.0	0.0	0.0	0.0	0.0	19.2	0.5	0.2	19.8	
Exiting Leg Total					62					813					612					2374	3861
Cars	62	48	69	0	179	38	2145	523	3	2709	0	0	0	0	0	0	685	17	6	708	3596
% Cars	96.9	94.1	98.6	0.0	96.8	88.4	93.1	93.2	100.0	93.1	0.0	0.0	0.0	0.0	0.0	0.0	92.6	89.5	100.0	92.5	93.1
Exiting Leg Total					55					757					571					2213	3596
Heavy Vehicles	2	3	1	0	6	5	159	38	0	202	0	0	0	0	0	0	55	2	0	57	265
% Heavy Vehicles	3.1	5.9	1.4	0.0	3.2	11.6	6.9	6.8	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	7.4	10.5	0.0	7.5	6.9
Exiting Leg Total					7					56					41					161	265

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	5	1	14	0	20	2	269	84	0	355	0	0	0	0	0	0	80	3	0	83	458
8:15 AM	9	6	5	0	20	7	301	77	0	385	0	0	0	0	0	0	103	3	1	107	512
8:30 AM	8	6	11	0	25	3	314	80	1	398	0	0	0	0	0	0	112	0	0	112	535
8:45 AM	7	9	7	0	23	9	291	57	0	357	0	0	0	0	0	0	103	6	1	110	490
Total Volume	29	22	37	0	88	21	1175	298	1	1495	0	0	0	0	0	0	398	12	2	412	1995
% Approach Total	33.0	25.0	42.0	0.0		1.4	78.6	19.9	0.1		0.0	0.0	0.0	0.0		0.0	96.6	2.9	0.5		
PHF	0.806	0.611	0.661	0.000	0.880	0.583	0.936	0.887	0.250	0.939	0.000	0.000	0.000	0.000	0.000	0.000	0.888	0.500	0.500	0.920	0.932
Cars	27	20	37	0	84	18	1093	278	1	1390	0	0	0	0	0	0	370	11	2	383	1857
Cars %	93.1	90.9	100.0	0.0	95.5	85.7	93.0	93.3	100.0	93.0	0.0	0.0	0.0	0.0	0.0	0.0	93.0	91.7	100.0	93.0	93.1
Heavy Vehicles	2	2	0	0	4	3	82	20	0	105	0	0	0	0	0	0	28	1	0	29	138
Heavy Vehicles %	6.9	9.1	0.0	0.0	4.5	14.3	7.0	6.7	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	8.3	0.0	7.0	6.9
Cars Enter Leg	27	20	37	0	84	18	1093	278	1	1390	0	0	0	0	0	0	370	11	2	383	1857
Heavy Enter Leg	2	2	0	0	4	3	82	20	0	105	0	0	0	0	0	0	28	1	0	29	138
Total Entering Leg	29	22	37	0	88	21	1175	298	1	1495	0	0	0	0	0	0	398	12	2	412	1995
Cars Exiting Leg					29					408					298					1122	1857
Heavy Exiting Leg					4					28					22					84	138
Total Exiting Leg					33					436					320					1206	1995

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	6	8	8	0	22	6	234	74	1	315	0	0	0	0	0	0	67	1	2	70	407
7:15 AM	10	6	10	0	26	4	256	47	0	307	0	0	0	0	0	0	82	1	0	83	416
7:30 AM	8	8	8	0	24	7	281	67	0	355	0	0	0	0	0	0	86	1	1	88	467
7:45 AM	11	6	6	0	23	3	281	57	1	342	0	0	0	0	0	0	80	3	1	84	449
Total	35	28	32	0	95	20	1052	245	2	1319	0	0	0	0	0	0	315	6	4	325	1739
8:00 AM	4	1	14	0	19	2	247	76	0	325	0	0	0	0	0	0	73	3	0	76	420
8:15 AM	8	6	5	0	19	5	281	75	0	361	0	0	0	0	0	0	100	2	1	103	483
8:30 AM	8	5	11	0	24	2	300	73	1	376	0	0	0	0	0	0	103	0	0	103	503
8:45 AM	7	8	7	0	22	9	265	54	0	328	0	0	0	0	0	0	94	6	1	101	451
Total	27	20	37	0	84	18	1093	278	1	1390	0	0	0	0	0	0	370	11	2	383	1857
Grand Total	62	48	69	0	179	38	2145	523	3	2709	0	0	0	0	0	0	685	17	6	708	3596
Approach %	34.6	26.8	38.5	0.0		1.4	79.2	19.3	0.1		0.0	0.0	0.0	0.0		0.0	96.8	2.4	0.8		
Total %	1.7	1.3	1.9	0.0	5.0	1.1	59.6	14.5	0.1	75.3	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.5	0.2	19.7	
Exiting Leg Total					55					757					571					2213	3596

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	4	1	14	0	19	2	247	76	0	325	0	0	0	0	0	0	73	3	0	76	420
8:15 AM	8	6	5	0	19	5	281	75	0	361	0	0	0	0	0	0	100	2	1	103	483
8:30 AM	8	5	11	0	24	2	300	73	1	376	0	0	0	0	0	0	103	0	0	103	503
8:45 AM	7	8	7	0	22	9	265	54	0	328	0	0	0	0	0	0	94	6	1	101	451
Total Volume	27	20	37	0	84	18	1093	278	1	1390	0	0	0	0	0	0	370	11	2	383	1857
% Approach Total	32.1	23.8	44.0	0.0		1.3	78.6	20.0	0.1		0.0	0.0	0.0	0.0		0.0	96.6	2.9	0.5		
PHF	0.844	0.625	0.661	0.000	0.875	0.500	0.911	0.914	0.250	0.924	0.000	0.000	0.000	0.000	0.000	0.000	0.898	0.458	0.500	0.930	0.923
Entering Leg	27	20	37	0	84	18	1093	278	1	1390	0	0	0	0	0	0	370	11	2	383	1857
Exiting Leg					29					408					298					1122	1857
Total					113					1798					298					1505	3714

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	26	6	0	32	0	0	0	0	0	0	12	1	0	13	46
7:15 AM	0	0	1	0	1	1	20	2	0	23	0	0	0	0	0	0	6	0	0	6	30
7:30 AM	0	0	0	0	0	0	12	5	0	17	0	0	0	0	0	0	6	0	0	6	23
7:45 AM	0	0	0	0	0	1	19	5	0	25	0	0	0	0	0	0	3	0	0	3	28
Total	0	1	1	0	2	2	77	18	0	97	0	0	0	0	0	0	27	1	0	28	127
8:00 AM	1	0	0	0	1	0	22	8	0	30	0	0	0	0	0	0	7	0	0	7	38
8:15 AM	1	0	0	0	1	2	20	2	0	24	0	0	0	0	0	0	3	1	0	4	29
8:30 AM	0	1	0	0	1	1	14	7	0	22	0	0	0	0	0	0	9	0	0	9	32
8:45 AM	0	1	0	0	1	0	26	3	0	29	0	0	0	0	0	0	9	0	0	9	39
Total	2	2	0	0	4	3	82	20	0	105	0	0	0	0	0	0	28	1	0	29	138
Grand Total	2	3	1	0	6	5	159	38	0	202	0	0	0	0	0	0	55	2	0	57	265
Approach %	33.3	50.0	16.7	0.0		2.5	78.7	18.8	0.0		0.0	0.0	0.0	0.0		0.0	96.5	3.5	0.0		
Total %	0.8	1.1	0.4	0.0	2.3	1.9	60.0	14.3	0.0	76.2	0.0	0.0	0.0	0.0	0.0	0.0	20.8	0.8	0.0	21.5	
Exiting Leg Total					7					56					41					161	265
Buses	2	1	0	0	3	2	9	5	0	16	0	0	0	0	0	0	1	1	0	2	21
% Buses	100.0	33.3	0.0	0.0	50.0	40.0	5.7	13.2	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	1.8	50.0	0.0	3.5	7.9
Exiting Leg Total					3					1					6					11	21
Single-Unit Trucks	0	2	1	0	3	3	79	25	0	107	0	0	0	0	0	0	31	1	0	32	142
% Single-Unit	0.0	66.7	100.0	0.0	50.0	60.0	49.7	65.8	0.0	53.0	0.0	0.0	0.0	0.0	0.0	0.0	56.4	50.0	0.0	56.1	53.6
Exiting Leg Total					4					32					27					79	142
Articulated Trucks	0	0	0	0	0	0	71	8	0	79	0	0	0	0	0	0	23	0	0	23	102
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	44.7	21.1	0.0	39.1	0.0	0.0	0.0	0.0	0.0	0.0	41.8	0.0	0.0	40.4	38.5
Exiting Leg Total					0					23					8					71	102

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	0	0	0	1	0	22	8	0	30	0	0	0	0	0	0	7	0	0	7	38
8:15 AM	1	0	0	0	1	2	20	2	0	24	0	0	0	0	0	0	3	1	0	4	29
8:30 AM	0	1	0	0	1	1	14	7	0	22	0	0	0	0	0	0	9	0	0	9	32
8:45 AM	0	1	0	0	1	0	26	3	0	29	0	0	0	0	0	0	9	0	0	9	39
Total Volume	2	2	0	0	4	3	82	20	0	105	0	0	0	0	0	0	28	1	0	29	138
% Approach Total	50.0	50.0	0.0	0.0		2.9	78.1	19.0	0.0		0.0	0.0	0.0	0.0		0.0	96.6	3.4	0.0		
PHF	0.500	0.500	0.000	0.000	1.000	0.375	0.788	0.625	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.778	0.250	0.000	0.806	0.885
Buses	2	0	0	0	2	1	2	2	0	5	0	0	0	0	0	0	1	0	0	1	8
Buses %	100.0	0.0	0.0	0.0	50.0	33.3	2.4	10.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.4	5.8
Single-Unit Trucks	0	2	0	0	2	2	40	13	0	55	0	0	0	0	0	0	15	1	0	16	73
Single-Unit %	0.0	100.0	0.0	0.0	50.0	66.7	48.8	65.0	0.0	52.4	0.0	0.0	0.0	0.0	0.0	0.0	53.6	100.0	0.0	55.2	52.9
Articulated Trucks	0	0	0	0	0	0	40	5	0	45	0	0	0	0	0	0	12	0	0	12	57
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	48.8	25.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	41.4	41.3
Buses	2	0	0	0	2	1	2	2	0	5	0	0	0	0	0	0	1	0	0	1	8
Single-Unit Trucks	0	2	0	0	2	2	40	13	0	55	0	0	0	0	0	0	15	1	0	16	73
Articulated Trucks	0	0	0	0	0	0	40	5	0	45	0	0	0	0	0	0	12	0	0	12	57
Total Entering Leg	2	2	0	0	4	3	82	20	0	105	0	0	0	0	0	0	28	1	0	29	138
Buses					1					1					2					4	8
Single-Unit Trucks					3					15					15					40	73
Articulated Trucks					0					12					5					40	57
Total Exiting Leg					4					28					22					84	138

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	6	6	0	16	6	187	57	1	251	0	0	0	0	0	0	48	1	1	50	317
7:15 AM	9	6	9	0	24	2	216	39	0	257	0	0	0	0	0	0	61	1	0	62	343
7:30 AM	6	8	2	0	16	3	237	51	0	291	0	0	0	0	0	0	73	1	1	75	382
7:45 AM	8	6	5	0	19	3	227	47	1	278	0	0	0	0	0	0	57	2	0	59	356
Total	27	26	22	0	75	14	867	194	2	1077	0	0	0	0	0	0	239	5	2	246	1398
8:00 AM	4	1	12	0	17	2	196	57	0	255	0	0	0	0	0	0	52	3	0	55	327
8:15 AM	7	6	5	0	18	3	242	53	0	298	0	0	0	0	0	0	72	1	0	73	389
8:30 AM	7	5	9	0	21	2	262	54	1	319	0	0	0	0	0	0	81	0	0	81	421
8:45 AM	6	7	6	0	19	7	214	43	0	264	0	0	0	0	0	0	79	4	1	84	367
Total	24	19	32	0	75	14	914	207	1	1136	0	0	0	0	0	0	284	8	1	293	1504
Grand Total	51	45	54	0	150	28	1781	401	3	2213	0	0	0	0	0	0	523	13	3	539	2902
Approach %	34.0	30.0	36.0	0.0		1.3	80.5	18.1	0.1		0.0	0.0	0.0	0.0		0.0	97.0	2.4	0.6		
Total %	1.8	1.6	1.9	0.0	5.2	1.0	61.4	13.8	0.1	76.3	0.0	0.0	0.0	0.0	0.0	0.0	18.0	0.4	0.1	18.6	
Exiting Leg Total					41					580					446					1835	2902

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	4	1	12	0	17	2	196	57	0	255	0	0	0	0	0	0	52	3	0	55	327
8:15 AM	7	6	5	0	18	3	242	53	0	298	0	0	0	0	0	0	72	1	0	73	389
8:30 AM	7	5	9	0	21	2	262	54	1	319	0	0	0	0	0	0	81	0	0	81	421
8:45 AM	6	7	6	0	19	7	214	43	0	264	0	0	0	0	0	0	79	4	1	84	367
Total Volume	24	19	32	0	75	14	914	207	1	1136	0	0	0	0	0	0	284	8	1	293	1504
% Approach Total	32.0	25.3	42.7	0.0		1.2	80.5	18.2	0.1		0.0	0.0	0.0	0.0		0.0	96.9	2.7	0.3		
PHF	0.857	0.679	0.667	0.000	0.893	0.500	0.872	0.908	0.250	0.890	0.000	0.000	0.000	0.000	0.000	0.000	0.877	0.500	0.250	0.872	0.893
Entering Leg	24	19	32	0	75	14	914	207	1	1136	0	0	0	0	0	0	284	8	1	293	1504
Exiting Leg					22					317					226					939	1504
Total					97					1453					226					1232	3008

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	2	2	2	0	6	0	47	17	0	64	0	0	0	0	0	0	19	0	1	20	90
7:15 AM	1	0	1	0	2	2	40	8	0	50	0	0	0	0	0	0	21	0	0	21	73
7:30 AM	2	0	6	0	8	4	44	16	0	64	0	0	0	0	0	0	13	0	0	13	85
7:45 AM	3	0	1	0	4	0	54	10	0	64	0	0	0	0	0	0	22	1	1	24	92
Total	8	2	10	0	20	6	185	51	0	242	0	0	0	0	0	0	75	1	2	78	340
8:00 AM	0	0	2	0	2	0	49	19	0	68	0	0	0	0	0	0	21	0	0	21	91
8:15 AM	1	0	0	0	1	2	39	22	0	63	0	0	0	0	0	0	28	1	1	30	94
8:30 AM	1	0	2	0	3	0	38	19	0	57	0	0	0	0	0	0	22	0	0	22	82
8:45 AM	1	1	1	0	3	2	51	11	0	64	0	0	0	0	0	0	15	2	0	17	84
Total	3	1	5	0	9	4	177	71	0	252	0	0	0	0	0	0	86	3	1	90	351
Grand Total	11	3	15	0	29	10	362	122	0	494	0	0	0	0	0	0	161	4	3	168	691
Approach %	37.9	10.3	51.7	0.0		2.0	73.3	24.7	0.0		0.0	0.0	0.0	0.0		0.0	95.8	2.4	1.8		
Total %	1.6	0.4	2.2	0.0	4.2	1.4	52.4	17.7	0.0	71.5	0.0	0.0	0.0	0.0	0.0	0.0	23.3	0.6	0.4	24.3	
Exiting Leg Total					14					176					125					376	691

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	2	0	6	0	8	4	44	16	0	64	0	0	0	0	0	0	13	0	0	13	85
7:45 AM	3	0	1	0	4	0	54	10	0	64	0	0	0	0	0	0	22	1	1	24	92
8:00 AM	0	0	2	0	2	0	49	19	0	68	0	0	0	0	0	0	21	0	0	21	91
8:15 AM	1	0	0	0	1	2	39	22	0	63	0	0	0	0	0	0	28	1	1	30	94
Total Volume	6	0	9	0	15	6	186	67	0	259	0	0	0	0	0	0	84	2	2	88	362
% Approach Total	40.0	0.0	60.0	0.0		2.3	71.8	25.9	0.0		0.0	0.0	0.0	0.0		0.0	95.5	2.3	2.3		
PHF	0.500	0.000	0.375	0.000	0.469	0.375	0.861	0.761	0.000	0.952	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.500	0.733	0.963
Entering Leg	6	0	9	0	15	6	186	67	0	259	0	0	0	0	0	0	84	2	2	88	362
Exiting Leg					8					93					67					194	362
Total					23					352					67					282	724

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	5
7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	1	7	3	0	11	0	0	0	0	0	0	0	1	0	1	13
8:00 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	1	0	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	2	1	2	2	0	5	0	0	0	0	0	0	1	0	0	1	8
Grand Total	2	1	0	0	3	2	9	5	0	16	0	0	0	0	0	0	1	1	0	2	21
Approach %	66.7	33.3	0.0	0.0		12.5	56.3	31.3	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
Total %	9.5	4.8	0.0	0.0	14.3	9.5	42.9	23.8	0.0	76.2	0.0	0.0	0.0	0.0	0.0	0.0	4.8	4.8	0.0	9.5	
Exiting Leg Total					3					1					6					11	21

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	5
7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	0	1	1	7	3	0	11	0	0	0	0	0	0	0	1	0	1	13
% Approach Total	0.0	100.0	0.0	0.0		9.1	63.6	27.3	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.438	0.750	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.650
Entering Leg	0	1	0	0	1	1	7	3	0	11	0	0	0	0	0	0	0	1	0	1	13
Exiting Leg					2					0					4					7	13
Total					3					11					4					8	26

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	12	4	0	16	0	0	0	0	0	0	8	0	0	8	24
7:15 AM	0	0	1	0	1	1	12	2	0	15	0	0	0	0	0	0	3	0	0	3	19
7:30 AM	0	0	0	0	0	0	6	3	0	9	0	0	0	0	0	0	3	0	0	3	12
7:45 AM	0	0	0	0	0	0	9	3	0	12	0	0	0	0	0	0	2	0	0	2	14
Total	0	0	1	0	1	1	39	12	0	52	0	0	0	0	0	0	16	0	0	16	69
8:00 AM	0	0	0	0	0	0	10	7	0	17	0	0	0	0	0	0	0	0	0	0	17
8:15 AM	0	0	0	0	0	1	11	1	0	13	0	0	0	0	0	0	2	1	0	3	16
8:30 AM	0	1	0	0	1	1	9	4	0	14	0	0	0	0	0	0	5	0	0	5	20
8:45 AM	0	1	0	0	1	0	10	1	0	11	0	0	0	0	0	0	8	0	0	8	20
Total	0	2	0	0	2	2	40	13	0	55	0	0	0	0	0	0	15	1	0	16	73
Grand Total	0	2	1	0	3	3	79	25	0	107	0	0	0	0	0	0	31	1	0	32	142
Approach %	0.0	66.7	33.3	0.0		2.8	73.8	23.4	0.0		0.0	0.0	0.0	0.0		0.0	96.9	3.1	0.0		
Total %	0.0	1.4	0.7	0.0	2.1	2.1	55.6	17.6	0.0	75.4	0.0	0.0	0.0	0.0	0.0	0.0	21.8	0.7	0.0	22.5	
Exiting Leg Total					4					32					27					79	142

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	10	7	0	17	0	0	0	0	0	0	0	0	0	0	17
8:15 AM	0	0	0	0	0	1	11	1	0	13	0	0	0	0	0	0	2	1	0	3	16
8:30 AM	0	1	0	0	1	1	9	4	0	14	0	0	0	0	0	0	5	0	0	5	20
8:45 AM	0	1	0	0	1	0	10	1	0	11	0	0	0	0	0	0	8	0	0	8	20
Total Volume	0	2	0	0	2	2	40	13	0	55	0	0	0	0	0	0	15	1	0	16	73
% Approach Total	0.0	100.0	0.0	0.0		3.6	72.7	23.6	0.0		0.0	0.0	0.0	0.0		0.0	93.8	6.3	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.500	0.909	0.464	0.000	0.809	0.000	0.000	0.000	0.000	0.000	0.000	0.469	0.250	0.000	0.500	0.913
Entering Leg	0	2	0	0	2	2	40	13	0	55	0	0	0	0	0	0	15	1	0	16	73
Exiting Leg					3					15					15					40	73
Total					5					70					15					56	146

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	0	4	0	0	4	17
7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
7:30 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	9
7:45 AM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	1	0	0	1	12
Total	0	0	0	0	0	0	31	3	0	34	0	0	0	0	0	0	11	0	0	11	45
8:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	19
8:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	10
8:30 AM	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	0	3	0	0	3	11
8:45 AM	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	1	0	0	1	17
Total	0	0	0	0	0	0	40	5	0	45	0	0	0	0	0	0	12	0	0	12	57
Grand Total	0	0	0	0	0	0	71	8	0	79	0	0	0	0	0	0	23	0	0	23	102
Approach %	0.0	0.0	0.0	0.0		0.0	89.9	10.1	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	69.6	7.8	0.0	77.5	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0.0	0.0	22.5	
Exiting Leg Total					0					23					8					71	102

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	19
8:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	10
8:30 AM	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	0	3	0	0	3	11
8:45 AM	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	1	0	0	1	17
Total Volume	0	0	0	0	0	0	40	5	0	45	0	0	0	0	0	0	12	0	0	12	57
% Approach Total	0.0	0.0	0.0	0.0		0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.714	0.417	0.000	0.703	0.000	0.000	0.000	0.000	0.000	0.000	0.429	0.000	0.000	0.429	0.750
Entering Leg	0	0	0	0	0	0	40	5	0	45	0	0	0	0	0	0	12	0	0	12	57
Exiting Leg					0					12					5					40	57
Total					0					57					5					52	114

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Church Lane							Scenic Highway (Route 6)							Route 6 EB Onramp							Scenic Highway (Route 6)							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Church Lane							Scenic Highway (Route 6)							Route 6 EB Onramp							Scenic Highway (Route 6)							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Church Lane							Scenic Highway (Route 6)							Route 6 EB Onramp							Scenic Highway (Route 6)							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Church Lane							Scenic Highway (Route 6)							Route 6 EB Onramp							Scenic Highway (Route 6)							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	4	5	10	0	19	15	432	60	2	509	0	0	0	0	0	0	104	15	0	119	647
4:15 PM	8	4	6	0	18	16	452	68	1	537	0	0	0	0	0	0	118	12	2	132	687
4:30 PM	6	4	6	0	16	20	446	61	1	528	0	0	0	0	0	0	98	11	0	109	653
4:45 PM	5	4	5	0	14	27	401	49	0	477	0	0	0	0	0	0	97	13	0	110	601
Total	23	17	27	0	67	78	1731	238	4	2051	0	0	0	0	0	0	417	51	2	470	2588
5:00 PM	5	3	5	0	13	14	432	73	1	520	0	0	0	0	0	0	109	12	1	122	655
5:15 PM	8	6	9	0	23	17	415	69	0	501	0	0	0	0	0	0	107	11	0	118	642
5:30 PM	2	4	5	0	11	21	416	52	0	489	0	0	0	0	0	0	99	6	0	105	605
5:45 PM	5	3	6	0	14	9	379	63	0	451	0	0	0	0	0	1	91	13	2	107	572
Total	20	16	25	0	61	61	1642	257	1	1961	0	0	0	0	0	1	406	42	3	452	2474
Grand Total	43	33	52	0	128	139	3373	495	5	4012	0	0	0	0	0	1	823	93	5	922	5062
Approach %	33.6	25.8	40.6	0.0		3.5	84.1	12.3	0.1		0.0	0.0	0.0	0.0		0.1	89.3	10.1	0.5		
Total %	0.8	0.7	1.0	0.0	2.5	2.7	66.6	9.8	0.1	79.3	0.0	0.0	0.0	0.0	0.0	0.0	16.3	1.8	0.1	18.2	
Exiting Leg Total					232					880					529					3421	5062
Cars	43	32	51	0	126	138	3272	478	5	3893	0	0	0	0	0	1	796	92	5	894	4913
% Cars	100.0	97.0	98.1	0.0	98.4	99.3	97.0	96.6	100.0	97.0	0.0	0.0	0.0	0.0	0.0	100.0	96.7	98.9	100.0	97.0	97.1
Exiting Leg Total					230					852					511					3320	4913
Heavy Vehicles	0	1	1	0	2	1	101	17	0	119	0	0	0	0	0	0	27	1	0	28	149
% Heavy Vehicles	0.0	3.0	1.9	0.0	1.6	0.7	3.0	3.4	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	1.1	0.0	3.0	2.9
Exiting Leg Total					2					28					18					101	149

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	8	4	6	0	18	16	452	68	1	537	0	0	0	0	0	0	118	12	2	132	687
4:30 PM	6	4	6	0	16	20	446	61	1	528	0	0	0	0	0	0	98	11	0	109	653
4:45 PM	5	4	5	0	14	27	401	49	0	477	0	0	0	0	0	0	97	13	0	110	601
5:00 PM	5	3	5	0	13	14	432	73	1	520	0	0	0	0	0	0	109	12	1	122	655
Total Volume	24	15	22	0	61	77	1731	251	3	2062	0	0	0	0	0	0	422	48	3	473	2596
% Approach Total	39.3	24.6	36.1	0.0		3.7	83.9	12.2	0.1		0.0	0.0	0.0	0.0		0.0	89.2	10.1	0.6		
PHF	0.750	0.938	0.917	0.000	0.847	0.713	0.957	0.860	0.750	0.960	0.000	0.000	0.000	0.000	0.000	0.000	0.894	0.923	0.375	0.896	0.945
Cars	24	14	22	0	60	77	1672	242	3	1994	0	0	0	0	0	0	415	48	3	466	2520
Cars %	100.0	93.3	100.0	0.0	98.4	100.0	96.6	96.4	100.0	96.7	0.0	0.0	0.0	0.0	0.0	0.0	98.3	100.0	100.0	98.5	97.1
Heavy Vehicles	0	1	0	0	1	0	59	9	0	68	0	0	0	0	0	0	7	0	0	7	76
Heavy Vehicles %	0.0	6.7	0.0	0.0	1.6	0.0	3.4	3.6	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.5	2.9
Cars Enter Leg	24	14	22	0	60	77	1672	242	3	1994	0	0	0	0	0	0	415	48	3	466	2520
Heavy Enter Leg	0	1	0	0	1	0	59	9	0	68	0	0	0	0	0	0	7	0	0	7	76
Total Entering Leg	24	15	22	0	61	77	1731	251	3	2062	0	0	0	0	0	0	422	48	3	473	2596
Cars Exiting Leg					125					440					256					1699	2520
Heavy Exiting Leg					0					7					10					59	76
Total Exiting Leg					125					447					266					1758	2596

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	4	5	9	0	18	14	413	59	2	488	0	0	0	0	0	0	96	14	0	110	616
4:15 PM	8	4	6	0	18	16	436	65	1	518	0	0	0	0	0	0	115	12	2	129	665
4:30 PM	6	3	6	0	15	20	429	59	1	509	0	0	0	0	0	0	97	11	0	108	632
4:45 PM	5	4	5	0	14	27	388	48	0	463	0	0	0	0	0	0	94	13	0	107	584
Total	23	16	26	0	65	77	1666	231	4	1978	0	0	0	0	0	0	402	50	2	454	2497
5:00 PM	5	3	5	0	13	14	419	70	1	504	0	0	0	0	0	0	109	12	1	122	639
5:15 PM	8	6	9	0	23	17	411	67	0	495	0	0	0	0	0	0	104	11	0	115	633
5:30 PM	2	4	5	0	11	21	406	50	0	477	0	0	0	0	0	0	94	6	0	100	588
5:45 PM	5	3	6	0	14	9	370	60	0	439	0	0	0	0	0	1	87	13	2	103	556
Total	20	16	25	0	61	61	1606	247	1	1915	0	0	0	0	0	1	394	42	3	440	2416
Grand Total	43	32	51	0	126	138	3272	478	5	3893	0	0	0	0	0	1	796	92	5	894	4913
Approach %	34.1	25.4	40.5	0.0		3.5	84.0	12.3	0.1		0.0	0.0	0.0	0.0		0.1	89.0	10.3	0.6		
Total %	0.9	0.7	1.0	0.0	2.6	2.8	66.6	9.7	0.1	79.2	0.0	0.0	0.0	0.0	0.0	0.0	16.2	1.9	0.1	18.2	
Exiting Leg Total					230					852					511					3320	4913

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	8	4	6	0	18	16	436	65	1	518	0	0	0	0	0	0	115	12	2	129	665
4:30 PM	6	3	6	0	15	20	429	59	1	509	0	0	0	0	0	0	97	11	0	108	632
4:45 PM	5	4	5	0	14	27	388	48	0	463	0	0	0	0	0	0	94	13	0	107	584
5:00 PM	5	3	5	0	13	14	419	70	1	504	0	0	0	0	0	0	109	12	1	122	639
Total Volume	24	14	22	0	60	77	1672	242	3	1994	0	0	0	0	0	0	415	48	3	466	2520
% Approach Total	40.0	23.3	36.7	0.0		3.9	83.9	12.1	0.2		0.0	0.0	0.0	0.0		0.0	89.1	10.3	0.6		
PHF	0.750	0.875	0.917	0.000	0.833	0.713	0.959	0.864	0.750	0.962	0.000	0.000	0.000	0.000	0.000	0.000	0.902	0.923	0.375	0.903	0.947
Entering Leg	24	14	22	0	60	77	1672	242	3	1994	0	0	0	0	0	0	415	48	3	466	2520
Exiting Leg					125					440					256					1699	2520
Total					185					2434					256					2165	5040

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	1	1	19	1	0	21	0	0	0	0	0	0	8	1	0	9	31
4:15 PM	0	0	0	0	0	0	16	3	0	19	0	0	0	0	0	0	3	0	0	3	22
4:30 PM	0	1	0	0	1	0	17	2	0	19	0	0	0	0	0	0	1	0	0	1	21
4:45 PM	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	0	3	0	0	3	17
Total	0	1	1	0	2	1	65	7	0	73	0	0	0	0	0	0	15	1	0	16	91
5:00 PM	0	0	0	0	0	0	13	3	0	16	0	0	0	0	0	0	0	0	0	0	16
5:15 PM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	3	0	0	3	9
5:30 PM	0	0	0	0	0	0	10	2	0	12	0	0	0	0	0	0	5	0	0	5	17
5:45 PM	0	0	0	0	0	0	9	3	0	12	0	0	0	0	0	0	4	0	0	4	16
Total	0	0	0	0	0	0	36	10	0	46	0	0	0	0	0	0	12	0	0	12	58
Grand Total	0	1	1	0	2	1	101	17	0	119	0	0	0	0	0	0	27	1	0	28	149
Approach %	0.0	50.0	50.0	0.0		0.8	84.9	14.3	0.0		0.0	0.0	0.0	0.0		0.0	96.4	3.6	0.0		
Total %	0.0	0.7	0.7	0.0	1.3	0.7	67.8	11.4	0.0	79.9	0.0	0.0	0.0	0.0	0.0	0.0	18.1	0.7	0.0	18.8	
Exiting Leg Total					2					28					18					101	149
Buses	0	0	1	0	1	0	2	11	0	13	0	0	0	0	0	0	2	1	0	3	17
% Buses	0.0	0.0	100.0	0.0	50.0	0.0	2.0	64.7	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	7.4	100.0	0.0	10.7	11.4
Exiting Leg Total					1					3					11					2	17
Single-Unit Trucks	0	1	0	0	1	1	71	6	0	78	0	0	0	0	0	0	19	0	0	19	98
% Single-Unit	0.0	100.0	0.0	0.0	50.0	100.0	70.3	35.3	0.0	65.5	0.0	0.0	0.0	0.0	0.0	0.0	70.4	0.0	0.0	67.9	65.8
Exiting Leg Total					1					19					7					71	98
Articulated Trucks	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	6	0	0	6	34
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	27.7	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	21.4	22.8
Exiting Leg Total					0					6					0					28	34

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	1	1	19	1	0	21	0	0	0	0	0	0	8	1	0	9	31
4:15 PM	0	0	0	0	0	0	16	3	0	19	0	0	0	0	0	0	3	0	0	3	22
4:30 PM	0	1	0	0	1	0	17	2	0	19	0	0	0	0	0	0	1	0	0	1	21
4:45 PM	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	0	3	0	0	3	17
Total Volume	0	1	1	0	2	1	65	7	0	73	0	0	0	0	0	0	15	1	0	16	91
% Approach Total	0.0	50.0	50.0	0.0		1.4	89.0	9.6	0.0		0.0	0.0	0.0	0.0		0.0	93.8	6.3	0.0		
PHF	0.000	0.250	0.250	0.000	0.500	0.250	0.855	0.583	0.000	0.869	0.000	0.000	0.000	0.000	0.000	0.000	0.469	0.250	0.000	0.444	0.734
Buses	0	0	1	0	1	0	1	4	0	5	0	0	0	0	0	0	0	1	0	1	7
Buses %	0.0	0.0	100.0	0.0	50.0	0.0	1.5	57.1	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	6.3	7.7
Single-Unit Trucks	0	1	0	0	1	1	42	3	0	46	0	0	0	0	0	0	11	0	0	11	58
Single-Unit %	0.0	100.0	0.0	0.0	50.0	100.0	64.6	42.9	0.0	63.0	0.0	0.0	0.0	0.0	0.0	0.0	73.3	0.0	0.0	68.8	63.7
Articulated Trucks	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	4	0	0	4	26
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	33.8	0.0	0.0	30.1	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0.0	0.0	25.0	28.6
Buses	0	0	1	0	1	0	1	4	0	5	0	0	0	0	0	0	0	1	0	1	7
Single-Unit Trucks	0	1	0	0	1	1	42	3	0	46	0	0	0	0	0	0	11	0	0	11	58
Articulated Trucks	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	4	0	0	4	26
Total Entering Leg	0	1	1	0	2	1	65	7	0	73	0	0	0	0	0	0	15	1	0	16	91
Buses					1					1					4					1	7
Single-Unit Trucks					1					11					4					42	58
Articulated Trucks					0					4					0					22	26
Total Exiting Leg					2					16					8					65	91

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	4	5	8	0	17	10	322	47	2	381	0	0	0	0	0	0	74	9	0	83	481
4:15 PM	7	2	5	0	14	14	353	49	1	417	0	0	0	0	0	0	89	10	1	100	531
4:30 PM	5	2	5	0	12	19	351	47	1	418	0	0	0	0	0	0	76	8	0	84	514
4:45 PM	3	4	4	0	11	21	320	39	0	380	0	0	0	0	0	0	77	9	0	86	477
Total	19	13	22	0	54	64	1346	182	4	1596	0	0	0	0	0	0	316	36	1	353	2003
5:00 PM	5	2	5	0	12	9	345	51	1	406	0	0	0	0	0	0	94	12	1	107	525
5:15 PM	6	5	9	0	20	15	331	55	0	401	0	0	0	0	0	0	88	10	0	98	519
5:30 PM	1	4	3	0	8	15	334	37	0	386	0	0	0	0	0	0	77	5	0	82	476
5:45 PM	5	3	5	0	13	6	288	46	0	340	0	0	0	0	0	1	69	10	2	82	435
Total	17	14	22	0	53	45	1298	189	1	1533	0	0	0	0	0	1	328	37	3	369	1955
Grand Total	36	27	44	0	107	109	2644	371	5	3129	0	0	0	0	0	1	644	73	4	722	3958
Approach %	33.6	25.2	41.1	0.0		3.5	84.5	11.9	0.2		0.0	0.0	0.0	0.0		0.1	89.2	10.1	0.6		
Total %	0.9	0.7	1.1	0.0	2.7	2.8	66.8	9.4	0.1	79.1	0.0	0.0	0.0	0.0	0.0	0.0	16.3	1.8	0.1	18.2	
Exiting Leg Total					182					693					399					2684	3958

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	7	2	5	0	14	14	353	49	1	417	0	0	0	0	0	0	89	10	1	100	531
4:30 PM	5	2	5	0	12	19	351	47	1	418	0	0	0	0	0	0	76	8	0	84	514
4:45 PM	3	4	4	0	11	21	320	39	0	380	0	0	0	0	0	0	77	9	0	86	477
5:00 PM	5	2	5	0	12	9	345	51	1	406	0	0	0	0	0	0	94	12	1	107	525
Total Volume	20	10	19	0	49	63	1369	186	3	1621	0	0	0	0	0	0	336	39	2	377	2047
% Approach Total	40.8	20.4	38.8	0.0		3.9	84.5	11.5	0.2		0.0	0.0	0.0	0.0		0.0	89.1	10.3	0.5		
PHF	0.714	0.625	0.950	0.000	0.875	0.750	0.970	0.912	0.750	0.969	0.000	0.000	0.000	0.000	0.000	0.000	0.894	0.813	0.500	0.881	0.964
Entering Leg	20	10	19	0	49	63	1369	186	3	1621	0	0	0	0	0	0	336	39	2	377	2047
Exiting Leg					102					358					196					1391	2047
Total					151					1979					196					1768	4094

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	1	4	90	12	0	106	0	0	0	0	0	0	22	4	0	26	133
4:15 PM	1	2	1	0	4	2	77	15	0	94	0	0	0	0	0	0	26	2	1	29	127
4:30 PM	1	1	1	0	3	1	77	12	0	90	0	0	0	0	0	0	21	3	0	24	117
4:45 PM	0	0	1	0	1	5	66	9	0	80	0	0	0	0	0	0	17	4	0	21	102
Total	2	3	4	0	9	12	310	48	0	370	0	0	0	0	0	0	86	13	1	100	479
5:00 PM	0	1	0	0	1	5	71	19	0	95	0	0	0	0	0	0	15	0	0	15	111
5:15 PM	2	1	0	0	3	2	80	12	0	94	0	0	0	0	0	0	16	1	0	17	114
5:30 PM	1	0	2	0	3	6	71	13	0	90	0	0	0	0	0	0	17	1	0	18	111
5:45 PM	0	0	1	0	1	3	80	14	0	97	0	0	0	0	0	0	18	3	0	21	119
Total	3	2	3	0	8	16	302	58	0	376	0	0	0	0	0	0	66	5	0	71	455
Grand Total	5	5	7	0	17	28	612	106	0	746	0	0	0	0	0	0	152	18	1	171	934
Approach %	29.4	29.4	41.2	0.0		3.8	82.0	14.2	0.0		0.0	0.0	0.0	0.0		0.0	88.9	10.5	0.6		
Total %	0.5	0.5	0.7	0.0	1.8	3.0	65.5	11.3	0.0	79.9	0.0	0.0	0.0	0.0	0.0	0.0	16.3	1.9	0.1	18.3	
Exiting Leg Total					46					159					111					618	934

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Church Lane from North					Scenic Highway (Route 6) from East					Route 6 EB Onramp from South					Scenic Highway (Route 6) from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	1	4	90	12	0	106	0	0	0	0	0	0	22	4	0	26	133
4:15 PM	1	2	1	0	4	2	77	15	0	94	0	0	0	0	0	0	26	2	1	29	127
4:30 PM	1	1	1	0	3	1	77	12	0	90	0	0	0	0	0	0	21	3	0	24	117
4:45 PM	0	0	1	0	1	5	66	9	0	80	0	0	0	0	0	0	17	4	0	21	102
Total Volume	2	3	4	0	9	12	310	48	0	370	0	0	0	0	0	0	86	13	1	100	479
% Approach Total	22.2	33.3	44.4	0.0		3.2	83.8	13.0	0.0		0.0	0.0	0.0	0.0		0.0	86.0	13.0	1.0		
PHF	0.500	0.375	1.000	0.000	0.563	0.600	0.861	0.800	0.000	0.873	0.000	0.000	0.000	0.000	0.000	0.000	0.827	0.813	0.250	0.862	0.900
Entering Leg	2	3	4	0	9	12	310	48	0	370	0	0	0	0	0	0	86	13	1	100	479
Exiting Leg					25					90					51					313	479
Total					34					460					51					413	958

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3
4:15 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	1	4	0	5	0	0	0	0	0	0	0	1	0	1	7
5:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	1	7	0	8	0	0	0	0	0	0	2	0	0	2	10
Grand Total	0	0	1	0	1	0	2	11	0	13	0	0	0	0	0	0	2	1	0	3	17
Approach %	0.0	0.0	100.0	0.0		0.0	15.4	84.6	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		
Total %	0.0	0.0	5.9	0.0	5.9	0.0	11.8	64.7	0.0	76.5	0.0	0.0	0.0	0.0	0.0	0.0	11.8	5.9	0.0	17.6	
Exiting Leg Total					1					3					11					2	17

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3
4:15 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	1	0	1	4	0	5	0	0	0	0	0	0	0	1	0	1	7
% Approach Total	0.0	0.0	100.0	0.0		0.0	20.0	80.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.500	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.583
Entering Leg	0	0	1	0	1	0	1	4	0	5	0	0	0	0	0	0	0	1	0	1	7
Exiting Leg					1					1					4					1	7
Total					2					6					4					2	14

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	4	0	0	4	18
4:15 PM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	3	0	0	3	12
4:30 PM	0	1	0	0	1	0	14	1	0	15	0	0	0	0	0	0	1	0	0	1	17
4:45 PM	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	3	0	0	3	11
Total	0	1	0	0	1	1	42	3	0	46	0	0	0	0	0	0	11	0	0	11	58
5:00 PM	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	0	0	0	0	0	14
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
5:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	10
5:45 PM	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	0	2	0	0	2	11
Total	0	0	0	0	0	0	29	3	0	32	0	0	0	0	0	0	8	0	0	8	40
Grand Total	0	1	0	0	1	1	71	6	0	78	0	0	0	0	0	0	19	0	0	19	98
Approach %	0.0	100.0	0.0	0.0		1.3	91.0	7.7	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	1.0	0.0	0.0	1.0	1.0	72.4	6.1	0.0	79.6	0.0	0.0	0.0	0.0	0.0	0.0	19.4	0.0	0.0	19.4	
Exiting Leg Total					1					19					7					71	98

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	4	0	0	4	18
4:15 PM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	3	0	0	3	12
4:30 PM	0	1	0	0	1	0	14	1	0	15	0	0	0	0	0	0	1	0	0	1	17
4:45 PM	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	3	0	0	3	11
Total Volume	0	1	0	0	1	1	42	3	0	46	0	0	0	0	0	0	11	0	0	11	58
% Approach Total	0.0	100.0	0.0	0.0		2.2	91.3	6.5	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.750	0.750	0.000	0.767	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.688	0.806
Entering Leg	0	1	0	0	1	1	42	3	0	46	0	0	0	0	0	0	11	0	0	11	58
Exiting Leg					1					11					4					42	58
Total					2					57					4					53	116

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
4:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	4	0	0	4	26
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
Grand Total	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	6	0	0	6	34
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	82.4	0.0	0.0	82.4	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0	17.6	
Exiting Leg Total					0					6					0					28	34

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Church Lane					Scenic Highway (Route 6)					Route 6 EB Onramp					Scenic Highway (Route 6)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
4:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
Total Volume	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	4	0	0	4	26
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.000	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.650
Entering Leg	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	4	0	0	4	26
Exiting Leg					0					4					0					22	26
Total					0					26					0					26	52

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Bicycles (on Roadway and Crosswalks)**

	Church Lane							Scenic Highway (Route 6)							Route 6 EB Onramp							Scenic Highway (Route 6)							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Church Lane							Scenic Highway (Route 6)							Route 6 EB Onramp							Scenic Highway (Route 6)							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186377 G**
Location: **N: Church Lane S: Route 6 EB Onramp**
Location: **E: Scenic Highway (Route 6) W: Scenic Highway (Route 6)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Church Lane							Scenic Highway (Route 6)							Route 6 EB Onramp							Scenic Highway (Route 6)							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Church Lane							Scenic Highway (Route 6)							Route 6 EB Onramp							Scenic Highway (Route 6)							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Righ	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	53	0	4	0	0	57	0	0	0	0	0	0	0	0	0	0	42	1	0	43	0	0	0	0	0	0	0	0	47	0	0	0	0	47	0	0	0	0	0	0	0	147
7:15 AM	0	53	0	3	0	0	56	0	0	0	0	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	0	0	0	80	0	0	0	0	80	0	0	0	0	0	0	0	185
7:30 AM	1	72	0	1	0	0	74	0	0	0	0	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	0	0	81	0	0	0	0	81	0	0	0	0	0	0	0	198
7:45 AM	0	55	1	5	0	0	61	0	0	0	0	0	0	0	0	0	0	57	2	0	59	1	0	0	0	2	0	3	0	103	0	0	0	0	103	1	0	0	0	0	0	1	227
Total	1	233	1	13	0	0	248	0	0	0	0	0	0	0	0	0	0	191	3	0	194	1	0	0	0	2	0	3	0	311	0	0	0	0	311	1	0	0	0	0	0	1	757
8:00 AM	0	60	1	1	0	0	62	0	0	0	0	0	0	0	0	0	0	40	1	0	41	0	0	0	0	3	0	3	0	69	0	0	0	0	69	0	0	0	0	0	0	0	175
8:15 AM	0	65	0	4	0	0	69	0	0	0	0	0	0	0	0	0	0	45	0	0	45	1	0	0	0	0	0	1	0	89	0	0	0	0	89	0	0	0	0	0	0	0	204
8:30 AM	0	80	0	1	0	0	81	0	0	0	0	0	0	0	0	0	0	46	0	0	46	1	0	0	0	0	0	1	0	89	0	0	0	0	89	0	0	0	0	0	0	0	217
8:45 AM	0	75	1	5	0	0	81	0	0	0	0	0	0	0	0	0	0	46	0	0	46	3	0	0	0	0	0	3	0	74	0	0	0	0	74	0	0	0	0	0	0	0	204
Total	0	280	2	11	0	0	293	0	0	0	0	0	0	0	0	0	0	177	1	0	178	5	0	0	0	3	0	8	0	321	0	0	0	0	321	0	0	0	0	0	0	0	800
Grand Total	1	513	3	24	0	0	541	0	0	0	0	0	0	0	0	0	0	368	4	0	372	6	0	0	0	5	0	11	0	632	0	0	0	0	632	1	0	0	0	0	0	1	1557
Approach %	0.2	94.8	0.6	4.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	98.9	1.1	0.0		54.5	0.0	0.0	0.0	45.5	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.1	32.9	0.2	1.5	0.0	0.0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.6	0.3	0.0	23.9	0.4	0.0	0.0	0.0	0.3	0.0	0.7	0.0	40.6	0.0	0.0	0.0	0.0	40.6	0.1	0.0	0.0	0.0	0.0	0.0	0.1	
Exiting Leg Total							0							0							662							7							887							1	1557
Cars	1	503	2	24	0	0	530	0	0	0	0	0	0	0	0	0	0	345	3	0	348	5	0	0	0	4	0	9	0	562	0	0	0	0	562	1	0	0	0	0	0	1	1450
% Cars	100.0	98.1	66.7	100.0	0.0	0.0	98.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.8	75.0	0.0	93.5	83.3	0.0	0.0	0.0	80.0	0.0	81.8	0.0	88.9	0.0	0.0	0.0	0.0	88.9	100.0	0.0	0.0	0.0	0.0	0.0	100.0	93.1
Exiting Leg Total							0							0							591							5							853							1	1450
Heavy Vehicles	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	23	1	0	24	1	0	0	0	1	0	2	0	70	0	0	0	0	70	0	0	0	0	0	0	0	107
% Heavy Vehicles	0.0	1.9	33.3	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	25.0	0.0	6.5	16.7	0.0	0.0	0.0	20.0	0.0	18.2	0.0	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9
Exiting Leg Total							0							0							71							2							34							0	107

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Righ	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:45 AM	0	55	1	5	0	0	61	0	0	0	0	0	0	0	0	0	0	57	2	0	59	1	0	0	0	2	0	3	0	103	0	0	0	0	103	1	0	0	0	0	0	1	227
8:00 AM	0	60	1	1	0	0	62	0	0	0	0	0	0	0	0	0	0	40	1	0	41	0	0	0	0	3	0	3	0	69	0	0	0	0	69	0	0	0	0	0	0	0	175
8:15 AM	0	65	0	4	0	0	69	0	0	0	0	0	0	0	0	0	0	45	0	0	45	1	0	0	0	0	0	1	0	89	0	0	0	0	89	0	0	0	0	0	0	0	204
8:30 AM	0	80	0	1	0	0	81	0	0	0	0	0	0	0	0	0	0	46	0	0	46	1	0	0	0	0	0	1	0	89	0	0	0	0	89	0	0	0	0	0	0	0	217
Total Volume	0	260	2	11	0	0	273	0	0	0	0	0	0	0	0	0	0	188	3	0	191	3	0	0	0	5	0	8	0	350	0	0	0	0	350	1	0	0	0	0	0	1	823
% Approach Total	0.0	95.2	0.7	4.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	98.4	1.6	0.0		37.5	0.0	0.0	0.0	62.5	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.813	0.500	0.550	0.000	0.000	0.843	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.825	0.375	0.000	0.809	0.750	0.000	0.000	0.000	0.417	0.000	0.667	0.000	0.850	0.000	0.000	0.000	0.000	0.850	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.906
Cars	0	254	2	11	0	0	267	0	0	0	0	0	0	0	0	0	0	174	2	0	176	3	0	0	0	4	0	7	0	311	0	0	0	0	311	1	0	0	0	0	0	1	762
Cars %	0.0	97.7	100.0	100.0	0.0	0.0	97.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.6	66.7	0.0	92.1	100.0	0.0	0.0	0.0	80.0	0.0	87.5	0.0	88.9	0.0	0.0	0.0	0.0	88.9	100.0	0.0	0.0	0.0	0.0	0.0	100.0	92.6
Heavy Vehicles	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	14	1	0	15	0	0	0	0	1	0	1	0	39	0	0	0	0	39	0	0	0	0	0	0	0	61
Heavy Vehicles %	0.0	2.3	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	33.3	0.0	7.9	0.0	0.0	0.0	0.0	20.0	0.0	12.5	0.0	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4
Cars Enter Leg	0	254	2	11	0	0	267	0	0	0	0	0	0	0	0	0	0	174	2	0	176	3	0	0	0	4	0	7	0	311	0	0	0	0	311	1	0	0	0	0	0	1	762
Heavy Enter Leg	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	14	1	0	15	0	0	0	0	1	0	1	0	39	0	0	0	0	39	0	0	0	0	0	0	0	61
Total Entering Leg	0	260	2	11	0	0	273	0	0	0	0	0	0	0	0	0	0	188	3	0	191	3	0	0	0	5	0	8	0	350	0	0	0	0	350	1	0	0	0	0	0	1	823
Cars Exiting Leg							0							0							325							4							433							0	762
Heavy Exiting Leg							0							0							39							1							21							0	61
Total Exiting Leg							0							0							364							5							454							0	823

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	53	0	4	0	0	57	0	0	0	0	0	0	0	0	0	0	39	1	0	40	0	0	0	0	0	0	0	0	41	0	0	0	0	41	0	0	0	0	0	0	0	138
7:15 AM	0	53	0	3	0	0	56	0	0	0	0	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	0	0	69	0	0	0	0	69	0	0	0	0	0	0	0	172
7:30 AM	1	69	0	1	0	0	71	0	0	0	0	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	0	0	73	0	0	0	0	73	0	0	0	0	0	0	0	183
7:45 AM	0	54	1	5	0	0	60	0	0	0	0	0	0	0	0	0	0	53	1	0	54	1	0	0	0	1	0	2	0	95	0	0	0	0	95	1	0	0	0	0	0	1	212
Total	1	229	1	13	0	0	244	0	0	0	0	0	0	0	0	0	0	178	2	0	180	1	0	0	0	1	0	2	0	278	0	0	0	0	278	1	0	0	0	0	0	1	705
8:00 AM	0	59	1	1	0	0	61	0	0	0	0	0	0	0	0	0	0	36	1	0	37	0	0	0	0	3	0	3	0	61	0	0	0	0	61	0	0	0	0	0	0	0	162
8:15 AM	0	63	0	4	0	0	67	0	0	0	0	0	0	0	0	0	0	42	0	0	42	1	0	0	0	0	0	1	0	77	0	0	0	0	77	0	0	0	0	0	0	0	187
8:30 AM	0	78	0	1	0	0	79	0	0	0	0	0	0	0	0	0	0	43	0	0	43	1	0	0	0	0	0	1	0	78	0	0	0	0	78	0	0	0	0	0	0	0	201
8:45 AM	0	74	0	5	0	0	79	0	0	0	0	0	0	0	0	0	0	46	0	0	46	2	0	0	0	0	0	2	0	68	0	0	0	0	68	0	0	0	0	0	0	0	195
Total	0	274	1	11	0	0	286	0	0	0	0	0	0	0	0	0	0	167	1	0	168	4	0	0	0	3	0	7	0	284	0	0	0	0	284	0	0	0	0	0	0	0	745
Grand Total	1	503	2	24	0	0	530	0	0	0	0	0	0	0	0	0	0	345	3	0	348	5	0	0	0	4	0	9	0	562	0	0	0	0	562	1	0	0	0	0	0	1	1450
Approach %	0.2	94.9	0.4	4.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	99.1	0.9	0.0		55.6	0.0	0.0	0.0	44.4	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.1	34.7	0.1	1.7	0.0	0.0	36.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	0.2	0.0	24.0	0.3	0.0	0.0	0.0	0.3	0.0	0.6	0.0	38.8	0.0	0.0	0.0	0.0	38.8	0.1	0.0	0.0	0.0	0.0	0.0	0.1	
Exiting Leg Total							0							0							591							5							853							1	1450

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:45 AM	0	54	1	5	0	0	60	0	0	0	0	0	0	0	0	0	0	53	1	0	54	1	0	0	0	1	0	2	0	95	0	0	0	0	95	1	0	0	0	0	0	1	212
8:00 AM	0	59	1	1	0	0	61	0	0	0	0	0	0	0	0	0	0	36	1	0	37	0	0	0	0	3	0	3	0	61	0	0	0	0	61	0	0	0	0	0	0	0	162
8:15 AM	0	63	0	4	0	0	67	0	0	0	0	0	0	0	0	0	0	42	0	0	42	1	0	0	0	0	0	1	0	77	0	0	0	0	77	0	0	0	0	0	0	0	187
8:30 AM	0	78	0	1	0	0	79	0	0	0	0	0	0	0	0	0	0	43	0	0	43	1	0	0	0	0	0	1	0	78	0	0	0	0	78	0	0	0	0	0	0	0	201
Total Volume	0	254	2	11	0	0	267	0	0	0	0	0	0	0	0	0	0	174	2	0	176	3	0	0	0	4	0	7	0	311	0	0	0	0	311	1	0	0	0	0	0	1	762
% Approach Total	0.0	95.1	0.7	4.1	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	98.9	1.1	0.0		42.9	0.0	0.0	0.0	57.1	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.814	0.500	0.550	0.000	0.000	0.845	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.821	0.500	0.000	0.815	0.750	0.000	0.000	0.000	0.333	0.000	0.583	0.000	0.818	0.000	0.000	0.000	0.000	0.818	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.899
Entering Leg	0	254	2	11	0	0	267	0	0	0	0	0	0	0	0	0	0	174	2	0	176	3	0	0	0	4	0	7	0	311	0	0	0	0	311	1	0	0	0	0	0	1	762
Exiting Leg							0							0							325							4							433							0	762
Total							267							0							501							11							744							1	1524

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	13
7:30 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	15
7:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	1	0	1	0	8	0	0	0	0	8	0	0	0	0	0	0	0	15
Total	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	13	1	0	14	0	0	0	0	1	0	1	0	33	0	0	0	0	33	0	0	0	0	0	0	0	52
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	13
8:15 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	17
8:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	16
8:45 AM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	6	0	0	0	0	6	0	0	0	0	0	0	0	9
Total	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10	0	0	10	1	0	0	0	0	0	1	0	37	0	0	0	0	37	0	0	0	0	0	0	0	55
Grand Total	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	23	1	0	24	1	0	0	0	1	0	2	0	70	0	0	0	0	70	0	0	0	0	0	0	0	107
Approach %	0.0	90.9	9.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	95.8	4.2	0.0		50.0	0.0	0.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	9.3	0.9	0.0	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.5	0.9	0.0	22.4	0.9	0.0	0.0	0.0	0.9	0.0	1.9	0.0	65.4	0.0	0.0	0.0	0.0	65.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							71							2							34							0	107
Buses	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	6
% Buses	0.0	30.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Exiting Leg Total							0							0							2							0							4							0	6
Single-Unit Trucks	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	17	1	0	18	1	0	0	0	1	0	2	0	42	0	0	0	0	42	0	0	0	0	0	0	0	68
% Single-Unit	0.0	50.0	100.0	0.0	0.0	0.0	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	73.9	100.0	0.0	75.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	60.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.6
Exiting Leg Total							0							0							43							2							23							0	68
Articulated Trucks	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	26	0	0	0	0	26	0	0	0	0	0	0	0	33
% Articulated	0.0	20.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7	0.0	0.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.1	0.0	0.0	0.0	0.0	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.8
Exiting Leg Total							0							0							26							0							7							0	33

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	1	0	1	0	8	0	0	0	0	8	0	0	0	0	0	0	0	15
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	13
8:15 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	17
8:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	16
Total Volume	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	14	1	0	15	0	0	0	0	1	0	1	0	39	0	0	0	0	39	0	0	0	0	0	0	0	61
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	93.3	6.7	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.813	0.000	0.000	0.000	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.897
Buses	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
Buses %	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6
Single-Unit Trucks	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	1	0	1	0	22	0	0	0	0	22	0	0	0	0	0	0	0	37
Single-Unit %	0.0	66.7	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.3	100.0	0.0	66.7	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	56.4	0.0	0.0	0.0	0.0	56.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.7
Articulated Trucks	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	20
Articulated %	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.8
Buses	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
Single-Unit Trucks	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	1	0	1	0	22	0	0	0	0	22	0	0	0	0	0	0	0	37
Articulated Trucks	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	20
Total Entering Leg	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	14	1	0	15	0	0	0	0	1	0	1	0	39	0	0	0	0	39	0	0	0	0	0	0	0	61
Buses							0							0							2							0							2							0	4
Single-Unit Trucks							0							0							22							1							14							0	37
Articulated Trucks							0							0							15							0							5							0	20
Total Exiting Leg							0							0							39							1							21							0	61

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	43	0	1	0	0	44	0	0	0	0	0	0	0	0	0	0	34	1	0	35	0	0	0	0	0	0	0	0	28	0	0	0	0	28	0	0	0	0	0	0	0	107
7:15 AM	0	42	0	2	0	0	44	0	0	0	0	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	0	0	51	0	0	0	0	51	0	0	0	0	0	0	0	133
7:30 AM	1	58	0	1	0	0	60	0	0	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	0	0	56	0	0	0	0	56	0	0	0	0	0	0	0	147
7:45 AM	0	50	1	3	0	0	54	0	0	0	0	0	0	0	0	0	0	41	1	0	42	1	0	0	0	1	0	2	0	68	0	0	0	0	68	1	0	0	0	0	0	1	167
Total	1	193	1	7	0	0	202	0	0	0	0	0	0	0	0	0	0	144	2	0	146	1	0	0	0	1	0	2	0	203	0	0	0	0	203	1	0	0	0	0	0	1	554
8:00 AM	0	50	1	1	0	0	52	0	0	0	0	0	0	0	0	0	0	25	1	0	26	0	0	0	0	3	0	3	0	46	0	0	0	0	46	0	0	0	0	0	0	0	127
8:15 AM	0	56	0	2	0	0	58	0	0	0	0	0	0	0	0	0	0	37	0	0	37	1	0	0	0	0	0	1	0	65	0	0	0	0	65	0	0	0	0	0	0	0	161
8:30 AM	0	66	0	1	0	0	67	0	0	0	0	0	0	0	0	0	0	34	0	0	34	1	0	0	0	0	0	1	0	55	0	0	0	0	55	0	0	0	0	0	0	0	157
8:45 AM	0	60	0	2	0	0	62	0	0	0	0	0	0	0	0	0	0	36	0	0	36	1	0	0	0	0	0	1	0	50	0	0	0	0	50	0	0	0	0	0	0	0	149
Total	0	232	1	6	0	0	239	0	0	0	0	0	0	0	0	0	0	132	1	0	133	3	0	0	0	3	0	6	0	216	0	0	0	0	216	0	0	0	0	0	0	0	594
Grand Total	1	425	2	13	0	0	441	0	0	0	0	0	0	0	0	0	0	276	3	0	279	4	0	0	0	4	0	8	0	419	0	0	0	0	419	1	0	0	0	0	0	1	1148
Approach %	0.2	96.4	0.5	2.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	98.9	1.1	0.0		50.0	0.0	0.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.1	37.0	0.2	1.1	0.0	0.0	38.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	0.3	0.0	24.3	0.3	0.0	0.0	0.0	0.3	0.0	0.7	0.0	36.5	0.0	0.0	0.0	0.0	36.5	0.1	0.0	0.0	0.0	0.0	0.0	0.1	
Exiting Leg Total							0							0							436							5							706							1	1148

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:45 AM	0	50	1	3	0	0	54	0	0	0	0	0	0	0	0	0	0	41	1	0	42	1	0	0	0	1	0	2	0	68	0	0	0	0	68	1	0	0	0	0	0	1	167
8:00 AM	0	50	1	1	0	0	52	0	0	0	0	0	0	0	0	0	0	25	1	0	26	0	0	0	0	3	0	3	0	46	0	0	0	0	46	0	0	0	0	0	0	0	127
8:15 AM	0	56	0	2	0	0	58	0	0	0	0	0	0	0	0	0	0	37	0	0	37	1	0	0	0	0	0	1	0	65	0	0	0	0	65	0	0	0	0	0	0	0	161
8:30 AM	0	66	0	1	0	0	67	0	0	0	0	0	0	0	0	0	0	34	0	0	34	1	0	0	0	0	0	1	0	55	0	0	0	0	55	0	0	0	0	0	0	0	157
Total Volume	0	222	2	7	0	0	231	0	0	0	0	0	0	0	0	0	0	137	2	0	139	3	0	0	0	4	0	7	0	234	0	0	0	0	234	1	0	0	0	0	0	1	612
% Approach Total	0.0	96.1	0.9	3.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	98.6	1.4	0.0		42.9	0.0	0.0	0.0	57.1	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.841	0.500	0.583	0.000	0.000	0.862	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.835	0.500	0.000	0.827	0.750	0.000	0.000	0.000	0.333	0.000	0.583	0.000	0.860	0.000	0.000	0.000	0.000	0.860	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.916
Entering Leg	0	222	2	7	0	0	231	0	0	0	0	0	0	0	0	0	0	137	2	0	139	3	0	0	0	4	0	7	0	234	0	0	0	0	234	1	0	0	0	0	0	1	612
Exiting Leg							0							0							244							4							364							0	612
Total							231							0							383							11							598							1	1224

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	10	0	3	0	0	13	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	31
7:15 AM	0	11	0	1	0	0	12	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	39
7:30 AM	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	36
7:45 AM	0	4	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	45
Total	0	36	0	6	0	0	42	0	0	0	0	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	151
8:00 AM	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	35
8:15 AM	0	7	0	2	0	0	9	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	26
8:30 AM	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	42
8:45 AM	0	14	0	3	0	0	17	0	0	0	0	0	0	0	0	0	0	10	0	0	10	1	0	0	0	0	0	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Total	0	42	0	5	0	0	47	0	0	0	0	0	0	0	0	0	0	35	0	0	35	1	0	0	0	0	0	1	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	149
Grand Total	0	78	0	11	0	0	89	0	0	0	0	0	0	0	0	0	0	69	0	0	69	1	0	0	0	0	0	1	0	141	0	0	0	0	0	0	0	0	0	0	0	0	0	300
Approach %	0.0	87.6	0.0	12.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	26.0	0.0	3.7	0.0	0.0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	23.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	47.0	0.0	0.0	0.0	0.0	47.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							153							0							147							0	300

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:15 AM	0	11	0	1	0	0	12	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	39
7:30 AM	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	36
7:45 AM	0	4	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	45
8:00 AM	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	35
Total Volume	0	35	0	3	0	0	38	0	0	0	0	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	155
% Approach Total	0.0	92.1	0.0	7.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.795	0.000	0.375	0.000	0.000	0.792	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.713	0.000	0.000	0.000	0.000	0.713	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.861
Entering Leg	0	35	0	3	0	0	38	0	0	0	0	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	155
Exiting Leg							0							0							80							0							75							0	155
Total							38							0							120							0							152							0	310

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
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Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	3
Grand Total	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							2							0							4							0	6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	5
Exiting Leg							0							0							1							0							4							0	5
Total							3							0							2							0							5							0	10

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	8
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	9
7:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	1	0	1	0	4	0	0	0	0	4	0	0	0	0	0	0	0	9
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	1	0	1	0	20	0	0	0	0	20	0	0	0	0	0	0	0	33
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	8
8:15 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	12
8:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	8
8:45 AM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	4	0	0	0	0	4	0	0	0	0	0	0	0	7
Total	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	0	0	0	0	0	1	0	22	0	0	0	0	22	0	0	0	0	0	0	0	35
Grand Total	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	17	1	0	18	1	0	0	0	1	0	2	0	42	0	0	0	0	42	0	0	0	0	0	0	0	68
Approach %	0.0	83.3	16.7	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	94.4	5.6	0.0		50.0	0.0	0.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	7.4	1.5	0.0	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.5	0.0	26.5	1.5	0.0	0.0	0.0	1.5	0.0	2.9	0.0	61.8	0.0	0.0	0.0	0.0	61.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							43							2							23							0	68

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	9
7:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	1	0	1	0	4	0	0	0	0	4	0	0	0	0	0	0	0	9
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	8
8:15 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	12
Total Volume	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	1	0	1	0	23	0	0	0	0	23	0	0	0	0	0	0	0	38
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.250	0.000	0.917	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.719	0.000	0.000	0.000	0.000	0.719	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.792
Entering Leg	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	1	0	1	0	23	0	0	0	0	23	0	0	0	0	0	0	0	38
Exiting Leg							0							0							23							1							14							0	38
Total							3							0							34							2							37							0	76

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	5
7:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	5
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	16
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	4
8:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	17
Grand Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	26	0	0	0	0	26	0	0	0	0	0	0	0	33
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	6.1	0.0	0.0	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.2	0.0	0.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.8	0.0	0.0	0.0	0.0	78.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							26							0							7							0	33

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	4
8:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	7
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	20
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.714
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	20
Exiting Leg							0							0							15							0							5							0	20
Total							1							0							19							0							20							0	40

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Adams Street from North									Canal Cafe Dr from Northeast									Cranberry Highway from East									Adams Street from South									Cranberry Highway from West									Access Road from Northwest									
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SES	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	CW-NES	CW-SWB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total									0									0									0									0									0									0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Adams Street from North									Canal Cafe Dr from Northeast									Cranberry Highway from East									Adams Street from South									Cranberry Highway from West									Access Road from Northwest									
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SES	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	CW-NES	CW-SWB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg									0									0									0									0									0									0	0
Total									0									0									0									0									0									0	0

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Adams Street from North									Canal Cafe Dr from Northeast									Cranberry Highway from East									Adams Street from South									Cranberry Highway from West									Access Road from Northwest									
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0	0	0	0	0	0	0	0		0	0	0	0	0	0	100	0		0	0	0	0	0	0	100	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	50	0	0	0	0	0	0	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total									0									1									1									0									0									0	2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Adams Street from North									Canal Cafe Dr from Northeast									Cranberry Highway from East									Adams Street from South									Cranberry Highway from West									Access Road from Northwest									
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg									0									1									1									0									0									0	2
Total									0									2									2									0									0									0	4

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:00 PM	1	70	0	5	0	0	76	0	0	0	0	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	0	0	0	94	0	0	0	0	94	1	0	1	0	0	0	2	259
4:15 PM	2	80	0	4	1	0	87	0	0	0	0	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	0	0	0	102	0	0	0	0	102	0	0	0	0	0	0	0	250
4:30 PM	1	63	0	2	1	0	67	0	0	0	0	0	0	0	0	0	0	90	2	0	92	1	0	0	0	0	0	1	2	120	0	0	0	0	122	0	0	1	2	0	0	3	285
4:45 PM	0	91	1	4	1	0	97	0	1	0	0	1	0	2	0	0	0	72	0	0	72	1	0	0	0	1	0	2	0	138	0	0	0	0	138	0	0	0	0	0	0	0	311
Total	4	304	1	15	3	0	327	0	1	0	0	1	0	2	0	0	0	310	2	0	312	2	0	0	0	1	0	3	2	454	0	0	0	0	456	1	0	2	2	0	0	5	1105
5:00 PM	1	82	0	7	0	0	90	0	0	0	0	0	0	0	0	0	0	81	2	0	83	1	0	0	0	0	0	1	0	98	0	0	1	0	99	0	0	0	0	0	0	0	273
5:15 PM	1	79	0	4	2	0	86	0	0	0	0	0	0	0	0	0	0	70	0	0	70	0	0	0	0	0	0	0	1	117	0	0	0	0	118	0	0	0	0	0	0	0	274
5:30 PM	0	75	0	6	0	0	81	0	0	0	0	0	0	0	0	0	0	72	3	0	75	4	0	0	0	0	0	4	0	124	0	0	0	0	124	0	0	0	0	0	0	0	284
5:45 PM	1	74	1	4	2	0	82	0	0	0	0	0	0	0	0	0	0	56	2	0	58	1	0	0	0	0	0	1	0	85	0	0	0	0	85	0	0	0	0	0	0	0	226
Total	3	310	1	21	4	0	339	0	0	0	0	0	0	0	0	0	0	279	7	0	286	6	0	0	0	0	0	6	1	424	0	0	1	0	426	0	0	0	0	0	0	0	1057
Grand Total	7	614	2	36	7	0	666	0	1	0	0	1	0	2	0	0	0	589	9	0	598	8	0	0	0	1	0	9	3	878	0	0	1	0	882	1	0	2	2	0	0	5	2162
Approach %	1.1	92.2	0.3	5.4	1.1	0.0		0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	0.0	98.5	1.5	0.0		88.9	0.0	0.0	0.0	11.1	0.0		0.3	99.5	0.0	0.0	0.1	0.0		20.0	0.0	40.0	40.0	0.0	0.0		
Total %	0.3	28.4	0.1	1.7	0.3	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	27.2	0.4	0.0	27.7	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.1	40.6	0.0	0.0	0.0	0.0	40.8	0.0	0.0	0.1	0.1	0.0	0.0	0.2	
Exiting Leg Total							0							9							925							14							1205							9	2162
Cars	7	611	2	36	7	0	663	0	1	0	0	1	0	2	0	0	0	568	9	0	577	8	0	0	0	1	0	9	3	843	0	0	1	0	847	1	0	2	2	0	0	5	2103
% Cars	100.0	99.5	100.0	100.0	100.0	0.0	99.5	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	96.4	100.0	0.0	96.5	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	96.0	0.0	0.0	100.0	0.0	96.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	97.3
Exiting Leg Total							0							9							890							14							1181							9	2103
Heavy Vehicles	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	0	35	0	0	0	0	35	0	0	0	0	0	0	0	59
% Heavy Vehicles	0.0	0.5	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
Exiting Leg Total							0							0							35							0							24							0	59

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:30 PM	1	63	0	2	1	0	67	0	0	0	0	0	0	0	0	0	0	90	2	0	92	1	0	0	0	0	0	1	2	120	0	0	0	0	122	0	0	1	2	0	0	3	285
4:45 PM	0	91	1	4	1	0	97	0	1	0	0	1	0	2	0	0	0	72	0	0	72	1	0	0	0	1	0	2	0	138	0	0	0	0	138	0	0	0	0	0	0	0	311
5:00 PM	1	82	0	7	0	0	90	0	0	0	0	0	0	0	0	0	0	81	2	0	83	1	0	0	0	0	0	1	0	98	0	0	1	0	99	0	0	0	0	0	0	0	273
5:15 PM	1	79	0	4	2	0	86	0	0	0	0	0	0	0	0	0	0	70	0	0	70	0	0	0	0	0	0	0	1	117	0	0	0	0	118	0	0	0	0	0	0	0	274
Total Volume	3	315	1	17	4	0	340	0	1	0	0	1	0	2	0	0	0	313	4	0	317	3	0	0	0	1	0	4	3	473	0	0	1	0	477	0	0	1	2	0	0	3	1143
% Approach Total	0.9	92.6	0.3	5.0	1.2	0.0		0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	0.0	98.7	1.3	0.0		75.0	0.0	0.0	0.0	25.0	0.0		0.6	99.2	0.0	0.0	0.2	0.0		0.0	0.0	33.3	66.7	0.0	0.0		
PHF	0.750	0.865	0.250	0.607	0.500	0.000	0.876	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.869	0.500	0.000	0.861	0.750	0.000	0.000	0.000	0.250	0.000	0.500	0.375	0.857	0.000	0.000	0.250	0.000	0.864	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.919
Cars	3	313	1	17	4	0	338	0	1	0	0	1	0	2	0	0	0	303	4	0	307	3	0	0	0	1	0	4	3	458	0	0	1	0	462	0	0	1	2	0	0	3	1116
Cars %	100.0	99.4	100.0	100.0	100.0	0.0	99.4	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	96.8	100.0	0.0	96.8	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	96.8	0.0	0.0	100.0	0.0	96.9	0.0	0.0	100.0	100.0	0.0	0.0	100.0	97.6
Heavy Vehicles	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	27
Heavy Vehicles %	0.0	0.6	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Cars Enter Leg	3	313	1	17	4	0	338	0	1	0	0	1	0	2	0	0	0	303	4	0	307	3	0	0	0	1	0	4	3	458	0	0	1	0	462	0	0	1	2	0	0	3	1116
Heavy Enter Leg	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	27
Total Entering Leg	3	315	1	17	4	0	340	0	1	0	0	1	0	2	0	0	0	313	4	0	317	3	0	0	0	1	0	4	3	473	0	0	1	0	477	0	0	1	2	0	0	3	1143
Cars Exiting Leg							0							6							480							8							617							5	1116
Heavy Exiting Leg							0							0							15							0							12							0	27
Total Exiting Leg							0							6							495							8							629							5	1143

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Righ	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:00 PM	1	70	0	5	0	0	76	0	0	0	0	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	0	0	0	94	0	0	0	0	94	1	0	1	0	0	0	2	257
4:15 PM	2	79	0	4	1	0	86	0	0	0	0	0	0	0	0	0	0	55	0	0	55	0	0	0	0	0	0	0	0	91	0	0	0	0	91	0	0	0	0	0	0	0	232
4:30 PM	1	63	0	2	1	0	67	0	0	0	0	0	0	0	0	0	0	89	2	0	91	1	0	0	0	0	0	1	2	116	0	0	0	0	118	0	0	1	2	0	0	3	280
4:45 PM	0	91	1	4	1	0	97	0	1	0	0	1	0	2	0	0	0	68	0	0	68	1	0	0	0	1	0	2	0	131	0	0	0	0	131	0	0	0	0	0	0	0	300
Total	4	303	1	15	3	0	326	0	1	0	0	1	0	2	0	0	0	297	2	0	299	2	0	0	0	1	0	3	2	432	0	0	0	0	434	1	0	2	2	0	0	5	1069
5:00 PM	1	81	0	7	0	0	89	0	0	0	0	0	0	0	0	0	0	77	2	0	79	1	0	0	0	0	0	1	0	94	0	0	1	0	95	0	0	0	0	0	0	0	264
5:15 PM	1	78	0	4	2	0	85	0	0	0	0	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	0	0	1	117	0	0	0	0	118	0	0	0	0	0	0	0	272
5:30 PM	0	75	0	6	0	0	81	0	0	0	0	0	0	0	0	0	0	70	3	0	73	4	0	0	0	0	0	4	0	118	0	0	0	0	118	0	0	0	0	0	0	0	276
5:45 PM	1	74	1	4	2	0	82	0	0	0	0	0	0	0	0	0	0	55	2	0	57	1	0	0	0	0	0	1	0	82	0	0	0	0	82	0	0	0	0	0	0	0	222
Total	3	308	1	21	4	0	337	0	0	0	0	0	0	0	0	0	0	271	7	0	278	6	0	0	0	0	0	6	1	411	0	0	1	0	413	0	0	0	0	0	0	0	1034
Grand Total	7	611	2	36	7	0	663	0	1	0	0	1	0	2	0	0	0	568	9	0	577	8	0	0	0	1	0	9	3	843	0	0	1	0	847	1	0	2	2	0	0	5	2103
Approach %	1.1	92.2	0.3	5.4	1.1	0.0		0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	0.0	98.4	1.6	0.0		88.9	0.0	0.0	0.0	11.1	0.0		0.4	99.5	0.0	0.0	0.1	0.0		20.0	0.0	40.0	40.0	0.0	0.0		
Total %	0.3	29.1	0.1	1.7	0.3	0.0	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	27.0	0.4	0.0	27.4	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.1	40.1	0.0	0.0	0.0	0.0	40.3	0.0	0.0	0.1	0.1	0.0	0.0	0.2	
Exiting Leg Total							0							9							890							14							1181							9	2103

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Righ	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:30 PM	1	63	0	2	1	0	67	0	0	0	0	0	0	0	0	0	0	89	2	0	91	1	0	0	0	0	0	1	2	116	0	0	0	0	118	0	0	1	2	0	0	3	280
4:45 PM	0	91	1	4	1	0	97	0	1	0	0	1	0	2	0	0	0	68	0	0	68	1	0	0	0	1	0	2	0	131	0	0	0	0	131	0	0	0	0	0	0	0	300
5:00 PM	1	81	0	7	0	0	89	0	0	0	0	0	0	0	0	0	0	77	2	0	79	1	0	0	0	0	0	1	0	94	0	0	1	0	95	0	0	0	0	0	0	0	264
5:15 PM	1	78	0	4	2	0	85	0	0	0	0	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	0	0	1	117	0	0	0	0	118	0	0	0	0	0	0	0	272
Total Volume	3	313	1	17	4	0	338	0	1	0	0	1	0	2	0	0	0	303	4	0	307	3	0	0	0	1	0	4	3	458	0	0	1	0	462	0	0	1	2	0	0	3	1116
% Approach Total	0.9	92.6	0.3	5.0	1.2	0.0		0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	0.0	98.7	1.3	0.0		75.0	0.0	0.0	0.0	25.0	0.0		0.6	99.1	0.0	0.0	0.2	0.0		0.0	0.0	33.3	66.7	0.0	0.0		
PHF	0.750	0.860	0.250	0.607	0.500	0.000	0.871	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.851	0.500	0.000	0.843	0.750	0.000	0.000	0.000	0.250	0.000	0.500	0.375	0.874	0.000	0.000	0.250	0.000	0.882	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.930
Entering Leg	3	313	1	17	4	0	338	0	1	0	0	1	0	2	0	0	0	303	4	0	307	3	0	0	0	1	0	4	3	458	0	0	1	0	462	0	0	1	2	0	0	3	1116
Exiting Leg							0							6							480							8							617							5	1116
Total							338							8							787							12							1079							8	2232

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	18
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	11
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	22	0	0	0	0	22	0	0	0	0	0	0	0	36
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	9
5:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	4
Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	23
Grand Total	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	0	35	0	0	0	0	35	0	0	0	0	0	0	0	59
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	5.1	0.0	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.6	0.0	0.0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.3	0.0	0.0	0.0	0.0	59.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							35							0							24							0	59
Buses	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
% Buses	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8
Exiting Leg Total							0							0							2							0							2							0	4
Single-Unit Trucks	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	36
% Single-Unit	0.0	66.7	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.3	0.0	0.0	0.0	0.0	54.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.0
Exiting Leg Total							0							0							19							0							17							0	36
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	19
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	0.0	0.0	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.2
Exiting Leg Total							0							0							14							0							5							0	19

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	18
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	11
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	9
Total Volume	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	26	0	0	0	0	26	0	0	0	0	0	0	0	43
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.591	0.000	0.000	0.000	0.000	0.591	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.597
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Single-Unit Trucks	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	26
Single-Unit %	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.8	0.0	0.0	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	16
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.2	0.0	0.0	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	26
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	16
Total Entering Leg	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	26	0	0	0	0	26	0	0	0	0	0	0	0	43
Buses							0							0							0							1							0	1
Single-Unit Trucks							0							0							14							12							0	26
Articulated Trucks							0							0							12							4							0	16
Total Exiting Leg							0							0							26							17							0	43

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:00 PM	1	53	0	4	0	0	58	0	0	0	0	0	0	0	0	0	0	65	0	0	65	0	0	0	0	0	0	0	0	72	0	0	0	0	72	1	0	1	0	0	0	2	197
4:15 PM	2	72	0	2	1	0	77	0	0	0	0	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	0	0	76	0	0	0	0	76	0	0	0	0	0	0	0	190
4:30 PM	1	54	0	2	1	0	58	0	0	0	0	0	0	0	0	0	0	76	2	0	78	1	0	0	0	0	0	1	1	95	0	0	0	0	96	0	0	0	1	0	0	1	234
4:45 PM	0	77	1	4	0	0	82	0	1	0	0	1	0	2	0	0	0	55	0	0	55	1	0	0	0	1	0	2	0	114	0	0	0	0	114	0	0	0	0	0	0	0	255
Total	4	256	1	12	2	0	275	0	1	0	0	1	0	2	0	0	0	233	2	0	235	2	0	0	0	1	0	3	1	357	0	0	0	0	358	1	0	1	1	0	0	3	876
5:00 PM	1	69	0	6	0	0	76	0	0	0	0	0	0	0	0	0	0	64	2	0	66	1	0	0	0	0	0	1	0	77	0	0	1	0	78	0	0	0	0	0	0	0	221
5:15 PM	1	61	0	2	2	0	66	0	0	0	0	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	0	0	1	97	0	0	0	0	98	0	0	0	0	0	0	0	218
5:30 PM	0	64	0	4	0	0	68	0	0	0	0	0	0	0	0	0	0	53	3	0	56	3	0	0	0	0	0	3	0	101	0	0	0	0	101	0	0	0	0	0	0	0	228
5:45 PM	1	66	0	2	2	0	71	0	0	0	0	0	0	0	0	0	0	41	2	0	43	0	0	0	0	0	0	0	0	73	0	0	0	0	73	0	0	0	0	0	0	0	187
Total	3	260	0	14	4	0	281	0	0	0	0	0	0	0	0	0	0	212	7	0	219	4	0	0	0	0	0	4	1	348	0	0	1	0	350	0	0	0	0	0	0	0	854
Grand Total	7	516	1	26	6	0	556	0	1	0	0	1	0	2	0	0	0	445	9	0	454	6	0	0	0	1	0	7	2	705	0	0	1	0	708	1	0	1	1	0	0	3	1730
Approach %	1.3	92.8	0.2	4.7	1.1	0.0		0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	0.0	98.0	2.0	0.0		85.7	0.0	0.0	0.0	14.3	0.0		0.3	99.6	0.0	0.0	0.1	0.0		33.3	0.0	33.3	33.3	0.0	0.0		
Total %	0.4	29.8	0.1	1.5	0.3	0.0	32.1	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	25.7	0.5	0.0	26.2	0.3	0.0	0.0	0.0	0.1	0.0	0.4	0.1	40.8	0.0	0.0	0.1	0.0	40.9	0.1	0.0	0.1	0.1	0.0	0.0	0.2	
Exiting Leg Total							0							7							739							12							963							9	1730

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:30 PM	1	54	0	2	1	0	58	0	0	0	0	0	0	0	0	0	0	76	2	0	78	1	0	0	0	0	0	1	1	95	0	0	0	0	96	0	0	0	1	0	0	1	234
4:45 PM	0	77	1	4	0	0	82	0	1	0	0	1	0	2	0	0	0	55	0	0	55	1	0	0	0	1	0	2	0	114	0	0	0	0	114	0	0	0	0	0	0	0	255
5:00 PM	1	69	0	6	0	0	76	0	0	0	0	0	0	0	0	0	0	64	2	0	66	1	0	0	0	0	0	1	0	77	0	0	1	0	78	0	0	0	0	0	0	0	221
5:15 PM	1	61	0	2	2	0	66	0	0	0	0	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	0	0	1	97	0	0	0	0	98	0	0	0	0	0	0	0	218
Total Volume	3	261	1	14	3	0	282	0	1	0	0	1	0	2	0	0	0	249	4	0	253	3	0	0	0	1	0	4	2	383	0	0	1	0	386	0	0	0	1	0	0	1	928
% Approach Total	1.1	92.6	0.4	5.0	1.1	0.0		0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	0.0	98.4	1.6	0.0		75.0	0.0	0.0	0.0	25.0	0.0		0.5	99.2	0.0	0.0	0.3	0.0		0.0	0.0	0.0	100.0	0.0	0.0		
PHF	0.750	0.847	0.250	0.583	0.375	0.000	0.860	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.819	0.500	0.000	0.811	0.750	0.000	0.000	0.000	0.250	0.000	0.500	0.500	0.840	0.000	0.000	0.250	0.000	0.846	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.910
Entering Leg	3	261	1	14	3	0	282	0	1	0	0	1	0	2	0	0	0	249	4	0	253	3	0	0	0	1	0	4	2	383	0	0	1	0	386	0	0	0	1	0	0	1	928
Exiting Leg							0							4							401							7							511							5	928
Total							282							6							654							11							897							6	1856

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	17	0	1	0	0	18	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	22	0	0	0	0	22	0	0	0	0	0	0	0	60
4:15 PM	0	7	0	2	0	0	9	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	41
4:30 PM	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	1	21	0	0	0	0	22	0	0	1	1	0	0	2	46
4:45 PM	0	14	0	0	1	0	15	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	42
Total	0	47	0	3	1	0	51	0	0	0	0	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	0	1	75	0	0	0	0	76	0	0	1	1	0	0	2	189
5:00 PM	0	12	0	1	0	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	41
5:15 PM	0	17	0	2	0	0	19	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	20	0	0	0	0	20	0	0	0	0	0	0	0	54
5:30 PM	0	11	0	2	0	0	13	0	0	0	0	0	0	0	0	0	0	17	0	0	17	1	0	0	0	0	0	1	0	17	0	0	0	0	17	0	0	0	0	0	0	0	48
5:45 PM	0	8	1	2	0	0	11	0	0	0	0	0	0	0	0	0	0	14	0	0	14	1	0	0	0	0	0	1	0	9	0	0	0	0	9	0	0	0	0	0	0	0	35
Total	0	48	1	7	0	0	56	0	0	0	0	0	0	0	0	0	0	59	0	0	59	2	0	0	0	0	0	2	0	61	0	0	0	0	61	0	0	0	0	0	0	0	178
Grand Total	0	95	1	10	1	0	107	0	0	0	0	0	0	0	0	0	0	119	0	0	119	2	0	0	0	0	0	2	1	136	0	0	0	0	137	0	0	1	1	0	0	2	367
Approach %	0.0	88.8	0.9	9.3	0.9	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.7	99.3	0.0	0.0	0.0	0.0		0.0	0.0	50.0	50.0	0.0	0.0		
Total %	0.0	25.9	0.3	2.7	0.3	0.0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.4	0.0	0.0	32.4	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.3	37.1	0.0	0.0	0.0	0.0	37.3	0.0	0.0	0.3	0.3	0.0	0.0	0.5	
Exiting Leg Total							0							2							149							2							214							0	367

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Adams Street							Canal Cafe Dr							Cranberry Highway							Adams Street							Cranberry Highway							Access Road							
	from North							from Northeast							from East							from South							from West							from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	17	0	1	0	0	18	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	22	0	0	0	0	22	0	0	0	0	0	0	0	60
4:15 PM	0	7	0	2	0	0	9	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	41
4:30 PM	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	1	21	0	0	0	0	22	0	0	1	1	0	0	2	46
4:45 PM	0	14	0	0	1	0	15	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	42
Total Volume	0	47	0	3	1	0	51	0	0	0	0	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	0	1	75	0	0	0	0	76	0	0	1	1	0	0	2	189
% Approach Total	0.0	92.2	0.0	5.9	2.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		1.3	98.7	0.0	0.0	0.0	0.0		0.0	0.0	50.0	50.0	0.0	0.0		
PHF	0.000	0.691	0.000	0.375	0.250	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.852	0.000	0.000	0.000	0.000	0.864	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.788
Entering Leg	0	47	0	3	1	0	51	0	0	0	0	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	0	1	75	0	0	0	0	76	0	0	1	1	0	0	2	189
Exiting Leg							0							2							79							1							107							0	189
Total							51							2							139							1							183							2	378

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	3
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							2							0							2							0	4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							0							0							0							1							0	1
Total							0							0							1							0							1							0	2

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	9
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	7
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	22
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	14
Grand Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	36
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	5.6	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.7	0.0	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.8	0.0	0.0	0.0	0.0	52.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							19							0							17							0	36

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	9
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	7
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	6
Total Volume	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	26
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.722
Entering Leg	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	26
Exiting Leg							0							0							14							0							12							0	26
Total							2							0							24							0							26							0	52

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	9
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	6
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	19
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	73.7	0.0	0.0	0.0	0.0	73.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							14							0							5							0	19

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Adams Street from North							Canal Cafe Dr from Northeast							Cranberry Highway from East							Adams Street from South							Cranberry Highway from West							Access Road from Northwest							
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	9
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	13
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.344	0.000	0.000	0.000	0.000	0.344	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.361
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	13
Exiting Leg							0							0							11							0							2							0	13
Total							0							0							13							0							13							0	26

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Adams Street from North									Canal Cafe Dr from Northeast									Cranberry Highway from East									Adams Street from South									Cranberry Highway from West									Access Road from Northwest									
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SES	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	CW-NES	CW-SWB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total									0									0									0									0									0									0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Adams Street from North									Canal Cafe Dr from Northeast									Cranberry Highway from East									Adams Street from South									Cranberry Highway from West									Access Road from Northwest									
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SES	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	CW-NES	CW-SWB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg									0									0									0									0									0									0	0
Total									0									0									0									0									0									0	0

PDI File #: **186377 H**
Location: **N: Adams Street S: Adams Street NE: Canal Cafe Dr NW: Access Road**
Location: **E: Cranberry Highway W: Cranberry Highway**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Adams Street from North									Canal Cafe Dr from Northeast									Cranberry Highway from East									Adams Street from South									Cranberry Highway from West									Access Road from Northwest									
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
4:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	1	6	7	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Approach %	0	0	0	0	0	0	14	86		0	0	0	0	0	0	25	75		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	9.1	55	64	0	0	0	0	0	0	9.1	27	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total									7									4									0									0									0									0	11

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Adams Street from North									Canal Cafe Dr from Northeast									Cranberry Highway from East									Adams Street from South									Cranberry Highway from West									Access Road from Northwest									
	Hard Right	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total
4:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438
Entering Leg	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Exiting Leg									3									4									0									0									0									0	7
Total									6									8									0									0									0									0	14

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars and Heavy Vehicles (Combined)**

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	112	14	0	126	38	86	0	124	148	71	0	219	469
7:15 AM	138	27	0	165	47	91	0	138	159	80	0	239	542
7:30 AM	152	25	0	177	32	88	0	120	160	99	0	259	556
7:45 AM	158	31	0	189	50	95	0	145	144	103	0	247	581
Total	560	97	0	657	167	360	0	527	611	353	0	964	2148
8:00 AM	130	26	0	156	53	83	0	136	168	112	0	280	572
8:15 AM	133	33	0	166	70	85	0	155	178	116	0	294	615
8:30 AM	150	17	0	167	62	85	0	147	177	120	0	297	611
8:45 AM	128	21	0	149	73	69	0	142	180	102	0	282	573
Total	541	97	0	638	258	322	0	580	703	450	0	1153	2371
Grand Total	1101	194	0	1295	425	682	0	1107	1314	803	0	2117	4519
Approach %	85.0	15.0	0.0		38.4	61.6	0.0		62.1	37.9	0.0		
Total %	24.4	4.3	0.0	28.7	9.4	15.1	0.0	24.5	29.1	17.8	0.0	46.8	
Exiting Leg Total				1228				1508				1783	4519
Cars	1025	187	0	1212	405	653	0	1058	1194	755	0	1949	4219
% Cars	93.1	96.4	0.0	93.6	95.3	95.7	0.0	95.6	90.9	94.0	0.0	92.1	93.4
Exiting Leg Total				1160				1381				1678	4219
Heavy Vehicles	76	7	0	83	20	29	0	49	120	48	0	168	300
% Heavy Vehicles	6.9	3.6	0.0	6.4	4.7	4.3	0.0	4.4	9.1	6.0	0.0	7.9	6.6
Exiting Leg Total				68				127				105	300

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	158	31	0	189	50	95	0	145	144	103	0	247	581
8:00 AM	130	26	0	156	53	83	0	136	168	112	0	280	572
8:15 AM	133	33	0	166	70	85	0	155	178	116	0	294	615
8:30 AM	150	17	0	167	62	85	0	147	177	120	0	297	611
Total Volume	571	107	0	678	235	348	0	583	667	451	0	1118	2379
% Approach Total	84.2	15.8	0.0		40.3	59.7	0.0		59.7	40.3	0.0		
PHF	0.903	0.811	0.000	0.897	0.839	0.916	0.000	0.940	0.937	0.940	0.000	0.941	0.967
Cars	531	102	0	633	224	332	0	556	602	429	0	1031	2220
Cars %	93.0	95.3	0.0	93.4	95.3	95.4	0.0	95.4	90.3	95.1	0.0	92.2	93.3
Heavy Vehicles	40	5	0	45	11	16	0	27	65	22	0	87	159
Heavy Vehicles %	7.0	4.7	0.0	6.6	4.7	4.6	0.0	4.6	9.7	4.9	0.0	7.8	6.7
Cars Enter Leg	531	102	0	633	224	332	0	556	602	429	0	1031	2220
Heavy Enter Leg	40	5	0	45	11	16	0	27	65	22	0	87	159
Total Entering Leg	571	107	0	678	235	348	0	583	667	451	0	1118	2379
Cars Exiting Leg				653				704				863	2220
Heavy Exiting Leg				33				70				56	159
Total Exiting Leg				686				774				919	2379

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	103	14	0	117	35	85	0	120	131	67	0	198	435
7:15 AM	128	26	0	154	44	89	0	133	148	76	0	224	511
7:30 AM	142	24	0	166	31	83	0	114	147	87	0	234	514
7:45 AM	149	29	0	178	48	88	0	136	130	97	0	227	541
Total	522	93	0	615	158	345	0	503	556	327	0	883	2001
8:00 AM	122	26	0	148	49	78	0	127	153	105	0	258	533
8:15 AM	123	31	0	154	69	83	0	152	156	113	0	269	575
8:30 AM	137	16	0	153	58	83	0	141	163	114	0	277	571
8:45 AM	121	21	0	142	71	64	0	135	166	96	0	262	539
Total	503	94	0	597	247	308	0	555	638	428	0	1066	2218
Grand Total	1025	187	0	1212	405	653	0	1058	1194	755	0	1949	4219
Approach %	84.6	15.4	0.0		38.3	61.7	0.0		61.3	38.7	0.0		
Total %	24.3	4.4	0.0	28.7	9.6	15.5	0.0	25.1	28.3	17.9	0.0	46.2	
Exiting Leg Total				1160				1381				1678	4219

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	149	29	0	178	48	88	0	136	130	97	0	227	541
8:00 AM	122	26	0	148	49	78	0	127	153	105	0	258	533
8:15 AM	123	31	0	154	69	83	0	152	156	113	0	269	575
8:30 AM	137	16	0	153	58	83	0	141	163	114	0	277	571
Total Volume	531	102	0	633	224	332	0	556	602	429	0	1031	2220
% Approach Total	83.9	16.1	0.0		40.3	59.7	0.0		58.4	41.6	0.0		
PHF	0.891	0.823	0.000	0.889	0.812	0.943	0.000	0.914	0.923	0.941	0.000	0.931	0.965
Entering Leg	531	102	0	633	224	332	0	556	602	429	0	1031	2220
Exiting Leg				653				704				863	2220
Total				1286				1260				1894	4440

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	9	0	0	9	3	1	0	4	17	4	0	21	34
7:15 AM	10	1	0	11	3	2	0	5	11	4	0	15	31
7:30 AM	10	1	0	11	1	5	0	6	13	12	0	25	42
7:45 AM	9	2	0	11	2	7	0	9	14	6	0	20	40
Total	38	4	0	42	9	15	0	24	55	26	0	81	147
8:00 AM	8	0	0	8	4	5	0	9	15	7	0	22	39
8:15 AM	10	2	0	12	1	2	0	3	22	3	0	25	40
8:30 AM	13	1	0	14	4	2	0	6	14	6	0	20	40
8:45 AM	7	0	0	7	2	5	0	7	14	6	0	20	34
Total	38	3	0	41	11	14	0	25	65	22	0	87	153
Grand Total	76	7	0	83	20	29	0	49	120	48	0	168	300
Approach %	91.6	8.4	0.0		40.8	59.2	0.0		71.4	28.6	0.0		
Total %	25.3	2.3	0.0	27.7	6.7	9.7	0.0	16.3	40.0	16.0	0.0	56.0	
Exiting Leg Total				68				127				105	300
Buses	3	1	0	4	3	5	0	8	3	5	0	8	20
% Buses	3.9	14.3	0.0	4.8	15.0	17.2	0.0	16.3	2.5	10.4	0.0	4.8	6.7
Exiting Leg Total				8				4				8	20
Single-Unit Trucks	46	5	0	51	12	18	0	30	79	32	0	111	192
% Single-Unit	60.5	71.4	0.0	61.4	60.0	62.1	0.0	61.2	65.8	66.7	0.0	66.1	64.0
Exiting Leg Total				44				84				64	192
Articulated Trucks	27	1	0	28	5	6	0	11	38	11	0	49	88
% Articulated	35.5	14.3	0.0	33.7	25.0	20.7	0.0	22.4	31.7	22.9	0.0	29.2	29.3
Exiting Leg Total				16				39				33	88

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	10	1	0	11	1	5	0	6	13	12	0	25	42
7:45 AM	9	2	0	11	2	7	0	9	14	6	0	20	40
8:00 AM	8	0	0	8	4	5	0	9	15	7	0	22	39
8:15 AM	10	2	0	12	1	2	0	3	22	3	0	25	40
Total Volume	37	5	0	42	8	19	0	27	64	28	0	92	161
% Approach Total	88.1	11.9	0.0		29.6	70.4	0.0		69.6	30.4	0.0		
PHF	0.925	0.625	0.000	0.875	0.500	0.679	0.000	0.750	0.727	0.583	0.000	0.920	0.958
Buses	2	1	0	3	1	4	0	5	2	4	0	6	14
Buses %	5.4	20.0	0.0	7.1	12.5	21.1	0.0	18.5	3.1	14.3	0.0	6.5	8.7
Single-Unit Trucks	25	3	0	28	5	11	0	16	45	16	0	61	105
Single-Unit %	67.6	60.0	0.0	66.7	62.5	57.9	0.0	59.3	70.3	57.1	0.0	66.3	65.2
Articulated Trucks	10	1	0	11	2	4	0	6	17	8	0	25	42
Articulated %	27.0	20.0	0.0	26.2	25.0	21.1	0.0	22.2	26.6	28.6	0.0	27.2	26.1
Buses	2	1	0	3	1	4	0	5	2	4	0	6	14
Single-Unit Trucks	25	3	0	28	5	11	0	16	45	16	0	61	105
Articulated Trucks	10	1	0	11	2	4	0	6	17	8	0	25	42
Total Entering Leg	37	5	0	42	8	19	0	27	64	28	0	92	161
Buses				5				3				6	14
Single-Unit Trucks				21				48				36	105
Articulated Trucks				10				18				14	42
Total Exiting Leg				36				69				56	161

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	79	10	0	89	23	71	0	94	96	49	0	145	328
7:15 AM	98	21	0	119	33	71	0	104	127	59	0	186	409
7:30 AM	103	18	0	121	26	66	0	92	124	69	0	193	406
7:45 AM	118	24	0	142	38	69	0	107	114	82	0	196	445
Total	398	73	0	471	120	277	0	397	461	259	0	720	1588
8:00 AM	96	21	0	117	39	60	0	99	124	88	0	212	428
8:15 AM	99	23	0	122	53	64	0	117	128	96	0	224	463
8:30 AM	110	12	0	122	46	63	0	109	140	92	0	232	463
8:45 AM	96	21	0	117	60	54	0	114	137	69	0	206	437
Total	401	77	0	478	198	241	0	439	529	345	0	874	1791
Grand Total	799	150	0	949	318	518	0	836	990	604	0	1594	3379
Approach %	84.2	15.8	0.0		38.0	62.0	0.0		62.1	37.9	0.0		
Total %	23.6	4.4	0.0	28.1	9.4	15.3	0.0	24.7	29.3	17.9	0.0	47.2	
Exiting Leg Total				922				1140				1317	3379

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	118	24	0	142	38	69	0	107	114	82	0	196	445
8:00 AM	96	21	0	117	39	60	0	99	124	88	0	212	428
8:15 AM	99	23	0	122	53	64	0	117	128	96	0	224	463
8:30 AM	110	12	0	122	46	63	0	109	140	92	0	232	463
Total Volume	423	80	0	503	176	256	0	432	506	358	0	864	1799
% Approach Total	84.1	15.9	0.0		40.7	59.3	0.0		58.6	41.4	0.0		
PHF	0.896	0.833	0.000	0.886	0.830	0.928	0.000	0.923	0.904	0.932	0.000	0.931	0.971
Entering Leg	423	80	0	503	176	256	0	432	506	358	0	864	1799
Exiting Leg				534				586				679	1799
Total				1037				1018				1543	3598

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
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PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Light Goods Vehicle**

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	24	4	0	28	12	14	0	26	34	18	0	52	106
7:15 AM	29	5	0	34	11	18	0	29	21	17	0	38	101
7:30 AM	39	6	0	45	5	17	0	22	22	18	0	40	107
7:45 AM	31	5	0	36	10	19	0	29	16	15	0	31	96
Total	123	20	0	143	38	68	0	106	93	68	0	161	410
8:00 AM	24	5	0	29	10	18	0	28	29	17	0	46	103
8:15 AM	24	8	0	32	16	19	0	35	28	17	0	45	112
8:30 AM	25	3	0	28	12	20	0	32	23	22	0	45	105
8:45 AM	25	0	0	25	11	10	0	21	29	27	0	56	102
Total	98	16	0	114	49	67	0	116	109	83	0	192	422
Grand Total	221	36	0	257	87	135	0	222	202	151	0	353	832
Approach %	86.0	14.0	0.0		39.2	60.8	0.0		57.2	42.8	0.0		
Total %	26.6	4.3	0.0	30.9	10.5	16.2	0.0	26.7	24.3	18.1	0.0	42.4	
Exiting Leg Total				238				238				356	832

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	24	5	0	29	10	18	0	28	29	17	0	46	103
8:15 AM	24	8	0	32	16	19	0	35	28	17	0	45	112
8:30 AM	25	3	0	28	12	20	0	32	23	22	0	45	105
8:45 AM	25	0	0	25	11	10	0	21	29	27	0	56	102
Total Volume	98	16	0	114	49	67	0	116	109	83	0	192	422
% Approach Total	86.0	14.0	0.0		42.2	57.8	0.0		56.8	43.2	0.0		
PHF	0.980	0.500	0.000	0.891	0.766	0.838	0.000	0.829	0.940	0.769	0.000	0.857	0.942
Entering Leg	98	16	0	114	49	67	0	116	109	83	0	192	422
Exiting Leg				132				125				165	422
Total				246				241				357	844

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	1	0	0	1	0	1	0	1	0	2	0	2	4
7:45 AM	0	0	0	0	0	2	0	2	0	1	0	1	3
Total	1	0	0	1	1	3	0	4	0	4	0	4	9
8:00 AM	1	0	0	1	1	1	0	2	1	1	0	2	5
8:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	1	0	0	1	1	1	0	2	0	0	0	0	3
Total	2	1	0	3	2	2	0	4	3	1	0	4	11
Grand Total	3	1	0	4	3	5	0	8	3	5	0	8	20
Approach %	75.0	25.0	0.0		37.5	62.5	0.0		37.5	62.5	0.0		
Total %	15.0	5.0	0.0	20.0	15.0	25.0	0.0	40.0	15.0	25.0	0.0	40.0	
Exiting Leg Total				8				4				8	20

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	1	0	0	1	0	1	0	1	0	2	0	2	4
7:45 AM	0	0	0	0	0	2	0	2	0	1	0	1	3
8:00 AM	1	0	0	1	1	1	0	2	1	1	0	2	5
8:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	2
Total Volume	2	1	0	3	1	4	0	5	2	4	0	6	14
% Approach Total	66.7	33.3	0.0		20.0	80.0	0.0		33.3	66.7	0.0		
PHF	0.500	0.250	0.000	0.750	0.250	0.500	0.000	0.625	0.500	0.500	0.000	0.750	0.700
Entering Leg	2	1	0	3	1	4	0	5	2	4	0	6	14
Exiting Leg				5				3				6	14
Total				8				8				12	28

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	5	0	0	5	2	1	0	3	11	3	0	14	22
7:15 AM	6	1	0	7	2	2	0	4	7	3	0	10	21
7:30 AM	7	1	0	8	1	4	0	5	10	4	0	14	27
7:45 AM	6	1	0	7	1	3	0	4	10	4	0	14	25
Total	24	3	0	27	6	10	0	16	38	14	0	52	95
8:00 AM	5	0	0	5	2	2	0	4	13	6	0	19	28
8:15 AM	7	1	0	8	1	2	0	3	12	2	0	14	25
8:30 AM	8	1	0	9	3	1	0	4	10	4	0	14	27
8:45 AM	2	0	0	2	0	3	0	3	6	6	0	12	17
Total	22	2	0	24	6	8	0	14	41	18	0	59	97
Grand Total	46	5	0	51	12	18	0	30	79	32	0	111	192
Approach %	90.2	9.8	0.0		40.0	60.0	0.0		71.2	28.8	0.0		
Total %	24.0	2.6	0.0	26.6	6.3	9.4	0.0	15.6	41.1	16.7	0.0	57.8	
Exiting Leg Total				44				84				64	192

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	7	1	0	8	1	4	0	5	10	4	0	14	27
7:45 AM	6	1	0	7	1	3	0	4	10	4	0	14	25
8:00 AM	5	0	0	5	2	2	0	4	13	6	0	19	28
8:15 AM	7	1	0	8	1	2	0	3	12	2	0	14	25
Total Volume	25	3	0	28	5	11	0	16	45	16	0	61	105
% Approach Total	89.3	10.7	0.0		31.3	68.8	0.0		73.8	26.2	0.0		
PHF	0.893	0.750	0.000	0.875	0.625	0.688	0.000	0.800	0.865	0.667	0.000	0.803	0.938
Entering Leg	25	3	0	28	5	11	0	16	45	16	0	61	105
Exiting Leg				21				48				36	105
Total				49				64				97	210

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	4	0	0	4	0	0	0	0	6	1	0	7	11
7:15 AM	4	0	0	4	1	0	0	1	4	0	0	4	9
7:30 AM	2	0	0	2	0	0	0	0	3	6	0	9	11
7:45 AM	3	1	0	4	1	2	0	3	4	1	0	5	12
Total	13	1	0	14	2	2	0	4	17	8	0	25	43
8:00 AM	2	0	0	2	1	2	0	3	1	0	0	1	6
8:15 AM	3	0	0	3	0	0	0	0	9	1	0	10	13
8:30 AM	5	0	0	5	1	1	0	2	3	2	0	5	12
8:45 AM	4	0	0	4	1	1	0	2	8	0	0	8	14
Total	14	0	0	14	3	4	0	7	21	3	0	24	45
Grand Total	27	1	0	28	5	6	0	11	38	11	0	49	88
Approach %	96.4	3.6	0.0		45.5	54.5	0.0		77.6	22.4	0.0		
Total %	30.7	1.1	0.0	31.8	5.7	6.8	0.0	12.5	43.2	12.5	0.0	55.7	
Exiting Leg Total				16				39				33	88

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	2	0	0	2	1	2	0	3	1	0	0	1	6
8:15 AM	3	0	0	3	0	0	0	0	9	1	0	10	13
8:30 AM	5	0	0	5	1	1	0	2	3	2	0	5	12
8:45 AM	4	0	0	4	1	1	0	2	8	0	0	8	14
Total Volume	14	0	0	14	3	4	0	7	21	3	0	24	45
% Approach Total	100.0	0.0	0.0		42.9	57.1	0.0		87.5	12.5	0.0		
PHF	0.700	0.000	0.000	0.700	0.750	0.500	0.000	0.583	0.583	0.375	0.000	0.600	0.804
Entering Leg	14	0	0	14	3	4	0	7	21	3	0	24	45
Exiting Leg				6				21				18	45
Total				20				28				42	90

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Bicycles (on Roadway and Crosswalks)

	Sandwich Road (Route 6A)						Mid-Cape Connector						Sandwich Road (Route 6A)						
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Sandwich Road (Route 6A)						Mid-Cape Connector						Sandwich Road (Route 6A)						
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Sandwich Road (Route 6A) from East						Mid-Cape Connector from South						Sandwich Road (Route 6A) from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Sandwich Road (Route 6A) from East						Mid-Cape Connector from South						Sandwich Road (Route 6A) from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars and Heavy Vehicles (Combined)**

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	160	20	0	180	84	94	0	178	206	122	0	328	686
4:15 PM	160	24	0	184	87	87	0	174	196	126	0	322	680
4:30 PM	178	31	0	209	71	92	0	163	228	101	0	329	701
4:45 PM	187	42	0	229	98	68	0	166	210	134	0	344	739
Total	685	117	0	802	340	341	0	681	840	483	0	1323	2806
5:00 PM	161	35	0	196	89	96	0	185	236	114	0	350	731
5:15 PM	194	23	0	217	85	80	0	165	196	133	0	329	711
5:30 PM	194	29	0	223	89	84	0	173	222	132	0	354	750
5:45 PM	136	28	0	164	106	63	0	169	199	118	0	317	650
Total	685	115	0	800	369	323	0	692	853	497	0	1350	2842
Grand Total	1370	232	0	1602	709	664	0	1373	1693	980	0	2673	5648
Approach %	85.5	14.5	0.0		51.6	48.4	0.0		63.3	36.7	0.0		
Total %	24.3	4.1	0.0	28.4	12.6	11.8	0.0	24.3	30.0	17.4	0.0	47.3	
Exiting Leg Total				1689				1925				2034	5648
Cars	1327	224	0	1551	699	653	0	1352	1645	961	0	2606	5509
% Cars	96.9	96.6	0.0	96.8	98.6	98.3	0.0	98.5	97.2	98.1	0.0	97.5	97.5
Exiting Leg Total				1660				1869				1980	5509
Heavy Vehicles	43	8	0	51	10	11	0	21	48	19	0	67	139
% Heavy Vehicles	3.1	3.4	0.0	3.2	1.4	1.7	0.0	1.5	2.8	1.9	0.0	2.5	2.5
Exiting Leg Total				29				56				54	139

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:45 PM	187	42	0	229	98	68	0	166	210	134	0	344	739
5:00 PM	161	35	0	196	89	96	0	185	236	114	0	350	731
5:15 PM	194	23	0	217	85	80	0	165	196	133	0	329	711
5:30 PM	194	29	0	223	89	84	0	173	222	132	0	354	750
Total Volume	736	129	0	865	361	328	0	689	864	513	0	1377	2931
% Approach Total	85.1	14.9	0.0		52.4	47.6	0.0		62.7	37.3	0.0		
PHF	0.948	0.768	0.000	0.944	0.921	0.854	0.000	0.931	0.915	0.957	0.000	0.972	0.977
Cars	717	126	0	843	357	323	0	680	847	505	0	1352	2875
Cars %	97.4	97.7	0.0	97.5	98.9	98.5	0.0	98.7	98.0	98.4	0.0	98.2	98.1
Heavy Vehicles	19	3	0	22	4	5	0	9	17	8	0	25	56
Heavy Vehicles %	2.6	2.3	0.0	2.5	1.1	1.5	0.0	1.3	2.0	1.6	0.0	1.8	1.9
Cars Enter Leg	717	126	0	843	357	323	0	680	847	505	0	1352	2875
Heavy Enter Leg	19	3	0	22	4	5	0	9	17	8	0	25	56
Total Entering Leg	736	129	0	865	361	328	0	689	864	513	0	1377	2931
Cars Exiting Leg				862				973				1040	2875
Heavy Exiting Leg				12				20				24	56
Total Exiting Leg				874				993				1064	2931

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	158	19	0	177	82	93	0	175	199	118	0	317	669
4:15 PM	148	22	0	170	85	84	0	169	189	120	0	309	648
4:30 PM	173	30	0	203	70	91	0	161	215	100	0	315	679
4:45 PM	177	40	0	217	96	68	0	164	205	132	0	337	718
Total	656	111	0	767	333	336	0	669	808	470	0	1278	2714
5:00 PM	157	35	0	192	89	93	0	182	231	111	0	342	716
5:15 PM	192	22	0	214	83	80	0	163	191	130	0	321	698
5:30 PM	191	29	0	220	89	82	0	171	220	132	0	352	743
5:45 PM	131	27	0	158	105	62	0	167	195	118	0	313	638
Total	671	113	0	784	366	317	0	683	837	491	0	1328	2795
Grand Total	1327	224	0	1551	699	653	0	1352	1645	961	0	2606	5509
Approach %	85.6	14.4	0.0		51.7	48.3	0.0		63.1	36.9	0.0		
Total %	24.1	4.1	0.0	28.2	12.7	11.9	0.0	24.5	29.9	17.4	0.0	47.3	
Exiting Leg Total				1660				1869				1980	5509

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:45 PM	177	40	0	217	96	68	0	164	205	132	0	337	718
5:00 PM	157	35	0	192	89	93	0	182	231	111	0	342	716
5:15 PM	192	22	0	214	83	80	0	163	191	130	0	321	698
5:30 PM	191	29	0	220	89	82	0	171	220	132	0	352	743
Total Volume	717	126	0	843	357	323	0	680	847	505	0	1352	2875
% Approach Total	85.1	14.9	0.0		52.5	47.5	0.0		62.6	37.4	0.0		
PHF	0.934	0.788	0.000	0.958	0.930	0.868	0.000	0.934	0.917	0.956	0.000	0.960	0.967
Entering Leg	717	126	0	843	357	323	0	680	847	505	0	1352	2875
Exiting Leg				862				973				1040	2875
Total				1705				1653				2392	5750

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	2	1	0	3	2	1	0	3	7	4	0	11	17
4:15 PM	12	2	0	14	2	3	0	5	7	6	0	13	32
4:30 PM	5	1	0	6	1	1	0	2	13	1	0	14	22
4:45 PM	10	2	0	12	2	0	0	2	5	2	0	7	21
Total	29	6	0	35	7	5	0	12	32	13	0	45	92
5:00 PM	4	0	0	4	0	3	0	3	5	3	0	8	15
5:15 PM	2	1	0	3	2	0	0	2	5	3	0	8	13
5:30 PM	3	0	0	3	0	2	0	2	2	0	0	2	7
5:45 PM	5	1	0	6	1	1	0	2	4	0	0	4	12
Total	14	2	0	16	3	6	0	9	16	6	0	22	47
Grand Total	43	8	0	51	10	11	0	21	48	19	0	67	139
Approach %	84.3	15.7	0.0		47.6	52.4	0.0		71.6	28.4	0.0		
Total %	30.9	5.8	0.0	36.7	7.2	7.9	0.0	15.1	34.5	13.7	0.0	48.2	
Exiting Leg Total				29				56				54	139
Buses	1	2	0	3	3	2	0	5	3	3	0	6	14
% Buses	2.3	25.0	0.0	5.9	30.0	18.2	0.0	23.8	6.3	15.8	0.0	9.0	10.1
Exiting Leg Total				6				5				3	14
Single-Unit Trucks	28	6	0	34	7	8	0	15	31	12	0	43	92
% Single-Unit	65.1	75.0	0.0	66.7	70.0	72.7	0.0	71.4	64.6	63.2	0.0	64.2	66.2
Exiting Leg Total				19				37				36	92
Articulated Trucks	14	0	0	14	0	1	0	1	14	4	0	18	33
% Articulated	32.6	0.0	0.0	27.5	0.0	9.1	0.0	4.8	29.2	21.1	0.0	26.9	23.7
Exiting Leg Total				4				14				15	33

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	2	1	0	3	2	1	0	3	7	4	0	11	17
4:15 PM	12	2	0	14	2	3	0	5	7	6	0	13	32
4:30 PM	5	1	0	6	1	1	0	2	13	1	0	14	22
4:45 PM	10	2	0	12	2	0	0	2	5	2	0	7	21
Total Volume	29	6	0	35	7	5	0	12	32	13	0	45	92
% Approach Total	82.9	17.1	0.0		58.3	41.7	0.0		71.1	28.9	0.0		
PHF	0.604	0.750	0.000	0.625	0.875	0.417	0.000	0.600	0.615	0.542	0.000	0.804	0.719
Buses	0	2	0	2	2	2	0	4	1	1	0	2	8
Buses %	0.0	33.3	0.0	5.7	28.6	40.0	0.0	33.3	3.1	7.7	0.0	4.4	8.7
Single-Unit Trucks	17	4	0	21	5	3	0	8	21	9	0	30	59
Single-Unit %	58.6	66.7	0.0	60.0	71.4	60.0	0.0	66.7	65.6	69.2	0.0	66.7	64.1
Articulated Trucks	12	0	0	12	0	0	0	0	10	3	0	13	25
Articulated %	41.4	0.0	0.0	34.3	0.0	0.0	0.0	0.0	31.3	23.1	0.0	28.9	27.2
Buses	0	2	0	2	2	2	0	4	1	1	0	2	8
Single-Unit Trucks	17	4	0	21	5	3	0	8	21	9	0	30	59
Articulated Trucks	12	0	0	12	0	0	0	0	10	3	0	13	25
Total Entering Leg	29	6	0	35	7	5	0	12	32	13	0	45	92
Buses				3				3				2	8
Single-Unit Trucks				14				25				20	59
Articulated Trucks				3				10				12	25
Total Exiting Leg				20				38				34	92

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Sandwich Road (Route 6A)				Mid-Cape Connector				Sandwich Road (Route 6A)				
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	118	17	0	135	68	77	0	145	180	88	0	268	548
4:15 PM	121	20	0	141	64	76	0	140	178	104	0	282	563
4:30 PM	145	25	0	170	62	71	0	133	204	80	0	284	587
4:45 PM	153	35	0	188	81	58	0	139	190	109	0	299	626
Total	537	97	0	634	275	282	0	557	752	381	0	1133	2324
5:00 PM	129	30	0	159	75	78	0	153	220	98	0	318	630
5:15 PM	157	19	0	176	67	72	0	139	173	104	0	277	592
5:30 PM	155	27	0	182	75	75	0	150	209	114	0	323	655
5:45 PM	110	23	0	133	87	54	0	141	178	99	0	277	551
Total	551	99	0	650	304	279	0	583	780	415	0	1195	2428
Grand Total	1088	196	0	1284	579	561	0	1140	1532	796	0	2328	4752
Approach %	84.7	15.3	0.0		50.8	49.2	0.0		65.8	34.2	0.0		
Total %	22.9	4.1	0.0	27.0	12.2	11.8	0.0	24.0	32.2	16.8	0.0	49.0	
Exiting Leg Total				1375				1728				1649	4752

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Sandwich Road (Route 6A)				Mid-Cape Connector				Sandwich Road (Route 6A)				
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:45 PM	153	35	0	188	81	58	0	139	190	109	0	299	626
5:00 PM	129	30	0	159	75	78	0	153	220	98	0	318	630
5:15 PM	157	19	0	176	67	72	0	139	173	104	0	277	592
5:30 PM	155	27	0	182	75	75	0	150	209	114	0	323	655
Total Volume	594	111	0	705	298	283	0	581	792	425	0	1217	2503
% Approach Total	84.3	15.7	0.0		51.3	48.7	0.0		65.1	34.9	0.0		
PHF	0.946	0.793	0.000	0.938	0.920	0.907	0.000	0.949	0.900	0.932	0.000	0.942	0.955
Entering Leg	594	111	0	705	298	283	0	581	792	425	0	1217	2503
Exiting Leg				723				903				877	2503
Total				1428				1484				2094	5006

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Light Goods Vehicle**

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	40	2	0	42	14	16	0	30	19	30	0	49	121
4:15 PM	27	2	0	29	20	8	0	28	10	16	0	26	83
4:30 PM	25	5	0	30	8	20	0	28	11	20	0	31	89
4:45 PM	24	5	0	29	15	10	0	25	13	23	0	36	90
Total	116	14	0	130	57	54	0	111	53	89	0	142	383
5:00 PM	26	5	0	31	14	15	0	29	11	13	0	24	84
5:15 PM	32	3	0	35	16	8	0	24	18	26	0	44	103
5:30 PM	35	2	0	37	13	7	0	20	10	18	0	28	85
5:45 PM	21	4	0	25	18	8	0	26	17	19	0	36	87
Total	114	14	0	128	61	38	0	99	56	76	0	132	359
Grand Total	230	28	0	258	118	92	0	210	109	165	0	274	742
Approach %	89.1	10.9	0.0		56.2	43.8	0.0		39.8	60.2	0.0		
Total %	31.0	3.8	0.0	34.8	15.9	12.4	0.0	28.3	14.7	22.2	0.0	36.9	
Exiting Leg Total				283				137				322	742

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	40	2	0	42	14	16	0	30	19	30	0	49	121
4:15 PM	27	2	0	29	20	8	0	28	10	16	0	26	83
4:30 PM	25	5	0	30	8	20	0	28	11	20	0	31	89
4:45 PM	24	5	0	29	15	10	0	25	13	23	0	36	90
Total Volume	116	14	0	130	57	54	0	111	53	89	0	142	383
% Approach Total	89.2	10.8	0.0		51.4	48.6	0.0		37.3	62.7	0.0		
PHF	0.725	0.700	0.000	0.774	0.713	0.675	0.000	0.925	0.697	0.742	0.000	0.724	0.791
Entering Leg	116	14	0	130	57	54	0	111	53	89	0	142	383
Exiting Leg				146				67				170	383
Total				276				178				312	766

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	1	1	0	2	0	1	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	0	2	0	2	2	2	0	4	1	1	0	2	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	1	1	2	0	3	4
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	1	0	0	1	2	2	0	4	6
Grand Total	1	2	0	3	3	2	0	5	3	3	0	6	14
Approach %	33.3	66.7	0.0		60.0	40.0	0.0		50.0	50.0	0.0		
Total %	7.1	14.3	0.0	21.4	21.4	14.3	0.0	35.7	21.4	21.4	0.0	42.9	
Exiting Leg Total				6				5				3	14

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	1	1	0	2	0	1	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Volume	0	2	0	2	2	2	0	4	1	1	0	2	8
% Approach Total	0.0	100.0	0.0		50.0	50.0	0.0		50.0	50.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.500	0.500	0.000	0.500	0.250	0.250	0.000	0.500	0.667
Entering Leg	0	2	0	2	2	2	0	4	1	1	0	2	8
Exiting Leg				3				3				2	8
Total				5				7				4	16

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Single-Unit Trucks**

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	1	0	0	1	2	0	0	2	5	3	0	8	11
4:15 PM	4	2	0	6	1	2	0	3	4	5	0	9	18
4:30 PM	4	1	0	5	1	1	0	2	8	0	0	8	15
4:45 PM	8	1	0	9	1	0	0	1	4	1	0	5	15
Total	17	4	0	21	5	3	0	8	21	9	0	30	59
5:00 PM	3	0	0	3	0	2	0	2	3	2	0	5	10
5:15 PM	2	1	0	3	1	0	0	1	4	1	0	5	9
5:30 PM	3	0	0	3	0	2	0	2	0	0	0	0	5
5:45 PM	3	1	0	4	1	1	0	2	3	0	0	3	9
Total	11	2	0	13	2	5	0	7	10	3	0	13	33
Grand Total	28	6	0	34	7	8	0	15	31	12	0	43	92
Approach %	82.4	17.6	0.0		46.7	53.3	0.0		72.1	27.9	0.0		
Total %	30.4	6.5	0.0	37.0	7.6	8.7	0.0	16.3	33.7	13.0	0.0	46.7	
Exiting Leg Total				19				37				36	92

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	1	0	0	1	2	0	0	2	5	3	0	8	11
4:15 PM	4	2	0	6	1	2	0	3	4	5	0	9	18
4:30 PM	4	1	0	5	1	1	0	2	8	0	0	8	15
4:45 PM	8	1	0	9	1	0	0	1	4	1	0	5	15
Total Volume	17	4	0	21	5	3	0	8	21	9	0	30	59
% Approach Total	81.0	19.0	0.0		62.5	37.5	0.0		70.0	30.0	0.0		
PHF	0.531	0.500	0.000	0.583	0.625	0.375	0.000	0.667	0.656	0.450	0.000	0.833	0.819
Entering Leg	17	4	0	21	5	3	0	8	21	9	0	30	59
Exiting Leg				14				25				20	59
Total				35				33				50	118

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Articulated Trucks**

	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	1	0	0	1	0	0	0	0	2	1	0	3	4
4:15 PM	8	0	0	8	0	0	0	0	3	0	0	3	11
4:30 PM	1	0	0	1	0	0	0	0	4	1	0	5	6
4:45 PM	2	0	0	2	0	0	0	0	1	1	0	2	4
Total	12	0	0	12	0	0	0	0	10	3	0	13	25
5:00 PM	1	0	0	1	0	1	0	1	2	1	0	3	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
Total	2	0	0	2	0	1	0	1	4	1	0	5	8
Grand Total	14	0	0	14	0	1	0	1	14	4	0	18	33
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		77.8	22.2	0.0		
Total %	42.4	0.0	0.0	42.4	0.0	3.0	0.0	3.0	42.4	12.1	0.0	54.5	
Exiting Leg Total				4				14				15	33

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road (Route 6A) from East				Mid-Cape Connector from South				Sandwich Road (Route 6A) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	1	0	0	1	0	0	0	0	2	1	0	3	4
4:15 PM	8	0	0	8	0	0	0	0	3	0	0	3	11
4:30 PM	1	0	0	1	0	0	0	0	4	1	0	5	6
4:45 PM	2	0	0	2	0	0	0	0	1	1	0	2	4
Total Volume	12	0	0	12	0	0	0	0	10	3	0	13	25
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		76.9	23.1	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.625	0.750	0.000	0.650	0.568
Entering Leg	12	0	0	12	0	0	0	0	10	3	0	13	25
Exiting Leg				3				10				12	25
Total				15				10				25	50

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Sandwich Road (Route 6A) from East						Mid-Cape Connector from South						Sandwich Road (Route 6A) from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road (Route 6A) from East						Mid-Cape Connector from South						Sandwich Road (Route 6A) from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **186377 I**
Location: **S: Mid-Cape Connector**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Sandwich Road (Route 6A) from East						Mid-Cape Connector from South						Sandwich Road (Route 6A) from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Approach %	0	0	0	0	0		0	0	0	0	100		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	
Exiting Leg Total						0						1						0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road (Route 6A) from East						Mid-Cape Connector from South						Sandwich Road (Route 6A) from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Exiting Leg						0						1						0	1
Total						0						2						0	2

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	28	19	0	47	20	163	0	183	237	0	0	237	467
7:15 AM	26	22	0	48	23	215	0	238	225	1	0	226	512
7:30 AM	44	17	0	61	38	207	0	245	246	1	0	247	553
7:45 AM	23	23	0	46	46	219	0	265	249	2	0	251	562
Total	121	81	0	202	127	804	0	931	957	4	0	961	2094
8:00 AM	31	26	0	57	37	186	0	223	253	1	0	254	534
8:15 AM	32	29	0	61	32	192	0	224	268	2	0	270	555
8:30 AM	41	41	0	82	43	196	0	239	261	1	0	262	583
8:45 AM	30	27	0	57	36	196	0	232	233	1	0	234	523
Total	134	123	0	257	148	770	0	918	1015	5	0	1020	2195
Grand Total	255	204	0	459	275	1574	0	1849	1972	9	0	1981	4289
Approach %	55.6	44.4	0.0		14.9	85.1	0.0		99.5	0.5	0.0		
Total %	5.9	4.8	0.0	10.7	6.4	36.7	0.0	43.1	46.0	0.2	0.0	46.2	
Exiting Leg Total				284				2176				1829	4289
Cars	249	199	0	448	267	1469	0	1736	1818	9	0	1827	4011
% Cars	97.6	97.5	0.0	97.6	97.1	93.3	0.0	93.9	92.2	100.0	0.0	92.2	93.5
Exiting Leg Total				276				2017				1718	4011
Heavy Vehicles	6	5	0	11	8	105	0	113	154	0	0	154	278
% Heavy Vehicles	2.4	2.5	0.0	2.4	2.9	6.7	0.0	6.1	7.8	0.0	0.0	7.8	6.5
Exiting Leg Total				8				159				111	278

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:45 AM	23	23	0	46	46	219	0	265	249	2	0	251	562
8:00 AM	31	26	0	57	37	186	0	223	253	1	0	254	534
8:15 AM	32	29	0	61	32	192	0	224	268	2	0	270	555
8:30 AM	41	41	0	82	43	196	0	239	261	1	0	262	583
Total Volume	127	119	0	246	158	793	0	951	1031	6	0	1037	2234
% Approach Total	51.6	48.4	0.0		16.6	83.4	0.0		99.4	0.6	0.0		
PHF	0.774	0.726	0.000	0.750	0.859	0.905	0.000	0.897	0.962	0.750	0.000	0.960	0.958
Cars	121	115	0	236	153	739	0	892	944	6	0	950	2078
Cars %	95.3	96.6	0.0	95.9	96.8	93.2	0.0	93.8	91.6	100.0	0.0	91.6	93.0
Heavy Vehicles	6	4	0	10	5	54	0	59	87	0	0	87	156
Heavy Vehicles %	4.7	3.4	0.0	4.1	3.2	6.8	0.0	6.2	8.4	0.0	0.0	8.4	7.0
Cars Enter Leg	121	115	0	236	153	739	0	892	944	6	0	950	2078
Heavy Enter Leg	6	4	0	10	5	54	0	59	87	0	0	87	156
Total Entering Leg	127	119	0	246	158	793	0	951	1031	6	0	1037	2234
Cars Exiting Leg				159				1059				860	2078
Heavy Exiting Leg				5				91				60	156
Total Exiting Leg				164				1150				920	2234

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	28	18	0	46	20	152	0	172	218	0	0	218	436
7:15 AM	26	22	0	48	23	203	0	226	212	1	0	213	487
7:30 AM	44	17	0	61	35	194	0	229	227	1	0	228	518
7:45 AM	23	21	0	44	44	205	0	249	225	2	0	227	520
Total	121	78	0	199	122	754	0	876	882	4	0	886	1961
8:00 AM	31	24	0	55	36	174	0	210	235	1	0	236	501
8:15 AM	29	29	0	58	30	180	0	210	245	2	0	247	515
8:30 AM	38	41	0	79	43	180	0	223	239	1	0	240	542
8:45 AM	30	27	0	57	36	181	0	217	217	1	0	218	492
Total	128	121	0	249	145	715	0	860	936	5	0	941	2050
Grand Total	249	199	0	448	267	1469	0	1736	1818	9	0	1827	4011
Approach %	55.6	44.4	0.0		15.4	84.6	0.0		99.5	0.5	0.0		
Total %	6.2	5.0	0.0	11.2	6.7	36.6	0.0	43.3	45.3	0.2	0.0	45.5	
Exiting Leg Total				276				2017				1718	4011

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:45 AM	23	21	0	44	44	205	0	249	225	2	0	227	520
8:00 AM	31	24	0	55	36	174	0	210	235	1	0	236	501
8:15 AM	29	29	0	58	30	180	0	210	245	2	0	247	515
8:30 AM	38	41	0	79	43	180	0	223	239	1	0	240	542
Total Volume	121	115	0	236	153	739	0	892	944	6	0	950	2078
% Approach Total	51.3	48.7	0.0		17.2	82.8	0.0		99.4	0.6	0.0		
PHF	0.796	0.701	0.000	0.747	0.869	0.901	0.000	0.896	0.963	0.750	0.000	0.962	0.958
Entering Leg	121	115	0	236	153	739	0	892	944	6	0	950	2078
Exiting Leg				159				1059				860	2078
Total				395				1951				1810	4156

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	1	0	11	0	11	19	0	0	19	31
7:15 AM	0	0	0	0	0	12	0	12	13	0	0	13	25
7:30 AM	0	0	0	0	3	13	0	16	19	0	0	19	35
7:45 AM	0	2	0	2	2	14	0	16	24	0	0	24	42
Total	0	3	0	3	5	50	0	55	75	0	0	75	133
8:00 AM	0	2	0	2	1	12	0	13	18	0	0	18	33
8:15 AM	3	0	0	3	2	12	0	14	23	0	0	23	40
8:30 AM	3	0	0	3	0	16	0	16	22	0	0	22	41
8:45 AM	0	0	0	0	0	15	0	15	16	0	0	16	31
Total	6	2	0	8	3	55	0	58	79	0	0	79	145
Grand Total	6	5	0	11	8	105	0	113	154	0	0	154	278
Approach %	54.5	45.5	0.0		7.1	92.9	0.0		100.0	0.0	0.0		
Total %	2.2	1.8	0.0	4.0	2.9	37.8	0.0	40.6	55.4	0.0	0.0	55.4	
Exiting Leg Total				8				159				111	278
Buses	2	1	0	3	1	7	0	8	10	0	0	10	21
% Buses	33.3	20.0	0.0	27.3	12.5	6.7	0.0	7.1	6.5	0.0	0.0	6.5	7.6
Exiting Leg Total				1				11				9	21
Single-Unit Trucks	3	4	0	7	6	64	0	70	97	0	0	97	174
% Single-Unit	50.0	80.0	0.0	63.6	75.0	61.0	0.0	61.9	63.0	0.0	0.0	63.0	62.6
Exiting Leg Total				6				101				67	174
Articulated Trucks	1	0	0	1	1	34	0	35	47	0	0	47	83
% Articulated	16.7	0.0	0.0	9.1	12.5	32.4	0.0	31.0	30.5	0.0	0.0	30.5	29.9
Exiting Leg Total				1				47				35	83

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:45 AM	0	2	0	2	2	14	0	16	24	0	0	24	42
8:00 AM	0	2	0	2	1	12	0	13	18	0	0	18	33
8:15 AM	3	0	0	3	2	12	0	14	23	0	0	23	40
8:30 AM	3	0	0	3	0	16	0	16	22	0	0	22	41
Total Volume	6	4	0	10	5	54	0	59	87	0	0	87	156
% Approach Total	60.0	40.0	0.0		8.5	91.5	0.0		100.0	0.0	0.0		
PHF	0.500	0.500	0.000	0.833	0.625	0.844	0.000	0.922	0.906	0.000	0.000	0.906	0.929
Buses	2	1	0	3	1	4	0	5	6	0	0	6	14
Buses %	33.3	25.0	0.0	30.0	20.0	7.4	0.0	8.5	6.9	0.0	0.0	6.9	9.0
Single-Unit Trucks	3	3	0	6	3	34	0	37	60	0	0	60	103
Single-Unit %	50.0	75.0	0.0	60.0	60.0	63.0	0.0	62.7	69.0	0.0	0.0	69.0	66.0
Articulated Trucks	1	0	0	1	1	16	0	17	21	0	0	21	39
Articulated %	16.7	0.0	0.0	10.0	20.0	29.6	0.0	28.8	24.1	0.0	0.0	24.1	25.0
Buses	2	1	0	3	1	4	0	5	6	0	0	6	14
Single-Unit Trucks	3	3	0	6	3	34	0	37	60	0	0	60	103
Articulated Trucks	1	0	0	1	1	16	0	17	21	0	0	21	39
Total Entering Leg	6	4	0	10	5	54	0	59	87	0	0	87	156
Buses				1				7				6	14
Single-Unit Trucks				3				63				37	103
Articulated Trucks				1				21				17	39
Total Exiting Leg				5				91				60	156

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	17	13	0	30	16	123	0	139	161	0	0	161	330
7:15 AM	16	21	0	37	20	156	0	176	162	0	0	162	375
7:30 AM	33	12	0	45	27	151	0	178	186	0	0	186	409
7:45 AM	18	18	0	36	37	157	0	194	183	2	0	185	415
Total	84	64	0	148	100	587	0	687	692	2	0	694	1529
8:00 AM	29	19	0	48	26	140	0	166	184	1	0	185	399
8:15 AM	22	24	0	46	24	142	0	166	199	1	0	200	412
8:30 AM	30	37	0	67	38	144	0	182	185	1	0	186	435
8:45 AM	22	23	0	45	29	145	0	174	170	1	0	171	390
Total	103	103	0	206	117	571	0	688	738	4	0	742	1636
Grand Total	187	167	0	354	217	1158	0	1375	1430	6	0	1436	3165
Approach %	52.8	47.2	0.0		15.8	84.2	0.0		99.6	0.4	0.0		
Total %	5.9	5.3	0.0	11.2	6.9	36.6	0.0	43.4	45.2	0.2	0.0	45.4	
Exiting Leg Total				223				1597				1345	3165

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:45 AM	18	18	0	36	37	157	0	194	183	2	0	185	415
8:00 AM	29	19	0	48	26	140	0	166	184	1	0	185	399
8:15 AM	22	24	0	46	24	142	0	166	199	1	0	200	412
8:30 AM	30	37	0	67	38	144	0	182	185	1	0	186	435
Total Volume	99	98	0	197	125	583	0	708	751	5	0	756	1661
% Approach Total	50.3	49.7	0.0		17.7	82.3	0.0		99.3	0.7	0.0		
PHF	0.825	0.662	0.000	0.735	0.822	0.928	0.000	0.912	0.943	0.625	0.000	0.945	0.955
Entering Leg	99	98	0	197	125	583	0	708	751	5	0	756	1661
Exiting Leg				130				849				682	1661
Total				327				1557				1438	3322

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	11	5	0	16	4	29	0	33	56	0	0	56	105
7:15 AM	10	1	0	11	3	47	0	50	50	1	0	51	112
7:30 AM	11	5	0	16	8	43	0	51	41	1	0	42	109
7:45 AM	5	3	0	8	7	48	0	55	42	0	0	42	105
Total	37	14	0	51	22	167	0	189	189	2	0	191	431
8:00 AM	2	5	0	7	10	33	0	43	51	0	0	51	101
8:15 AM	7	5	0	12	6	38	0	44	46	1	0	47	103
8:30 AM	7	4	0	11	5	34	0	39	54	0	0	54	104
8:45 AM	8	4	0	12	7	36	0	43	47	0	0	47	102
Total	24	18	0	42	28	141	0	169	198	1	0	199	410
Grand Total	61	32	0	93	50	308	0	358	387	3	0	390	841
Approach %	65.6	34.4	0.0		14.0	86.0	0.0		99.2	0.8	0.0		
Total %	7.3	3.8	0.0	11.1	5.9	36.6	0.0	42.6	46.0	0.4	0.0	46.4	
Exiting Leg Total				53				419				369	841

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	11	5	0	16	4	29	0	33	56	0	0	56	105
7:15 AM	10	1	0	11	3	47	0	50	50	1	0	51	112
7:30 AM	11	5	0	16	8	43	0	51	41	1	0	42	109
7:45 AM	5	3	0	8	7	48	0	55	42	0	0	42	105
Total Volume	37	14	0	51	22	167	0	189	189	2	0	191	431
% Approach Total	72.5	27.5	0.0		11.6	88.4	0.0		99.0	1.0	0.0		
PHF	0.841	0.700	0.000	0.797	0.688	0.870	0.000	0.859	0.844	0.500	0.000	0.853	0.962
Entering Leg	37	14	0	51	22	167	0	189	189	2	0	191	431
Exiting Leg				24				203				204	431
Total				75				392				395	862

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	0	0	0	0	1	0	1	3	0	0	3	4
7:45 AM	0	1	0	1	1	2	0	3	2	0	0	2	6
Total	0	1	0	1	1	3	0	4	6	0	0	6	11
8:00 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
8:15 AM	1	0	0	1	0	1	0	1	1	0	0	1	3
8:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
8:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	2	0	0	2	0	4	0	4	4	0	0	4	10
Grand Total	2	1	0	3	1	7	0	8	10	0	0	10	21
Approach %	66.7	33.3	0.0		12.5	87.5	0.0		100.0	0.0	0.0		
Total %	9.5	4.8	0.0	14.3	4.8	33.3	0.0	38.1	47.6	0.0	0.0	47.6	
Exiting Leg Total				1				11				9	21

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	1	0	1	3	0	0	3	4
7:45 AM	0	1	0	1	1	2	0	3	2	0	0	2	6
8:00 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
8:15 AM	1	0	0	1	0	1	0	1	1	0	0	1	3
Total Volume	1	1	0	2	1	5	0	6	8	0	0	8	16
% Approach Total	50.0	50.0	0.0		16.7	83.3	0.0		100.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.250	0.625	0.000	0.500	0.667	0.000	0.000	0.667	0.667
Entering Leg	1	1	0	2	1	5	0	6	8	0	0	8	16
Exiting Leg				1				9				6	16
Total				3				15				14	32

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	1	0	7	0	7	12	0	0	12	20
7:15 AM	0	0	0	0	0	8	0	8	4	0	0	4	12
7:30 AM	0	0	0	0	3	8	0	11	13	0	0	13	24
7:45 AM	0	1	0	1	1	9	0	10	19	0	0	19	30
Total	0	2	0	2	4	32	0	36	48	0	0	48	86
8:00 AM	0	2	0	2	1	5	0	6	12	0	0	12	20
8:15 AM	1	0	0	1	1	9	0	10	15	0	0	15	26
8:30 AM	2	0	0	2	0	11	0	11	14	0	0	14	27
8:45 AM	0	0	0	0	0	7	0	7	8	0	0	8	15
Total	3	2	0	5	2	32	0	34	49	0	0	49	88
Grand Total	3	4	0	7	6	64	0	70	97	0	0	97	174
Approach %	42.9	57.1	0.0		8.6	91.4	0.0		100.0	0.0	0.0		
Total %	1.7	2.3	0.0	4.0	3.4	36.8	0.0	40.2	55.7	0.0	0.0	55.7	
Exiting Leg Total				6				101				67	174

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:45 AM	0	1	0	1	1	9	0	10	19	0	0	19	30
8:00 AM	0	2	0	2	1	5	0	6	12	0	0	12	20
8:15 AM	1	0	0	1	1	9	0	10	15	0	0	15	26
8:30 AM	2	0	0	2	0	11	0	11	14	0	0	14	27
Total Volume	3	3	0	6	3	34	0	37	60	0	0	60	103
% Approach Total	50.0	50.0	0.0		8.1	91.9	0.0		100.0	0.0	0.0		
PHF	0.375	0.375	0.000	0.750	0.750	0.773	0.000	0.841	0.789	0.000	0.000	0.789	0.858
Entering Leg	3	3	0	6	3	34	0	37	60	0	0	60	103
Exiting Leg				3				63				37	103
Total				9				100				97	206

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	4	0	4	7	0	0	7	11
7:15 AM	0	0	0	0	0	4	0	4	8	0	0	8	12
7:30 AM	0	0	0	0	0	4	0	4	3	0	0	3	7
7:45 AM	0	0	0	0	0	3	0	3	3	0	0	3	6
Total	0	0	0	0	0	15	0	15	21	0	0	21	36
8:00 AM	0	0	0	0	0	6	0	6	4	0	0	4	10
8:15 AM	1	0	0	1	1	2	0	3	7	0	0	7	11
8:30 AM	0	0	0	0	0	5	0	5	7	0	0	7	12
8:45 AM	0	0	0	0	0	6	0	6	8	0	0	8	14
Total	1	0	0	1	1	19	0	20	26	0	0	26	47
Grand Total	1	0	0	1	1	34	0	35	47	0	0	47	83
Approach %	100.0	0.0	0.0		2.9	97.1	0.0		100.0	0.0	0.0		
Total %	1.2	0.0	0.0	1.2	1.2	41.0	0.0	42.2	56.6	0.0	0.0	56.6	
Exiting Leg Total				1				47				35	83

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	6	0	6	4	0	0	4	10
8:15 AM	1	0	0	1	1	2	0	3	7	0	0	7	11
8:30 AM	0	0	0	0	0	5	0	5	7	0	0	7	12
8:45 AM	0	0	0	0	0	6	0	6	8	0	0	8	14
Total Volume	1	0	0	1	1	19	0	20	26	0	0	26	47
% Approach Total	100.0	0.0	0.0		5.0	95.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.792	0.000	0.833	0.813	0.000	0.000	0.813	0.839
Entering Leg	1	0	0	1	1	19	0	20	26	0	0	26	47
Exiting Leg				1				26				20	47
Total				2				46				46	94

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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Bicycles (on Roadway and Crosswalks)

	Sandwich Road						Sandwich Road (Route 6A)						Sandwich Road (Route 6A)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Sandwich Road						Sandwich Road (Route 6A)						Sandwich Road (Route 6A)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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Pedestrians

	Sandwich Road						Sandwich Road (Route 6A)						Sandwich Road (Route 6A)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Sandwich Road						Sandwich Road (Route 6A)						Sandwich Road (Route 6A)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	67	30	0	97	66	185	0	251	297	1	0	298	646
4:15 PM	89	32	0	121	74	164	0	238	304	2	0	306	665
4:30 PM	103	33	0	136	50	170	0	220	305	1	0	306	662
4:45 PM	66	40	0	106	72	180	0	252	301	0	0	301	659
Total	325	135	0	460	262	699	0	961	1207	4	0	1211	2632
5:00 PM	70	48	0	118	74	198	0	272	300	0	0	300	690
5:15 PM	85	43	0	128	67	170	0	237	302	5	0	307	672
5:30 PM	61	40	0	101	68	220	0	288	304	2	0	306	695
5:45 PM	40	38	0	78	47	179	0	226	317	1	0	318	622
Total	256	169	0	425	256	767	0	1023	1223	8	0	1231	2679
Grand Total	581	304	0	885	518	1466	0	1984	2430	12	0	2442	5311
Approach %	65.6	34.4	0.0		26.1	73.9	0.0		99.5	0.5	0.0		
Total %	10.9	5.7	0.0	16.7	9.8	27.6	0.0	37.4	45.8	0.2	0.0	46.0	
Exiting Leg Total				530				2734				2047	5311
Cars	574	299	0	873	510	1419	0	1929	2363	12	0	2375	5177
% Cars	98.8	98.4	0.0	98.6	98.5	96.8	0.0	97.2	97.2	100.0	0.0	97.3	97.5
Exiting Leg Total				522				2662				1993	5177
Heavy Vehicles	7	5	0	12	8	47	0	55	67	0	0	67	134
% Heavy Vehicles	1.2	1.6	0.0	1.4	1.5	3.2	0.0	2.8	2.8	0.0	0.0	2.7	2.5
Exiting Leg Total				8				72				54	134

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:45 PM	66	40	0	106	72	180	0	252	301	0	0	301	659
5:00 PM	70	48	0	118	74	198	0	272	300	0	0	300	690
5:15 PM	85	43	0	128	67	170	0	237	302	5	0	307	672
5:30 PM	61	40	0	101	68	220	0	288	304	2	0	306	695
Total Volume	282	171	0	453	281	768	0	1049	1207	7	0	1214	2716
% Approach Total	62.3	37.7	0.0		26.8	73.2	0.0		99.4	0.6	0.0		
PHF	0.829	0.891	0.000	0.885	0.949	0.873	0.000	0.911	0.993	0.350	0.000	0.989	0.977
Cars	279	168	0	447	277	749	0	1026	1185	7	0	1192	2665
Cars %	98.9	98.2	0.0	98.7	98.6	97.5	0.0	97.8	98.2	100.0	0.0	98.2	98.1
Heavy Vehicles	3	3	0	6	4	19	0	23	22	0	0	22	51
Heavy Vehicles %	1.1	1.8	0.0	1.3	1.4	2.5	0.0	2.2	1.8	0.0	0.0	1.8	1.9
Cars Enter Leg	279	168	0	447	277	749	0	1026	1185	7	0	1192	2665
Heavy Enter Leg	3	3	0	6	4	19	0	23	22	0	0	22	51
Total Entering Leg	282	171	0	453	281	768	0	1049	1207	7	0	1214	2716
Cars Exiting Leg				284				1353				1028	2665
Heavy Exiting Leg				4				25				22	51
Total Exiting Leg				288				1378				1050	2716

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	65	29	0	94	65	179	0	244	282	1	0	283	621
4:15 PM	89	31	0	120	73	155	0	228	291	2	0	293	641
4:30 PM	101	33	0	134	48	165	0	213	291	1	0	292	639
4:45 PM	66	39	0	105	71	174	0	245	293	0	0	293	643
Total	321	132	0	453	257	673	0	930	1157	4	0	1161	2544
5:00 PM	69	47	0	116	72	191	0	263	296	0	0	296	675
5:15 PM	84	42	0	126	66	166	0	232	295	5	0	300	658
5:30 PM	60	40	0	100	68	218	0	286	301	2	0	303	689
5:45 PM	40	38	0	78	47	171	0	218	314	1	0	315	611
Total	253	167	0	420	253	746	0	999	1206	8	0	1214	2633
Grand Total	574	299	0	873	510	1419	0	1929	2363	12	0	2375	5177
Approach %	65.8	34.2	0.0		26.4	73.6	0.0		99.5	0.5	0.0		
Total %	11.1	5.8	0.0	16.9	9.9	27.4	0.0	37.3	45.6	0.2	0.0	45.9	
Exiting Leg Total				522				2662				1993	5177

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:45 PM	66	39	0	105	71	174	0	245	293	0	0	293	643
5:00 PM	69	47	0	116	72	191	0	263	296	0	0	296	675
5:15 PM	84	42	0	126	66	166	0	232	295	5	0	300	658
5:30 PM	60	40	0	100	68	218	0	286	301	2	0	303	689
Total Volume	279	168	0	447	277	749	0	1026	1185	7	0	1192	2665
% Approach Total	62.4	37.6	0.0		27.0	73.0	0.0		99.4	0.6	0.0		
PHF	0.830	0.894	0.000	0.887	0.962	0.859	0.000	0.897	0.984	0.350	0.000	0.983	0.967
Entering Leg	279	168	0	447	277	749	0	1026	1185	7	0	1192	2665
Exiting Leg				284				1353				1028	2665
Total				731				2379				2220	5330

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	2	1	0	3	1	6	0	7	15	0	0	15	25
4:15 PM	0	1	0	1	1	9	0	10	13	0	0	13	24
4:30 PM	2	0	0	2	2	5	0	7	14	0	0	14	23
4:45 PM	0	1	0	1	1	6	0	7	8	0	0	8	16
Total	4	3	0	7	5	26	0	31	50	0	0	50	88
5:00 PM	1	1	0	2	2	7	0	9	4	0	0	4	15
5:15 PM	1	1	0	2	1	4	0	5	7	0	0	7	14
5:30 PM	1	0	0	1	0	2	0	2	3	0	0	3	6
5:45 PM	0	0	0	0	0	8	0	8	3	0	0	3	11
Total	3	2	0	5	3	21	0	24	17	0	0	17	46
Grand Total	7	5	0	12	8	47	0	55	67	0	0	67	134
Approach %	58.3	41.7	0.0		14.5	85.5	0.0		100.0	0.0	0.0		
Total %	5.2	3.7	0.0	9.0	6.0	35.1	0.0	41.0	50.0	0.0	0.0	50.0	
Exiting Leg Total				8				72				54	134
Buses	0	2	0	2	1	2	0	3	6	0	0	6	11
% Buses	0.0	40.0	0.0	16.7	12.5	4.3	0.0	5.5	9.0	0.0	0.0	9.0	8.2
Exiting Leg Total				1				8				2	11
Single-Unit Trucks	6	3	0	9	7	30	0	37	41	0	0	41	87
% Single-Unit	85.7	60.0	0.0	75.0	87.5	63.8	0.0	67.3	61.2	0.0	0.0	61.2	64.9
Exiting Leg Total				7				44				36	87
Articulated Trucks	1	0	0	1	0	15	0	15	20	0	0	20	36
% Articulated	14.3	0.0	0.0	8.3	0.0	31.9	0.0	27.3	29.9	0.0	0.0	29.9	26.9
Exiting Leg Total				0				20				16	36

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	2	1	0	3	1	6	0	7	15	0	0	15	25
4:15 PM	0	1	0	1	1	9	0	10	13	0	0	13	24
4:30 PM	2	0	0	2	2	5	0	7	14	0	0	14	23
4:45 PM	0	1	0	1	1	6	0	7	8	0	0	8	16
Total Volume	4	3	0	7	5	26	0	31	50	0	0	50	88
% Approach Total	57.1	42.9	0.0		16.1	83.9	0.0		100.0	0.0	0.0		
PHF	0.500	0.750	0.000	0.583	0.625	0.722	0.000	0.775	0.833	0.000	0.000	0.833	0.880
Buses	0	1	0	1	1	1	0	2	3	0	0	3	6
Buses %	0.0	33.3	0.0	14.3	20.0	3.8	0.0	6.5	6.0	0.0	0.0	6.0	6.8
Single-Unit Trucks	3	2	0	5	4	14	0	18	30	0	0	30	53
Single-Unit %	75.0	66.7	0.0	71.4	80.0	53.8	0.0	58.1	60.0	0.0	0.0	60.0	60.2
Articulated Trucks	1	0	0	1	0	11	0	11	17	0	0	17	29
Articulated %	25.0	0.0	0.0	14.3	0.0	42.3	0.0	35.5	34.0	0.0	0.0	34.0	33.0
Buses	0	1	0	1	1	1	0	2	3	0	0	3	6
Single-Unit Trucks	3	2	0	5	4	14	0	18	30	0	0	30	53
Articulated Trucks	1	0	0	1	0	11	0	11	17	0	0	17	29
Total Entering Leg	4	3	0	7	5	26	0	31	50	0	0	50	88
Buses				1				4				1	6
Single-Unit Trucks				4				32				17	53
Articulated Trucks				0				17				12	29
Total Exiting Leg				5				53				30	88

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	57	22	0	79	60	141	0	201	240	1	0	241	521
4:15 PM	69	29	0	98	67	116	0	183	249	2	0	251	532
4:30 PM	83	27	0	110	43	135	0	178	259	1	0	260	548
4:45 PM	53	28	0	81	64	141	0	205	255	0	0	255	541
Total	262	106	0	368	234	533	0	767	1003	4	0	1007	2142
5:00 PM	56	39	0	95	66	168	0	234	262	0	0	262	591
5:15 PM	71	36	0	107	55	137	0	192	239	3	0	242	541
5:30 PM	52	34	0	86	62	182	0	244	267	1	0	268	598
5:45 PM	30	29	0	59	41	151	0	192	258	1	0	259	510
Total	209	138	0	347	224	638	0	862	1026	5	0	1031	2240
Grand Total	471	244	0	715	458	1171	0	1629	2029	9	0	2038	4382
Approach %	65.9	34.1	0.0		28.1	71.9	0.0		99.6	0.4	0.0		
Total %	10.7	5.6	0.0	16.3	10.5	26.7	0.0	37.2	46.3	0.2	0.0	46.5	
Exiting Leg Total				467				2273				1642	4382

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:45 PM	53	28	0	81	64	141	0	205	255	0	0	255	541
5:00 PM	56	39	0	95	66	168	0	234	262	0	0	262	591
5:15 PM	71	36	0	107	55	137	0	192	239	3	0	242	541
5:30 PM	52	34	0	86	62	182	0	244	267	1	0	268	598
Total Volume	232	137	0	369	247	628	0	875	1023	4	0	1027	2271
% Approach Total	62.9	37.1	0.0		28.2	71.8	0.0		99.6	0.4	0.0		
PHF	0.817	0.878	0.000	0.862	0.936	0.863	0.000	0.897	0.958	0.333	0.000	0.958	0.949
Entering Leg	232	137	0	369	247	628	0	875	1023	4	0	1027	2271
Exiting Leg				251				1160				860	2271
Total				620				2035				1887	4542

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	8	7	0	15	5	38	0	43	41	0	0	41	99
4:15 PM	20	2	0	22	6	39	0	45	42	0	0	42	109
4:30 PM	18	6	0	24	5	28	0	33	31	0	0	31	88
4:45 PM	13	11	0	24	7	33	0	40	37	0	0	37	101
Total	59	26	0	85	23	138	0	161	151	0	0	151	397
5:00 PM	13	8	0	21	6	22	0	28	34	0	0	34	83
5:15 PM	13	6	0	19	10	27	0	37	56	2	0	58	114
5:30 PM	8	5	0	13	6	34	0	40	33	1	0	34	87
5:45 PM	10	9	0	19	6	20	0	26	56	0	0	56	101
Total	44	28	0	72	28	103	0	131	179	3	0	182	385
Grand Total	103	54	0	157	51	241	0	292	330	3	0	333	782
Approach %	65.6	34.4	0.0		17.5	82.5	0.0		99.1	0.9	0.0		
Total %	13.2	6.9	0.0	20.1	6.5	30.8	0.0	37.3	42.2	0.4	0.0	42.6	
Exiting Leg Total				54				384				344	782

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	8	7	0	15	5	38	0	43	41	0	0	41	99
4:15 PM	20	2	0	22	6	39	0	45	42	0	0	42	109
4:30 PM	18	6	0	24	5	28	0	33	31	0	0	31	88
4:45 PM	13	11	0	24	7	33	0	40	37	0	0	37	101
Total Volume	59	26	0	85	23	138	0	161	151	0	0	151	397
% Approach Total	69.4	30.6	0.0		14.3	85.7	0.0		100.0	0.0	0.0		
PHF	0.738	0.591	0.000	0.885	0.821	0.885	0.000	0.894	0.899	0.000	0.000	0.899	0.911
Entering Leg	59	26	0	85	23	138	0	161	151	0	0	151	397
Exiting Leg				23				177				197	397
Total				108				338				348	794

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	1	1	0	2	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	1	0	2	3	0	0	3	6
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	3	0	0	3	5
Grand Total	0	2	0	2	1	2	0	3	6	0	0	6	11
Approach %	0.0	100.0	0.0		33.3	66.7	0.0		100.0	0.0	0.0		
Total %	0.0	18.2	0.0	18.2	9.1	18.2	0.0	27.3	54.5	0.0	0.0	54.5	
Exiting Leg Total				1				8				2	11

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	1	1	0	2	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	1	0	2	3	0	0	3	6
% Approach Total	0.0	100.0	0.0		50.0	50.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.250	0.750	0.000	0.000	0.750	0.500
Entering Leg	0	1	0	1	1	1	0	2	3	0	0	3	6
Exiting Leg				1				4				1	6
Total				2				6				4	12

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	1	1	4	0	5	11	0	0	11	17
4:15 PM	0	1	0	1	0	4	0	4	8	0	0	8	13
4:30 PM	2	0	0	2	2	2	0	4	8	0	0	8	14
4:45 PM	0	1	0	1	1	4	0	5	3	0	0	3	9
Total	3	2	0	5	4	14	0	18	30	0	0	30	53
5:00 PM	1	1	0	2	2	5	0	7	2	0	0	2	11
5:15 PM	1	0	0	1	1	3	0	4	5	0	0	5	10
5:30 PM	1	0	0	1	0	2	0	2	2	0	0	2	5
5:45 PM	0	0	0	0	0	6	0	6	2	0	0	2	8
Total	3	1	0	4	3	16	0	19	11	0	0	11	34
Grand Total	6	3	0	9	7	30	0	37	41	0	0	41	87
Approach %	66.7	33.3	0.0		18.9	81.1	0.0		100.0	0.0	0.0		
Total %	6.9	3.4	0.0	10.3	8.0	34.5	0.0	42.5	47.1	0.0	0.0	47.1	
Exiting Leg Total				7				44				36	87

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	1	1	4	0	5	11	0	0	11	17
4:15 PM	0	1	0	1	0	4	0	4	8	0	0	8	13
4:30 PM	2	0	0	2	2	2	0	4	8	0	0	8	14
4:45 PM	0	1	0	1	1	4	0	5	3	0	0	3	9
Total Volume	3	2	0	5	4	14	0	18	30	0	0	30	53
% Approach Total	60.0	40.0	0.0		22.2	77.8	0.0		100.0	0.0	0.0		
PHF	0.375	0.500	0.000	0.625	0.500	0.875	0.000	0.900	0.682	0.000	0.000	0.682	0.779
Entering Leg	3	2	0	5	4	14	0	18	30	0	0	30	53
Exiting Leg				4				32				17	53
Total				9				50				47	106

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	1	0	2	0	2	3	0	0	3	6
4:15 PM	0	0	0	0	0	4	0	4	4	0	0	4	8
4:30 PM	0	0	0	0	0	3	0	3	5	0	0	5	8
4:45 PM	0	0	0	0	0	2	0	2	5	0	0	5	7
Total	1	0	0	1	0	11	0	11	17	0	0	17	29
5:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
5:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	4	0	4	3	0	0	3	7
Grand Total	1	0	0	1	0	15	0	15	20	0	0	20	36
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	2.8	0.0	0.0	2.8	0.0	41.7	0.0	41.7	55.6	0.0	0.0	55.6	
Exiting Leg Total				0				20				16	36

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road				Sandwich Road (Route 6A)				Sandwich Road (Route 6A)				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	1	0	2	0	2	3	0	0	3	6
4:15 PM	0	0	0	0	0	4	0	4	4	0	0	4	8
4:30 PM	0	0	0	0	0	3	0	3	5	0	0	5	8
4:45 PM	0	0	0	0	0	2	0	2	5	0	0	5	7
Total Volume	1	0	0	1	0	11	0	11	17	0	0	17	29
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.688	0.000	0.688	0.850	0.000	0.000	0.850	0.906
Entering Leg	1	0	0	1	0	11	0	11	17	0	0	17	29
Exiting Leg				0				17				12	29
Total				1				28				29	58

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Sandwich Road						Sandwich Road (Route 6A)						Sandwich Road (Route 6A)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road						Sandwich Road (Route 6A)						Sandwich Road (Route 6A)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **186377 J**
Location: **N: Sandwich Road**
Location: **E: Sandwich Road (Route 6A) W: Sandwich Road (Route 6A)**
City, State: **Bourne, MA**
Client: **VHB/ M. Duranleau**
Site Code: **14035.00**
Count Date: **Wednesday, July 25, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Sandwich Road						Sandwich Road (Route 6A)						Sandwich Road (Route 6A)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Sandwich Road						Sandwich Road (Route 6A)						Sandwich Road (Route 6A)						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

Meetinghouse Lane at Old Plymouth Road

Crash Number	Crash Date	Crash Time	Crash Hour	City/Town	Locality	RPA Abbreviation	Municipal Hwy District	Crash Severity	Maximum Injury Severity Reported	Number of Nonfatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	First Harmful Event	First Harmful Event Location	Most Harmful Events	Vehicle Sequence of Events	Vehicle Configuration	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Codes	Non Motorist Type	Hit & Run	Road Surface	Ambient Light	Weather Condition	Street Number	Roadway	Linked RI Access Control	RMV Document #	Report IDs
3288823	10/16/2012	2:03 PM	02:00PM to 02:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible		0	2	1 Angle	V1: Travelling straight ahead	V1-N	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic	V1>Collision with motor vehicle in traffic)	V1 (Passenger car)	48	48	01>Disregarded traffic signs, signals, road markings		No hit and run	Dry	Daylight	Clear		MEETING HOUSE LANE / OLD PLYMOUTH ROAD	Local police	RMV20121130534	12-348-AC
3322252	12/22/2012	1:41 AM	01:00AM to 01:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	1	3 Single vehicle crash	V1: Turning left	V1-S	Collision with guardrail	Shoulder - unpaved	V1>Collision with guardrail)	V1>Collision with guardrail)	V1 (Passenger car)	21-24	21-24	05>Failure to keep in proper lane or running off road)		No hit and run	Dry	Dark - lighted roadway	Cloudy		OLD PLYMOUTH ROAD / MEETING HOUSE LANE	Local police	RMV20123620628	12-410-AC
3709167	12/26/2013	8:02 PM	08:00PM to 08:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	3 Single vehicle crash	V1: Turning left	V1-N	Collision with guardrail	Shoulder - unpaved	V1>Collision with guardrail)	V1>Collision with guardrail)	V1 (Passenger car)	16-20	16-20	05>Failure to keep in proper lane or running off road)		No hit and run	Ice	Dark - roadway not lighted	Clear		OLD PLYMOUTH RD / MEETINGHOUSE LN	Local police	RMV20133650160	13-409-AC
3738820	2/21/2014	8:24 AM	08:00AM to 08:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	2	2 Angle	V1: Turning left / V2:Travelling straight ahead	V1-N / V2-E	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic / V2>Collision with motor vehicle in traffic	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	16-20	35-44	01>Failed to yield right of way) 02:(No improper driving)		No hit and run	Wet	Daylight	Rain/Fog, smog, smoke	58	MEETING HOUSE LANE	Local police	RMV20140560226	14-69-AC
3865904	6/24/2014	9:45 PM	09:00PM to 09:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Angle	V1: Entering traffic lane / V2:Travelling straight ahead	V1-N / V2-E	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic / V2>Collision with motor vehicle in traffic	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	16-20	21-24	traffic signs, signals, road markings) 02:(No improper driving)		No hit and run	Dry	Dark - lighted roadway	Clear		MEETINGHOUSE LN / OLD PLYMOUTH RD	Local police	RMV20147801119	14-203-AC
3923826	9/3/2014	2:39 PM	02:00PM to 02:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Incapacitating		0	0	2 Rear-end	V2: Travelling straight ahead / V2:Travelling straight ahead	V1-W / V2-W	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic / V2>Collision with motor vehicle in traffic	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Motorcycle) V2 (Passenger car)	16-20	35-44	04>Speed-related (authorized speed limit),(Operating vehicle in erratic, reckless, careless, impairment),(Operating vehicle in erratic, reckless, careless,		No hit and run	Dry	Daylight	Clear		SCUSSET BEACH ROAD / MEETINGHOUSE LANE / OLD PLYMOUTH ROAD	Local police	RMV20142320804	14-311-AC
3984490	12/15/2014	11:03 PM	11:00PM to 11:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	1 Single vehicle crash	V1: Travelling straight ahead	V1-N	Collision with tree	Outside roadway	V1>Collision with tree)	V1>Collision with tree)	V1 (Passenger car)	35-44	35-44			No hit and run	Dry	Dark - lighted roadway	Clear	90	OLD PLYMOUTH RD	Local police	RMV20145130914	14-432-AC
4085570	9/2/2015	4:31 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1-E / V2-E	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic / V2>Collision with motor vehicle in traffic	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	25-34	25-34			No hit and run	Dry	Daylight	Clear		MEETINGHOUSE LN / OLD PLYMOUTH RD	Local police	RMV20152470125 / RMV20152460216	15-352-AC / 15-352-AC / 15-352-AC / 15-352-AC / 15-352-AC

Meetinghouse Lane at State Road / Canal Street

3264872	9/12/2012	3:25 PM	03:00PM to 03:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible		2	0	2 Angle	V1: Turning left / V2: Turning left	V1-E / V2-W	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic / V2>Collision with motor vehicle in traffic	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	21-24	35-44	01>Made an improper turn),(Failure to keep		No hit and run	Dry	Daylight	Clear		CANAL STREET / SCENIC HIGHWAY	Local police	RMV20122750429	12-313-AC
3786368	10/23/2012	2:47 PM	02:00PM to 02:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	3 Rear-end	V1: Slowing or stopped in traffic	V1-N	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic / V2>Collision with motor vehicle in traffic	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	25-34	25-34	01>No improper driving)		No hit and run	Dry	Daylight	Clear		MEETINGHOUSE LN / STATE RD	Local police	RMV20141200105	12-354-AC
3269380	10/31/2012	2:03 PM	02:00PM to 02:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Rear-end	V2: Travelling straight ahead / V2:Turning left	V1-E / V2-E	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic / V2>Collision with motor vehicle in traffic	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	35-44	65-74	01>Followed too closely) 02:(Disregarded traffic signs, signals,		No hit and run	Wet	Daylight	Rain		MEETINGHOUSE LN	Local police	RMV20123100707	12-361-AC
3309572	12/12/2012	5:34 PM	05:00PM to 05:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Rear-end	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic	V1-W / V2-W	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic / V2>Collision with motor vehicle in traffic	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	21-24	45-54	02>Disregarded traffic signs, signals, road markings) 02:(No improper driving)		No hit and run	Dry	Dark - lighted roadway	Clear		SCENIC HWY / STATE RD	Local police	RMV20123530624	12-403-AC
3377904	1/25/2013	6:22 PM	06:00PM to 06:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1-E / V2-N	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic / V2>Collision with motor vehicle in traffic	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	21-24	25-34	02>Disregarded traffic signs, signals, road markings) 02:(No improper driving)		No hit and run	Dry	Daylight	Clear		MEETINGHOUSE LN / STATE RD	Local police	RMV20130920746	13-78-AC
3527990	7/15/2013	8:59 AM	08:00AM to 08:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	3 Rear-end	V1: Slowing or stopped in traffic	V1-N	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic / V2>Collision with motor vehicle in traffic	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	25-34	25-34	01>No improper driving)		No hit and run	Dry	Daylight	Clear		MEETINGHOUSE LN / CANAL ST	Local police	RMV20130401308	13-213-AC
3569986	8/23/2013	10:24 AM	10:00AM to 10:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Angle	V1: Turning left / V2:Travelling straight ahead	V1-N / V2-W	Collision with motor vehicle in traffic	Roadway	V1>Collision with motor vehicle in traffic / V2>Collision with motor vehicle in traffic	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van,	16-20	35-44	01>Failed to yield right of way) 02:(No improper driving)		No hit and run	Dry	Daylight	Clear		STATE RD Rte 3A N / MEETINGHOUSE LN	Local police	RMV20132400215	13-285-AC
3582226	8/30/2013	12:04 AM	12:00AM to 12:59AM	BOURNE	BOURNE	CCC		1 Unknown	Unknown		0	0	1 Single vehicle crash	V1: Travelling straight ahead	V1-W	Collision with median barrier	Median	V1>(Collision with highway traffic sign post)	V1>(Collision with highway traffic sign post)	V1 (Unknown)					Yes, hit and run	Dry	Dark - lighted roadway	Clear	31	MEETINGHOUSE LN	Local police	RMV20132490326	13-298-AC
3582226	9/2/2013	9:37 AM	09:00AM to 09:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Angle	V1: Turning left / V2:Travelling straight ahead	V1-E / V2-W	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	21-24	35-44	01>Failed to yield right of way) 02:(No improper driving)		No hit and run	Dry	Daylight	Clear		MEETINGHOUSE LN / STATE RD	Local police	RMV20132490327	13-300-AC
3584739	9/6/2013	7:45 PM	07:00PM to 07:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	3 Rear-end	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic / V3:Slowing or stopped in traffic	V1-N / V2-N / V3-N	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic) V3>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car) V3 (Truck/trailer)	45-54	45-54	01>Followed too closely) 02:(No improper driving)		No hit and run	Dry	Dark - lighted roadway	Clear		STATE ROAD / CRANBERRY HIGHWAY / MEETING HOUSE LANE	Local police	RMV20132510319	13-305-AC
3623500	10/27/2013	4:26 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	1 Single vehicle crash	V1: Turning right	V1-S	Collision with other light pole or other post/support	Shoulder - unpaved	V1>(Equipment failure),(Ran off road right),(Collision with	V1 (Passenger car)	25-34	25-34	01>(Operating defective equipment)		No hit and run	Dry	Daylight	Clear		STATE RD / MEETINGHOUSE LN	Local police	RMV20133201245	13-350-AC
3658487	11/12/2013	6:38 AM	06:00AM to 06:59AM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible		1	0	2 Angle	V1: Travelling straight ahead / V2:Turning left	V1-W / V2-E	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	16-20	25-34	01>Failed to yield right of way) 02:(No improper driving)		No hit and run	Dry	Daylight	Rain		STATE RD / MEETINGHOUSE LN	Local police	RMV20133230226	13-366-AC
3783826	3/26/2014	8:01 AM	08:00AM to 08:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1-E / V2-E	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Other)	V1>(Collision with motor vehicle in traffic) V2:(Other)	V1 (Passenger car) V2 (Single-unit truck) (3 axle, 6 tires)	45-54	45-54	01>No improper driving) 02:(Failed to yield right of way)		No hit and run	Snow	Daylight	Snow	24	MEETING HOUSE LANE	Local police	RMV20140401604 / RMV20140900104	14-110-AC / 14-110-AC
3800556	4/22/2014	6:30 AM	06:00AM to 06:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Angle	V1: Travelling straight ahead / V2:Turning left	V1-N / V2-E	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	21-24	21-24	01>No improper driving) 02:(Failed to yield right of way)		No hit and run	Dry	Dawn	Clear		MEETING HOUSE LANE / OLD ROUTE 3A /	State police	RMV20141400414	3014-007-001235
3796384	5/3/2014	5:54 PM	05:00PM to 05:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Sideswipe, same direction	V1: Turning right / V2:Turning right	V1-N / V2-N	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	25-34	35-44	01>(Over-correcting/over-steering) 02:(No		No hit and run	Dry	Daylight	Clear		MEETING HOUSE LANE / STATE ROAD	Local police	RMV20141260429	14-149-AC
3877212	7/3/2014	3:34 PM	03:00PM to 03:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1-E / V2-E	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	45-54	55-64	01>(Followed too closely) 02:(No improper driving)		No hit and run	Dry	Daylight	Clear		MEETING HOUSE LANE / CANAL STREET	Local police	RMV20141900802	14-210-AC
3899472	8/2/2014	5:18 PM	05:00PM to 05:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating		1	0	1 Single vehicle crash	V1: Turning left	V1-E	Collision with other light pole or other post/support	Roadway	V1>(Collision with light pole or other post/support)	V1 (Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	55-64	55-64	01>(Distracted)		No hit and run	Wet	Daylight	Rain		SCENIC HWY / MEETINGHOUSE LN	Local police	RMV20142181719	14-262-AC
3925601	8/25/2014	7:10 PM	07:00PM to 07:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	1 Single vehicle crash	V1: Travelling straight ahead	V1-W	Collision with other movable object	Median	V1>(Collision with highway traffic sign post)	V1>(Collision with highway traffic sign post)	V1 (Passenger car)	65-74	65-74	01>Visibility obstructed),(Glare)		No hit and run	Dry	Dusk	Clear		SCENIC HWY / MEETINGHOUSE LN	Local police	RMV20143470715	14-296-AC
3969516	11/5/2014	10:16 AM	10:00AM to 10:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1-N / V2-N	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	25-34	45-54	01>Followed too closely) 02:(No improper driving)		No hit and run	Dry	Daylight	Cloudy		MEETINGHOUSE LN / STATE RD	Local police	RMV20145110923	14-387-AC
3998577	1/24/2015	10:45 AM	10:00AM to 10:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Angle	V3: Travelling straight ahead / V2:Turning left	V1-W / V2-N	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	55-64	65-74	01>Followed too closely) 02:(No improper driving)		No hit and run	Wet	Daylight	Rain		SCENIC HIGHWAY / MEETINGHOUSE LANE / OLD ROUTE 3A	State police	RMV20150240307	2015-007-000258
4036080	4/25/2015	2:26 AM	02:00AM to 02:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	1 Single vehicle crash	V1: Travelling straight ahead	V1-E	Collision with curb	Median	V1>(Collision with highway traffic sign post)	V1>(Collision with curb),(Collision with highway traffic sign post)	V1 (Passenger car)	16-20	16-20	05>Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)		Yes, hit and run	Dry	Dark - lighted roadway	Clear		SCENIC HIGHWAY	Local police	RMV20151180882	15-154-AC
4041505	5/11/2015	7:44 PM	07:00PM to 07:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible		1	0	2 Angle	V1: Turning left / V2:Travelling straight ahead	V1-S / V2-E	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	16-20	21-24	01>Failed to yield right of way) 02:(No improper driving)		No hit and run	Dry	Dusk	Cloudy		MEETINGHOUSE LANE / CANAL STREET / SCENIC HWY	Local police	RMV20151340815	15-173-AC
4077687	8/15/2015	9:23 AM	09:00AM to 09:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	3 Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic / V3:Slowing or stopped in traffic	V1-W / V2-W / V3-W	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic) V3>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Bus (seats for 7-15 people, including driver))	21-24	55-64	01>Followed too closely) 02:(No improper driving)		No hit and run	Dry	Daylight	Clear		MEETINGHOUSE LANE / CANAL STREET	Local police	RMV20152330432	15-326-AC / 15-326-AC
4117810	11/19/2015	6:07 AM	06:00AM to 06:59AM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible		1	0	2 Sideswipe, same direction	V1: Travelling straight ahead / V2:Travelling straight ahead	V1-N / V2-N	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	25-34	55-64	01>Disregarded traffic signs, signals, road markings) 02:(No improper driving)		No hit and run	Dry	Daylight	Clear		SCENIC HIGHWAY / MEETINGHOUSE LANE / CANAL STREET	Local police	RMV20153410553	15-430-AC
4163748	3/26/2016	5:16 PM	05:00PM to 05:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible		1	0	2 Angle	V3: Turning left / V2:Travelling straight ahead	V1-N / V2-W	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	21-24	45-54	01>Failed to yield right of way) 02:(No improper driving)		No hit and run	Dry	Daylight	Clear		MEETINGHOUSE LN / STATE RD	Local police	RMV20160910494	16-91-AC
4253595	9/17/2016	7:40 PM	07:00PM to 07:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	1 Single vehicle crash	V1: Travelling straight ahead	V1-W	Collision with other light pole or other post/support	Median	V1>(Collision with highway traffic sign post)	V1>(Collision with light pole or other post/support),(Ran off road right)	V1 (Passenger car)	48	48	01>Failed to yield right of way) 02:(No improper driving)		No hit and run	Dry	Dark - lighted roadway	Clear	24	MEETINGHOUSE LN	Local police	RMV20162720821	16-332-AC
4268754	10/31/2016	7:14 PM	07:00PM to 07:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Sideswipe, same direction	V1: Turning left / V2:Not reported	V1-E / V2-E	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1>(Collision with motor vehicle in traffic) V2:	V1 (Passenger car) V2:(U	21-24	21-24	01>(No improper driving) 02:(U		No hit and run	Wet	Dark - lighted roadway	Rain		SCENIC HIGHWAY / STATE ROAD	Local police	RMV20162990329	16-376-AC

Meetinghouse Lane at Route 3/6 NB Off-Ramp

3414808	5/6/2013	4:54 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Rear-end	V1: Entering traffic lane / V2:Slowing or stopped in traffic	V1-E / V2-E	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	65-74	65-74	01>(Followed too closely) 02:(No improper driving)		No hit and run	Dry	Daylight	Clear		SCENIC HWY	Local police	RMV20131402722	13-113-AC
3714604	1/6/2014	10:15 AM	10:00AM to 10:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	3 Sideswipe, same direction	V1: Travelling straight ahead / V2:Travelling straight ahead / V3:Entering traffic lane	V1-W / V2-W / V3-W	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic) V3>(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Truck/trailer) V2 (Unknown heavy truck, cannot classify) V3 (Passenger car)	45-54	55-64	01>Followed too closely) 02:(No improper driving) 03:(Failed to yield		No hit and run	Wet	Daylight	Rain/Fog, smog, smoke		RAMP-RT 6 WB TO RT 6 WB SCENIC HWY/I-Rte 6 W	State police	RMV20140140024Z	3014-007-000049
3987134	12/20/2014	5:53 PM	05:00PM to 05:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	1 Single vehicle crash	V1: Travelling straight ahead	V1-W	Collision with guardrail	Roadway	V1>(Collision with guardrail)	V1>(Collision with guardrail)	V1 (Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	25-34	25-34	01>(		No hit and run	Wet	Dark - roadway not lighted	Rain		RAMP-RT 6 WB TO RT 6 WB SCENIC HWY/I-Rte 6 W	State police	RMV20145590318	3014-007-002726
4009202	2/3/2015	2:36 PM	02:00PM to 02:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating		1	0	5 Angle	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic / V4:Slowing or stopped in traffic / V5:Travelling straight	V1-W / V2-N / V3-W / V4-W / V5-E	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic) V3>(Collision with motor vehicle in traffic) V4>(Collision with motor vehicle in traffic) V5>(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport	16-20	65-74	01>Disregarded traffic signs, signals,		No hit and run	Wet	Daylight	Clear		RAMP-RT 6 WB TO RT 6 WB SCENIC HWY/I-Rte 6	State police	RMV20150409205	2015-007-000355
4024707	3/23/2015	4:25 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating		1	0	2 Rear-end	V1: Slowing or stopped in traffic / V2:Entering traffic lane	V1-N / V2-N	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2 (Passenger car)	16-20	55-64	01>(Other improper action) 02:(No improper driving)		No hit and run	Dry	Daylight	Cloudy		RAMP-RT 6 WB TO SCENIC HWY EB	State police	RMV20150900618	2015-007-000911 / 2015-007-000911 / 2015-007-000911
4077576	8/12/2015	11:19 AM	11:00AM to 11:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	3 Rear-end	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic / V3:Slowing or stopped in traffic	V1-N / V2-N / V3-N	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic) V3>(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2 (Passenger car) V3 (Passenger car)	55-64	65-74	01>(Other improper action) 02:(No improper driving)		Yes, hit and run	Dry	Daylight	Clear		RAMP-RT 6 WB TO SCENIC HWY EB / SCENIC HIGHWAY	State police	RMV20151930431	2015-007-002630 / 2015-007-002630
4205483	5/28/2015	1:05 PM	01:00PM to 01:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Rear-end	V1: Travelling straight ahead / V2:Travelling straight ahead	V1-W / V2-W	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2 (Passenger car)	25-34	45-54	01>(No improper driving) 02:(Disregarded traffic signs, signals, road markings)		No hit and run	Dry	Daylight	Clear		RAMP-RT 6 WB TO RT 6 WB SCENIC HWY/I-Rte 6	State police	RMV20151630515	2016-007-001907
4254412	9/17/2016	9:00 AM	09:00AM to 09:59AM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Sideswipe, same direction	V1: Travelling straight ahead / V2:Changing lanes	V1-W / V2-W	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	35-44	45-54	01>(No improper driving) 02:(Operating vehicle in erratic, reckless, careless,		No hit and run	Dry	Daylight	Clear		RAMP-RT 6 WB TO RT 6 WB SCENIC HWY/I-Rte 6 W	State police	RMV20162730549	2016-007-003764
4271847	10/18/2016	5:00 PM	05:00PM to 05:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Sideswipe, same direction	V1: Travelling straight ahead / V2:Travelling straight ahead	V1-W / V2-W	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Light truck(van, mini-van, panel, pickup, sport utility) with four tires) V2:(Single-unit truck (3 axle, 6 tires))	55-64	55-64	01>(No improper driving) 02:(		Yes, hit and run	Dry	Daylight	Clear		RAMP-RT 6 WB TO RT 6 WB SCENIC HWY/I-Rte 6	State police	RMV20163050538	2016-007-004188

Scenic Highway (Rotue 6) at Route 3 SB Off-Ramp

2980117	3/20/2012	6:50 PM	06:00PM to 06:59PM	BOURNE	BOURNE	CCC		Property damage only (none injured)	No injury		0	0	2 Angle	V1: Turning left / V2:Travelling straight ahead	V1-S / V2-E	Collision with motor vehicle in traffic	Roadway	V1>(Collision with motor vehicle in traffic) V2>(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1 (Passenger car) V2 (Passenger car)	16-20	25-34	traffic signs, signals, road markings),(Inattention		No hit and run	Dry	Daylight	Clear		RAMP-PILGRIM HIGHWAY SB TO CRANBERRY HIG / SCENIC HIGHWAY Rte 6 W	Local police	RMV20120870058	12-74-AC
3143846	6/10/

Crash Number	Crash Date	Crash Time	Crash Hour	City/Town	Locality	RPA Abbreviation	Mass\Highway District	Crash Severity	Maximum Injury Severity Reported	Number of Nonfatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	First Harmful Event	First Harmful Event Location	Most Harmful Events	Vehicle Sequence of Events	Vehicle Configuration	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Codes	Non Motorist Type	Hit & Run	Road Surface	Ambient Light	Weather Condition	Street Number	Roadway	Linked RI Access Control	RMV Document #	Report IDs
4162050	3/13/2016	6:07 PM	06:00PM to 06:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating	2	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:W / V2:S	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	21-24	25-34	05) (1 D2.C)		No hit and run	Dry	Daylight	Clear		SCENIC HIGHWAY Rte USE W / RAMP AT 3 SB TO RT 6 WB/SCENIC HWY	State police	PW20160740025 2	2016-007-000849
4228052	7/29/2016	12:34 PM	12:00PM to 12:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Sideswipe, same direction	V3: Making U-turn / V2:Travelling straight ahead	V1:S / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Truck/trailer)	35-44	35-44	09) (1 D2.H) improper turn),(Operating vehicle in erratic,		Yes, hit and run	Wet	Daylight	Rain		SCENIC HIGHWAY / WESTBOUND LANE / CANAL STREET	Local police	PW20162180745	16-259-AC / 16-259-AC / 16-259-AC
4248762	8/7/2016	3:15 PM	03:00PM to 03:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:S / V2:S	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	55-64	55-64	09) (1 D2.H) improper driving)		No hit and run	Dry	Daylight	Cloudy		SCENIC HIGHWAY / RAMP AT 3 SB TO RT 6 WB/SCENIC HWY	State police	PW20162540443	2016-007-003593
4253803	9/21/2016	11:45 AM	11:00AM to 11:59AM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible	2	0	2	Angle	V1: Travelling straight ahead / V2:Turning left	V1:W / V2:S	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	16-20	21-24	01) (Inattention) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		SCENIC HWY	Local police	PW20162720825	16-336-AC / 16-336-AC
4256403	9/29/2016	12:56 PM	12:00PM to 12:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating	1	0	2	Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:W / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	21-24	25-34	slowly),(Physical impairment) D2:(No improper driving)		No hit and run	Dry	Daylight	Cloudy		RAMP AT 3 SB TO RT 6 WB/SCENIC HWY	Local police	PW20162780196	16-343-AC
Scenic Highway (Rotue 6) at Church Lane / Route 3 SB On-Ramp																																	
2944440	2/24/2012	5:24 PM	05:00PM to 05:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Angle	V1: Travelling straight ahead / V2:Turning left	V1:S / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic),(Run off road left),(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	45-54	45-54	01:(No improper driving) D2:()		No hit and run	Wet	Daylight	Cloudy		SCENIC HWY / CHURCH LN	Local police	PW20120671204 2	12-48-AC
3113237	5/31/2012	8:52 AM	08:00AM to 08:59AM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:S / V2:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic),(Other) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	16-20	21-24	01) (No improper driving) D2:(Disregarded traffic signs, signals,		No hit and run	Dry	Daylight	Clear		CRANBERRY HIGHWAY / CHURCH LANE	Local police	PW20123430521	12-155-AC
3391572	4/21/2013	1:03 PM	01:00PM to 01:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible	3	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:S / V2:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	16-20	55-64	01) (No improper driving) D2:(Disregarded traffic signs, signals,		No hit and run	Dry	Daylight	Clear		CRANBERRY HIGHWAY / CHURCH LANE	Local police	PW20131130277	13-103-AC
3588765	9/11/2013	7:16 PM	07:00PM to 07:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating	2	0	2	Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:E / V2:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	25-34	75-84	01) (Inattention) D2:(No improper driving)		No hit and run	Dry	Dark - lighted roadway	Clear/Cloudy		CRANBERRY HIGHWAY Rte 6	Local police	PW20132600405	13-309-AC
3967262	10/14/2014	12:57 PM	12:00PM to 12:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:E / V2:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with parked motor vehicle) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	35-44	45-54	01) (Inattention) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		SCENIC HWY / CHURCH LN	Local police	PW20143030126	14-365-AC
4083332	9/8/2015	1:52 PM	01:00PM to 01:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	3	Angle	V3: Backing / V2:Travelling straight ahead / V3:Travelling straight ahead	V3:E / V2:W / V3:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car) V3:(Tractor/semi-trailer)	35-34	75-84	01) (Followed too closely) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		SCENIC HWY / CHURCH LN	Local police	PW20152401602 / PW20153520750	15-363-AC / 15-363-AC / 15-363-AC / 15-363-AC / 15-363-AC / 15-363-AC / 15-363-AC / 15-363-AC / 15
4133810	1/9/2016	4:29 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:W / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	35-44	55-64	01) (Followed too closely) D2:(No improper driving)		No hit and run	Dry	Dusk	Cloudy	1081	SCENIC HWY Rte 6 E	Local police	PW20160130335	16-8-AC
4133550	1/11/2016	4:10 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating	1	0	2	Rear-end	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:W / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	21-24	35-44	01:(Glare) D2:(No improper driving)		No hit and run	Dry	Dusk	Clear		SCENIC HIGHWAY Rte 6 W	Local police	PW20160130842	2016-007-000985 / 2016-007-000985
4152138	2/17/2016	9:42 AM	09:00AM to 09:59AM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating	1	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:S / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	21-24	35-44	01:(Failed to yield right of way) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		CHURCH LN / SCENIC HWY	Local police	PW20160502852	16-56-AC / 16-56-AC
4176004	4/8/2016	4:10 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Sideswipe, same direction	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:W / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	25-34	65-74	01:(Failed to yield proper lane or running off road) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		SCENIC HIGHWAY Rte USE W / RAMP AT 6 WB TO RT 6 WB /SCENIC HWY	State police	PW20163250104	2016-007-001193
4220447	6/15/2016	12:39 PM	12:00PM to 12:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Not reported	V1: Not reported / V2:Not reported	V1:W / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	45-54	65-74	01) (1 D2.C)		No hit and run	Dry	Daylight	Clear		SCENIC HIGHWAY Rte USE W / CHURCH LANE / CHURCH LANE	State police	PW20164027707	2016-007-002168
4254400	10/2/2016	4:56 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:W / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	25-34	55-64	01) (Inattention) D2:(No improper driving)		No hit and run	Dry	Daylight	Cloudy		SCENIC HWY / CHURCH LN	Local police	PW20162780172	16-349-AC / 16-349-AC
Cranberry Highway at Adams Street																																	
2951723	2/26/2012	7:17 PM	07:00PM to 07:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating	2	0	2	Angle	V1: Turning left / V2:Travelling straight ahead	V1:N / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	25-34	65-74	01:(Failed to yield right of way) D2:(No improper driving)		No hit and run	Dry	Dark - lighted roadway	Clear		ADAMS ST / CRANBERRY HWY	Local police	PW20130720113	12-50-AC
3141847	6/20/2012	11:46 AM	11:00AM to 11:59AM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Turning left	V1:E / V2:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	21-24	35-44	01:(Followed too closely) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		ADAMS STREET / RAMP AT 6 WB TO RT 6A / SCENIC HIGHWAY	Local police	PW20121720431	12-170-AC
3719038	1/14/2014	9:30 PM	09:00PM to 09:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible	1	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:S / V2:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Tractor/semi-trailer)	16-20	45-54	traffic signs, signals, road markings),(Exceeded		No hit and run	Wet	Dark - lighted roadway	Rain/Cloudy		CRANBERRY HIGHWAY / ADAMS STREET /	Local police	PW20140220320	14-15-AC
4038627	5/1/2015	4:56 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	No injury	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:S / V2:S	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Tractor/semi-trailer)	16-20	45-54	01:(Followed too closely) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		ADAMS ST / CRANBERRY HWY	Local police	PW20151260228	15-160-AC
4081934	8/21/2015	10:44 AM	10:00AM to 10:59AM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Sideswipe, opposite direction	V1: Turning right / V2:Slowing or stopped in traffic / V3:Slowing or stopped in traffic	V1:W / V2:E / V3:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	panel, pickup, sport utility) with only four tires) V2:(Passenger car) V3:(Passenger car)	21-24	35-44	in erratic, reckless, careless, negligent or aggressive manner)		Yes, hit and run	Dry	Daylight	Clear		ADAMS STREET Rte UNKNOW	State police	PW20152530643	2015-007-002791 / 2015-007-002791
4102331	10/28/2015	4:48 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Angle	V1: Entering traffic lane / V2:Travelling straight ahead	V1:E / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	25-34	45-54	01:(Inattention),(Failed to yield right of way)		Yes, hit and run	Wet	Daylight	Rain		CRANBERRY HWY	Local police	PW20153520751 / PW20153030422	15-420-AC / 15-420-AC / 15-420-AC / 15-420-AC / 15-420-AC / 15-420-AC / 15-420-AC / 15
4176127	4/8/2016	10:52 AM	10:00AM to 10:59AM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating	1	0	1	Single vehicle crash	V1: Turning left	V1:E	Collision with unknown fixed object	Roadside	V1:(Collision with other fixed object (wall, building, tunnel, etc.))	V1:(Collision with motor vehicle in traffic),(Collision with other fixed object (wall, building, tunnel, etc.))	V1:(Passenger car)	35-44	35-44	01:(No improper driving)		No hit and run	Dry	Daylight	Clear		ADAMS ST / CRANBERRY HWY	Local police	PW20163250493	16-337-AC / 16-337-AC
4207660	6/12/2016	3:13 PM	03:00PM to 03:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Turning right	V1:S / V2:S	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)	16-20	35-44	01:(Followed too closely) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		ADAMS ST / CRANBERRY HWY	Local police	PW20161680325	16-175-AC
4255572	9/28/2016	2:26 PM	02:00PM to 02:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:E / V2:S	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	16-20	35-44	traffic signs, signals, road markings) D2:(No improper driving)		No hit and run	Dry	Daylight	Cloudy		CRANBERRY HWY	Local police	PW20162770202	16-340-AC
Sandwich Road at Mid-Cape Connector																																	
3560914	8/11/2013	1:43 PM	01:00PM to 01:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating	1	0	3	Rear-end	V1: Travelling straight ahead / V2:Travelling straight ahead / V3:Travelling straight ahead	V1:W / V2:W / V3:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	35-44	55-64	slowly) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear	781	SANDWICH RD	Local police	PW20132320328	13-267-AC
3641383	11/2/2013	11:16 AM	11:00AM to 11:59AM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	3	Angle	V3: Other / V2:Slowing or stopped in traffic / V3:Slowing or stopped in traffic	V1:E / V2:N / V3:N	Collision with parked motor vehicle	Roadway	V1:(Collision with parked motor vehicle) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V3:(Other)	35-44	45-54	in erratic, reckless, careless, negligent or aggressive		No hit and run	Dry	Daylight	Clear		SANDWICH ROAD	Local police	PW20132050127 / PW20143000219	13-359-AC / 13-359-AC
3709168	12/28/2013	5:11 PM	05:00PM to 05:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible	2	0	2	Rear-end	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic	V1:N / V2:N	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	16-20	45-54	01:(Followed too closely) D2:(No improper driving)		No hit and run	Dry	Dark - lighted roadway	Clear		ROUTE 6A CONNECTOR / SANDWICH ROAD	Local police	PW20133650462	13-412-AC
3724050	2/15/2014	7:59 PM	07:00PM to 07:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	1	Single vehicle crash	V1: Travelling straight ahead	V1:W	Collision with guardrail	Roadway	V1:(Collision with guardrail)	V1:(Collision with guardrail)	V1:(Passenger car)	35-44	35-44	01:(Driving too fast for conditions)		No hit and run	Snow	Dark - lighted roadway	Snow/Severe crosswinds		ROUTE 6A CONNECTOR / SANDWICH ROAD	Local police	PW20140502229	14-63-AC
3813307	5/23/2014	12:28 PM	12:00PM to 12:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible	2	0	2	Head-on	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:W / V2:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	16-20	55-64	01:(Distracted) D2:(No improper driving)		No hit and run	Dry	Daylight	Cloudy		SANDWICH ROAD / ROUTE 6A CONNECTOR	Local police	PW20141480107	14-166-AC
3877830	7/9/2014	4:26 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible	2	0	3	Head-on	V1: Travelling straight ahead / V2:Travelling straight ahead / V3:Travelling straight ahead	V1:W / V2:W / V3:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport	25-34	75-84	SANDWICH ROAD / ROUTE 6A CONNECTOR		No hit and run	Dry	Daylight	Clear/Unknown		SANDWICH ROAD / ROUTE 6A CONNECTOR	Local police	PW20141930801 / PW20141920410	14-220-AC / 14-220-AC
4072060	8/8/2015	1:19 PM	01:00PM to 01:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Angle	V1: Turning left / V2:Travelling straight ahead	V1:W / V2:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	25-34	35-44	01:(No improper driving) D2:(No improper driving)		No hit and run	Wet	Daylight	Cloudy		SANDWICH ROAD / ROUTE 6A CONNECTOR	Local police	PW20152240323	15-318-AC / 15-318-AC
4097502	10/15/2015	8:38 AM	08:00AM to 08:59AM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible	1	0	2	Angle	V1: Turning left / V2:Travelling straight ahead	V1:S / V2:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	55-64	55-64	01:(Inattention) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		SANDWICH ROAD / ROUTE 6A CONNECTOR	Local police	PW20152920515	15-404-AC
4222656	7/24/2016	8:46 AM	08:00AM to 08:59AM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible	1	0	1	Single vehicle crash	V1: Turning left	V1:W	Collision with curb	Shoulder - paved	V1:(Collision with curb)	V1:(Collision with curb)	V1:(Motorcycle)	55-64	55-64	01:(Inattention) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		ROUTE 6A CONNECTOR / SANDWICH ROAD	Local police	PW20162080521	16-248-AC
4223081	7/29/2016	8:25 AM	08:00AM to 08:59AM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Rear-end	V1: Entering traffic lane / V2:Slowing or stopped in traffic	V1:N / V2:N	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	21-24	55-64	01:(Inattention) D2:(No improper driving)		No hit and run	Wet	Daylight	Cloudy		ROUTE 6A CONNECTOR / SANDWICH ROAD	State police	PW20162140233	2016-007-002861
4275440	10/29/2016	1:30 PM	01:00PM to 01:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Angle	V3: Slowing or stopped in traffic / V2:Turning left	V1:W / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Tractor/semi-trailer)	45-54	45-54	01:(No improper driving) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		MID CAPE CONNECTOR	Local police	PW20163090819	16-393-AC
Sandwich Road at Mid-Cape Connector																																	
3786373	4/1/2012	4:57 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Angle	V3: Slowing or stopped in traffic / V2:Slowing or stopped in traffic	V1:E / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	16-20	45-54	01:(Distracted) D2:(No improper driving)		No hit and run	Dry	Dusk	Clear		SANDWICH ROAD / SANDWICH ROAD	Local police	PW20141000112	12-85-AC
3207487	7/19/2012	1:42 PM	01:00PM to 01:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Possible	1	0	2	Angle	V3: Turning left / V2:Travelling straight ahead	V1:S / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car)	45-54	65-74	01:(Failed to yield right of way) D2:(No improper driving)		No hit and run	Dry	Daylight	Cloudy		ROUTE 28 CONNECTOR / SANDWICH ROAD	Local police	PW20122070311	12-233-AC
3213845	7/25/2012	4:00 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	3	Rear-end	V3: Slowing or stopped in traffic / V2:Slowing or stopped in traffic	V1:E / V2:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)	16-20	45-54	01:(No improper driving) D2:(Other improper action)		No hit and run	Dry	Daylight	Clear		ROUTE 28 CONNECTOR	State police	PW20122080406	2012-007-002507
3276227	10/12/2012	3:24 PM	03:00PM to 03:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:W / V2:W	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Other)	16-20	21-24	01:(Followed too closely) D2:(No improper driving)		No hit and run	Dry	Daylight	Clear		SANDWICH ROAD / ROUTE 28 CONNECTOR	State police	PW20122900210	12-346-AC
3308837	12/24/2012	4:39 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	3	Angle	V1: Entering traffic lane / V2:Travelling straight ahead / V3:Travelling straight ahead	V1:E / V2:S / V3:N	Not reported	Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car) V3:(Passenger car)	21-24	55-64	01:(Followed too closely) D2:(No improper driving)		No hit and run	Dry	Dark - roadway not lighted	Clear		SANDWICH ROAD / ROUTE 28 CONNECTOR / Rte 6A	State police	PW20123530406	2012-007-004203
3547880	7/28/2013	8:22 PM	08:00PM to 08:59PM	BOURNE	BOURNE	CCC		5 Non-fatal injury	Non-fatal injury - Non-incapacitating	1	0	3	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead / V3:Slowing or stopped in traffic	V1:E / V2:E / V3:E	Collision with motor vehicle in traffic	Roadway	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	motor vehicle in traffic) V2:(Collision with motor vehicle	V1:(Passenger car) V2:(Passenger car) V3:(Passenger car)	16-20	25-34	driving) D2:(Inattention)		No hit and run	Dry	Dark - roadway not lighted	Clear		SANDWICH ROAD	State police	PW20132180857	2013-007-002399
3561070	8/12/2013	4:44 PM	04:00PM to 04:59PM	BOURNE	BOURNE	CCC		5 Property damage only (none injured)	No injury	0	0	2	Rear-end	V2: Travelling straight ahead / V1:Slowing or stopped in traffic	V1:E / V2:E	Collision with motor vehicle in traff

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOURNE, MA COUNT DATE : 2018

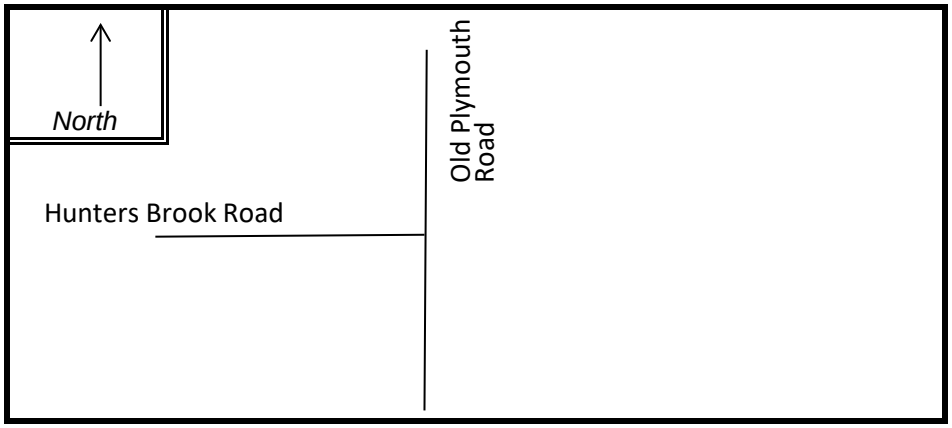
DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : OLD PLYMOUTH ROAD

MINOR STREET(S) : HUNTERS BROOK ROAD

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	26	2	20	37		**85**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **944**

TOTAL # OF CRASHES : 0 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **0.00**

CRASH RATE CALCULATION : **0.00** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date: Hunters Brook - August 2018

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOURNE, MA COUNT DATE : 2018

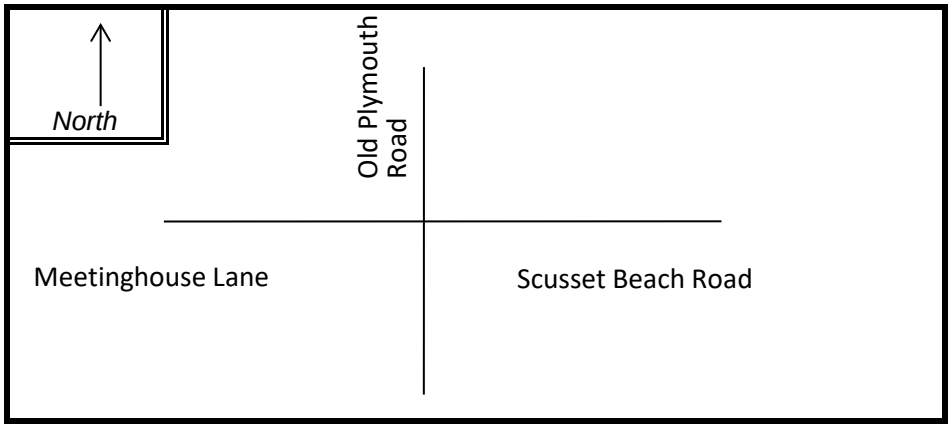
DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : MEETINGHOUSE LANE / SCUSSET BEACH ROAD

MINOR STREET(S) : OLD PLYMOUTH ROAD

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	325	131	47	110		**613**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **6,811**

TOTAL # OF CRASHES : 8

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **1.60**

CRASH RATE CALCULATION : **0.64**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments :

Project Title & Date: Hunters Brook - August 2018

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOURNE, MA COUNT DATE : 2018

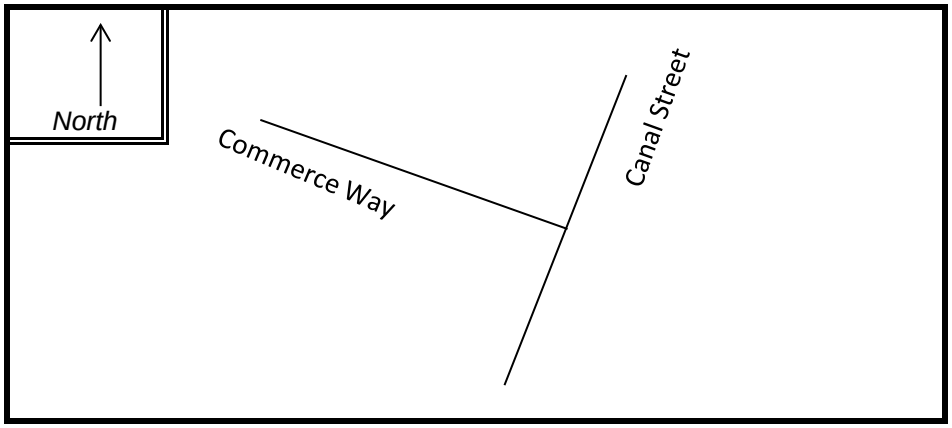
DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : CANAL STREET

MINOR STREET(S) : COMMERCE WAY

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	155		107	90		**352**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **3,911**

TOTAL # OF CRASHES : 0

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **0.00**

CRASH RATE CALCULATION : **0.00**

RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date: Hunters Brook - August 2018

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOURNE, MA COUNT DATE : 2018

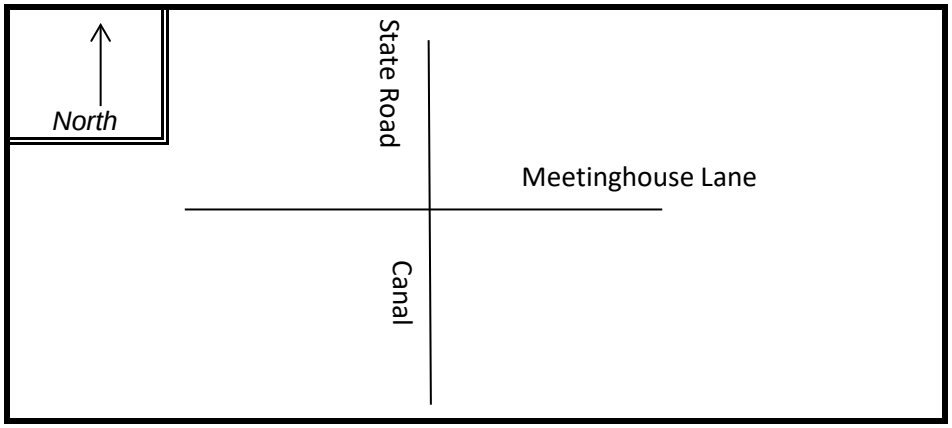
DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : MEETINGHOUSE LANE

MINOR STREET(S) : STATE ROAD / CANAL STREET

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	1,050	315	300	225		**1,890**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **21,000**

TOTAL # OF CRASHES : 27 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **5.40**

CRASH RATE CALCULATION : **0.70** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date: Hunters Brook - August 2018

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOURNE, MA COUNT DATE : 2018

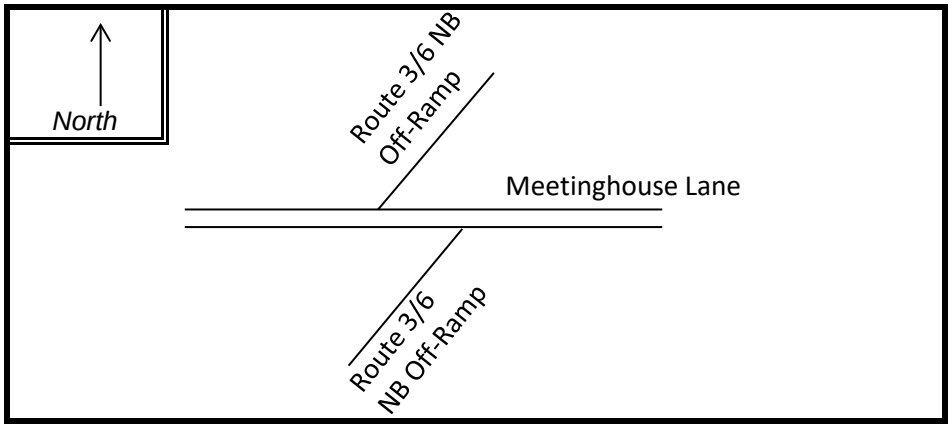
DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : MEETINGHOUSE LANE

MINOR STREET(S) : ROUTE 3 NB OFF-RAMP

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	560	545	480	1,225		**2,810**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **31,222**

TOTAL # OF CRASHES : 9 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **1.80**

CRASH RATE CALCULATION : **0.16** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date: Hunters Brook - August 2018

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOURNE, MA COUNT DATE : 2018

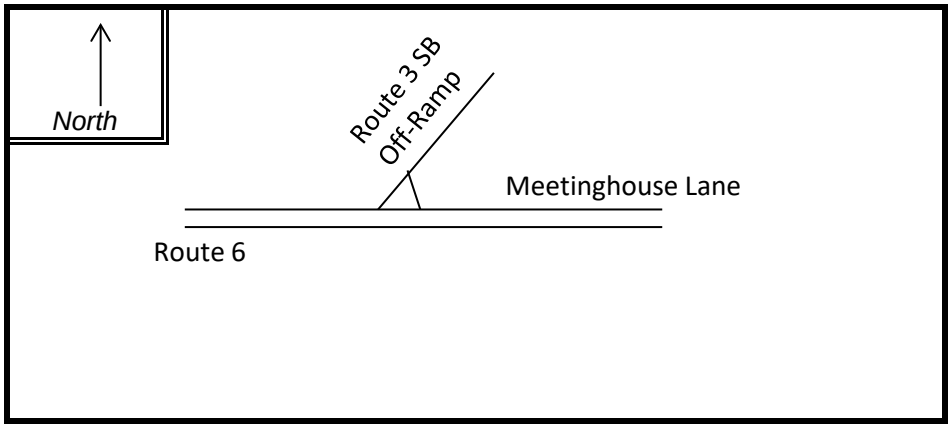
DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : ROUTE 6 (SCENIC HIGHWAY)

MINOR STREET(S) : ROUTE 3 SB OFF-RAMP

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	480	1,775		380		**2,635**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **29,278**

TOTAL # OF CRASHES : 23 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **4.60**

CRASH RATE CALCULATION : **0.43** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date: Hunters Brook - August 2018

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOURNE, MA COUNT DATE : 2018

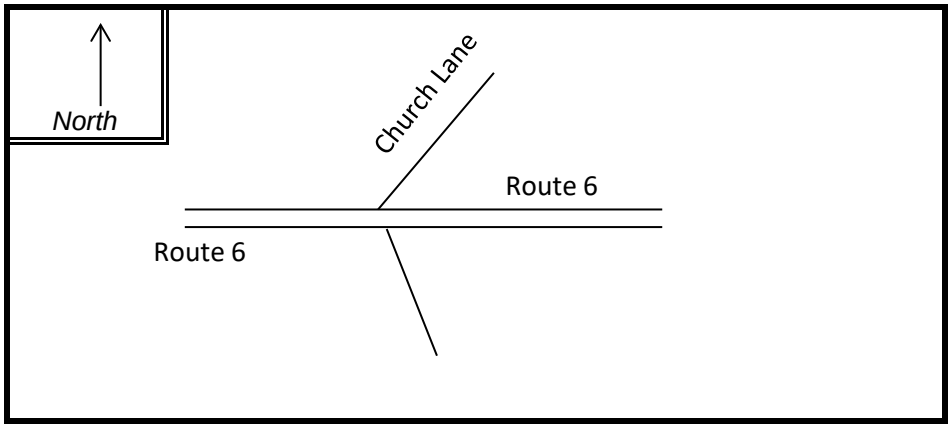
DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : ROUTE 6 (SCENIC HIGHWAY)

MINOR STREET(S) : CHURCH LANE / ROUTE 6 SB ON RAMP

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	475	2,060		60		**2,595**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **28,833**

TOTAL # OF CRASHES : 12 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **2.40**

CRASH RATE CALCULATION : **0.23** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date: Hunters Brook - August 2018

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOURNE, MA COUNT DATE : 2018

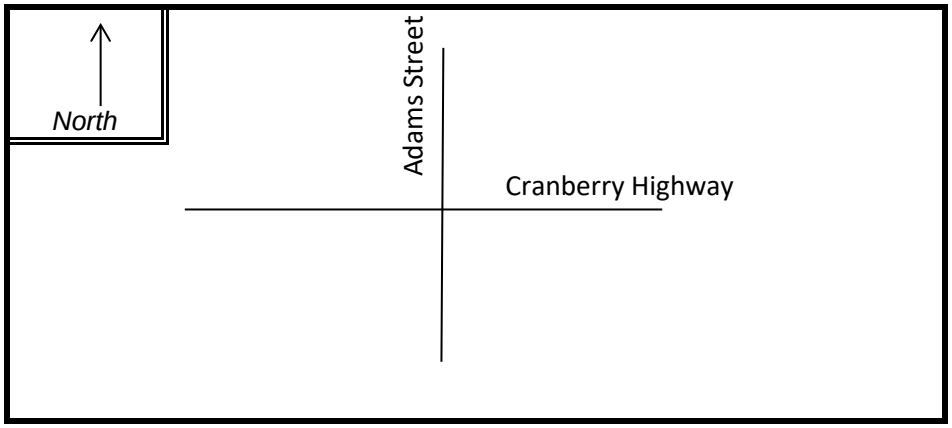
DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : CRANBERRY HIGHWAY

MINOR STREET(S) : ADAMS STREET

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	462	310	6	336		**1,114**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **12,378**

TOTAL # OF CRASHES : 9 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **1.80**

CRASH RATE CALCULATION : **0.40** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date: Hunters Brook - August 2018

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOURNE, MA COUNT DATE : 2018

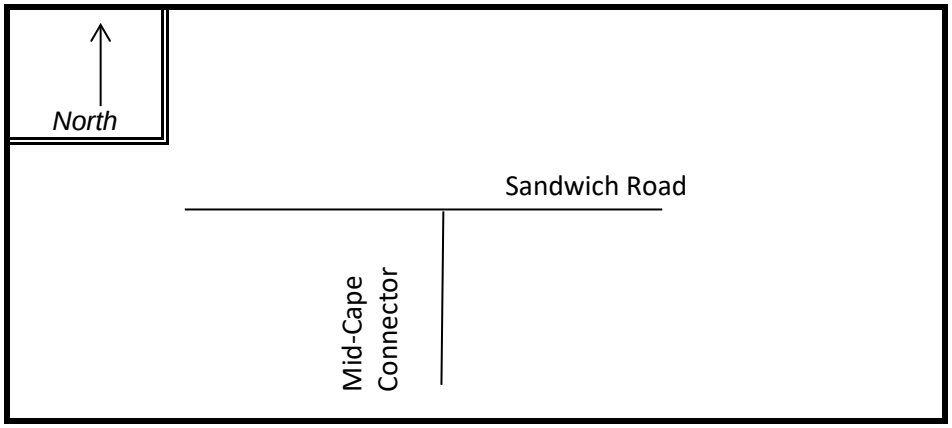
DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : SANDWICH ROAD

MINOR STREET(S) : MID-CAPE CONNECTOR

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	1,345	815	690			**2,850**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **31,667**

TOTAL # OF CRASHES : 12 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **2.40**

CRASH RATE CALCULATION : **0.21** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date: Hunters Brook - August 2018

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOURNE, MA COUNT DATE : 2018

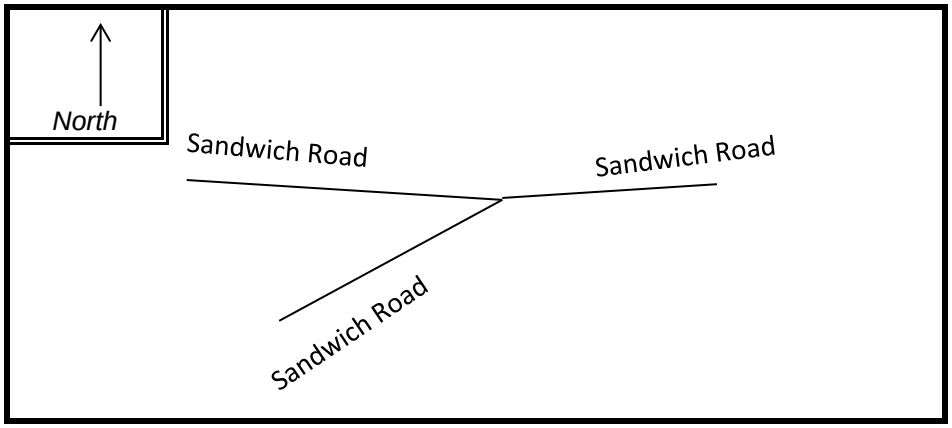
DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : SANDWICH ROAD

MINOR STREET(S) : SANDWICH ROAD

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	1,215	980		485		**2,680**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **29,778**

TOTAL # OF CRASHES : 15 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **3.00**

CRASH RATE CALCULATION : **0.28** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date: Hunters Brook - August 2018

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SYMBOLS

	Involved	Non-Involved	
Moving Vehicle			Pedestrian
Backing Vehicle			Bicycle
Non-Involved Vehicle			Animal
			Direction of Motion
			Parked Vehicle
			Fixed Object

TYPES OF CRASH

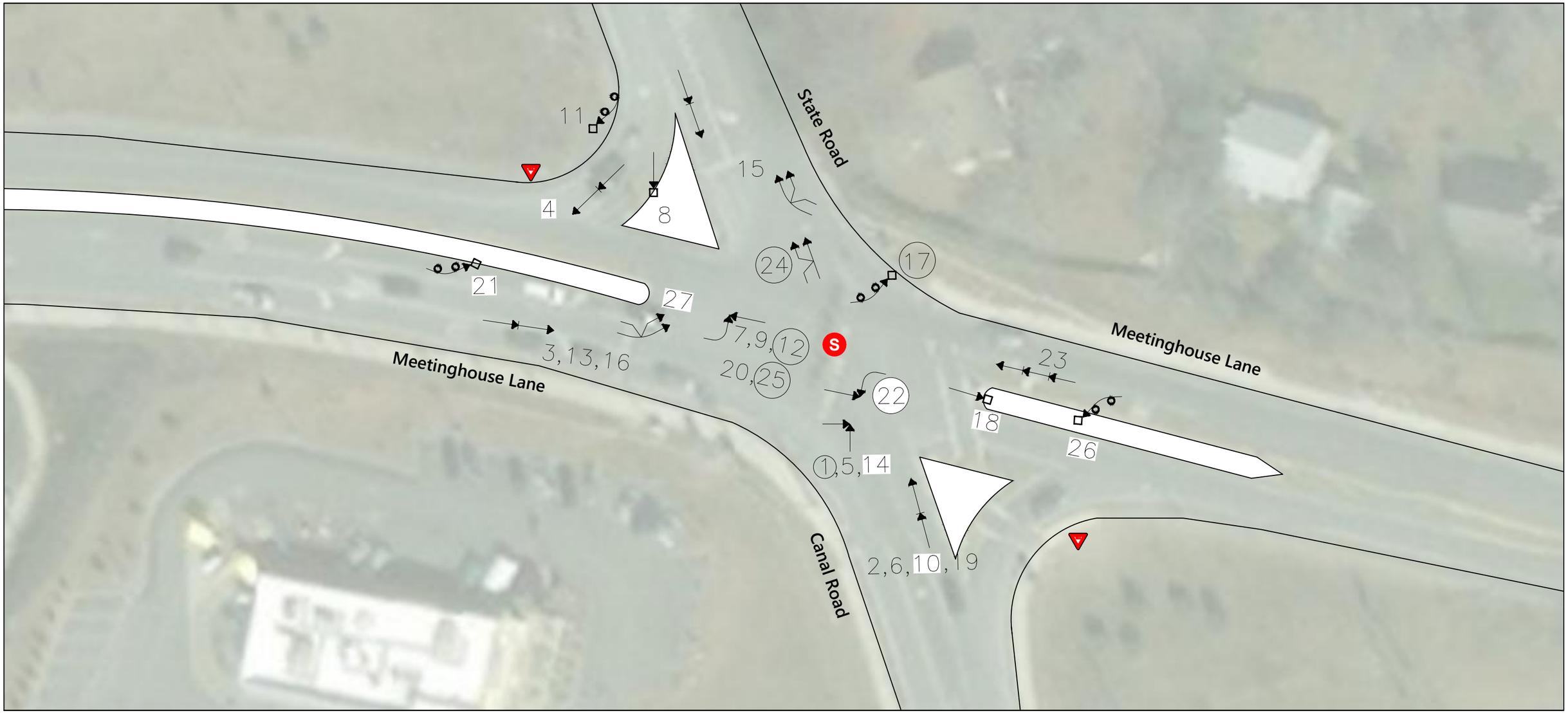
- Head on
- Rear End
- Angle
- Turning Movement
- Sideswipe
- Out of Control
- Night Time Crash

SEVERITY

- # Injury
- # Fatal
- # Property Damage Only

TRAFFIC CONTROL

- Traffic Signal
- Yield Sign
- Stop Sign
- One Way Sign



Source of Crash Reports: Town of Bourne, MassDOT

0 20 40 Feet

Collision Diagram
Meetinghouse Lane at State Road/Canal Road
Bourne, Massachusetts

\\vhb\proj\Wat-TS\14035.00 Hunters Brook Rd\graphics\FIGURES\Collision Diagrams.dwg

SYMBOLS

	Involved	Non-Involved	
Moving Vehicle			Pedestrian
Backing Vehicle			Bicycle
Non-Involved Vehicle			Animal
			Direction of Motion
			Parked Vehicle
			Fixed Object

TYPES OF CRASH

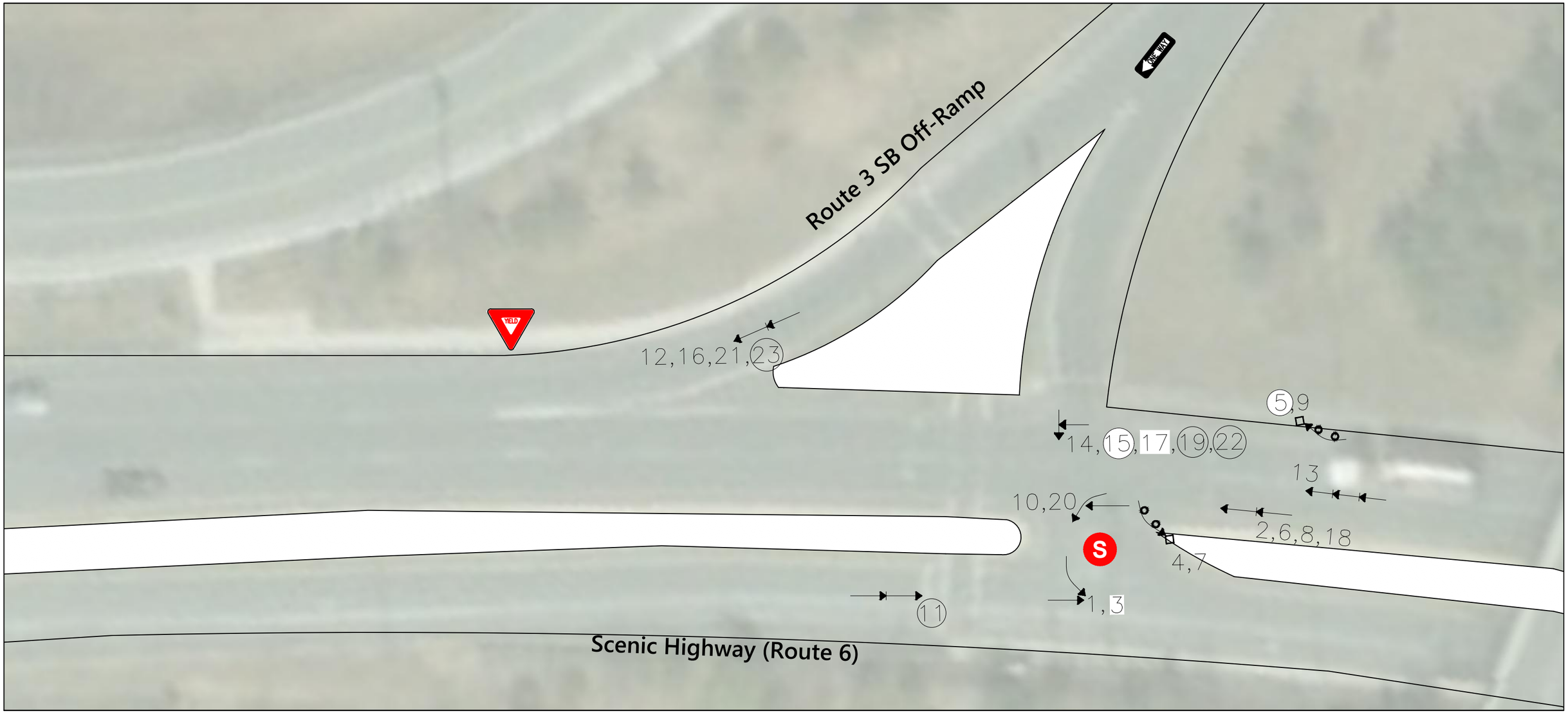
- Head on
- Rear End
- Angle
- Turning Movement
- Sideswipe
- Out of Control
- Night Time Crash

SEVERITY

- # Injury
- # Fatal
- # Property Damage Only

TRAFFIC CONTROL

- Traffic Signal
- Yield Sign
- Stop Sign
- One Way Sign



Source of Crash Reports: Town of Bourne, MassDOT

0 15 30 Feet

Collision Diagram
Scenic Highway (Route 6) at Route 3 SB Off-Ramp
Bourne, Massachusetts

Stopping Sight Distance and Intersection Sight Distance Calculator [v0.97]
Based on 'A Policy on Geometric Design of Highways and Streets', AASHTO, 2004

Section I

Project Information

Project Number:	14035.00	**Analyst:**	VHB
City/Town, State:	Bourne, MA		
Location:	Site Driveway	**Client:**	
	Canal Street		

Street Names and Directions

Major Street name:	Canal Road	NB/SB
Minor Street name:	Site Driveway	EB/WB
Minor Street intersects *from* the:	east	
The minor street *predominantly* serves...	Passenger Cars	
Sight distance location intersection is...	Proposed	
Total number of lanes on Major Street is...	2	

Street Notes

Grade Information [enter down slope as a negative number]

Major Street Approach Grade:	0.00%	NB
	0.00%	SB
Minor Street Approach Grade:	0.00%	SB
	0.00%	NB

Major Street Speed Information

	Posted		*Observed **
		NB	32
		SB	33

** note:* off-peak *85th percentile speeds*

Section II

ISD and SSD *Observations*

Instructions on how to observe and measure ISD and SSD are included on subsequent pages.

ISD - Intersection sight distance is the distance that is based on the time required for perception, reaction and completion of the desired critical exiting maneuver [typically, a left turn] once the driver on a minor street approach [or a site drive] decides to execute the maneuver. Calculation for the critical ISD includes the time to [1] turn left, and to clear the near half of the intersection without conflicting with the vehicles approaching from the left; and [2] upon turning left, to accelerate to the operating speed on the roadway without causing approaching vehicles on the main road to unduly reduce their speed. In this context, ISD can be considered as a *desirable* visibility criterion for the safe operation of an unsignalized intersection.

SSD - Stopping sight distance is the distance required for a vehicle approaching an intersection from either direction to perceive, react, and come to a complete stop before colliding with the exiting vehicle from a driveway. In this respect, SSD can be considered as the *minimum* visibility criterion for the safe operation of an unsignalized intersection.

			Limiting Factors:
***Observed* ISD:**	400	looking left [south]	
(rounded to nearest 5 feet)	450	looking right [north]	
***Observed* SSD:**	400	traveling NB	
(rounded to nearest 5 feet)	450	traveling SB	

Section III

ISD and SSD *Calculations* (rounded up to the next highest 5 feet) [sources: SSD - AASHTO, pp.110-117; ISD - AASHTO, pp. 650 - 664]

Cases are described in detail on subsequent pages. In summary...

B1: left turn from minor road, from stop control
B2: right turn from minor road, from stop control
B3: crossing maneuver from minor road, from stop control, assuming left- and right turns are not permitted *[otherwise, case B1 or B2 would supercede]*

***Desirable* Calculated...**		**Condition Met?**
... ISD, case B1:	365	**Yes**
... ISD, case B2:	310	**Yes**
... ISD, case B3:	320	**Yes**

[note: if number of lanes crossed exceeds 6, or if grades are steep, consult the manual]

***Minimum* Calculated ...**		**Condition Met?**
... ISD, case B1:	230	**Yes**
... ISD, case B2:	220	**Yes**
... ISD, case B3:	230	**Yes**

[note: minimum *ISD is equal to required SSD]*

Calculated ...			**Condition Met?**
... SSD:	220	traveling NB	**Yes**
	230	traveling SB	**Yes**

Section IV

AASHTO Guidance

Refer to AASHTO for specific guidance on SSD and ISD if presented with an unusual/atypical case.
Adequate ISD is not needed at signalized intersections, assuming traffic signal heads are visible on all approaches.
Any object that would obstruct the driver's view should be removed or lowered, if practical. Such objects include buildings, parked cars, highway structures, hedges/vegetation/trees/bushes/unmowed lawn, walls, fences, and terrain.
For ISD, an object should be considered an obstruction if it obstructs the vision of a driver whose eye height is 3.5 feet above th roadway surface and the object to be seen is 3.5 feet above the surface of the intersecting road.
Where horizontal sight restrictions occur on downgrades, particularly at the ends of long downgrades, it is desirable to provide SSD that exceeds those values indicated above (refer to page 114 of AASHTO).

Stopping Sight Distance and Intersection Sight Distance Calculator [v0.97]
Based on 'A Policy on Geometric Design of Highways and Streets', AASHTO, 2004

Section I

Project Information

Project Number:	14035.00	**Analyst:**	VHB
City/Town, State:	Bourne, MA		
Location:	Site Driveway	**Client:**	
	Hunters Brook Road		

Street Names and Directions

Major Street name:	Hunters Brook Road	EB/WB
Minor Street name:	Site Driveway	NB/SB
Minor Street intersects *from* the:	north	
The minor street *predominantly* serves...	Passenger Cars	
Sight distance location intersection is...	Proposed	
Total number of lanes on Major Street is...	2	

Street Notes

Grade Information [enter down slope as a negative number]

Major Street Approach Grade:	0.00%	EB
	0.00%	WB
Minor Street Approach Grade:	0.00%	NB
	0.00%	SB

Major Street Speed Information

	Posted		*Observed **
		EB	28
		WB	29

** note:* off-peak *85th percentile speeds*

Section II

ISD and SSD *Observations*

Instructions on how to observe and measure ISD and SSD are included on subsequent pages.

ISD - Intersection sight distance is the distance that is based on the time required for perception, reaction and completion of the desired critical exiting maneuver [typically, a left turn] once the driver on a minor street approach [or a site drive] decides to execute the maneuver. Calculation for the critical ISD includes the time to [1] turn left, and to clear the near half of the intersection without conflicting with the vehicles approaching from the left; and [2] upon turning left, to accelerate to the operating speed on the roadway without causing approaching vehicles on the main road to unduly reduce their speed. In this context, ISD can be considered as a *desirable* visibility criterion for the safe operation of an unsignalized intersection.

SSD - Stopping sight distance is the distance required for a vehicle approaching an intersection from either direction to perceive, react, and come to a complete stop before colliding with the exiting vehicle from a driveway. In this respect, SSD can be considered as the *minimum* visibility criterion for the safe operation of an unsignalized intersection.

			Limiting Factors:
***Observed* ISD:**	500	looking left [east]	
(rounded to nearest 5 feet)	500	looking right [west]	
***Observed* SSD:**	500	traveling EB	
(rounded to nearest 5 feet)	500	traveling WB	

Section III

ISD and SSD *Calculations* (rounded up to the next highest 5 feet) [sources: SSD - AASHTO, pp.110-117; ISD - AASHTO, pp. 650 - 664]

Cases are described in detail on subsequent pages. In summary...

B1: left turn from minor road, from stop control
B2: right turn from minor road, from stop control
B3: crossing maneuver from minor road, from stop control, assuming left- and right turns are not permitted *[otherwise, case B1 or B2 would supercede]*

***Desirable* Calculated...**		**Condition Met?**
... ISD, case B1:	320	**Yes**
... ISD, case B2:	280	**Yes**
... ISD, case B3:	280	**Yes**

[note: if number of lanes crossed exceeds 6, or if grades are steep, consult the manual]

***Minimum* Calculated ...**		**Condition Met?**
... ISD, case B1:	190	**Yes**
... ISD, case B2:	190	**Yes**
... ISD, case B3:	190	**Yes**

[note: minimum *ISD is equal to required SSD]*

Calculated ...			**Condition Met?**
... SSD:	180	traveling EB	**Yes**
	190	traveling WB	**Yes**

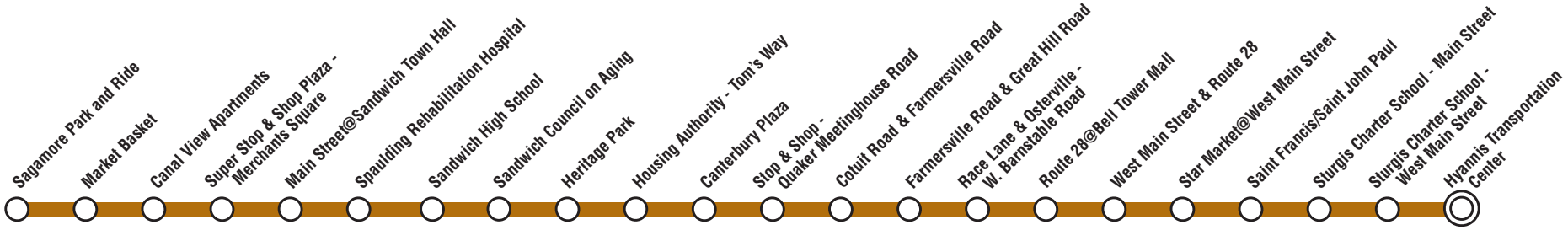
Section IV

AASHTO Guidance

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For ISD, an object should be considered an obstruction if it obstructs the vision of a driver whose eye height is 3.5 feet above th roadway surface and the object to be seen is 3.5 feet above the surface of the intersecting road.
Where horizontal sight restrictions occur on downgrades, particularly at the ends of long downgrades, it is desirable to provide SSD that exceeds those values indicated above (refer to page 114 of AASHTO).

The Sandwich Line

September 4, 2018 through January 25, 2019 **MONDAY THROUGH FRIDAY**



NEXTbus Stop #	Sandwich to Hyannis	AM			PM		
100	Sagamore Park and Ride	--	7:00	10:00	2:00	4:00	5:00
123	Market Basket	--	--	10:04	2:04	4:04	5:04
101	Canal View Apartments	--	7:07	10:07	2:07	4:07	5:07
103	Super Stop & Shop Plaza - Merchants Square	--	--	10:11	2:11	4:11	5:11
104	Main Street @ Sandwich Town Hall	--	7:14	10:16	2:16	4:16	5:16
105	Spaulding Rehabilitation Hospital	--	--	10:23	2:23	4:23	5:23
166	Sandwich High School	--	--	--	--	4:26*	5:26*
106	Sandwich Council on Aging	--	7:21	10:29	2:29	4:29	5:29
107	Heritage Park	--	--	10:37	2:37	4:37	5:37
108	Housing Authority - Tom's Way	--	--	10:39	2:39	4:39	5:39
109	Canterbury Plaza ⌂	--	--	10:41	2:41	4:41	5:41
110	Stop & Shop - Quaker Meetinghouse Road	7:20*	7:28	10:44	2:44	4:44	5:44
128	Cotuit Road & Farmersville Road	7:22*	7:30	10:46	2:46	4:46	5:46
131	Farmersville Road & Great Hill Road	7:26*	7:34	10:48	2:48	4:48	5:48
132	Race Lane & Osterville/W. Barnstable Road	7:34*	7:42	10:54	2:54	4:54	5:54
133	Route 28 @ Bell Tower Mall	7:40*	7:48	11:00	3:00	5:00	6:00
18	West Main Street & Route 28	7:42*	7:50	11:02	3:02	5:02	6:02
134	Star Market - West Main Street	7:44*	7:52	11:04	3:04	5:04	6:04
32	Saint Francis/Saint John Paul	7:47*	7:55*	--	--	--	--
33	Sturgis Charter School - Main Street	7:52*	8:00*	--	--	--	--
35	Sturgis Charter School - West Main Street	7:57*	8:05*	--	--	--	--
1	Hyannis Transportation Center	8:02*	8:10	11:15	3:15	5:15	6:15
43	Patriot Square - South Dennis	8:32*	--	11:35	--	5:35	--

NEXTbus Stop #	Hyannis to Sandwich	AM	PM				
1	Hyannis Transportation Center	8:30	12:30	2:30	3:30	--	6:30
32	Saint Francis/Saint John Paul	--	--	--	--	3:20*	--	--
33	Sturgis Charter School - Main Street	--	--	--	3:37*	--	--	--
35	Sturgis Charter School - West Main Street	--	--	--	--	3:25*	--	--
134	Star Market - West Main Street	8:43	12:43	2:43	3:43	3:28*	--	6:43
18	West Main Street & Route 28	8:45	12:45	2:45	3:45	3:30*	--	6:45
133	Route 28 @ Bell Tower Mall	8:47	12:47	2:47	3:47	3:32*	--	6:47
132	Race Lane & Osterville/W. Barnstable Road	8:49	12:49	2:49	3:49	3:34*	--	6:49
131	Farmersville Road & Great Hill Road	8:55	12:55	2:55	3:55	3:40*	--	6:55
128	Cotuit Road & Farmersville Road	8:59	12:59	2:59	3:59	3:44*	--	6:59
110	Stop & Shop - Quaker Meetinghouse Road	9:01	1:01	3:01	4:01	3:46*	--	7:01
107	Heritage Park	9:03	1:03	3:03	4:03	--	--	7:03
108	Housing Authority - Tom's Way	9:05	1:05	3:05	4:05	--	--	7:05
109	Canterbury Plaza ⌂	9:07	1:07	3:07	4:07	--	--	7:07
106	Sandwich Council on Aging	9:13	1:13	3:13	4:13	3:50*	--	7:13
166	Sandwich High School	--	--	3:16*	--	--	5:00*	--
105	Spaulding Rehabilitation Hospital	9:19	1:19	3:19	4:19	3:56*	5:03*	7:19
104	Main Street @ Sandwich Town Hall	9:26	1:26	3:26	4:26	4:03*	5:10*	7:26
103	Super Stop & Shop Plaza - Merchants Square	9:32	1:32	3:32	4:32	4:09*	5:16*	7:32
123	Market Basket	9:40	1:40	3:40	4:40	4:17*	5:22*	7:40
101	Canal View Apartments	9:44	1:44	3:44	4:44	REQ	REQ	7:44
100	Sagamore Park and Ride	9:50	1:50	3:50	4:50	REQ	6:00	7:50
43	Patriot Square - South Dennis	--	--	--	--	--	--	8:40

- The Sandwich Line is the regularly scheduled service from Sagamore to Hyannis through Sandwich.
- The Sandwich Line runs 5 days a week.
- The Sandwich Line connects with the Sealine, H2O, Barnstable Villager and the Hyannis Loop at the Hyannis Transportation Center.
- The Sandwich Line has transfer opportunities to Plymouth & Brockton and Peter Pan Bus Lines.



LEGEND

--	No service at this time
*	No service at this time during school vacations
@	Street-side pickup
⌂	Bus Shelter
◎	Connections

Weekday • Monday-Friday

Hyannis ▸ Barnstable ▸ Sagamore ▸ Plymouth ▸ Rockland ▸ Boston ▸ Logan

SCHEDULE NUMBER >		200	202	106	204	208	110	112	214	120	216	224	402	122	136	232	234	238	240	244	248	252	256	260	264	270	272	276	282	288
Hyannis	Hyannis Transportation Ctr	2:50	3:45	....	4:35	5:00	....	....	5:45	....	6:00	6:15	....	....	....	7:00	7:30	8:30	9:00	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	7:00	8:30
Barnstable	Park/Ride Lot, Rte 6 & 132	3:00	3:55	....	4:50	5:15	....	....	6:00	....	6:15	6:30	....	....	....	7:15	7:45	8:45	9:15	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	7:15	8:40
Sagamore	Park/Ride Lot	3:20	4:15	....	5:10	5:35	....	....	6:20	....	6:35	6:50	....	....	....	7:35	8:05	9:05	9:35	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:35	9:00
Plymouth	Park/Ride Lot, Exit 5 Info.Ctr.	3:40	4:35	5:05	|	5:55	6:05	6:30	|	6:40	6:55	|	....	7:10	7:40	7:55	8:25	9:25	9:55	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:55	9:20
Kingston	Kingsbury Plaza	|	|	5:15	|	|	6:20	6:45	|	6:55	|	|	....	7:25	7:55	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Marshfield	Park/Ride Lot Proprietors Dr.	|	|	|	|	|	|	|	|	|	|	|	7:25	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Rockland	Park/Ride Lot, Rte 3 & 228	4:05	5:00	5:35	5:45	6:20	6:40	|	|	7:15	7:20	|	7:45	|	8:15	8:20	8:50	9:50	10:20	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	8:20	9:45
Boston	South Station Transp. Ctr.	|	5:30	6:15	6:25	7:00	7:20	7:40	7:35	7:55	8:00	8:05	8:25	8:25	8:55	9:00	9:30	10:25	10:55	11:20	12:20	1:20	2:25	3:30	4:30	5:30	6:20	7:15	8:45	10:10
Boston	Park Square - 200 Stuart St	|	|	6:25	6:35	|	7:30	7:50	7:45	8:05	|	8:15	8:35	8:35	9:05	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Boston	Logan International Airport	4:35	5:50	....	....	7:20	....	....	....	....	8:20	....	....	....	....	9:20	9:50	10:45	11:15	11:40	12:40	1:40	2:45	3:50	4:50	5:50	6:40	7:35	9:05	10:30

Logan ▸ Boston ▸ Rockland ▸ Plymouth ▸ Sagamore ▸ Barnstable ▸ Hyannis

* = Trip 233: Park Square serviced by shuttle bus; D+= transfer at So. Station to trip 109

SCHEDULE NUMBER >		201	203	205	211	215	219	223	225	227	231	233*	109	237	119	241	125	251	401	255	149	261	151	153	263	269	275	279	283	285
Boston	Logan International Airport	5:15	6:15	8:15	9:45	10:45	11:45	12:45	1:15	1:45	2:15	2:45	....	.....	.....	3:45	.....	4:15	....	.....	....	5:15	....	....	5:45	6:45	7:45	8:45	9:45	11:15
Boston	Park Square - 200 Stuart St	|	|	|	|	|	|	|	|	|	|	3:10*	3:10	3:40	4:00	|	4:30	|	5:00	5:00	5:05	|	5:30	5:55	|	|	|	|	|
Boston	South Station Transp. Ctr.	5:35	6:35	8:45	10:15	11:15	12:15	1:15	1:45	2:15	2:45	3:20	3:20	3:55	4:15	4:20	4:45	4:50	5:15	5:15	5:20	5:45	5:45	6:05	6:15	7:15	8:15	9:15	10:10	11:40
Rockland	Park/Ride Lot, Rte 3 & 228	5:55	6:55	9:10	10:40	11:40	12:40	1:40	2:15	2:45	3:15	D+	3:55	|	4:55	5:00	5:25	5:30	5:50	|	5:55	6:20	6:20	6:40	6:45	7:40	8:40	9:35	10:30	D 12:00
Marshfield	Park/Ride Lot Proprietors Dr.	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	6:05	|	|	|	|	|	|	|	|	|
Kingston	Kingsbury Plaza	|	|	|	|	|	|	|	|	|	|	4:15	|	5:20	|	5:45	|	6:20	|	6:15	|	6:40	7:00	|	|	|	|	|
Plymouth	Park/Ride Lot, Exit 5 Info.Ctr.	6:20	7:20	9:35	11:05	12:05	1:05	2:05	2:40	3:10	3:40	D+	4:25	|	5:30	5:25	5:55	5:55	....	|	6:25	6:45	6:50	7:10	7:10	8:05	9:05	10:00	10:55	D 12:25
Sagamore	Park/Ride Lot	6:35	7:35	9:50	11:20	12:20	1:20	2:20	2:55	3:25	3:55	4:25	....	5:05	....	5:40	....	6:10	....	6:20	....	7:00	....	....	7:25	8:20	9:20	10:15	11:10	D 12:40
Barnstable	Park/Ride Lot, Rte 6 & 132	6:55	7:55	10:10	11:40	12:40	1:40	2:40	3:15	3:45	4:15	4:40	....	5:20	....	6:00	....	6:30	....	6:35	....	7:20	....	....	7:45	8:40	9:40	10:35	11:30	D 1:00
Hyannis	Hyannis Transportation Ctr	7:10	8:10	10:20	11:50	12:50	1:50	2:50	3:25	3:55	4:25	4:50	....	5:30	....	6:10	....	6:40	....	6:45	....	7:30	....	....	7:55	8:50	9:50	10:45	11:40	1:10

Service Delays

Due to adverse weather, excessive traffic delays, or unforeseen circumstances, times shown in these tables or connecting services cannot be guaranteed.

Morning (AM)= Light Face Figures

Afternoon/Eve (PM)= Bold Face Figures

D=Discharge Only

Weekend • Saturday-Sunday

Hyannis ▸ Barnstable ▸ Sagamore ▸ Plymouth ▸ Rockland ▸ Boston ▸ Logan

SCHEDULE NUMBER >		1202	1210	1214	1218	1220	1224	1228	1232	1236	1240	1244	1250	1254	1262	1270
Hyannis	Hyannis Transportation Ctr	3:00	5:00	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	6:30	8:30
Barnstable	Park/Ride Lot, Rte 6 & 132	3:15	5:15	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	6:45	8:45
Sagamore	Park/Ride Lot	3:35	5:35	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	7:05	9:05
Plymouth	Park/Ride Lot, Exit 5 Info.Ctr.	3:55	5:55	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	7:25	9:25
Rockland	Park/Ride Lot, Rte 3 & 228	4:20	6:20	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	7:50	9:50
Boston	South Station Transp. Ctr.	|	6:45	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	8:15	10:15
Boston	Logan International Airport	4:50	7:00	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	8:30	10:30

Logan ▸ Boston ▸ Rockland ▸ Plymouth ▸ Sagamore ▸ Barnstable ▸ Hyannis

SCHEDULE NUMBER >		1203	1211	1215	1219	1221	1225	1229	1233	1237	1241	1245	1249	1255	1261	1271
Boston	Logan International Airport	6:15	8:15	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	9:15	11:15
Boston	South Station Transp. Ctr.	6:35	8:45	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:45	11:40
Rockland	Park/Ride Lot, Rte 3 & 228	6:55	9:05	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35	7:35	8:35	10:05	D 12:00
Plymouth	Park/Ride Lot, Ex 5 Info.Ctr	7:20	9:30	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:30	D 12:25
Sagamore	Park/Ride Lot	7:40	9:45	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15	10:45	D 12:40
Barnstable	Park/Ride Lot, Rte 6 & 132	8:00	10:05	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35	7:35	8:35	9:35	11:05	D 1:00
Hyannis	Hyannis Transp Ctr	8:10	10:15	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	11:15	1:10

Daily • Monday-Sunday

Read Down ⬇

P-Town ▸ Hyannis ▸ Boston

Boston ▸ Hyannis ▸ P-Town

Read Up ⬆

800	812	SCHEDULE NUMBER		807	819
6:30	1:30	Provincetown	Chamber of Commerce	1:20	5:50
6:40	1:40	North Truro	Salty's Market	1:05	5:35
6:50	1:50	Truro, MA	Post Office, Jam's Store	1:00	5:30
7:00	2:00	Wellfleet	Bank St. Bus Stop	12:50	5:20
7:05	2:05	South Wellfleet	CC Nat. Seashr. Marconi Site	12:45	5:15
7:10	2:10	North Eastham	Village Green	12:40	5:10
7:15	2:15	Eastham	Town Hall	12:35	5:05
7:20	2:20	Orleans	CVS, Main St. & Rt 6A	12:30	5:00
7:30	2:30	Harwich	Park/Ride Lot, Rt. 6 & 124	12:15	4:45
8:00	3:00	Hyannis	Hyannis Transportation Ctr.	12:00	4:30
▼	▼			▲	▲
8:30	3:30	Hyannis	Hyannis Transportation Ctr	11:50	3:45
8:45	3:40	Barnstable	Park/Ride Lot, Rte 6 & 132	11:35	3:35
9:05	4:05	Sagamore	Park/Ride Lot, Sag. Circle	11:15	3:15
9:25	4:25	Plymouth	Park/Ride Lot, Rte 3 Exit 5	11:00	3:00
9:50	4:50	Rockland	Park/Ride Lot, Rte 3 & 228	10:35	2:35
10:25	5:30	Boston	South Station Transp.Ctr.	10:15	2:15
10:45	5:50	Boston	Logan International Airport	9:45	1:45



Purchase e-Tickets at www.p-b.com

ALL PASSENGERS MUST HAVE A VALID TICKET PRIOR TO BOARDING

DRIVERS DO NOT SELL TICKETS

Paper Tickets are still available at Terminals and Ticket Agencies listed on reverse side

Table 5: Monthly Adjustment Factors for Cape Cod

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011*	1.26	1.25	1.20	1.06	0.96	0.89	0.76	0.76	0.92	0.99	1.08	1.14
2010	1.26	1.25	1.19	1.08	0.95	0.88	0.77	0.76	0.93	1.00	1.08	1.15
2009	1.26	1.25	1.19	1.08	0.95	0.88	0.77	0.76	0.93	1.00	1.08	1.15
2008	1.21	1.25	1.19	1.08	0.96	0.89	0.78	0.76	0.93	1.00	1.07	1.14
2007	1.25	1.21	1.17	1.06	0.96	0.86	0.78	0.79	0.93	1.00	1.08	1.14
2006	1.26	1.20	1.18	1.04	0.96	0.86	0.78	0.79	0.93	0.99	1.07	1.12
2005	1.27	1.23	1.18	1.06	0.96	0.85	0.77	0.78	0.93	0.99	1.08	1.15
2004	1.27	1.23	1.18	1.06	0.96	0.85	0.77	0.78	0.93	0.99	1.08	1.15
2003	1.29	1.23	1.16	1.06	0.99	0.87	0.79	0.77	0.95	0.99	1.07	1.14
2002	1.30	1.24	1.16	1.06	0.98	0.86	0.79	0.78	0.93	0.97	1.08	1.14
2001	1.34	1.27	1.18	1.06	0.97	0.86	0.78	0.78	0.94	0.97	1.08	1.13
2000	1.37	1.28	1.20	1.07	0.96	0.87	0.77	0.78	0.93	0.97	1.09	1.14
1999	1.37	1.29	1.23	1.09	0.96	0.87	0.76	0.77	0.94	0.99	1.10	1.15
1998	1.39	1.27	1.23	1.11	0.95	0.87	0.76	0.76	0.93	0.99	1.10	1.16
1997	1.38	1.29	1.22	1.10	0.96	0.86	0.76	0.75	0.92	0.99	1.10	1.19
1996	1.41	1.30	1.22	1.07	0.96	0.86	0.75	0.75	0.91	0.99	1.10	1.19
1995	1.36	1.33	1.24	1.07	0.97	0.86	0.75	0.75	0.90	0.99	1.10	1.19
1994	1.35	1.31	1.25	1.06	0.93	0.86	0.73	0.74	0.89	0.97	1.09	1.15
1993	1.35	1.30	1.24	1.07	0.92	0.85	0.75	0.75	0.90	0.99	1.10	1.17
1992	1.37	1.32	1.29	1.08	0.94	0.87	0.75	0.76	0.90	1.01	1.14	1.21
1991	1.39	1.30	1.22	1.08	0.94	0.87	0.76	0.77	0.95	1.02	1.12	1.20
1990	1.31	1.26	1.16	1.06	0.96	0.85	0.73	0.74	0.94	0.99	1.10	1.22
1989	1.37	1.38	1.25	1.13	0.99	0.89	0.72	0.73	0.94	1.03	1.15	1.17
1988	1.38	1.30	1.21	1.10	0.99	0.83	0.72	0.73	0.91	1.02	1.11	1.15
1987	1.40	1.39	1.23	1.10	0.94	0.85	0.71	0.73	0.96	1.02	1.18	1.25
1986	1.35	1.31	1.21	1.09	1.05	0.84	0.73	0.75	0.96	1.04	1.17	1.22
1985	1.31	1.26	1.17	1.07	0.96	0.92	0.84	0.83	0.97	0.97	1.14	1.16
1984	1.55	1.36	1.46	1.12	1.03	0.85	0.73	0.73	0.94	1.07	1.14	1.24
1983	1.53	1.51	1.30	1.15	0.98	0.82	0.65	0.66	0.87	1.07	1.23	1.30

Source: Massachusetts Highway Department / Mass DOT
*2011 is the last year that MassDOT has supplied monthly adjustment factors

Table 9: Barnstable County Population Estimate

	1990	2000	2010	% Change 2000-2010
Population	186,605	222,230	215,888	-2.85%

Source: U.S. Census Bureau, Census 2010, Census 2000, Census 1990

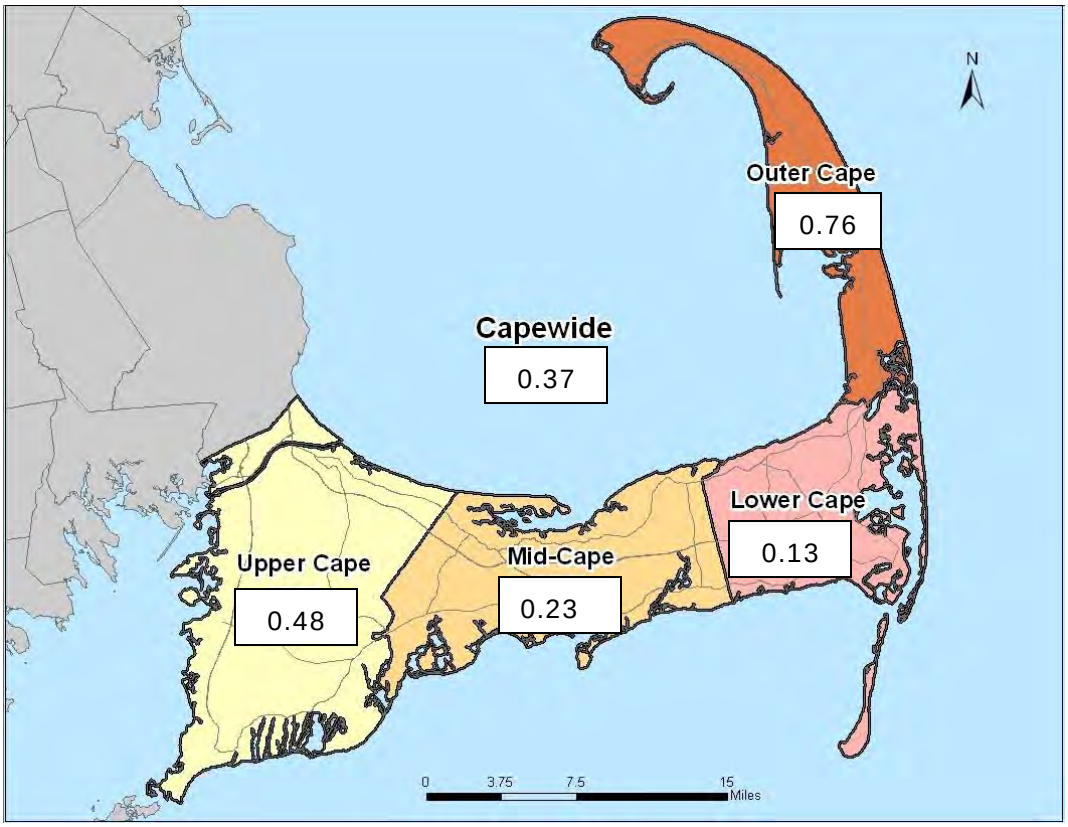


Figure 5: Sub regions' 10-year Average Annual Growth Rate (%)

Trip Distribution - Employees

Live in Bourne

Workplace							Total of Residence										Cumulative Total										
State/U.S. Island Area/Foreign Country	County	MCD	Count	Adjustment Percentage[1]	Adjusted Count	Percent of Total	Cumulative Total	Old Plymouth Road (to/from north)	State Road (to/from north)	Route 3 (to/from north)	Route 25 (to/from west)	Route 6 - Buzz. Bay Byp. (to/from west)	Main Street - Buzzards Bay (to/from west)	Route 28 - (to/from south)	Sandwich Road (to/from west)	Sandwich Road / Cranberry Hwy (to/from east)	Route 6 - (to/from south)	Total	Old Plymouth Road (to/from north)	State Road (to/from north)	Route 3 (to/from north)	Route 25 (to/from west)	Route 6 - Buzz. Bay Byp. (to/from west)	Main Street - Buzzards Bay (to/from west)	Route 28 - (to/from south)	Sandwich Road (to/from west)	Sandwich Road / Cranberry Hwy (to/from east)	Route 6 - (to/from south)	Total
Massachusetts	Barnstable County	Bourne town	2,640	0.5	1,320	23.3%	23.3%	10%	15%			5%	10%	20%	30%	10%		100%	2.3%	3.5%	0.0%	0.0%	1.2%	2.3%	4.7%	7.0%	2.3%	0.0%	23.3%
Massachusetts	Barnstable County	Falmouth town	950	0.75	713	12.6%	35.9%							90%			10%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.3%	0.0%	0.0%	1.3%	12.6%
Massachusetts	Barnstable County	Sandwich town	720	1	720	12.7%	48.7%									75%	25%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.5%	3.2%	12.7%
Massachusetts	Barnstable County	Barnstable Town city	655	1	655	11.6%	60.2%										100%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.6%	11.6%
Massachusetts	Plymouth County	Plymouth town	640	1	640	11.3%	71.6%		10%	90%								100%	0.0%	1.1%	10.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.3%
Massachusetts	Plymouth County	Wareham town	495	0.75	371	6.6%	78.1%				25%	75%						100%	0.0%	0.0%	0.0%	1.6%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	6.6%
Massachusetts	Barnstable County	Yarmouth town	430	0.75	323	5.7%	83.8%										100%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.7%	5.7%
Massachusetts	Suffolk County	Boston city	390	0.5	195	3.4%	87.3%			100%								100%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%
Massachusetts	Barnstable County	Mashpee town	170	1	170	3.0%	90.3%										100%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%
Massachusetts	Barnstable County	Orleans town	130	0.75	98	1.7%	92.0%										100%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	1.7%
Massachusetts	Bristol County	Taunton city	115	0.75	86	1.5%	93.5%				100%							100%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%
Massachusetts	Plymouth County	Brockton city	95	0.75	71	1.3%	94.8%			50%	50%							100%	0.0%	0.0%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%
Massachusetts	Barnstable County	Brewster town	80	0.75	60	1.1%	95.8%										100%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	1.1%
Massachusetts	Bristol County	New Bedford city	75	0.75	56	1.0%	96.8%				100%							100%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Massachusetts	Plymouth County	Hingham town	75	0.5	38	0.7%	97.5%			100%								100%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
Massachusetts	Plymouth County	Kingston town	70	1	70	1.2%	98.7%			100%								100%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%
Massachusetts	Suffolk County	Chelsea city	60	0.5	30	0.5%	99.3%			100%								100%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Massachusetts	Barnstable County	Harwich town	55	0.75	41	0.7%	100.0%										100%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.7%
Totals			7,845		5,657	100.0%													2.3%	4.6%	16.7%	4.8%	6.1%	2.3%	16.0%	7.0%	11.9%	28.3%	100.0%
																			2.0%	**5.0%**	**17.0%**	**5.0%**	**6.0%**	**2.0%**	**16.0%**	**7.0%**	**12.0%**	**28.0%**	**100.0%**

1 Adjustments were made to some communities based on the likelihood that people who work in those communities would opt to live closer to their place of employment or closer to transit opportunities.

Trip Distribution - Employees

Work in Bourne

Home								Total of Residence										Cumulative Total									
State/U.S. Island Area/Foreign Country	County	MCD	Count	Adjustment Percentage[1]	Adjusted Count	Percent of Total	Cumulative Total	Old Plymouth Road (to/from north)	State Road (to/from north)	Route 3 (to/from north)	Route 25 (to/from west)	Route 6 - Buzz. Bay Byp. (to/from west)	Main Street - Buzzards Bay (to/from west)	Route 28 - (to/from south)	Sandwich Road (to/from west)	Sandwich Road / Cranberry Hwy (to/from east)	Route 6 - (to/from south)	Total	Old Plymouth Road (to/from north)	State Road (to/from north)	Route 3 (to/from north)	Route 25 (to/from west)	Route 6 - Buzz. Bay Byp. (to/from west)	Main Street - Buzzards Bay (to/from west)	Route 28 - (to/from south)	Sandwich Road (to/from west)	Sandwich Road / Cranberry Hwy (to/from east)	Route 6 - (to/from south)	Total
Massachusetts	Barnstable County	Bourne town	2,640	0.5	1,320	29.7%	29.7%	10%	15%			5%	10%	20%	30%	10%		100%	3.0%	4.5%	0.0%	0.0%	1.5%	3.0%	5.9%	8.9%	3.0%	0.0%	29.7%
Massachusetts	Barnstable County	Falmouth town	795	0.75	596	13.4%	43.1%							90%			10%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.1%	0.0%	0.0%	1.3%	13.4%
Massachusetts	Plymouth County	Wareham town	545	0.75	409	9.2%	52.3%				25%	75%						100%	0.0%	0.0%	0.0%	2.3%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	9.2%
Massachusetts	Barnstable County	Sandwich town	495	1	495	11.1%	63.5%									75%	25%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.4%	2.8%	11.1%
Massachusetts	Barnstable County	Barnstable Town city	490	1	490	11.0%	74.5%										100%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	11.0%
Massachusetts	Barnstable County	Mashpee town	360	1	360	8.1%	82.6%										100%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.1%	8.1%
Massachusetts	Barnstable County	Yarmouth town	205	0.75	154	3.5%	86.0%										100%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	3.5%
Massachusetts	Plymouth County	Plymouth town	190	1	190	4.3%	90.3%		10%	90%								100%	0.0%	0.4%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%
Massachusetts	Bristol County	New Bedford city	135	0.75	101	2.3%	92.6%				100%							100%	0.0%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%
Massachusetts	Plymouth County	Carver town	95	0.75	71	1.6%	94.2%			50%	50%							100%	0.0%	0.0%	0.8%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
Massachusetts	Bristol County	Fairhaven town	65	0.75	49	1.1%	95.3%				100%							100%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
Massachusetts	Plymouth County	Kingston town	65	1	65	1.5%	96.8%			100%								100%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%
Massachusetts	Barnstable County	Dennis town	50	0.75	38	0.9%	97.6%										100%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.9%
Massachusetts	Plymouth County	Middleborough town	50	0.75	38	0.9%	98.5%				100%							100%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Massachusetts	Barnstable County	Harwich town	45	0.75	34	0.8%	99.2%										100%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.8%
Massachusetts	Bristol County	Norton town	45	0.75	34	0.8%	100.0%				100%							100%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
Totals			6,270		4,444	100.0%													3.0%	4.9%	6.1%	8.1%	8.4%	3.0%	18.0%	8.9%	11.3%	28.3%	100.0%
																			3.0%	**5.0%**	**6.0%**	**8.0%**	**8.0%**	**3.0%**	**18.0%**	**9.0%**	**11.0%**	**29.0%**	**100.0%**

1 Adjustments were made to some communities based on the likelihood that people who work in those communities would opt to live closer to their place of employment or closer to transit opportunities.

FULL TRIP GENERATION

Trip Gen Method	Medical Office [a]			Assisted Living [b]			Condominiums (Senior Adult Housing - Detached) [c]			TOTAL
	Raw Trips	Internal Capture	Total Trips	Raw Trips	Internal Capture	Total Trips	Raw Trips	Internal Capture	Total Trips	TRIPS
Weekday Daily										
Enter	711	0	711	117	3	114	53	2	51	**876**
Exit	711	5	706	117	0	117	53	0	53	**876**
Total	1422	5	1417	234	3	231	106	2	104	**1752**
Weekday Morning										
Enter	76	0	76	11	0	11	4	0	4	**91**
Exit	21	0	21	6	0	6	6	0	6	**33**
Total	97	0	97	17	0	17	10	0	10	**124**
Weekday Evening										
Enter	38	1	37	9	1	8	7	0	7	**52**
Exit	97	1	96	15	1	14	4	0	4	**114**
Total	135	2	133	24	2	22	11	0	11	**166**
Saturday Daily										
Enter	168	0	168	132	0	132	20	0	20	**320**
Exit	168	0	168	132	0	132	20	0	20	**320**
Total	336	0	336	264	0	264	40	0	40	**640**
Saturday Midday										
Enter	69	0	69	11	0	11	2	0	2	**82**
Exit	52	0	52	13	0	13	2	0	2	**67**
Total	121	0	121	24	0	24	4	0	4	**149**

a - Based on ITE LUC 720 (Medical-Dental Office Building) for 39,312 sf based on regression equation for weekday, average rates for Saturday

b - Based on ITE LUC 254 (Assisted Living) for 90 beds based on average rates

c - Based on ITE LUC 251 (Senior Adult Housing - Detached) for 15 units based on based on regression equation for weekday, average rates for Saturday

SHARED TRIPS [1]

OFFICE - RESIDENTIAL						
WEEKDAY DAILY						
OFFICE	%	#	BALANCED	#	%	RESIDENTIAL
EXIT ->	2%	711	**5**	170	3%	-> ENTER
ENTER <-	0%	711	**0**	170	0%	<- EXIT

TOTAL SHARED TRIPS - WEEKDAY DAILY			
	ENTER	EXIT	TOTAL
OFFICE	0	5	5
ASST. LIV.	3	0	3
CONDOS	2	0	2
TOTAL	5	5	10

OFFICE - RESIDENTIAL						
WEEKDAY MORNING						
OFFICE	%	#	BALANCED	#	%	RESIDENTIAL
EXIT ->	1%	21	**0**	15	0%	-> ENTER
ENTER <-	3%	76	**0**	12	2%	<- EXIT

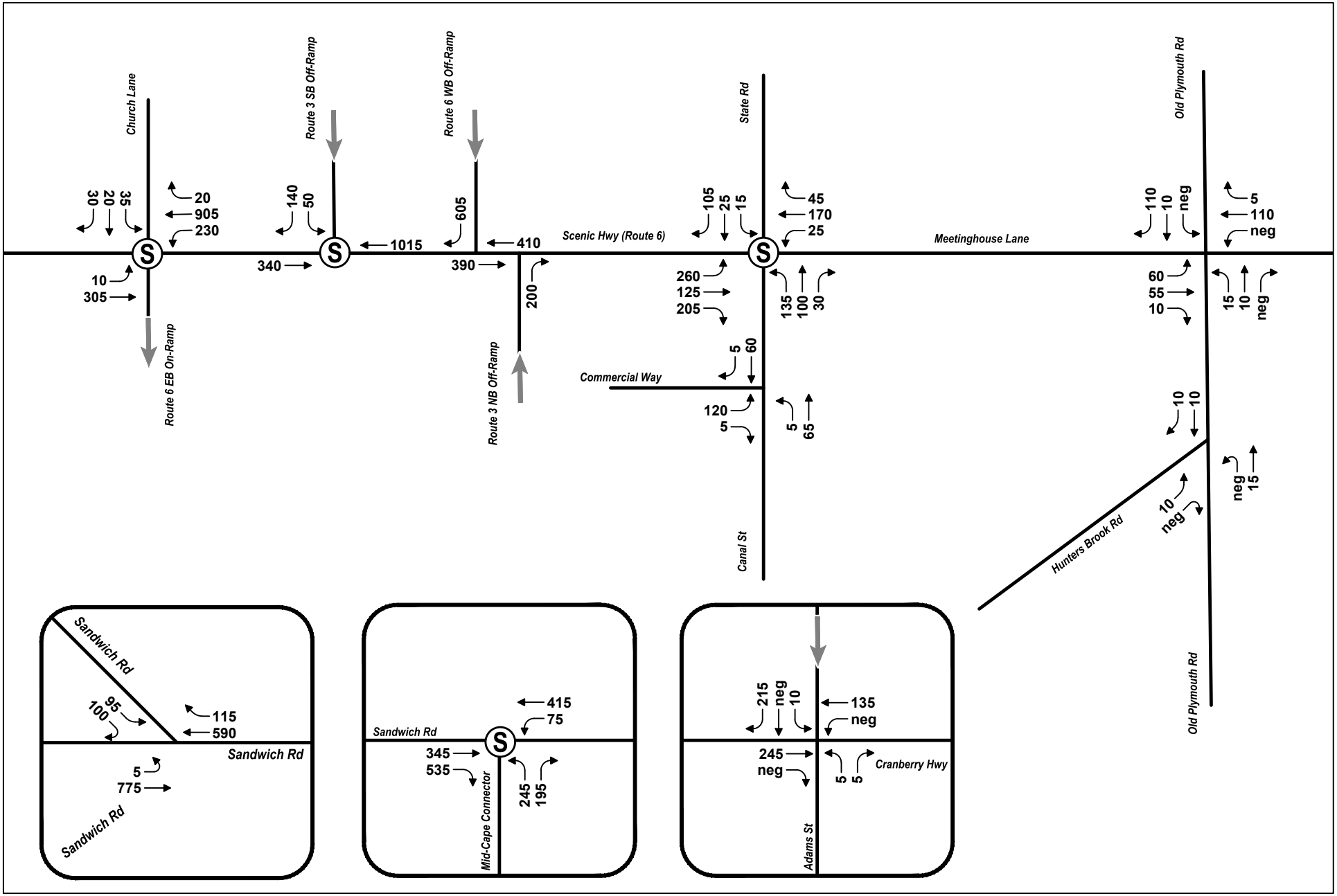
TOTAL SHARED TRIPS - WEEKDAY MORNING			
	ENTER	EXIT	TOTAL
OFFICE	0	0	0
ASST. LIV.	0	0	0
CONDOS	0	0	0
TOTAL	0	0	0

OFFICE - RESIDENTIAL						
WEEKDAY EVENING						
OFFICE	%	#	BALANCED	#	%	RESIDENTIAL
EXIT ->	2%	97	**1**	16	4%	-> ENTER
ENTER <-	57%	38	**1**	19	4%	<- EXIT

TOTAL SHARED TRIPS - WEEKDAY EVENING			
	ENTER	EXIT	TOTAL
OFFICE	1	1	2
ASST. LIV.	1	1	2
CONDOS	0	0	0
TOTAL	2	2	4

1 Weekday morning and evening internal capture rates based on NCHRP Report 684, Saturday midday rates assumed to be the same was weekday evening rates.
Weekday daily internal capture rates based on ITE Trip Generation Handbook, 2nd Edition, Saturday daily rates assumed to be the same as weekday daily rates.

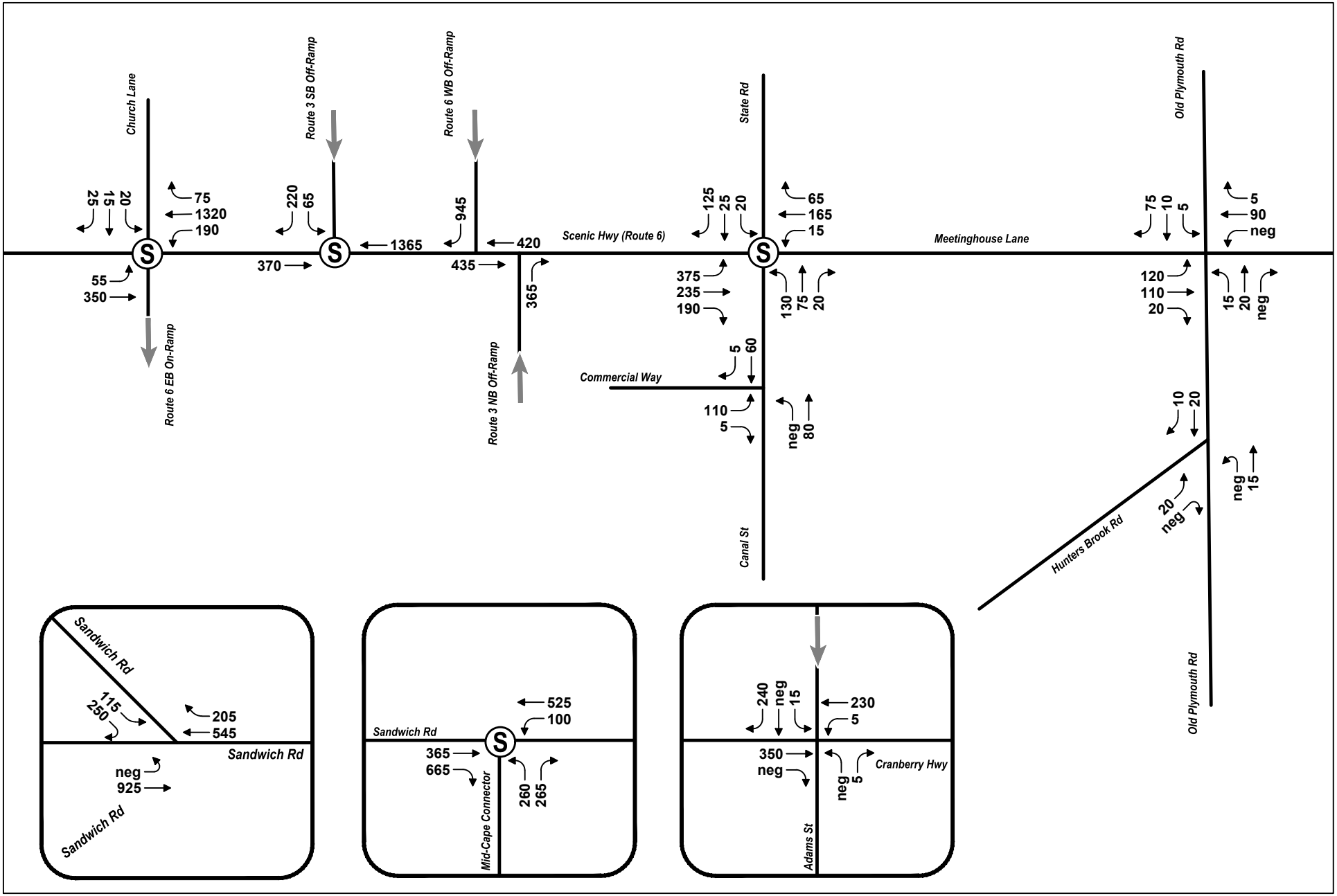
25% TRIP GENERATION				
Medical Office [a]	**Assisted Living [b]**	**Condos (Senior Adult Housing) [c]**	**TOTAL**	***25% Reduction***
533	86	38	**657**	***219***
530	88	40	**658**	***218***
1063	174	78	**1315**	***437***
57	8	3	**68**	***23***
16	5	5	**26**	***7***
73	13	8	**94**	***30***
28	6	5	**39**	***13***
72	11	3	**86**	***28***
100	17	8	**125**	***41***
126	99	15	**240**	***80***
126	99	15	**240**	***80***
252	198	30	**480**	***160***
52	8	2	**62**	***20***
39	10	2	**51**	***16***
91	18	4	**113**	***36***



Ⓢ Signalized Intersection

Neg Negligible

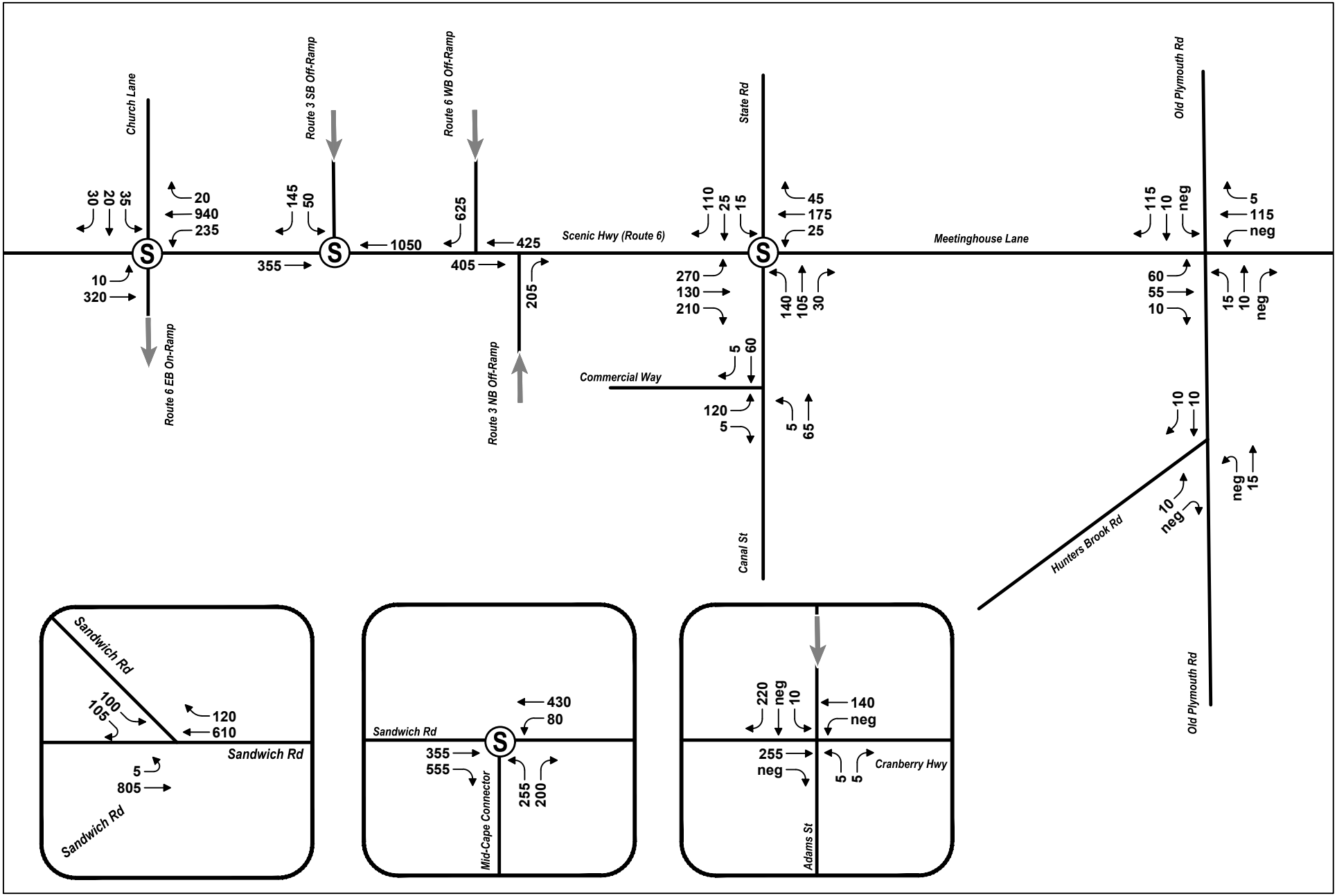
2019 Existing Conditions Avg. Season
Weekday Morning Peak Hour Traffic Volumes
21 Hunters Brook Road
Bourne, Massachusetts



Ⓢ Signalized Intersection

Neg Negligible

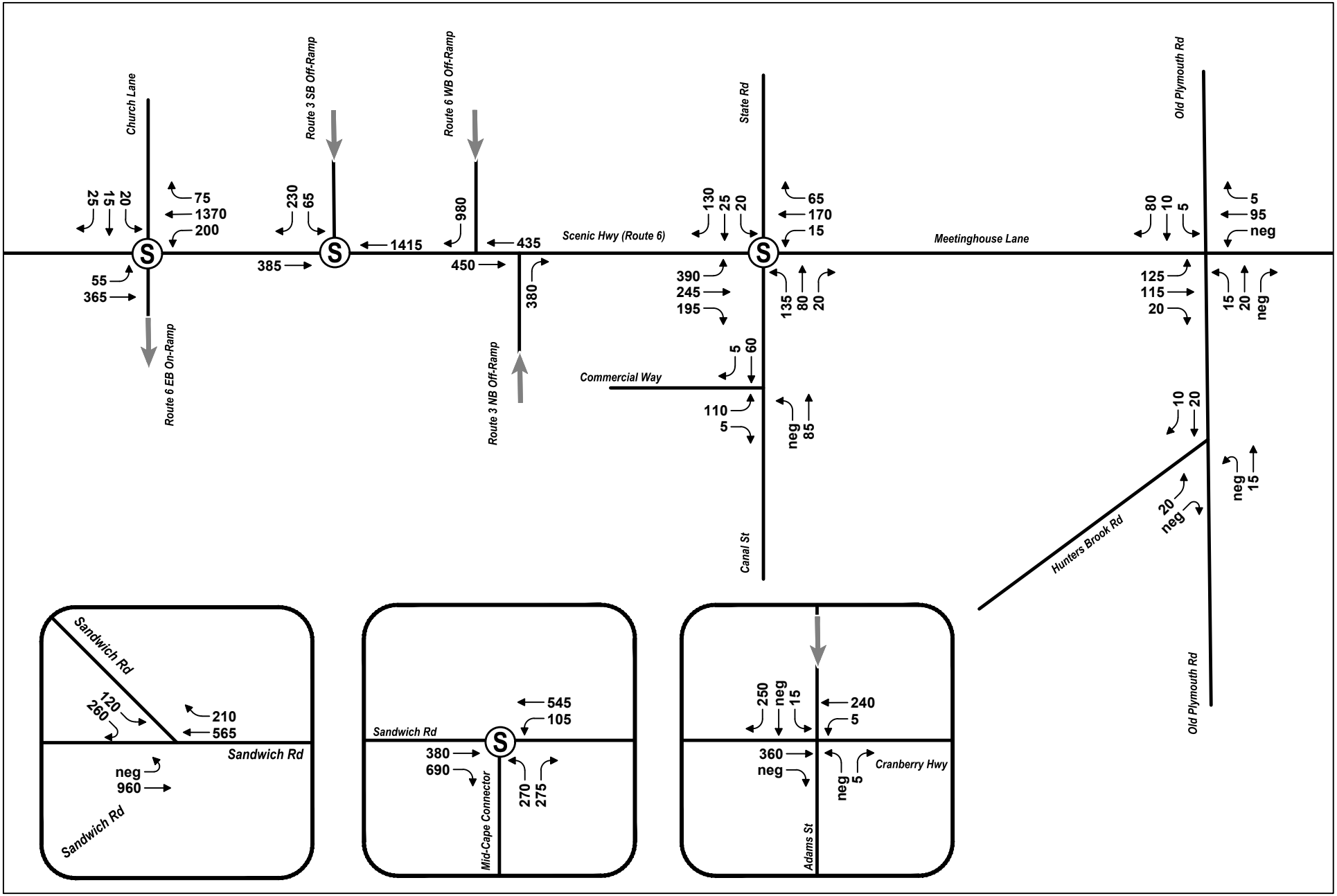
2019 Existing Conditions Avg. Season
Weekday Evening Peak Hour Traffic Volumes
21 Hunters Brook Road
Bourne, Massachusetts



Ⓢ Signalized Intersection

Neg Negligible

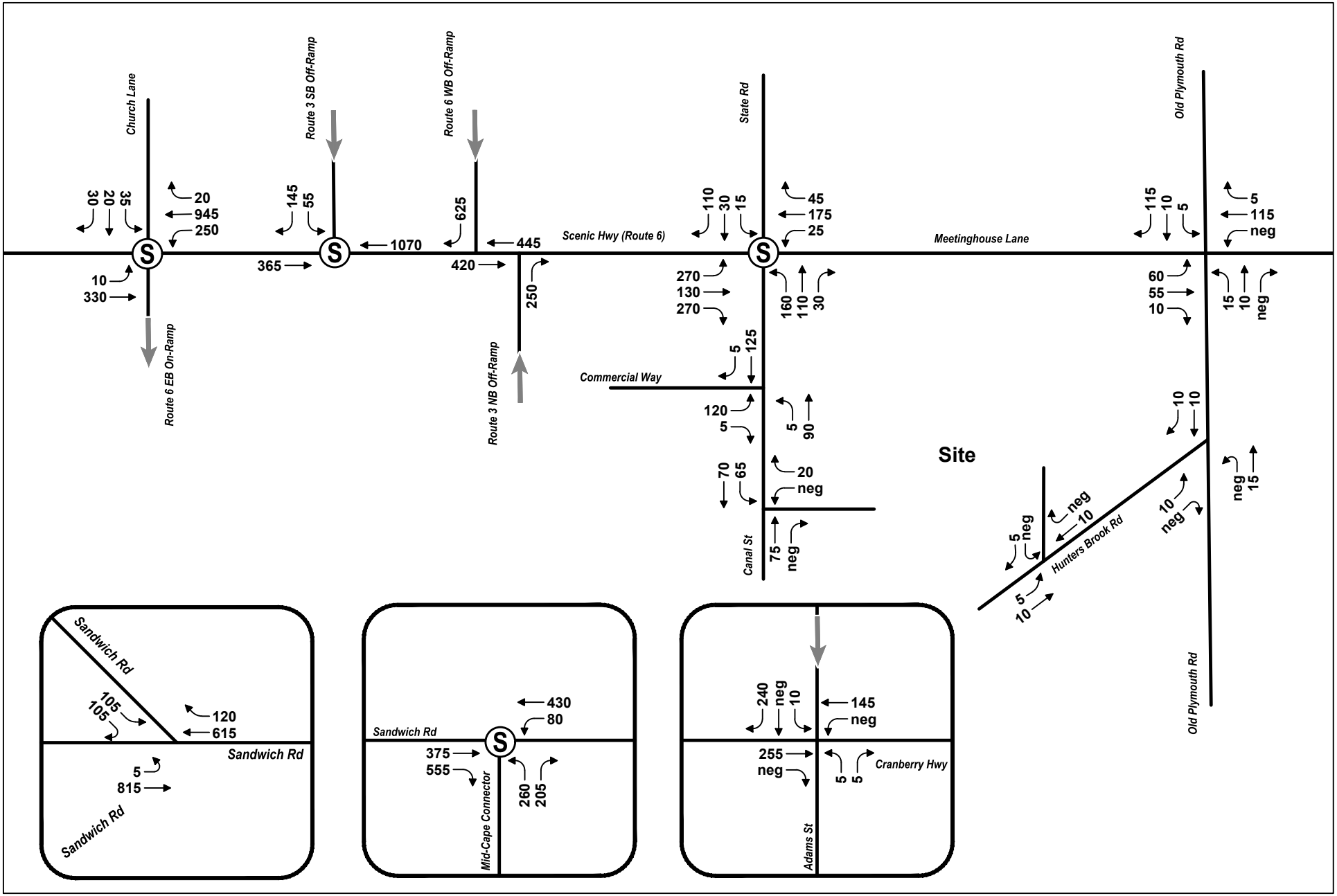
2026 No-Build Conditions Avg. Season
Weekday Morning Peak Hour Traffic Volumes
21 Hunters Brook Road
Bourne, Massachusetts



Ⓢ Signalized Intersection

Neg Negligible

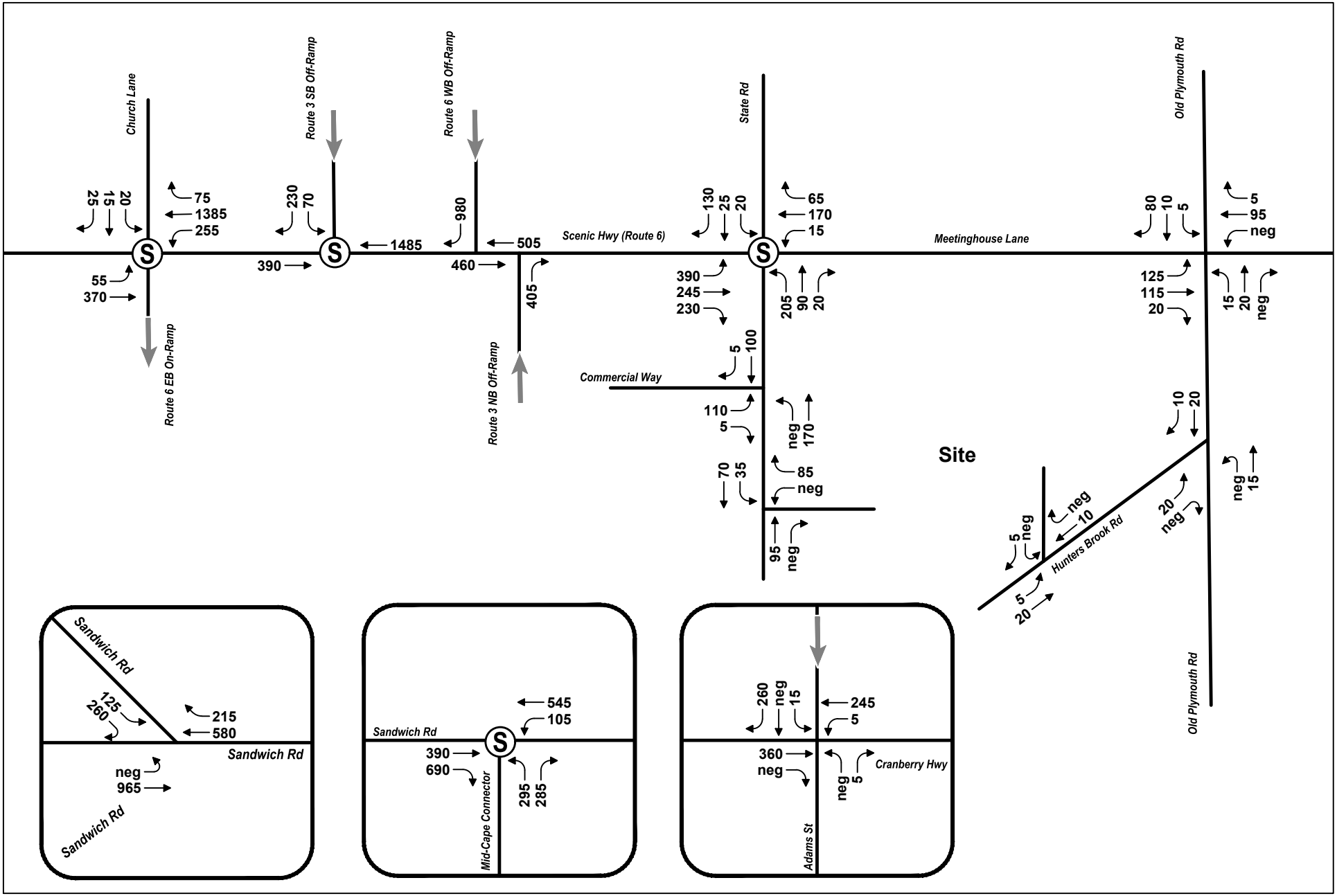
2026 No-Build Conditions Avg. Season
Weekday Evening Peak Hour Traffic Volumes
21 Hunters Brook Road
Bourne, Massachusetts



Ⓢ Signalized Intersection

Neg Negligible

2026 Build Conditions Avg. Season
Weekday Morning Peak Hour Volumes
21 Hunters Brook Road
Bourne, Massachusetts



Ⓢ Signalized Intersection

Neg Negligible

2026 Build Conditions Avg. Season
Weekday Evening Peak Hour Volume
21 Hunters Brook Road
Bourne, Massachusetts



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	0	1	15	10	15
Future Volume (vph)	15	0	1	15	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	1855			625	143	
Travel Time (s)	42.2			14.2	3.3	
Peak Hour Factor	0.80	0.80	0.57	0.57	0.68	0.68
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	28	37	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

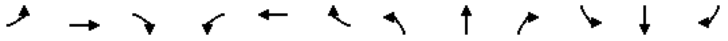
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	0	1	15	10	15
Future Vol, veh/h	15	0	1	15	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	57	57	68	68
Heavy Vehicles, %	0	0	0	0	8	0
Mvmt Flow	19	0	2	26	15	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	56	26	37	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	957	1056	1587	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1056	1587	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1587	-	956	-	-
HCM Lane V/C Ratio	0.001	-	0.02	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	70	10	2	145	10	20	10	2	5	15	140
Future Volume (vph)	75	70	10	2	145	10	20	10	2	5	15	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)									2	2		
Peak Hour Factor	0.85	0.85	0.85	0.87	0.87	0.87	0.73	0.73	0.73	0.95	0.95	0.95
Heavy Vehicles (%)	9%	7%	0%	0%	5%	0%	0%	0%	0%	0%	7%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	182	0	0	180	0	0	44	0	0	168	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	75	70	10	2	145	10	20	10	2	5	15	140
Future Vol, veh/h	75	70	10	2	145	10	20	10	2	5	15	140
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	73	73	73	95	95	95
Heavy Vehicles, %	9	7	0	0	5	0	0	0	0	0	7	5
Mvmt Flow	88	82	12	2	167	11	27	14	3	5	16	147

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	94	0	0	522	446	90	452	447	173
Stage 1	-	-	-	-	-	-	264	264	-	177	177	-
Stage 2	-	-	-	-	-	-	258	182	-	275	270	-
Critical Hdwy	4.19	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.57	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Follow-up Hdwy	2.281	-	-	2.2	-	-	3.5	4	3.3	3.5	4.063	3.345
Pot Cap-1 Maneuver	1357	-	-	1513	-	-	468	510	973	521	499	863
Stage 1	-	-	-	-	-	-	746	694	-	829	743	-
Stage 2	-	-	-	-	-	-	751	753	-	736	677	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1357	-	-	1513	-	-	358	474	971	480	464	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	358	474	-	480	464	-
Stage 1	-	-	-	-	-	-	695	646	-	772	742	-
Stage 2	-	-	-	-	-	-	609	752	-	668	630	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0.1	15	10.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	405	1357	-	-	1513	-	-	781
HCM Lane V/C Ratio	0.108	0.065	-	-	0.002	-	-	0.216
HCM Control Delay (s)	15	7.8	0	-	7.4	0	-	10.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	0.8



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	160	5	5	90	80	5
Future Volume (vph)	160	5	5	90	80	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			1284	511	
Travel Time (s)	9.7			29.2	11.6	
Confl. Peds. (#/hr)	2		3			3
Peak Hour Factor	0.87	0.87	0.76	0.76	0.74	0.74
Heavy Vehicles (%)	8%	0%	0%	3%	11%	14%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	0	0	125	115	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	160	5	5	90	80	5
Future Vol, veh/h	160	5	5	90	80	5
Conflicting Peds, #/hr	2	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	76	76	74	74
Heavy Vehicles, %	8	0	0	3	11	14
Mvmt Flow	184	6	7	118	108	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	249	115	118	0	-	0
Stage 1	115	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	727	943	1483	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	719	940	1479	-	-	-
Mov Cap-2 Maneuver	719	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.4	0
HCM LOS	B		

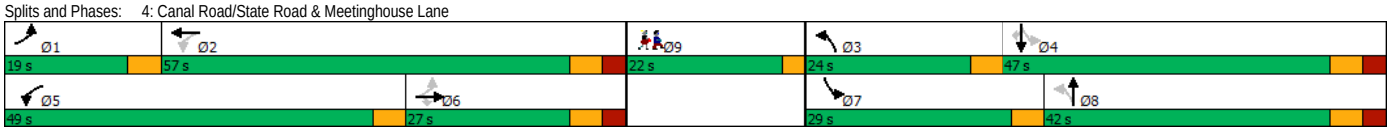
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1479	-	724	-	-
HCM Lane V/C Ratio	0.004	-	0.262	-	-
HCM Control Delay (s)	7.4	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

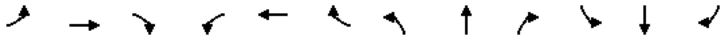
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	340	160	275	35	225	60	175	130	40	15	30	140	
Future Volume (vph)	340	160	275	35	225	60	175	130	40	15	30	140	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Right Turn on Red			Yes			Yes			Yes			Yes	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.83	0.83	0.83	
Heavy Vehicles (%)	7%	6%	10%	14%	9%	10%	6%	5%	0%	6%	6%	5%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	354	167	286	38	307	0	206	200	0	18	36	169	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	41.1	32.2	32.2	27.7	18.6		25.7	19.1		15.7	7.1	7.1	
Actuated g/C Ratio	0.55	0.43	0.43	0.37	0.25		0.34	0.26		0.21	0.09	0.09	
v/c Ratio	0.63	0.22	0.36	0.09	0.72		0.47	0.44		0.06	0.21	0.57	
Control Delay	16.1	17.1	3.9	10.4	36.2		23.2	28.8		19.2	37.3	14.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	16.1	17.1	3.9	10.4	36.2		23.2	28.8		19.2	37.3	14.3	
LOS	B	B	A	B	D		C	C		B	D	B	
Approach Delay		12.0			33.4			25.9			18.4		
Approach LOS		B			C			C			B		
Queue Length 50th (ft)	82	50	0	7	123		70	69		5	16	0	
Queue Length 95th (ft)	177	113	50	25	235		132	156		19	45	46	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	566	769	793	984	1151		530	847		615	977	915	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	0.63	0.22	0.36	0.04	0.27		0.39	0.24		0.03	0.04	0.18	

Intersection Summary

Area Type: Other
Cycle Length: 169
Actuated Cycle Length: 74.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 20.1 — Intersection LOS: C
Intersection Capacity Utilization 65.7% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	515	0	0	540	0	0	0	260	0	0	800
Future Volume (vph)	0	515	0	0	540	0	0	0	260	0	0	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.96	0.96	0.96	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	0%	0%	7%	0%	0%	0%	7%	0%	0%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	560	0	0	574	0	0	0	271	0	0	860
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	131

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	515	0	0	540	0	0	0	260	0	0	800
Future Vol, veh/h	0	515	0	0	540	0	0	0	260	0	0	800
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	94	94	94	96	96	96	93	93	93
Heavy Vehicles, %	0	8	0	0	7	0	0	0	7	0	0	7
Mvmt Flow	0	560	0	0	574	0	0	0	271	0	0	860

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	560	-	-	574
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.27	-	-	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.363	-	-	3.363
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	518	0	0	~ 509
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	518	-	-	~ 509
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	19.3	$ 339
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	518	-	-	509
HCM Lane V/C Ratio	0.523	-	-	1.69
HCM Control Delay (s)	19.3	-	-	$ 339
HCM Lane LOS	C	-	-	F
HCM 95th %tile Q(veh)	3	-	-	50.3

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	450	1340	0	65	185
Future Volume (vph)	0	450	1340	0	65	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Peak Hour Factor	0.92	0.92	0.93	0.93	0.86	0.86
Heavy Vehicles (%)	0%	6%	7%	0%	23%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	489	1441	0	291	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		45.6	45.6		18.1	
Actuated g/C Ratio		0.59	0.59		0.24	
v/c Ratio		0.46	0.72		0.71	
Control Delay		10.6	13.7		34.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		10.6	13.7		34.0	
LOS		B	B		C	
Approach Delay		10.6	13.7		34.0	
Approach LOS		B	B		C	
Queue Length 50th (ft)		110	215		98	
Queue Length 95th (ft)		241	409		224	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1660	3126		683	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.29	0.46		0.43	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 76.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 62.0% ICU Level of Service B
Analysis Period (min) 15

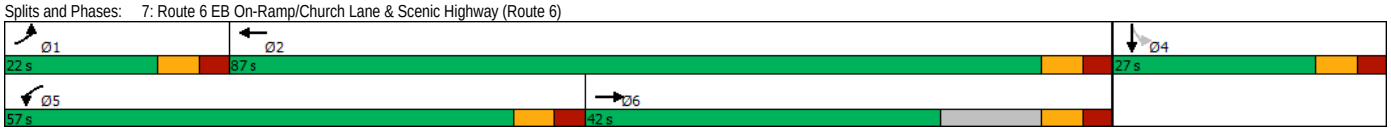
Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp

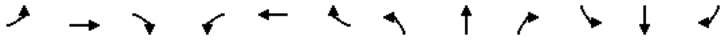


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	415	0	305	1200	20	0	0	0	35	20	30
Future Volume (vph)	10	415	0	305	1200	20	0	0	0	35	20	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		8.8			6.3			22.1			26.9	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	8%	7%	0%	7%	7%	14%	2%	2%	2%	0%	9%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	451	0	324	1298	0	0	0	0	0	97	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	5.7	14.5		18.0	40.5						8.3	
Actuated g/C Ratio	0.10	0.24		0.30	0.68						0.14	
v/c Ratio	0.07	0.55		0.64	0.39						0.39	
Control Delay	32.8	24.8		26.1	7.4						28.4	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	32.8	24.8		26.1	7.4						28.4	
LOS	C	C		C	A						C	
Approach Delay		25.0			11.1						28.4	
Approach LOS		C			B						C	
Queue Length 50th (ft)	4	76		102	71						27	
Queue Length 95th (ft)	21	152		216	191						79	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	458	2571		1391	4812						631	
Starvation Cap Reductn	0	0		0	0						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.02	0.18		0.23	0.27						0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 59.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	325	0	1	180	0	5	0	5	10	2	280
Future Volume (vph)	0	325	0	1	180	0	5	0	5	10	2	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.67	0.67	0.67	0.90	0.90	0.90
Heavy Vehicles (%)	0%	12%	0%	0%	6%	0%	0%	0%	20%	0%	50%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	361	0	0	187	0	0	14	0	0	324	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	325	0	1	180	0	5	0	5	10	2	280
Future Vol, veh/h	0	325	0	1	180	0	5	0	5	10	2	280
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	97	97	97	67	67	67	90	90	90
Heavy Vehicles, %	0	12	0	0	6	0	0	0	20	0	50	2
Mvmt Flow	0	361	0	1	186	0	7	0	7	11	2	311

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	361	0	0	457	549	182	370	549	93
Stage 1	-	-	-	-	-	-	361	361	-	188	188	-
Stage 2	-	-	-	-	-	-	96	188	-	182	361	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	7.3	7.5	7.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.5	3.5	4.5	3.32
Pot Cap-1 Maneuver	0	-	-	1209	-	0	492	446	776	567	352	946
Stage 1	0	-	-	-	-	0	636	629	-	801	639	-
Stage 2	0	-	-	-	-	0	906	748	-	808	518	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1209	-	-	328	446	775	561	352	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	328	446	-	561	352	-
Stage 1	-	-	-	-	-	-	636	629	-	801	638	-
Stage 2	-	-	-	-	-	-	605	747	-	799	518	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.1	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	461	-	-	1209	-	914
HCM Lane V/C Ratio	0.032	-	-	0.001	-	0.355
HCM Control Delay (s)	13.1	-	-	8	0	11.1
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	1.6

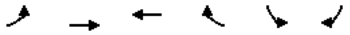
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	450	705	95	545	325	260
Future Volume (vph)	450	705	95	545	325	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Peak Hour Factor	0.97	0.97	0.96	0.96	0.94	0.94
Heavy Vehicles (%)	5%	9%	3%	7%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	464	727	99	568	346	277
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	24.9	24.9	37.9	37.9	17.4	30.5
Actuated g/C Ratio	0.38	0.38	0.57	0.57	0.26	0.46
v/c Ratio	0.68	0.72	0.23	0.56	0.76	0.32
Control Delay	23.5	6.1	8.0	11.6	36.1	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	6.1	8.0	11.6	36.1	3.2
LOS	C	A	A	B	D	A
Approach Delay	12.9			11.1	21.4	
Approach LOS	B			B	C	
Queue Length 50th (ft)	162	0	18	142	137	3
Queue Length 95th (ft)	267	68	37	224	#267	41
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	968	1131	484	1371	538	914
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.64	0.20	0.41	0.64	0.30

Intersection Summary

Area Type: Other
Cycle Length: 80.5
Actuated Cycle Length: 66.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 14.6 Intersection LOS: B
Intersection Capacity Utilization 60.3% ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	1020	775	150	125	135
Future Volume (vph)	5	1020	775	150	125	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.78	0.78
Heavy Vehicles (%)	0%	8%	7%	2%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1090	963	0	333	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	130.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1020	775	150	125	135
Future Vol, veh/h	5	1020	775	150	125	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	96	96	78	78
Heavy Vehicles, %	0	8	7	2	2	4
Mvmt Flow	5	1085	807	156	160	173

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	807	0	-	0	1980	885
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	1095	-
Critical Hdwy	4.1	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	827	-	-	-	~ 68	341
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	321	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	827	-	-	-	~ 67	341
Mov Cap-2 Maneuver	-	-	-	-	~ 67	-
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	321	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 936
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	827	-	-	-	115
HCM Lane V/C Ratio	0.006	-	-	-	2.899
HCM Control Delay (s)	9.4	0	-	-	$ 936
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	31.3

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	0	0	20	20	15
Future Volume (vph)	25	0	0	20	20	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1792	1790	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1792	1790	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1855			625	143	
Travel Time (s)	42.2			14.2	3.3	
Confl. Peds. (#/hr)			5			5
Peak Hour Factor	0.78	0.78	0.64	0.64	0.60	0.60
Heavy Vehicles (%)	0%	0%	0%	6%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	0	31	58	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			

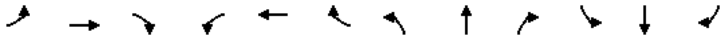
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	0	0	20	20	15
Future Vol, veh/h	25	0	0	20	20	15
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	64	64	60	60
Heavy Vehicles, %	0	0	0	6	0	0
Mvmt Flow	32	0	0	31	33	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	82	51	63	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	31	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	925	1023	1553	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	916	1018	1546	-	-	-
Mov Cap-2 Maneuver	916	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	916	-	-
HCM Lane V/C Ratio	-	-	0.035	-	-
HCM Control Delay (s)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (vph)	155	150	25	1	120	10	20	25	2	5	10	95
Future Volume (vph)	155	150	25	1	120	10	20	25	2	5	10	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1821	0	0	1847	0	0	1812	0	0	1646	0
Flt Permitted		0.977						0.979			0.998	
Satd. Flow (perm)	0	1821	0	0	1847	0	0	1812	0	0	1646	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.82	0.82	0.82	0.77	0.77	0.77	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	0%	0%	2%	0%	0%	4%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	402	0	0	170	0	0	53	0	0	125	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	155	150	25	1	120	10	20	25	2	5	10	95
Future Vol, veh/h	155	150	25	1	120	10	20	25	2	5	10	95
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	77	77	77	88	88	88	88	88	88
Heavy Vehicles, %	1	1	0	0	2	0	0	4	0	0	0	2
Mvmt Flow	189	183	30	1	156	13	23	28	2	6	11	108

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	169	0	0	213	0	0	805	747	198	756	756	168
Stage 1	-	-	-	-	-	-	576	576	-	165	165	-
Stage 2	-	-	-	-	-	-	229	171	-	591	591	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.54	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4.036	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1415	-	-	1369	-	-	303	339	848	327	340	876
Stage 1	-	-	-	-	-	-	506	499	-	842	766	-
Stage 2	-	-	-	-	-	-	778	753	-	497	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1415	-	-	1369	-	-	226	287	848	267	288	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	287	-	267	288	-
Stage 1	-	-	-	-	-	-	429	423	-	714	765	-
Stage 2	-	-	-	-	-	-	668	752	-	392	422	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.1	22.1	11.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	264	1415	-	-	1369	-	-	677
HCM Lane V/C Ratio	0.202	0.134	-	-	0.001	-	-	0.185
HCM Control Delay (s)	22.1	7.9	0	-	7.6	0	-	11.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0.5	-	-	0	-	-	0.7

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	145	10	2	110	80	10
Future Volume (vph)	145	10	2	110	80	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1676	0	0	1844	1853	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1676	0	0	1844	1853	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			1284	511	
Travel Time (s)	9.7			29.2	11.6	
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.84	0.84	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	7%	11%	0%	3%	0%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	185	0	0	141	113	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	10	2	110	80	10
Future Vol, veh/h	145	10	2	110	80	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	80	80	80	80
Heavy Vehicles, %	7	11	0	3	0	8
Mvmt Flow	173	12	3	138	100	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	251	107	113	0	-	0
Stage 1	107	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.47	6.31	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	727	923	1489	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	726	923	1489	-	-	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.1	0
HCM LOS	B		

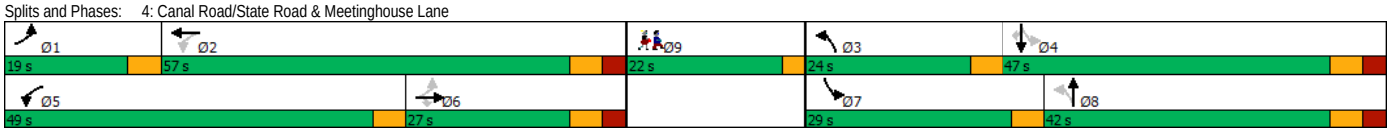
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	736	-	-
HCM Lane V/C Ratio	0.002	-	0.251	-	-
HCM Control Delay (s)	7.4	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

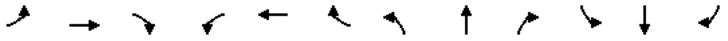
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	490	310	250	20	215	80	170	100	30	30	35	165	
Future Volume (vph)	490	310	250	20	215	80	170	100	30	30	35	165	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1752	1845	1524	1805	1754	0	1719	1767	0	1752	1900	1583	
Flt Permitted	0.289			0.561			0.505			0.665			
Satd. Flow (perm)	533	1845	1524	1066	1754	0	914	1767	0	1227	1900	1583	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			214		11			8				177	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.94	0.94	0.94	0.75	0.75	0.75	0.90	0.90	0.90	0.93	0.93	0.93	
Heavy Vehicles (%)	3%	3%	6%	0%	2%	9%	5%	5%	0%	3%	0%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	521	330	266	27	394	0	189	144	0	32	38	177	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	44.5	37.9	37.9	30.7	22.0		25.2	16.3		16.1	7.0	7.0	
Actuated g/C Ratio	0.57	0.49	0.49	0.39	0.28		0.32	0.21		0.21	0.09	0.09	
v/c Ratio	0.96	0.37	0.31	0.06	0.78		0.46	0.38		0.11	0.22	0.58	
Control Delay	45.1	16.0	5.1	9.6	37.1		25.0	31.9		21.2	39.4	15.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	45.1	16.0	5.1	9.6	37.1		25.0	31.9		21.2	39.4	15.0	
LOS	D	B	A	A	D		C	C		C	D	B	
Approach Delay		27.0			35.3			28.0			19.5		
Approach LOS		C			D			C			B		
Queue Length 50th (ft)	136	82	11	5	165		67	60		10	17	0	
Queue Length 95th (ft)	#450	212	68	15	234		141	132		33	53	61	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	544	897	851	1094	1153		508	815		604	996	914	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	0.96	0.37	0.31	0.02	0.34		0.37	0.18		0.05	0.04	0.19	

Intersection Summary

Area Type: Other
Cycle Length: 169
Actuated Cycle Length: 77.9
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 27.9 — Intersection LOS: C
Intersection Capacity Utilization 75.2% — ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	565	0	0	550	0	0	0	485	0	0	1230
Future Volume (vph)	0	565	0	0	550	0	0	0	485	0	0	1230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	4%	0%	0%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	657	0	0	604	0	0	0	533	0	0	1268
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 111.8%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	322

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	565	0	0	550	0	0	0	485	0	0	1230
Future Vol, veh/h	0	565	0	0	550	0	0	0	485	0	0	1230
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	91	91	91	91	91	91	97	97	97
Heavy Vehicles, %	0	2	0	0	3	0	0	0	4	0	0	4
Mvmt Flow	0	657	0	0	604	0	0	0	533	0	0	1268

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	657	-	-	604
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.24	-	-	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.336	-	-	3.336
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	~ 461	0	0	~ 495
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 461	-	-	~ 495
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	120.7	$ 726.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	461	-	-	495
HCM Lane V/C Ratio	1.156	-	-	2.562
HCM Control Delay (s)	120.7	-	-	$ 726.8
HCM Lane LOS	F	-	-	F
HCM 95th %tile Q(veh)	19.3	-	-	101.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	475	1780	0	90	290
Future Volume (vph)	0	475	1780	0	90	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	3471	0	1624	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1863	3471	0	1624	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					22	
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Confl. Peds. (#/hr)						1
Peak Hour Factor	0.94	0.94	0.95	0.95	0.88	0.88
Heavy Vehicles (%)	0%	2%	4%	0%	11%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	505	1874	0	432	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		72.7	72.7		30.2	
Actuated g/C Ratio		0.63	0.63		0.26	
v/c Ratio		0.43	0.85		0.98	
Control Delay		11.7	21.5		79.2	
Queue Delay		0.0	0.1		0.0	
Total Delay		11.7	21.6		79.2	
LOS		B	C		E	
Approach Delay		11.7	21.6		79.2	
Approach LOS		B	C		E	
Queue Length 50th (ft)		173	535		~352	
Queue Length 95th (ft)		241	647		#540	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1305	2433		442	
Starvation Cap Reductn		0	62		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.39	0.79		0.98	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 115
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 28.7 Intersection LOS: C
Intersection Capacity Utilization 82.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

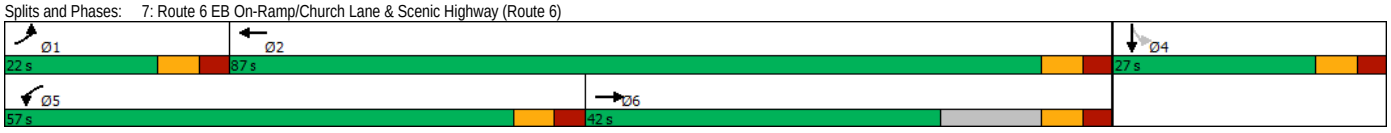
Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp

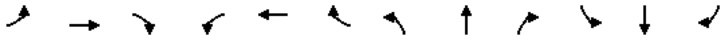


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	455	0	255	1740	75	0	0	0	20	15	25
Future Volume (vph)	55	455	0	255	1740	75	0	0	0	20	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	3539	0	1736	5012	0	0	0	0	0	1734	0
Flt Permitted	0.950			0.950							0.983	
Satd. Flow (perm)	1805	3539	0	1736	5012	0	0	0	0	0	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8						21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		11.8			8.3			29.4			35.8	
Peak Hour Factor	0.90	0.90	0.90	0.96	0.96	0.96	0.92	0.92	0.92	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	4%	3%	0%	2%	2%	2%	0%	7%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	506	0	266	1891	0	0	0	0	0	71	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	8.0	28.1		18.4	46.6						7.8	
Actuated g/C Ratio	0.11	0.38		0.25	0.64						0.11	
v/c Ratio	0.31	0.37		0.61	0.59						0.35	
Control Delay	41.7	17.9		35.0	12.9						33.7	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	41.7	17.9		35.0	12.9						33.7	
LOS	D	B		C	B						C	
Approach Delay		20.4			15.6						33.7	
Approach LOS		C			B						C	
Queue Length 50th (ft)	28	85		115	226						23	
Queue Length 95th (ft)	79	160		234	339						69	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	426	2278		1203	4720						560	
Starvation Cap Reductn	0	0		0	0						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.14	0.22		0.22	0.40						0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 73.3			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	460	2	5	305	0	1	0	5	20	1	320
Future Volume (vph)	0	460	2	5	305	0	1	0	5	20	1	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3403	0	0	3437	0	0	1672	0	0	1638	0
Flt Permitted					0.999			0.992			0.997	
Satd. Flow (perm)	0	3403	0	0	3437	0	0	1672	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.50	0.50	0.50	0.88	0.88	0.88
Heavy Vehicles (%)	0%	6%	0%	0%	5%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	550	0	0	369	0	0	12	0	0	388	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	460	2	5	305	0	1	0	5	20	1	320
Future Vol, veh/h	0	460	2	5	305	0	1	0	5	20	1	320
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	50	50	50	88	88	88
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	1
Mvmt Flow	0	548	2	6	363	0	2	0	10	23	1	364

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	550	0	0	743	924	275	649	925	182
Stage 1	-	-	-	-	-	-	549	549	-	375	375	-
Stage 2	-	-	-	-	-	-	194	375	-	274	550	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.31
Pot Cap-1 Maneuver	0	-	-	1030	-	0	307	271	729	359	271	832
Stage 1	0	-	-	-	-	0	493	520	-	624	621	-
Stage 2	0	-	-	-	-	0	795	621	-	714	519	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1030	-	-	171	269	729	352	269	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	269	-	352	269	-
Stage 1	-	-	-	-	-	-	493	520	-	624	617	-
Stage 2	-	-	-	-	-	-	444	617	-	704	519	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.8	14.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	472	-	-	1030	-	766
HCM Lane V/C Ratio	0.025	-	-	0.006	-	0.506
HCM Control Delay (s)	12.8	-	-	8.5	0	14.4
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	2.9

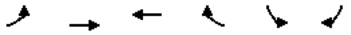
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	475	875	135	690	345	345
Future Volume (vph)	475	875	135	690	345	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1845	1568	1736	1810	1770	1599
Flt Permitted			0.252		0.950	
Satd. Flow (perm)	1845	1535	460	1810	1770	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		864				240
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.96	0.96	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	3%	3%	4%	5%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	495	911	152	775	371	371
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	27.2	27.2	41.1	41.1	18.2	32.1
Actuated g/C Ratio	0.39	0.39	0.59	0.59	0.26	0.46
v/c Ratio	0.69	0.81	0.36	0.73	0.81	0.43
Control Delay	24.0	8.9	9.2	15.5	41.3	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	8.9	9.2	15.5	41.3	6.8
LOS	C	A	A	B	D	A
Approach Delay	14.2			14.5	24.1	
Approach LOS	B			B	C	
Queue Length 50th (ft)	180	13	28	231	158	34
Queue Length 95th (ft)	289	130	51	350	#324	100
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	928	1201	456	1319	516	900
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.76	0.33	0.59	0.72	0.41

Intersection Summary

Area Type: Other
Cycle Length: 80.5
Actuated Cycle Length: 70.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 16.7 — Intersection LOS: B
Intersection Capacity Utilization 70.5% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	1215	715	270	155	330
Future Volume (vph)	5	1215	715	270	155	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1845	1769	0	1675	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1845	1769	0	1675	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.99	0.99	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	3%	4%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1232	1094	0	551	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 103.5%		ICU Level of Service G	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	333.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1215	715	270	155	330
Future Vol, veh/h	5	1215	715	270	155	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	90	90	88	88
Heavy Vehicles, %	0	3	4	2	2	1
Mvmt Flow	5	1227	794	300	176	375

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	794	0	-	0	2181	944
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	1237	-
Critical Hdwy	4.1	-	-	-	6.42	6.21
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.309
Pot Cap-1 Maneuver	836	-	-	-	~ 51	~ 319
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	274	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	836	-	-	-	~ 50	~ 319
Mov Cap-2 Maneuver	-	-	-	-	~ 50	-
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	274	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 1743.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	836	-	-	-	117
HCM Lane V/C Ratio	0.006	-	-	-	4.711
HCM Control Delay (s)	9.3	0	-	-	$ 1743.7
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	57.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	0	1	15	10	15
Future Volume (vph)	15	0	1	15	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1894	1693	0
Flt Permitted	0.950			0.997		
Satd. Flow (perm)	1805	0	0	1894	1693	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1855			625	143	
Travel Time (s)	42.2			14.2	3.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	17	27	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

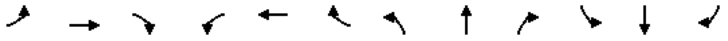
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	0	1	15	10	15
Future Vol, veh/h	15	0	1	15	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	8	0
Mvmt Flow	16	0	1	16	11	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	37	19	27	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	981	1065	1600	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1065	1600	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1600	-	980	-	-
HCM Lane V/C Ratio	0.001	-	0.017	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	70	10	2	150	10	20	10	2	5	15	145
Future Volume (vph)	80	70	10	2	150	10	20	10	2	5	15	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1709	0	0	1800	0	0	1828	0	0	1592	0
Flt Permitted		0.976			0.999			0.970			0.999	
Satd. Flow (perm)	0	1709	0	0	1800	0	0	1828	0	0	1592	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)									2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	7%	0%	0%	5%	0%	0%	0%	0%	0%	7%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	0	176	0	0	35	0	0	179	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	80	70	10	2	150	10	20	10	2	5	15	145
Future Vol, veh/h	80	70	10	2	150	10	20	10	2	5	15	145
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	7	0	0	5	0	0	0	0	0	7	5
Mvmt Flow	87	76	11	2	163	11	22	11	2	5	16	158

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	174	0	0	87	0	0	516	434	84	437	434	169
Stage 1	-	-	-	-	-	-	256	256	-	173	173	-
Stage 2	-	-	-	-	-	-	260	178	-	264	261	-
Critical Hdwy	4.19	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.57	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Follow-up Hdwy	2.281	-	-	2.2	-	-	3.5	4	3.3	3.5	4.063	3.345
Pot Cap-1 Maneuver	1361	-	-	1522	-	-	473	518	981	533	508	867
Stage 1	-	-	-	-	-	-	753	699	-	834	746	-
Stage 2	-	-	-	-	-	-	749	756	-	746	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1361	-	-	1522	-	-	358	483	979	495	473	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	358	483	-	495	473	-
Stage 1	-	-	-	-	-	-	703	652	-	778	745	-
Stage 2	-	-	-	-	-	-	599	755	-	682	637	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.9	0.1	14.7	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	407	1361	-	-	1522	-	-	789
HCM Lane V/C Ratio	0.085	0.064	-	-	0.001	-	-	0.227
HCM Control Delay (s)	14.7	7.8	0	-	7.4	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	0.9



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	160	5	5	95	85	5
Future Volume (vph)	160	5	5	95	85	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1675	0	0	1843	1697	0
Flt Permitted	0.954			0.998		
Satd. Flow (perm)	1675	0	0	1843	1697	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			1284	511	
Travel Time (s)	9.7			29.2	11.6	
Confl. Peds. (#/hr)	2		3			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	0%	0%	3%	11%	14%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	0	0	108	97	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	160	5	5	95	85	5
Future Vol, veh/h	160	5	5	95	85	5
Conflicting Peds, #/hr	2	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	0	0	3	11	14
Mvmt Flow	174	5	5	103	92	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	213	98	100	0	-	0
Stage 1	98	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	762	963	1505	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	754	960	1501	-	-	-
Mov Cap-2 Maneuver	754	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	892	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.4	0
HCM LOS	B		

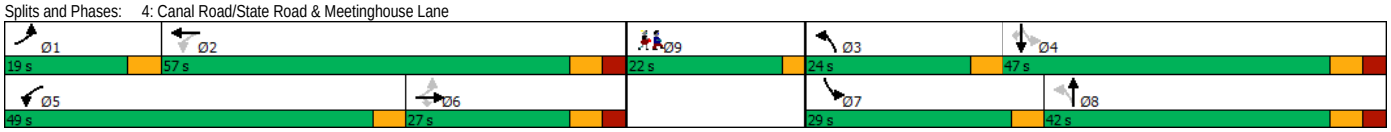
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1501	-	759	-	-
HCM Lane V/C Ratio	0.004	-	0.236	-	-
HCM Control Delay (s)	7.4	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

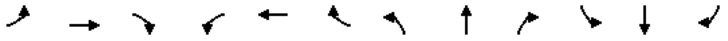
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	355	165	285	35	235	60	180	135	40	15	30	145	
Future Volume (vph)	355	165	285	35	235	60	180	135	40	15	30	145	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1687	1792	1468	1583	1688	0	1703	1767	0	1703	1792	1538	
Flt Permitted	0.348			0.644			0.522			0.638			
Satd. Flow (perm)	618	1792	1468	1073	1688	0	936	1767	0	1144	1792	1538	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			310		8			8				158	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	7%	6%	10%	14%	9%	10%	6%	5%	0%	6%	6%	5%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	386	179	310	38	320	0	196	190	0	16	33	158	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	41.3	32.5	32.5	27.9	18.9		25.2	18.7		15.6	7.0	7.0	
Actuated g/C Ratio	0.55	0.44	0.44	0.37	0.25		0.34	0.25		0.21	0.09	0.09	
v/c Ratio	0.69	0.23	0.38	0.09	0.74		0.46	0.43		0.06	0.20	0.55	
Control Delay	18.4	16.9	3.8	10.1	36.6		23.2	28.8		19.4	37.1	14.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	18.4	16.9	3.8	10.1	36.6		23.2	28.8		19.4	37.1	14.5	
LOS	B	B	A	B	D		C	C		B	D	B	
Approach Delay		12.9			33.8			26.0			18.5		
Approach LOS		B			C			C			B		
Queue Length 50th (ft)	89	53	0	7	127		64	63		5	14	0	
Queue Length 95th (ft)	#205	119	51	24	244		137	161		19	46	57	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	561	778	813	988	1156		527	849		613	980	912	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	0.69	0.23	0.38	0.04	0.28		0.37	0.22		0.03	0.03	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 169
Actuated Cycle Length: 74.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 20.4 — Intersection LOS: C
Intersection Capacity Utilization 67.3% — ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	535	0	0	560	0	0	0	270	0	0	830
Future Volume (vph)	0	535	0	0	560	0	0	0	270	0	0	830
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1759	0	0	1776	0	0	0	1536	0	0	1536
Flt Permitted												
Satd. Flow (perm)	0	1759	0	0	1776	0	0	0	1536	0	0	1536
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	8%	0%	0%	7%	0%	0%	0%	7%	0%	0%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	582	0	0	609	0	0	0	293	0	0	902
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.5%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	158.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	535	0	0	560	0	0	0	270	0	0	830
Future Vol, veh/h	0	535	0	0	560	0	0	0	270	0	0	830
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	0	7	0	0	0	7	0	0	7
Mvmt Flow	0	582	0	0	609	0	0	0	293	0	0	902

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	582	-	-	609
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.27	-	-	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.363	-	-	3.363
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	504	0	0	~ 486
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	504	-	-	~ 486
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	21.6	$ 413.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	504	-	-	486
HCM Lane V/C Ratio	0.582	-	-	1.856
HCM Control Delay (s)	21.6	-	-	$ 413.2
HCM Lane LOS	C	-	-	F
HCM 95th %tile Q(veh)	3.7	-	-	57.9

Notes

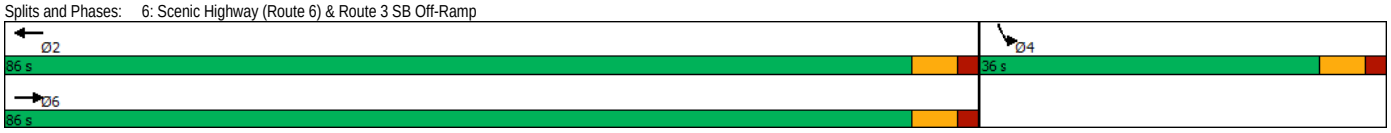
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	470	1390	0	65	190
Future Volume (vph)	0	470	1390	0	65	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1792	3374	0	1538	0
Flt Permitted					0.987	
Satd. Flow (perm)	0	1792	3374	0	1538	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					49	
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	7%	0%	23%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	511	1511	0	278	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		49.0	49.0		18.4	
Actuated g/C Ratio		0.61	0.61		0.23	
v/c Ratio		0.47	0.74		0.71	
Control Delay		10.5	13.8		36.9	
Queue Delay		0.0	0.0		0.0	
Total Delay		10.5	13.8		36.9	
LOS		B	B		D	
Approach Delay		10.5	13.8		36.9	
Approach LOS		B	B		D	
Queue Length 50th (ft)		118	238		102	
Queue Length 95th (ft)		253	440		250	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1627	3064		651	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.31	0.49		0.43	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 80.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 15.9 Intersection LOS: B
Intersection Capacity Utilization 63.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp

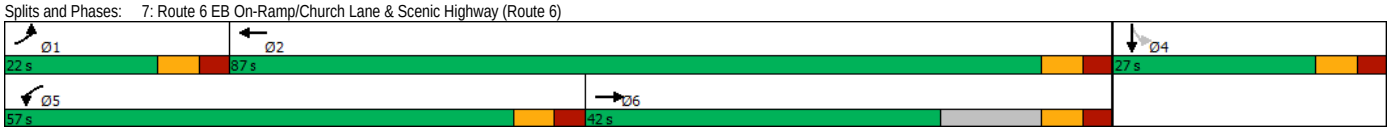


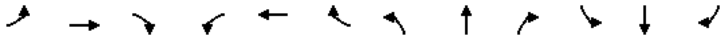
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	435	0	315	1245	20	0	0	0	35	20	30
Future Volume (vph)	10	435	0	315	1245	20	0	0	0	35	20	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1671	3374	0	1687	4833	0	0	0	0	0	1694	0
Flt Permitted	0.950			0.950							0.980	
Satd. Flow (perm)	1671	3374	0	1687	4833	0	0	0	0	0	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3						17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		11.8			8.3			29.4			35.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	7%	0%	7%	7%	14%	2%	2%	2%	0%	9%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	473	0	342	1375	0	0	0	0	0	93	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	5.8	15.3		19.2	42.7						8.3	
Actuated g/C Ratio	0.09	0.25		0.31	0.69						0.13	
v/c Ratio	0.07	0.56		0.65	0.41						0.38	
Control Delay	34.4	25.4		26.8	7.3						29.5	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	34.4	25.4		26.8	7.3						29.5	
LOS	C	C		C	A						C	
Approach Delay		25.6			11.2						29.5	
Approach LOS		C			B						C	
Queue Length 50th (ft)	4	83		111	77						26	
Queue Length 95th (ft)	22	164		237	205						83	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	445	2510		1357	4762						613	
Starvation Cap Reductn	0	0		0	0						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.02	0.19		0.25	0.29						0.15	

Intersection Summary

Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 61.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	335	0	1	185	0	5	0	5	10	2	290
Future Volume (vph)	0	335	0	1	185	0	5	0	5	10	2	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3223	0	0	3407	0	0	1571	0	0	1614	0
Flt Permitted								0.976			0.998	
Satd. Flow (perm)	0	3223	0	0	3407	0	0	1571	0	0	1614	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	12%	0%	0%	6%	0%	0%	0%	20%	0%	50%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	364	0	0	202	0	0	10	0	0	328	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	335	0	1	185	0	5	0	5	10	2	290
Future Vol, veh/h	0	335	0	1	185	0	5	0	5	10	2	290
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	12	0	0	6	0	0	0	20	0	50	2
Mvmt Flow	0	364	0	1	201	0	5	0	5	11	2	315

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	364	0	0	468	567	183	386	567	101
Stage 1	-	-	-	-	-	-	364	364	-	203	203	-
Stage 2	-	-	-	-	-	-	104	203	-	183	364	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	7.3	7.5	7.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.5	3.5	4.5	3.32
Pot Cap-1 Maneuver	0	-	-	1206	-	0	483	436	775	552	343	935
Stage 1	0	-	-	-	-	0	633	627	-	786	628	-
Stage 2	0	-	-	-	-	0	896	737	-	807	516	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1206	-	-	318	436	774	547	343	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	318	436	-	547	343	-
Stage 1	-	-	-	-	-	-	633	627	-	786	627	-
Stage 2	-	-	-	-	-	-	591	736	-	801	516	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.2	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	451	-	-	1206	-	903
HCM Lane V/C Ratio	0.024	-	-	0.001	-	0.364
HCM Control Delay (s)	13.2	-	-	8	0	11.2
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	1.7

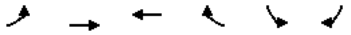
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	465	730	100	565	335	270
Future Volume (vph)	465	730	100	565	335	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1810	1482	1752	1776	1736	1553
Flt Permitted			0.240		0.950	
Satd. Flow (perm)	1810	1482	443	1776	1736	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		737				234
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	9%	3%	7%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	505	793	109	614	364	293
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	26.1	26.1	39.3	39.3	18.2	31.3
Actuated g/C Ratio	0.38	0.38	0.58	0.58	0.27	0.46
v/c Ratio	0.73	0.78	0.27	0.60	0.79	0.35
Control Delay	25.5	8.5	8.5	12.5	38.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	8.5	8.5	12.5	38.7	4.6
LOS	C	A	A	B	D	A
Approach Delay	15.1			11.9	23.5	
Approach LOS	B			B	C	
Queue Length 50th (ft)	183	15	20	160	152	15
Queue Length 95th (ft)	301	131	40	251	#291	57
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	934	1121	451	1328	519	891
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.71	0.24	0.46	0.70	0.33

Intersection Summary

Area Type: Other
Cycle Length: 80.5
Actuated Cycle Length: 68.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 16.3 — Intersection LOS: B
Intersection Capacity Utilization 61.9% — ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	1055	805	155	130	140
Future Volume (vph)	5	1055	805	155	130	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1760	1750	0	1675	0
Flt Permitted					0.977	
Satd. Flow (perm)	0	1760	1750	0	1675	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	8%	7%	2%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1152	1043	0	293	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	120.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1055	805	155	130	140
Future Vol, veh/h	5	1055	805	155	130	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	8	7	2	2	4
Mvmt Flow	5	1147	875	168	141	152

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	875	0	-	0	2116	959
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	1157	-
Critical Hdwy	4.1	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	780	-	-	-	~ 56	309
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	299	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	780	-	-	-	~ 55	309
Mov Cap-2 Maneuver	-	-	-	-	~ 55	-
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	299	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 1020.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	780	-	-	-	96
HCM Lane V/C Ratio	0.007	-	-	-	3.057
HCM Control Delay (s)	9.6	0	-	-	$ 1020.9
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	28.5

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	0	0	20	20	15
Future Volume (vph)	25	0	0	20	20	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1792	1792	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1792	1792	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1855			625	143	
Travel Time (s)	42.2			14.2	3.3	
Confl. Peds. (#/hr)			5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	6%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	22	38	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			

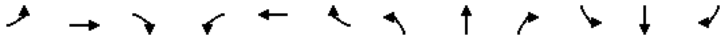
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	0	0	20	20	15
Future Vol, veh/h	25	0	0	20	20	15
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	6	0	0
Mvmt Flow	27	0	0	22	22	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	57	35	43	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	955	1044	1579	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	945	1039	1571	-	-	-
Mov Cap-2 Maneuver	945	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	945	-	-
HCM Lane V/C Ratio	-	-	0.029	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	155	25	1	125	10	20	25	2	5	10	100
Future Volume (vph)	160	155	25	1	125	10	20	25	2	5	10	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1821	0	0	1847	0	0	1812	0	0	1644	0
Flt Permitted		0.977						0.979			0.998	
Satd. Flow (perm)	0	1821	0	0	1847	0	0	1812	0	0	1644	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	2%	0%	0%	4%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	369	0	0	148	0	0	51	0	0	125	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	160	155	25	1	125	10	20	25	2	5	10	100
Future Vol, veh/h	160	155	25	1	125	10	20	25	2	5	10	100
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	0	0	2	0	0	4	0	0	0	2
Mvmt Flow	174	168	27	1	136	11	22	27	2	5	11	109

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	195	0	0	739	679	182	688	687	147
Stage 1	-	-	-	-	-	-	530	530	-	144	144	-
Stage 2	-	-	-	-	-	-	209	149	-	544	543	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.54	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4.036	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1441	-	-	1390	-	-	336	371	866	363	372	900
Stage 1	-	-	-	-	-	-	536	523	-	864	782	-
Stage 2	-	-	-	-	-	-	798	770	-	527	523	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1441	-	-	1390	-	-	256	320	866	303	321	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	256	320	-	303	321	-
Stage 1	-	-	-	-	-	-	463	452	-	746	781	-
Stage 2	-	-	-	-	-	-	687	769	-	427	452	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.1	19.7	11
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	296	1441	-	-	1390	-	-	722
HCM Lane V/C Ratio	0.173	0.121	-	-	0.001	-	-	0.173
HCM Control Delay (s)	19.7	7.8	0	-	7.6	0	-	11
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0.4	-	-	0	-	-	0.6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	145	10	2	115	85	10
Future Volume (vph)	145	10	2	115	85	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1676	0	0	1844	1858	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1676	0	0	1844	1858	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			1284	511	
Travel Time (s)	9.7			29.2	11.6	
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	11%	0%	3%	0%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	0	0	127	103	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	10	2	115	85	10
Future Vol, veh/h	145	10	2	115	85	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	3	0	8
Mvmt Flow	158	11	2	125	92	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	227	98	103	0	-	0
Stage 1	98	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.47	6.31	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	750	934	1502	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	749	934	1502	-	-	-
Mov Cap-2 Maneuver	749	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.1	0
HCM LOS	B		

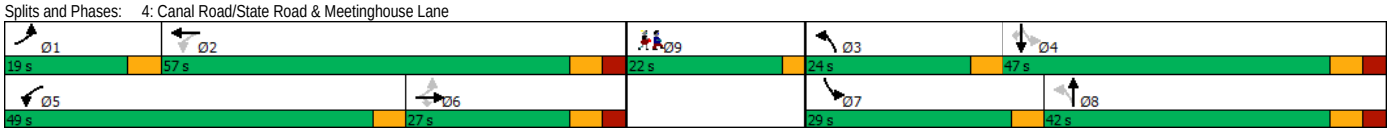
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1502	-	759	-	-
HCM Lane V/C Ratio	0.001	-	0.222	-	-
HCM Control Delay (s)	7.4	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

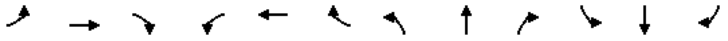
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	505	320	260	20	225	85	175	105	30	30	35	170	
Future Volume (vph)	505	320	260	20	225	85	175	105	30	30	35	170	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1752	1845	1524	1805	1754	0	1719	1767	0	1752	1900	1583	
Flt Permitted	0.337			0.552			0.502			0.663			
Satd. Flow (perm)	622	1845	1524	1049	1754	0	908	1767	0	1223	1900	1583	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			216		11			8				185	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	3%	6%	0%	2%	9%	5%	5%	0%	3%	0%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	549	348	283	22	337	0	190	147	0	33	38	185	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	41.2	34.7	34.7	27.3	18.8		24.7	15.8		15.9	6.8	6.8	
Actuated g/C Ratio	0.56	0.47	0.47	0.37	0.25		0.33	0.21		0.21	0.09	0.09	
v/c Ratio	0.95	0.40	0.34	0.05	0.74		0.45	0.38		0.11	0.22	0.59	
Control Delay	42.5	16.7	5.8	9.8	35.8		23.1	30.2		19.5	36.9	14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	42.5	16.7	5.8	9.8	35.8		23.1	30.2		19.5	36.9	14.4	
LOS	D	B	A	A	D		C	C		B	D	B	
Approach Delay		26.1			34.2			26.2			18.4		
Approach LOS		C			C			C			B		
Queue Length 50th (ft)	144	86	14	4	133		63	58		10	16	0	
Queue Length 95th (ft)	#461	222	77	16	250		131	127		31	50	60	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	579	865	829	1128	1209		527	854		629	1045	954	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	0.95	0.40	0.34	0.02	0.28		0.36	0.17		0.05	0.04	0.19	

Intersection Summary

Area Type: Other
Cycle Length: 169
Actuated Cycle Length: 74
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 26.6 — Intersection LOS: C
Intersection Capacity Utilization 77.2% — ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	585	0	0	570	0	0	0	500	0	0	1275
Future Volume (vph)	0	585	0	0	570	0	0	0	500	0	0	1275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	4%	0%	0%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	636	0	0	620	0	0	0	543	0	0	1386
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	115.6%	ICU Level of Service	H
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	395

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	585	0	0	570	0	0	0	500	0	0	1275
Future Vol, veh/h	0	585	0	0	570	0	0	0	500	0	0	1275
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	4	0	0	4
Mvmt Flow	0	636	0	0	620	0	0	0	543	0	0	1386

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	636	-	-	620
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.24	-	-	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.336	-	-	3.336
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	~ 474	0	0	~ 484
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 474	-	-	~ 484
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	116.3	$ 862.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	474	-	-	484
HCM Lane V/C Ratio	1.147	-	-	2.863
HCM Control Delay (s)	116.3	-	-	$ 862.2
HCM Lane LOS	F	-	-	F
HCM 95th %tile Q(veh)	19.3	-	-	117.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	490	1845	0	95	300
Future Volume (vph)	0	490	1845	0	95	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	3471	0	1623	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1863	3471	0	1623	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					17	
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Confl. Peds. (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	4%	0%	11%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	533	2005	0	429	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		77.0	77.0		30.1	
Actuated g/C Ratio		0.65	0.65		0.25	
v/c Ratio		0.44	0.89		1.02	
Control Delay		11.7	24.0		91.5	
Queue Delay		0.0	0.3		0.0	
Total Delay		11.7	24.3		91.5	
LOS		B	C		F	
Approach Delay		11.7	24.3		91.5	
Approach LOS		B	C		F	
Queue Length 50th (ft)		187	625		~355	
Queue Length 95th (ft)		259	757		#562	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1254	2337		422	
Starvation Cap Reductn		0	58		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.43	0.88		1.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 119.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 31.8		Intersection LOS: C	
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

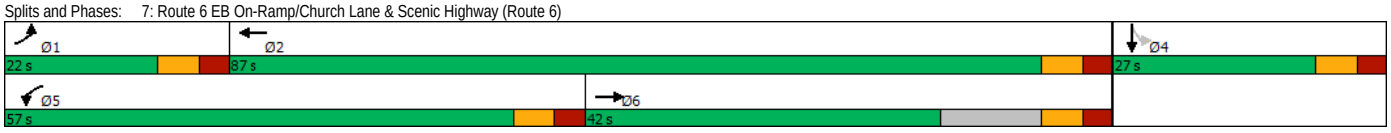
Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp

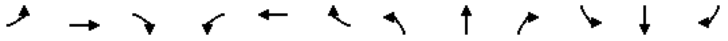


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	470	0	265	1805	75	0	0	0	20	15	25
Future Volume (vph)	55	470	0	265	1805	75	0	0	0	20	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	3539	0	1736	5012	0	0	0	0	0	1733	0
Flt Permitted	0.950			0.950							0.983	
Satd. Flow (perm)	1805	3539	0	1736	5012	0	0	0	0	0	1733	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8						22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		11.8			8.3			29.4			35.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	4%	3%	0%	2%	2%	2%	0%	7%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	511	0	288	2044	0	0	0	0	0	65	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	8.3	31.2		20.7	52.3						7.8	
Actuated g/C Ratio	0.11	0.40		0.26	0.66						0.10	
v/c Ratio	0.32	0.37		0.63	0.61						0.34	
Control Delay	45.4	18.4		36.7	12.6						35.4	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	45.4	18.4		36.7	12.6						35.4	
LOS	D	B		D	B						D	
Approach Delay		21.2			15.6						35.4	
Approach LOS		C			B						D	
Queue Length 50th (ft)	30	91		135	256						21	
Queue Length 95th (ft)	83	171		266	383						73	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	405	2171		1137	4556						534	
Starvation Cap Reductn	0	0		0	26						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.15	0.24		0.25	0.45						0.12	

Intersection Summary			
Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 78.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	475	2	5	315	0	1	0	5	20	1	330
Future Volume (vph)	0	475	2	5	315	0	1	0	5	20	1	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3403	0	0	3437	0	0	1672	0	0	1638	0
Flt Permitted					0.999			0.992			0.997	
Satd. Flow (perm)	0	3403	0	0	3437	0	0	1672	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	0%	5%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	518	0	0	347	0	0	6	0	0	382	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	475	2	5	315	0	1	0	5	20	1	330
Future Vol, veh/h	0	475	2	5	315	0	1	0	5	20	1	330
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	1
Mvmt Flow	0	516	2	5	342	0	1	0	5	22	1	359

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	518	0	0	699	869	259	610	870	171
Stage 1	-	-	-	-	-	-	517	517	-	352	352	-
Stage 2	-	-	-	-	-	-	182	352	-	258	518	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.31
Pot Cap-1 Maneuver	0	-	-	1058	-	0	330	292	746	383	292	846
Stage 1	0	-	-	-	-	0	515	537	-	643	635	-
Stage 2	0	-	-	-	-	0	808	635	-	730	536	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1058	-	-	189	290	746	378	290	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	189	290	-	378	290	-
Stage 1	-	-	-	-	-	-	515	537	-	643	631	-
Stage 2	-	-	-	-	-	-	462	631	-	725	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.3	13.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	500	-	-	1058	-	786
HCM Lane V/C Ratio	0.013	-	-	0.005	-	0.485
HCM Control Delay (s)	12.3	-	-	8.4	0	13.8
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0	-	-	0	-	2.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	490	905	140	715	355	355
Future Volume (vph)	490	905	140	715	355	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1845	1568	1736	1810	1770	1599
Flt Permitted			0.225		0.950	
Satd. Flow (perm)	1845	1535	411	1810	1770	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		867				213
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	4%	5%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	533	984	152	777	386	386
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	28.5	28.5	42.3	42.3	18.8	32.7
Actuated g/C Ratio	0.40	0.40	0.59	0.59	0.26	0.46
v/c Ratio	0.73	0.87	0.39	0.73	0.83	0.46
Control Delay	25.5	13.1	9.7	15.6	43.8	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	13.1	9.7	15.6	43.8	8.3
LOS	C	B	A	B	D	A
Approach Delay	17.5			14.6	26.0	
Approach LOS	B			B	C	
Queue Length 50th (ft)	200	34	28	232	166	46
Queue Length 95th (ft)	319	#383	52	360	#343	121
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	899	1192	429	1279	500	880
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.83	0.35	0.61	0.77	0.44

Intersection Summary

Area Type: Other
Cycle Length: 80.5
Actuated Cycle Length: 71.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 18.7 — Intersection LOS: B
Intersection Capacity Utilization 72.7% — ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	1260	740	280	160	340
Future Volume (vph)	5	1260	740	280	160	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1845	1769	0	1675	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1845	1769	0	1675	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	4%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1375	1108	0	544	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 106.7%		ICU Level of Service G	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	392.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1260	740	280	160	340
Future Vol, veh/h	5	1260	740	280	160	340
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	4	2	2	1
Mvmt Flow	5	1370	804	304	174	370

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	804	0	-	0	2336	956
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	1380	-
Critical Hdwy	4.1	-	-	-	6.42	6.21
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.309
Pot Cap-1 Maneuver	829	-	-	-	~ 40	~ 314
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	233	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	829	-	-	-	~ 39	~ 314
Mov Cap-2 Maneuver	-	-	-	-	~ 39	-
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	233	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 2184.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	829	-	-	-	96
HCM Lane V/C Ratio	0.007	-	-	-	5.661
HCM Control Delay (s)	9.4	0	-	-	$ 2184.7
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	59.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	0	1	15	10	15
Future Volume (vph)	15	0	1	15	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1894	1693	0
Flt Permitted	0.950			0.997		
Satd. Flow (perm)	1805	0	0	1894	1693	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1020			625	143	
Travel Time (s)	23.2			14.2	3.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	17	27	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

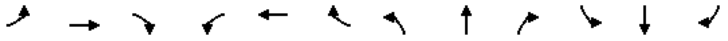
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	0	1	15	10	15
Future Vol, veh/h	15	0	1	15	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	8	0
Mvmt Flow	16	0	1	16	11	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	37	19	27	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	981	1065	1600	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1065	1600	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1600	-	980	-	-
HCM Lane V/C Ratio	0.001	-	0.017	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (vph)	80	70	10	2	150	10	20	10	2	5	15	145
Future Volume (vph)	80	70	10	2	150	10	20	10	2	5	15	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1709	0	0	1800	0	0	1828	0	0	1592	0
Flt Permitted		0.976			0.999			0.970			0.999	
Satd. Flow (perm)	0	1709	0	0	1800	0	0	1828	0	0	1592	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)									2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	7%	0%	0%	5%	0%	0%	0%	0%	0%	7%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	0	176	0	0	35	0	0	179	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	80	70	10	2	150	10	20	10	2	5	15	145
Future Vol, veh/h	80	70	10	2	150	10	20	10	2	5	15	145
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	7	0	0	5	0	0	0	0	0	7	5
Mvmt Flow	87	76	11	2	163	11	22	11	2	5	16	158

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	174	0	0	87	0	0	516	434	84	437	434	169
Stage 1	-	-	-	-	-	-	256	256	-	173	173	-
Stage 2	-	-	-	-	-	-	260	178	-	264	261	-
Critical Hdwy	4.19	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.57	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Follow-up Hdwy	2.281	-	-	2.2	-	-	3.5	4	3.3	3.5	4.063	3.345
Pot Cap-1 Maneuver	1361	-	-	1522	-	-	473	518	981	533	508	867
Stage 1	-	-	-	-	-	-	753	699	-	834	746	-
Stage 2	-	-	-	-	-	-	749	756	-	746	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1361	-	-	1522	-	-	358	483	979	495	473	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	358	483	-	495	473	-
Stage 1	-	-	-	-	-	-	703	652	-	778	745	-
Stage 2	-	-	-	-	-	-	599	755	-	682	637	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.9	0.1	14.7	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	407	1361	-	-	1522	-	-	789
HCM Lane V/C Ratio	0.085	0.064	-	-	0.001	-	-	0.227
HCM Control Delay (s)	14.7	7.8	0	-	7.4	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	0.9

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	160	5	5	120	150	5
Future Volume (vph)	160	5	5	120	150	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1675	0	0	1843	1703	0
Flt Permitted	0.954			0.998		
Satd. Flow (perm)	1675	0	0	1843	1703	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			674	511	
Travel Time (s)	9.7			15.3	11.6	
Confl. Peds. (#/hr)	2		3			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	0%	0%	3%	11%	14%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	0	0	135	168	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	160	5	5	120	150	5
Future Vol, veh/h	160	5	5	120	150	5
Conflicting Peds, #/hr	2	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	0	0	3	11	14
Mvmt Flow	174	5	5	130	163	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	311	169	171	0	-	0
Stage 1	169	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	669	880	1418	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	662	877	1414	-	-	-
Mov Cap-2 Maneuver	662	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.3	0
HCM LOS	B		

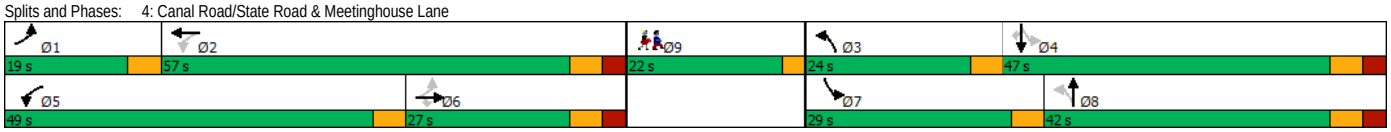
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1414	-	667	-	-
HCM Lane V/C Ratio	0.004	-	0.269	-	-
HCM Control Delay (s)	7.6	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

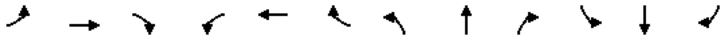
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	355	165	345	35	235	60	200	140	40	15	35	145	
Future Volume (vph)	355	165	345	35	235	60	200	140	40	15	35	145	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1687	1792	1468	1583	1688	0	1703	1768	0	1703	1792	1538	
Flt Permitted	0.346			0.644			0.518			0.635			
Satd. Flow (perm)	614	1792	1468	1073	1688	0	928	1768	0	1138	1792	1538	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			375		8			8				158	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	7%	6%	10%	14%	9%	10%	6%	5%	0%	6%	6%	5%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	386	179	375	38	320	0	217	195	0	16	38	158	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	41.5	32.6	32.6	28.1	19.1		25.9	19.4		15.5	6.9	6.9	
Actuated g/C Ratio	0.55	0.43	0.43	0.37	0.25		0.34	0.26		0.21	0.09	0.09	
v/c Ratio	0.70	0.23	0.44	0.09	0.74		0.49	0.42		0.06	0.23	0.56	
Control Delay	19.1	17.2	4.0	10.3	37.0		23.8	28.6		19.5	38.7	14.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	19.1	17.2	4.0	10.3	37.0		23.8	28.6		19.5	38.7	14.9	
LOS	B	B	A	B	D		C	C		B	D	B	
Approach Delay		12.7			34.2			26.1			19.5		
Approach LOS		B			C			C			B		
Queue Length 50th (ft)	93	55	0	7	130		73	66		5	16	0	
Queue Length 95th (ft)	#212	121	55	25	247		152	165		19	52	57	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	554	773	846	976	1142		527	840		609	968	903	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	0.70	0.23	0.44	0.04	0.28		0.41	0.23		0.03	0.04	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 169
Actuated Cycle Length: 75.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 20.3 — Intersection LOS: C
Intersection Capacity Utilization 68.4% — ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Volume (vph)	0	550	0	0	580	0	0	0	315	0	0	830
Future Volume (vph)	0	550	0	0	580	0	0	0	315	0	0	830
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1759	0	0	1776	0	0	0	1536	0	0	1536
Flt Permitted												
Satd. Flow (perm)	0	1759	0	0	1776	0	0	0	1536	0	0	1536
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	8%	0%	0%	7%	0%	0%	0%	7%	0%	0%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	598	0	0	630	0	0	0	342	0	0	902
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	163

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	550	0	0	580	0	0	0	315	0	0	830
Future Vol, veh/h	0	550	0	0	580	0	0	0	315	0	0	830
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	0	7	0	0	0	7	0	0	7
Mvmt Flow	0	598	0	0	630	0	0	0	342	0	0	902

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	598	-	-	630
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.27	-	-	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.363	-	-	3.363
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	493	0	0	~ 473
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	493	-	-	~ 473
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	27.3	$ 436.3
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	493	-	-	473
HCM Lane V/C Ratio	0.695	-	-	1.907
HCM Control Delay (s)	27.3	-	-	$ 436.3
HCM Lane LOS	D	-	-	F
HCM 95th %tile Q(veh)	5.3	-	-	59.3

Notes

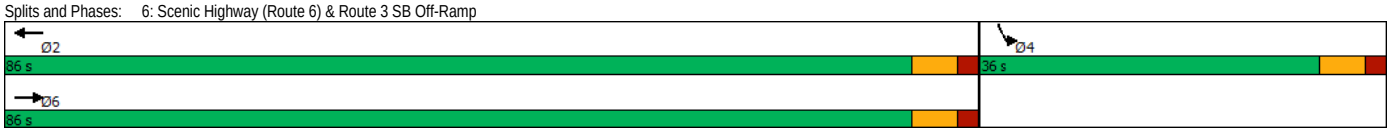
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	480	1410	0	70	190
Future Volume (vph)	0	480	1410	0	70	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1792	3374	0	1538	0
Flt Permitted					0.987	
Satd. Flow (perm)	0	1792	3374	0	1538	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					47	
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	7%	0%	23%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	522	1533	0	283	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		50.9	50.9		18.9	
Actuated g/C Ratio		0.61	0.61		0.23	
v/c Ratio		0.47	0.74		0.73	
Control Delay		10.6	14.0		39.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		10.6	14.0		39.0	
LOS		B	B		D	
Approach Delay		10.6	14.0		39.0	
Approach LOS		B	B		D	
Queue Length 50th (ft)		126	253		110	
Queue Length 95th (ft)		259	451		264	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1613	3037		632	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.32	0.50		0.45	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 82.8
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 16.3 — Intersection LOS: B
Intersection Capacity Utilization 64.6% — ICU Level of Service C
Analysis Period (min) 15

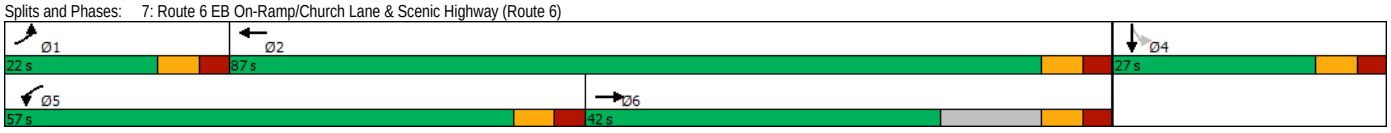
Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	445	0	330	1250	20	0	0	0	35	20	30
Future Volume (vph)	10	445	0	330	1250	20	0	0	0	35	20	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1671	3374	0	1687	4833	0	0	0	0	0	1694	0
Flt Permitted	0.950			0.950							0.980	
Satd. Flow (perm)	1671	3374	0	1687	4833	0	0	0	0	0	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3						17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		11.8			8.3			29.4			35.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	7%	0%	7%	7%	14%	2%	2%	2%	0%	9%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	484	0	359	1381	0	0	0	0	0	93	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	5.8	15.8		20.3	44.3						8.4	
Actuated g/C Ratio	0.09	0.25		0.32	0.70						0.13	
v/c Ratio	0.07	0.58		0.66	0.41						0.39	
Control Delay	35.7	26.1		27.2	7.1						30.6	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	35.7	26.1		27.2	7.1						30.6	
LOS	D	C		C	A						C	
Approach Delay		26.3			11.3						30.6	
Approach LOS		C			B						C	
Queue Length 50th (ft)	4	87		120	78						27	
Queue Length 95th (ft)	22	173		255	207						85	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	435	2462		1330	4733						599	
Starvation Cap Reductn	0	0		0	0						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.03	0.20		0.27	0.29						0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 63.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	335	0	1	190	0	5	0	5	10	2	310
Future Volume (vph)	0	335	0	1	190	0	5	0	5	10	2	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3223	0	0	3407	0	0	1571	0	0	1614	0
Flt Permitted								0.976			0.998	
Satd. Flow (perm)	0	3223	0	0	3407	0	0	1571	0	0	1614	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	12%	0%	0%	6%	0%	0%	0%	20%	0%	50%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	364	0	0	208	0	0	10	0	0	350	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	335	0	1	190	0	5	0	5	10	2	310
Future Vol, veh/h	0	335	0	1	190	0	5	0	5	10	2	310
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	12	0	0	6	0	0	0	20	0	50	2
Mvmt Flow	0	364	0	1	207	0	5	0	5	11	2	337

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	364	0	0	471	573	183	392	573	104
Stage 1	-	-	-	-	-	-	364	364	-	209	209	-
Stage 2	-	-	-	-	-	-	107	209	-	183	364	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	7.3	7.5	7.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.5	3.5	4.5	3.32
Pot Cap-1 Maneuver	0	-	-	1206	-	0	481	432	775	547	340	931
Stage 1	0	-	-	-	-	0	633	627	-	779	623	-
Stage 2	0	-	-	-	-	0	893	733	-	807	516	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1206	-	-	305	432	774	542	340	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	432	-	542	340	-
Stage 1	-	-	-	-	-	-	633	627	-	779	622	-
Stage 2	-	-	-	-	-	-	567	732	-	801	516	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.4	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	438	-	-	1206	-	901
HCM Lane V/C Ratio	0.025	-	-	0.001	-	0.388
HCM Control Delay (s)	13.4	-	-	8	0	11.5
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	1.9

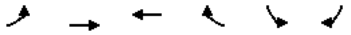
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	485	730	100	565	340	275
Future Volume (vph)	485	730	100	565	340	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1810	1482	1752	1776	1736	1553
Flt Permitted			0.222		0.950	
Satd. Flow (perm)	1810	1482	410	1776	1736	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		707				218
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	9%	3%	7%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	527	793	109	614	370	299
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	26.5	26.5	39.7	39.7	18.4	31.6
Actuated g/C Ratio	0.39	0.39	0.58	0.58	0.27	0.46
v/c Ratio	0.76	0.79	0.28	0.60	0.80	0.36
Control Delay	26.8	9.6	8.7	12.5	39.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	9.6	8.7	12.5	39.4	5.3
LOS	C	A	A	B	D	A
Approach Delay	16.5			11.9	24.2	
Approach LOS	B			B	C	
Queue Length 50th (ft)	193	24	20	160	155	21
Queue Length 95th (ft)	319	160	40	251	#298	64
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	924	1102	435	1313	513	881
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.72	0.25	0.47	0.72	0.34

Intersection Summary

Area Type: Other
Cycle Length: 80.5
Actuated Cycle Length: 68.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 17.2 — Intersection LOS: B
Intersection Capacity Utilization 63.2% — ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	1065	810	155	135	140
Future Volume (vph)	5	1065	810	155	135	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1760	1750	0	1676	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1760	1750	0	1676	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.78	0.78
Heavy Vehicles (%)	0%	8%	7%	2%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1138	1005	0	352	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	170.8

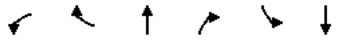
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1065	810	155	135	140
Future Vol, veh/h	5	1065	810	155	135	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	96	96	78	78
Heavy Vehicles, %	0	8	7	2	2	4
Mvmt Flow	5	1133	844	161	173	179

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	844	0	-	0	2068	925
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	1143	-
Critical Hdwy	4.1	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	801	-	-	-	~ 60	323
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	304	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	801	-	-	-	~ 59	323
Mov Cap-2 Maneuver	-	-	-	-	~ 59	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	304	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 1209.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	801	-	-	-	101
HCM Lane V/C Ratio	0.007	-	-	-	3.491
HCM Control Delay (s)	9.5	0	-	-	$ 1209.4
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	35.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	20	105	2	65	95
Future Volume (vph)	0	20	105	2	65	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1611	0	1859	0	0	1825
Flt Permitted						0.980
Satd. Flow (perm)	1611	0	1859	0	0	1825
Link Speed (mph)	30		30			30
Link Distance (ft)	311		501			674
Travel Time (s)	7.1		11.4			15.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	116	0	0	174
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.3%		ICU Level of Service A	
Analysis Period (min) 15			

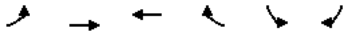
Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	105	2	65	95
Future Vol, veh/h	0	20	105	2	65	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	114	2	71	103

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	360	115	0	0	116	0
Stage 1	115	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	639	937	-	-	1473	-
Stage 1	910	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	606	937	-	-	1473	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	755	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	937	1473	-
HCM Lane V/C Ratio	-	-	0.023	0.048	-
HCM Control Delay (s)	-	-	8.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	15	15	0	0	5
Future Volume (vph)	5	15	15	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1840	1863	0	1611	0
Flt Permitted		0.988				
Satd. Flow (perm)	0	1840	1863	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		835	1020		310	
Travel Time (s)		19.0	23.2		7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	21	16	0	5	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	15	15	0	0	5
Future Vol, veh/h	5	15	15	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	16	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	16	0	-	0	42	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1602	-	-	-	969	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1602	-	-	-	966	1063
Mov Cap-2 Maneuver	-	-	-	-	966	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1602	-	-	-	1063
HCM Lane V/C Ratio	0.003	-	-	-	0.005
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	0	0	20	20	15
Future Volume (vph)	25	0	0	20	20	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1792	1792	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1792	1792	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1103			625	143	
Travel Time (s)	25.1			14.2	3.3	
Confl. Peds. (#/hr)			5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	6%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	22	38	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			

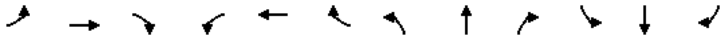
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	0	0	20	20	15
Future Vol, veh/h	25	0	0	20	20	15
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	6	0	0
Mvmt Flow	27	0	0	22	22	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	57	35	43	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	955	1044	1579	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	945	1039	1571	-	-	-
Mov Cap-2 Maneuver	945	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	945	-	-
HCM Lane V/C Ratio	-	-	0.029	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (vph)	160	155	25	1	125	10	20	25	2	5	10	100
Future Volume (vph)	160	155	25	1	125	10	20	25	2	5	10	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1821	0	0	1847	0	0	1812	0	0	1644	0
Flt Permitted		0.977						0.979			0.998	
Satd. Flow (perm)	0	1821	0	0	1847	0	0	1812	0	0	1644	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	2%	0%	0%	4%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	369	0	0	148	0	0	51	0	0	125	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	160	155	25	1	125	10	20	25	2	5	10	100
Future Vol, veh/h	160	155	25	1	125	10	20	25	2	5	10	100
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	0	0	2	0	0	4	0	0	0	2
Mvmt Flow	174	168	27	1	136	11	22	27	2	5	11	109

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	195	0	0	739	679	182	688	687	147
Stage 1	-	-	-	-	-	-	530	530	-	144	144	-
Stage 2	-	-	-	-	-	-	209	149	-	544	543	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.54	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4.036	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1441	-	-	1390	-	-	336	371	866	363	372	900
Stage 1	-	-	-	-	-	-	536	523	-	864	782	-
Stage 2	-	-	-	-	-	-	798	770	-	527	523	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1441	-	-	1390	-	-	256	320	866	303	321	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	256	320	-	303	321	-
Stage 1	-	-	-	-	-	-	463	452	-	746	781	-
Stage 2	-	-	-	-	-	-	687	769	-	427	452	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.1	19.7	11
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	296	1441	-	-	1390	-	-	722
HCM Lane V/C Ratio	0.173	0.121	-	-	0.001	-	-	0.173
HCM Control Delay (s)	19.7	7.8	0	-	7.6	0	-	11
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0.4	-	-	0	-	-	0.6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	145	10	2	200	125	10
Future Volume (vph)	145	10	2	200	125	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1676	0	0	1845	1870	0
Flt Permitted	0.955					
Satd. Flow (perm)	1676	0	0	1845	1870	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			685	511	
Travel Time (s)	9.7			15.6	11.6	
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	11%	0%	3%	0%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	0	0	219	147	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	10	2	200	125	10
Future Vol, veh/h	145	10	2	200	125	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	3	0	8
Mvmt Flow	158	11	2	217	136	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	363	142	147	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.47	6.31	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	626	882	1447	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	625	882	1447	-	-	-
Mov Cap-2 Maneuver	625	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.1	0
HCM LOS	B		

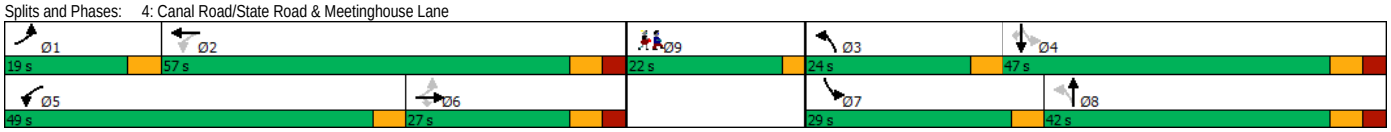
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1447	-	637	-	-
HCM Lane V/C Ratio	0.002	-	0.264	-	-
HCM Control Delay (s)	7.5	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

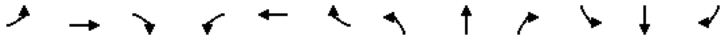
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	505	320	295	20	225	85	245	115	30	30	35	170	
Future Volume (vph)	505	320	295	20	225	85	245	115	30	30	35	170	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1752	1845	1524	1805	1754	0	1719	1771	0	1752	1900	1583	
Flt Permitted	0.325			0.552			0.502			0.657			
Satd. Flow (perm)	600	1845	1524	1049	1754	0	908	1771	0	1212	1900	1583	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			245		11			7				185	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	3%	6%	0%	2%	9%	5%	5%	0%	3%	0%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	549	348	321	22	337	0	266	158	0	33	38	185	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	41.6	35.1	35.1	27.6	19.2		27.6	18.8		15.8	6.8	6.8	
Actuated g/C Ratio	0.54	0.45	0.45	0.36	0.25		0.36	0.24		0.20	0.09	0.09	
v/c Ratio	1.00	0.42	0.39	0.05	0.76		0.57	0.36		0.11	0.23	0.60	
Control Delay	56.1	18.5	6.5	11.2	38.8		24.9	28.9		19.5	39.4	15.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	56.1	18.5	6.5	11.2	38.8		24.9	28.9		19.5	39.4	15.2	
LOS	E	B	A	B	D		C	C		B	D	B	
Approach Delay		32.3			37.1			26.4			19.4		
Approach LOS		C			D			C			B		
Queue Length 50th (ft)	159	94	18	4	141		94	64		10	17	0	
Queue Length 95th (ft)	#536	240	93	18	268		182	135		31	52	62	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	550	836	825	1083	1160		537	821		629	1002	922	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	1.00	0.42	0.39	0.02	0.29		0.50	0.19		0.05	0.04	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 169
Actuated Cycle Length: 77.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 30.5 — Intersection LOS: C
Intersection Capacity Utilization 81.1% — ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	595	0	0	640	0	0	0	525	0	0	1275
Future Volume (vph)	0	595	0	0	640	0	0	0	525	0	0	1275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	4%	0%	0%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	647	0	0	696	0	0	0	571	0	0	1386
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 119.3%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	444.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	595	0	0	640	0	0	0	525	0	0	1275
Future Vol, veh/h	0	595	0	0	640	0	0	0	525	0	0	1275
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	4	0	0	4
Mvmt Flow	0	647	0	0	696	0	0	0	571	0	0	1386

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	647	-	-	696
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.24	-	-	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.336	-	-	3.336
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	~ 467	0	0	~ 438
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 467	-	-	~ 438
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	144.7	$ 998.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	467	-	-	438
HCM Lane V/C Ratio	1.222	-	-	3.164
HCM Control Delay (s)	144.7	-	-	$ 998.9
HCM Lane LOS	F	-	-	F
HCM 95th %tile Q(veh)	22.5	-	-	122.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	495	1915	0	100	300
Future Volume (vph)	0	495	1915	0	100	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	3471	0	1625	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1863	3471	0	1625	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					14	
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Confl. Peds. (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	4%	0%	11%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	538	2082	0	435	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					1	
Act Effct Green (s)		78.5	78.5		30.0	
Actuated g/C Ratio		0.65	0.65		0.25	
v/c Ratio		0.44	0.92		1.05	
Control Delay		11.7	26.5		100.3	
Queue Delay		0.0	0.7		0.0	
Total Delay		11.7	27.2		100.3	
LOS		B	C		F	
Approach Delay		11.7	27.2		100.3	
Approach LOS		B	C		F	
Queue Length 50th (ft)		189	685		~369	
Queue Length 95th (ft)		262	833		#575	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1237	2305		415	
Starvation Cap Reductn		0	55		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.43	0.93		1.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 120.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 87.0%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

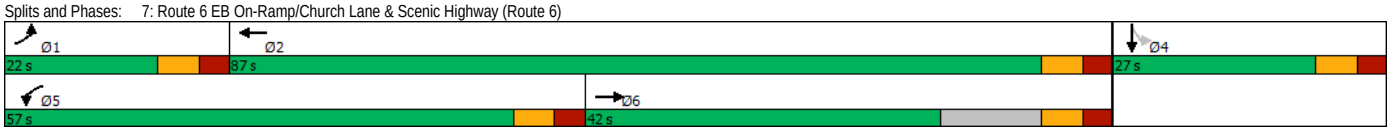
Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp

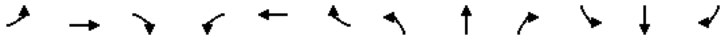


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	475	0	320	1820	75	0	0	0	20	15	25
Future Volume (vph)	55	475	0	320	1820	75	0	0	0	20	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	3539	0	1736	5012	0	0	0	0	0	1733	0
Flt Permitted	0.950			0.950							0.983	
Satd. Flow (perm)	1805	3539	0	1736	5012	0	0	0	0	0	1733	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8						22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		11.8			8.3			29.4			35.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	4%	3%	0%	2%	2%	2%	0%	7%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	516	0	348	2060	0	0	0	0	0	65	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	8.4	29.2		23.2	52.8						7.8	
Actuated g/C Ratio	0.11	0.37		0.29	0.66						0.10	
v/c Ratio	0.32	0.40		0.69	0.62						0.34	
Control Delay	45.9	20.8		35.9	12.7						35.7	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	45.9	20.8		35.9	12.7						35.7	
LOS	D	C		D	B						D	
Approach Delay		23.4			16.0						35.7	
Approach LOS		C			B						D	
Queue Length 50th (ft)	30	98		162	261						21	
Queue Length 95th (ft)	85	187		313	390						74	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	403	2148		1132	4538						532	
Starvation Cap Reductn	0	0		0	38						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.15	0.24		0.31	0.46						0.12	

Intersection Summary			
Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 79.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	475	2	5	320	0	1	0	5	20	1	340
Future Volume (vph)	0	475	2	5	320	0	1	0	5	20	1	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3403	0	0	3437	0	0	1672	0	0	1638	0
Flt Permitted					0.999			0.992			0.997	
Satd. Flow (perm)	0	3403	0	0	3437	0	0	1672	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	0%	5%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	518	0	0	353	0	0	6	0	0	393	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	475	2	5	320	0	1	0	5	20	1	340
Future Vol, veh/h	0	475	2	5	320	0	1	0	5	20	1	340
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	1
Mvmt Flow	0	516	2	5	348	0	1	0	5	22	1	370

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	518	0	0	702	875	259	616	876	174
Stage 1	-	-	-	-	-	-	517	517	-	358	358	-
Stage 2	-	-	-	-	-	-	185	358	-	258	518	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.31
Pot Cap-1 Maneuver	0	-	-	1058	-	0	329	290	746	379	290	842
Stage 1	0	-	-	-	-	0	515	537	-	638	631	-
Stage 2	0	-	-	-	-	0	805	631	-	730	536	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1058	-	-	183	288	746	374	288	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	288	-	374	288	-
Stage 1	-	-	-	-	-	-	515	537	-	638	627	-
Stage 2	-	-	-	-	-	-	448	627	-	725	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.4	14.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	493	-	-	1058	-	784
HCM Lane V/C Ratio	0.013	-	-	0.005	-	0.5
HCM Control Delay (s)	12.4	-	-	8.4	0	14.1
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0	-	-	0	-	2.8

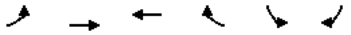
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	500	905	140	715	380	365
Future Volume (vph)	500	905	140	715	380	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1845	1568	1736	1810	1770	1599
Flt Permitted			0.214		0.950	
Satd. Flow (perm)	1845	1535	391	1810	1770	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		851				207
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	4%	5%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	543	984	152	777	413	397
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	28.8	28.8	42.6	42.6	19.5	33.3
Actuated g/C Ratio	0.40	0.40	0.59	0.59	0.27	0.46
v/c Ratio	0.74	0.88	0.40	0.73	0.87	0.47
Control Delay	26.2	14.1	9.9	15.8	48.0	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	14.1	9.9	15.8	48.0	8.8
LOS	C	B	A	B	D	A
Approach Delay	18.4			14.9	28.8	
Approach LOS	B			B	C	
Queue Length 50th (ft)	205	39	28	232	181	52
Queue Length 95th (ft)	327	#393	52	360	#376	131
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	883	1178	415	1256	491	880
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.84	0.37	0.62	0.84	0.45

Intersection Summary

Area Type: Other
Cycle Length: 80.5
Actuated Cycle Length: 72.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 20.0 — Intersection LOS: B
Intersection Capacity Utilization 72.7% — ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	1265	755	285	165	340
Future Volume (vph)	5	1265	755	285	165	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1845	1769	0	1677	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1845	1769	0	1677	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.99	0.99	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	3%	4%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1283	1156	0	574	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 107.3%		ICU Level of Service G	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	422.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1265	755	285	165	340
Future Vol, veh/h	5	1265	755	285	165	340
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	90	90	88	88
Heavy Vehicles, %	0	3	4	2	2	1
Mvmt Flow	5	1278	839	317	188	386

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	839	0	-	0	2286	998
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1288	-
Critical Hdwy	4.1	-	-	-	6.42	6.21
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.309
Pot Cap-1 Maneuver	804	-	-	-	~ 43	~ 297
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	259	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	804	-	-	-	~ 42	~ 297
Mov Cap-2 Maneuver	-	-	-	-	~ 42	-
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	259	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 2216.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	804	-	-	-	100
HCM Lane V/C Ratio	0.006	-	-	-	5.739
HCM Control Delay (s)	9.5	0	-	-	$ 2216.1
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	62.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	85	120	1	35	95
Future Volume (vph)	0	85	120	1	35	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1611	0	1861	0	0	1839
Flt Permitted						0.987
Satd. Flow (perm)	1611	0	1861	0	0	1839
Link Speed (mph)	30		30			30
Link Distance (ft)	322		501			685
Travel Time (s)	7.3		11.4			15.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	131	0	0	141
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.6%		ICU Level of Service A	
Analysis Period (min) 15			

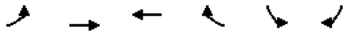
Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	85	120	1	35	95
Future Vol, veh/h	0	85	120	1	35	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	92	130	1	38	103

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	310	131	0	0	131	0
Stage 1	131	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	682	919	-	-	1454	-
Stage 1	895	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	663	919	-	-	1454	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	919	1454	-
HCM Lane V/C Ratio	-	-	0.101	0.026	-
HCM Control Delay (s)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	25	15	0	0	5
Future Volume (vph)	5	25	15	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1848	1863	0	1611	0
Flt Permitted		0.992				
Satd. Flow (perm)	0	1848	1863	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		697	1103		294	
Travel Time (s)		15.8	25.1		6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	32	16	0	5	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	25	15	0	0	5
Future Vol, veh/h	5	25	15	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	27	16	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	16	0	-	0	53	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1602	-	-	-	955	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1602	-	-	-	952	1063
Mov Cap-2 Maneuver	-	-	-	-	952	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	985	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1602	-	-	-	1063
HCM Lane V/C Ratio	0.003	-	-	-	0.005
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	0	1	15	10	10
Future Volume (vph)	10	0	1	15	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1892	1703	0
Flt Permitted	0.950			0.996		
Satd. Flow (perm)	1805	0	0	1892	1703	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1855			625	143	
Travel Time (s)	42.2			14.2	3.3	
Peak Hour Factor	0.80	0.80	0.57	0.57	0.68	0.68
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	28	30	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

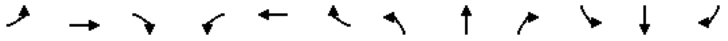
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	1	15	10	10
Future Vol, veh/h	10	0	1	15	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	57	57	68	68
Heavy Vehicles, %	0	0	0	0	8	0
Mvmt Flow	13	0	2	26	15	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	53	23	30	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	960	1060	1596	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	959	1060	1596	-	-	-
Mov Cap-2 Maneuver	959	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	959	-	-
HCM Lane V/C Ratio	0.001	-	0.013	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	60	55	10	2	110	5	15	10	2	5	10	110
Future Volume (vph)	60	55	10	2	110	5	15	10	2	5	10	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1710	0	0	1802	0	0	1828	0	0	1591	0
Flt Permitted		0.977			0.999			0.973			0.998	
Satd. Flow (perm)	0	1710	0	0	1802	0	0	1828	0	0	1591	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)									2	2		
Peak Hour Factor	0.85	0.85	0.85	0.87	0.87	0.87	0.73	0.73	0.73	0.95	0.95	0.95
Heavy Vehicles (%)	9%	7%	0%	0%	5%	0%	0%	0%	0%	0%	7%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	134	0	0	38	0	0	132	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	55	10	2	110	5	15	10	2	5	10	110
Future Vol, veh/h	60	55	10	2	110	5	15	10	2	5	10	110
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	73	73	73	95	95	95
Heavy Vehicles, %	9	7	0	0	5	0	0	0	0	0	7	5
Mvmt Flow	71	65	12	2	126	6	21	14	3	5	11	116

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	132	0	0	77	0	0	410	349	73	357	352	129
Stage 1	-	-	-	-	-	-	213	213	-	133	133	-
Stage 2	-	-	-	-	-	-	197	136	-	224	219	-
Critical Hdwy	4.19	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.57	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Follow-up Hdwy	2.281	-	-	2.2	-	-	3.5	4	3.3	3.5	4.063	3.345
Pot Cap-1 Maneuver	1411	-	-	1535	-	-	556	578	995	602	565	913
Stage 1	-	-	-	-	-	-	794	730	-	875	777	-
Stage 2	-	-	-	-	-	-	809	788	-	783	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1411	-	-	1535	-	-	459	547	993	563	534	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	459	547	-	563	534	-
Stage 1	-	-	-	-	-	-	752	691	-	829	776	-
Stage 2	-	-	-	-	-	-	696	787	-	723	675	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.1	12.6	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	510	1411	-	-	1535	-	-	844
HCM Lane V/C Ratio	0.073	0.05	-	-	0.001	-	-	0.156
HCM Control Delay (s)	12.6	7.7	0	-	7.3	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	5	5	65	60	5
Future Volume (vph)	120	5	5	65	60	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1673	0	0	1841	1689	0
Flt Permitted	0.954			0.996		
Satd. Flow (perm)	1673	0	0	1841	1689	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			1284	511	
Travel Time (s)	9.7			29.2	11.6	
Confl. Peds. (#/hr)	2		3			3
Peak Hour Factor	0.87	0.87	0.76	0.76	0.74	0.74
Heavy Vehicles (%)	8%	0%	0%	3%	11%	14%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	144	0	0	93	88	0
Sign Control	Stop			Free	Free	

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

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	120	5	5	65	60	5
Future Vol, veh/h	120	5	5	65	60	5
Conflicting Peds, #/hr	2	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	76	76	74	74
Heavy Vehicles, %	8	0	0	3	11	14
Mvmt Flow	138	6	7	86	81	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	190	88	91	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	786	976	1517	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	777	973	1513	-	-	-
Mov Cap-2 Maneuver	777	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	904	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.5	0
HCM LOS	B		

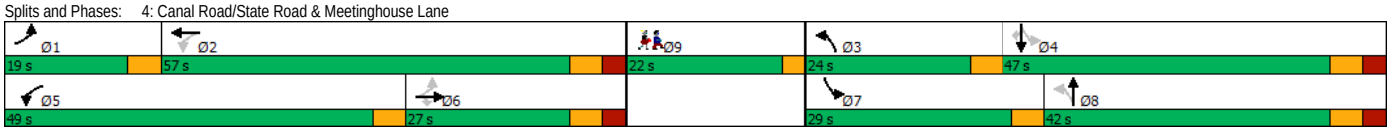
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1513	-	783	-	-
HCM Lane V/C Ratio	0.004	-	0.183	-	-
HCM Control Delay (s)	7.4	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

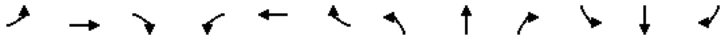
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	260	125	205	25	170	45	135	100	30	15	25	105	
Future Volume (vph)	260	125	205	25	170	45	135	100	30	15	25	105	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1687	1792	1468	1583	1686	0	1703	1767	0	1703	1792	1538	
Flt Permitted	0.467			0.674			0.521			0.660			
Satd. Flow (perm)	829	1792	1468	1123	1686	0	934	1767	0	1183	1792	1538	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			214		8			8				127	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.83	0.83	0.83	
Heavy Vehicles (%)	7%	6%	10%	14%	9%	10%	6%	5%	0%	6%	6%	5%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	271	130	214	27	231	0	159	153	0	18	30	127	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	34.8	28.2	28.2	22.7	14.1		22.4	17.6		14.7	6.2	6.2	
Actuated g/C Ratio	0.53	0.43	0.43	0.35	0.22		0.34	0.27		0.23	0.09	0.09	
v/c Ratio	0.44	0.17	0.28	0.06	0.63		0.37	0.32		0.06	0.18	0.49	
Control Delay	11.3	14.6	3.9	9.4	31.4		19.5	22.8		16.9	32.5	13.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	11.3	14.6	3.9	9.4	31.4		19.5	22.8		16.9	32.5	13.7	
LOS	B	B	A	A	C		B	C		B	C	B	
Approach Delay		9.4			29.1			21.1			17.2		
Approach LOS		A			C			C			B		
Queue Length 50th (ft)	53	26	0	5	81		46	45		5	11	0	
Queue Length 95th (ft)	115	81	42	17	164		92	111		17	35	38	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	642	773	755	1111	1316		566	968		675	1118	1007	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	0.42	0.17	0.28	0.02	0.18		0.28	0.16		0.03	0.03	0.13	

Intersection Summary

Area Type: Other
Cycle Length: 169
Actuated Cycle Length: 65.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 16.8 — Intersection LOS: B
Intersection Capacity Utilization 55.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	390	0	0	410	0	0	0	200	0	0	605
Future Volume (vph)	0	390	0	0	410	0	0	0	200	0	0	605
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1759	0	0	1776	0	0	0	1536	0	0	1536
Flt Permitted												
Satd. Flow (perm)	0	1759	0	0	1776	0	0	0	1536	0	0	1536
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.96	0.96	0.96	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	0%	0%	7%	0%	0%	0%	7%	0%	0%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	424	0	0	436	0	0	0	208	0	0	651
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	32.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	390	0	0	410	0	0	0	200	0	0	605
Future Vol, veh/h	0	390	0	0	410	0	0	0	200	0	0	605
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	94	94	94	96	96	96	93	93	93
Heavy Vehicles, %	0	8	0	0	7	0	0	0	7	0	0	7
Mvmt Flow	0	424	0	0	436	0	0	0	208	0	0	651

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	424	-	-	436
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.27	-	-	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.363	-	-	3.363
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	619	0	0	~ 610
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	619	-	-	~ 610
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.7	81.1
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	619	-	-	610
HCM Lane V/C Ratio	0.337	-	-	1.066
HCM Control Delay (s)	13.7	-	-	81.1
HCM Lane LOS	B	-	-	F
HCM 95th %tile Q(veh)	1.5	-	-	18.4

Notes

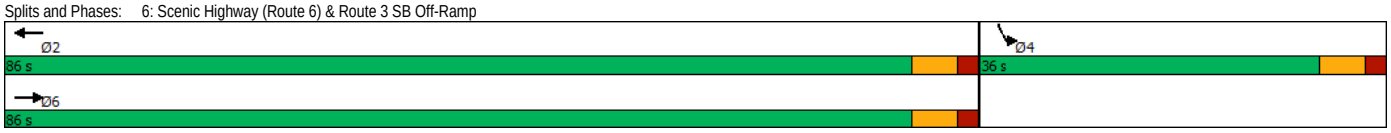
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	340	1015	0	50	140
Future Volume (vph)	0	340	1015	0	50	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1792	3374	0	1538	0
Flt Permitted					0.987	
Satd. Flow (perm)	0	1792	3374	0	1538	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					110	
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Peak Hour Factor	0.92	0.92	0.93	0.93	0.86	0.86
Heavy Vehicles (%)	0%	6%	7%	0%	23%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	370	1091	0	221	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		26.4	26.4		11.4	
Actuated g/C Ratio		0.53	0.53		0.23	
v/c Ratio		0.39	0.61		0.51	
Control Delay		8.5	10.0		14.8	
Queue Delay		0.0	0.0		0.0	
Total Delay		8.5	10.0		14.8	
LOS		A	A		B	
Approach Delay		8.5	10.0		14.8	
Approach LOS		A	A		B	
Queue Length 50th (ft)		52	94		26	
Queue Length 95th (ft)		118	177		88	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1792	3374		986	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.21	0.32		0.22	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 50.2
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 10.3 — Intersection LOS: B
Intersection Capacity Utilization 49.4% — ICU Level of Service A
Analysis Period (min) 15

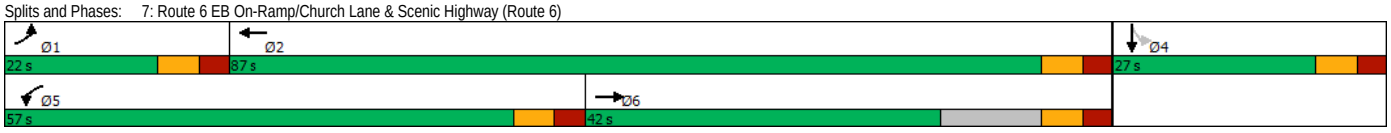
Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp

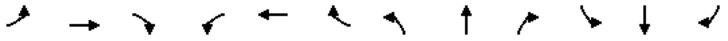


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	305	0	230	905	20	0	0	0	35	20	30
Future Volume (vph)	10	305	0	230	905	20	0	0	0	35	20	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1671	3374	0	1687	4826	0	0	0	0	0	1697	0
Flt Permitted	0.950			0.950							0.980	
Satd. Flow (perm)	1671	3374	0	1687	4826	0	0	0	0	0	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4						17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		11.8			8.3			29.4			35.8	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	8%	7%	0%	7%	7%	14%	2%	2%	2%	0%	9%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	332	0	245	984	0	0	0	0	0	97	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	5.5	11.7		13.7	32.9						7.6	
Actuated g/C Ratio	0.11	0.23		0.27	0.64						0.15	
v/c Ratio	0.06	0.43		0.54	0.32						0.36	
Control Delay	26.5	21.4		23.1	7.6						23.5	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	26.5	21.4		23.1	7.6						23.5	
LOS	C	C		C	A						C	
Approach Delay		21.5			10.7						23.5	
Approach LOS		C			B						C	
Queue Length 50th (ft)	3	47		65	48						22	
Queue Length 95th (ft)	18	98		145	134						67	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	511	2883		1549	4826						703	
Starvation Cap Reductn	0	0		0	0						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.02	0.12		0.16	0.20						0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 51.5			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	245	0	1	135	0	5	0	5	10	2	215
Future Volume (vph)	0	245	0	1	135	0	5	0	5	10	2	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3223	0	0	3407	0	0	1571	0	0	1616	0
Flt Permitted								0.976			0.998	
Satd. Flow (perm)	0	3223	0	0	3407	0	0	1571	0	0	1616	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.67	0.67	0.67	0.90	0.90	0.90
Heavy Vehicles (%)	0%	12%	0%	0%	6%	0%	0%	0%	20%	0%	50%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	272	0	0	140	0	0	14	0	0	252	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	245	0	1	135	0	5	0	5	10	2	215
Future Vol, veh/h	0	245	0	1	135	0	5	0	5	10	2	215
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	97	97	97	67	67	67	90	90	90
Heavy Vehicles, %	0	12	0	0	6	0	0	0	20	0	50	2
Mvmt Flow	0	272	0	1	139	0	7	0	7	11	2	239

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	272	0	0	345	413	137	278	413	70
Stage 1	-	-	-	-	-	-	272	272	-	141	141	-
Stage 2	-	-	-	-	-	-	73	141	-	137	272	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	7.3	7.5	7.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.5	3.5	4.5	3.32
Pot Cap-1 Maneuver	0	-	-	1303	-	0	590	532	832	658	433	978
Stage 1	0	-	-	-	-	0	716	688	-	853	676	-
Stage 2	0	-	-	-	-	0	934	784	-	858	577	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1303	-	-	444	531	831	651	433	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	444	531	-	651	433	-
Stage 1	-	-	-	-	-	-	716	688	-	853	675	-
Stage 2	-	-	-	-	-	-	703	783	-	849	577	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.4	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	579	-	-	1303	-	947
HCM Lane V/C Ratio	0.026	-	-	0.001	-	0.266
HCM Control Delay (s)	11.4	-	-	7.8	0	10.2
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	1.1

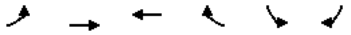
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	345	535	75	415	245	195
Future Volume (vph)	345	535	75	415	245	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1810	1482	1752	1776	1736	1553
Flt Permitted			0.360		0.950	
Satd. Flow (perm)	1810	1482	664	1776	1736	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		552				207
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Peak Hour Factor	0.97	0.97	0.96	0.96	0.94	0.94
Heavy Vehicles (%)	5%	9%	3%	7%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	356	552	78	432	261	207
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	19.3	19.3	32.1	32.1	13.8	26.6
Actuated g/C Ratio	0.34	0.34	0.56	0.56	0.24	0.47
v/c Ratio	0.58	0.64	0.15	0.43	0.62	0.25
Control Delay	20.0	5.4	6.9	9.1	27.8	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	5.4	6.9	9.1	27.8	2.9
LOS	B	A	A	A	C	A
Approach Delay	11.1			8.7	16.8	
Approach LOS	B			A	B	
Queue Length 50th (ft)	94	0	10	73	78	0
Queue Length 95th (ft)	192	57	30	156	175	33
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	1147	1141	574	1538	637	917
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.48	0.14	0.28	0.41	0.23

Intersection Summary

Area Type: Other
Cycle Length: 80.5
Actuated Cycle Length: 56.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 11.9 — Intersection LOS: B
Intersection Capacity Utilization 50.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	775	590	115	95	100
Future Volume (vph)	5	775	590	115	95	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1760	1750	0	1676	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1760	1750	0	1676	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.78	0.78
Heavy Vehicles (%)	0%	8%	7%	2%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	829	735	0	250	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	24.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	775	590	115	95	100
Future Vol, veh/h	5	775	590	115	95	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	96	96	78	78
Heavy Vehicles, %	0	8	7	2	2	4
Mvmt Flow	5	824	615	120	122	128

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	615	0	-	0	1509	675
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	834	-
Critical Hdwy	4.1	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	974	-	-	-	133	451
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	426	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	974	-	-	-	132	451
Mov Cap-2 Maneuver	-	-	-	-	132	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	426	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	177
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	974	-	-	-	207
HCM Lane V/C Ratio	0.005	-	-	-	1.208
HCM Control Delay (s)	8.7	0	-	-	177
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	12.7



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	0	0	15	20	10
Future Volume (vph)	20	0	0	15	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1792	1813	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1792	1813	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1855			625	143	
Travel Time (s)	42.2			14.2	3.3	
Confl. Peds. (#/hr)			5			5
Peak Hour Factor	0.78	0.78	0.64	0.64	0.60	0.60
Heavy Vehicles (%)	0%	0%	0%	6%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	23	50	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			

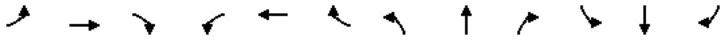
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	15	20	10
Future Vol, veh/h	20	0	0	15	20	10
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	64	64	60	60
Heavy Vehicles, %	0	0	0	6	0	0
Mvmt Flow	26	0	0	23	33	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	70	47	55	0	-	0
Stage 1	47	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	939	1028	1563	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1023	1556	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1556	-	930	-	-
HCM Lane V/C Ratio	-	-	0.028	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (vph)	120	110	20	1	90	5	15	20	2	5	10	75
Future Volume (vph)	120	110	20	1	90	5	15	20	2	5	10	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1819	0	0	1852	0	0	1811	0	0	1653	0
Flt Permitted		0.977						0.980			0.997	
Satd. Flow (perm)	0	1819	0	0	1852	0	0	1811	0	0	1653	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.82	0.82	0.82	0.77	0.77	0.77	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	0%	0%	2%	0%	0%	4%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	304	0	0	124	0	0	42	0	0	102	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	120	110	20	1	90	5	15	20	2	5	10	75
Future Vol, veh/h	120	110	20	1	90	5	15	20	2	5	10	75
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	77	77	77	88	88	88	88	88	88
Heavy Vehicles, %	1	1	0	0	2	0	0	4	0	0	0	2
Mvmt Flow	146	134	24	1	117	6	17	23	2	6	11	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	123	0	0	158	0	0	613	563	146	573	572	125
Stage 1	-	-	-	-	-	-	438	438	-	122	122	-
Stage 2	-	-	-	-	-	-	175	125	-	451	450	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.54	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4.036	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1470	-	-	1434	-	-	408	433	906	433	433	926
Stage 1	-	-	-	-	-	-	601	575	-	887	799	-
Stage 2	-	-	-	-	-	-	832	789	-	592	575	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1470	-	-	1434	-	-	330	385	906	378	385	922
Mov Cap-2 Maneuver	-	-	-	-	-	-	330	385	-	378	385	-
Stage 1	-	-	-	-	-	-	535	512	-	790	798	-
Stage 2	-	-	-	-	-	-	740	788	-	503	512	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.1	15.9	10.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	371	1470	-	-	1434	-	-	747
HCM Lane V/C Ratio	0.113	0.1	-	-	0.001	-	-	0.137
HCM Control Delay (s)	15.9	7.7	0	-	7.5	0	-	10.6
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	-	0.5

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	110	5	2	80	60	5
Future Volume (vph)	110	5	2	80	60	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1681	0	0	1844	1870	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1681	0	0	1844	1870	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			1284	511	
Travel Time (s)	9.7			29.2	11.6	
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.84	0.84	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	7%	11%	0%	3%	0%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	137	0	0	103	81	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	110	5	2	80	60	5
Future Vol, veh/h	110	5	2	80	60	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	80	80	80	80
Heavy Vehicles, %	7	11	0	3	0	8
Mvmt Flow	131	6	3	100	75	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	184	78	81	0	-	0
Stage 1	78	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.47	6.31	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	794	958	1529	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	792	958	1529	-	-	-
Mov Cap-2 Maneuver	792	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	906	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.2	0
HCM LOS	B		

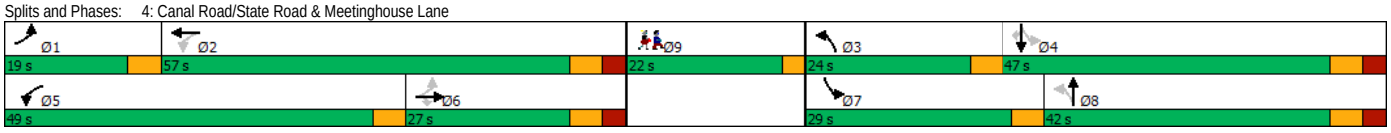
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1529	-	798	-	-
HCM Lane V/C Ratio	0.002	-	0.172	-	-
HCM Control Delay (s)	7.4	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

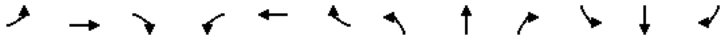
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	375	235	190	15	165	65	130	75	20	20	25	125	
Future Volume (vph)	375	235	190	15	165	65	130	75	20	20	25	125	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1752	1845	1524	1805	1749	0	1719	1771	0	1752	1900	1583	
Flt Permitted	0.367			0.604			0.507			0.689			
Satd. Flow (perm)	677	1845	1524	1148	1749	0	917	1771	0	1271	1900	1583	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			202		12			7				134	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.94	0.94	0.94	0.75	0.75	0.75	0.90	0.90	0.90	0.93	0.93	0.93	
Heavy Vehicles (%)	3%	3%	6%	0%	2%	9%	5%	5%	0%	3%	0%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	399	250	202	20	307	0	144	105	0	22	27	134	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	38.7	32.2	32.2	24.7	16.4		22.0	15.3		14.7	6.1	6.1	
Actuated g/C Ratio	0.56	0.47	0.47	0.36	0.24		0.32	0.22		0.21	0.09	0.09	
v/c Ratio	0.65	0.29	0.25	0.04	0.72		0.36	0.26		0.07	0.16	0.51	
Control Delay	14.6	14.3	3.4	8.9	34.0		21.1	26.3		18.4	33.6	14.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	14.6	14.3	3.4	8.9	34.0		21.1	26.3		18.4	33.6	14.2	
LOS	B	B	A	A	C		C	C		B	C	B	
Approach Delay		11.9			32.4			23.3			17.6		
Approach LOS		B			C			C			B		
Queue Length 50th (ft)	84	53	0	3	112		44	31		6	11	0	
Queue Length 95th (ft)	171	144	39	11	166		96	90		23	37	50	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	617	862	819	1198	1291		536	916		655	1119	987	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	0.65	0.29	0.25	0.02	0.24		0.27	0.11		0.03	0.02	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 169
Actuated Cycle Length: 68.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 18.5 — Intersection LOS: B
Intersection Capacity Utilization 62.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	435	0	0	420	0	0	0	365	0	0	945
Future Volume (vph)	0	435	0	0	420	0	0	0	365	0	0	945
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	4%	0%	0%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	506	0	0	462	0	0	0	401	0	0	974
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	133.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	435	0	0	420	0	0	0	365	0	0	945
Future Vol, veh/h	0	435	0	0	420	0	0	0	365	0	0	945
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	91	91	91	91	91	91	97	97	97
Heavy Vehicles, %	0	2	0	0	3	0	0	0	4	0	0	4
Mvmt Flow	0	506	0	0	462	0	0	0	401	0	0	974

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	506	-	-	462
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.24	-	-	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.336	-	-	3.336
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	562	0	0	~ 596
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	562	-	-	~ 596
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	25.8	$ 311.4
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	562	-	-	596
HCM Lane V/C Ratio	0.714	-	-	1.635
HCM Control Delay (s)	25.8	-	-	$ 311.4
HCM Lane LOS	D	-	-	F
HCM 95th %tile Q(veh)	5.8	-	-	54

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	370	1365	0	65	220
Future Volume (vph)	0	370	1365	0	65	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	3471	0	1625	0
Flt Permitted					0.989	
Satd. Flow (perm)	0	1863	3471	0	1625	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					58	
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Confl. Peds. (#/hr)						1
Peak Hour Factor	0.94	0.94	0.95	0.95	0.88	0.88
Heavy Vehicles (%)	0%	2%	4%	0%	11%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	394	1437	0	324	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		45.0	45.0		18.8	
Actuated g/C Ratio		0.59	0.59		0.25	
v/c Ratio		0.36	0.71		0.73	
Control Delay		9.8	13.7		34.2	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.8	13.7		34.2	
LOS		A	B		C	
Approach Delay		9.8	13.7		34.2	
Approach LOS		A	B		C	
Queue Length 50th (ft)		84	218		113	
Queue Length 95th (ft)		183	398		252	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1731	3226		715	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.23	0.45		0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 76.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

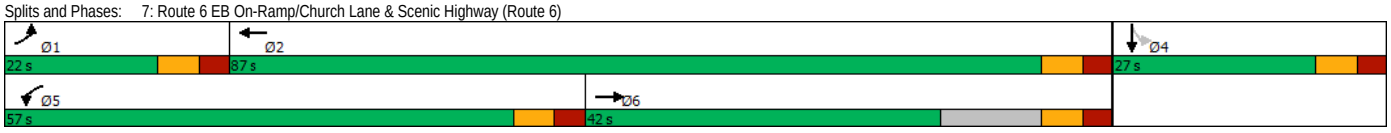
Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp

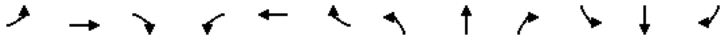


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	350	0	190	1320	75	0	0	0	20	15	25
Future Volume (vph)	55	350	0	190	1320	75	0	0	0	20	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	3539	0	1736	5003	0	0	0	0	0	1734	0
Flt Permitted	0.950			0.950							0.983	
Satd. Flow (perm)	1805	3539	0	1736	5003	0	0	0	0	0	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11						21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		11.8			8.3			29.4			35.8	
Peak Hour Factor	0.90	0.90	0.90	0.96	0.96	0.96	0.92	0.92	0.92	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	4%	3%	0%	2%	2%	2%	0%	7%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	389	0	198	1453	0	0	0	0	0	71	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	7.1	18.4		13.3	34.1						7.0	
Actuated g/C Ratio	0.12	0.32		0.23	0.59						0.12	
v/c Ratio	0.27	0.34		0.49	0.49						0.31	
Control Delay	31.4	16.4		27.8	11.5						25.6	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	31.4	16.4		27.8	11.5						25.6	
LOS	C	B		C	B						C	
Approach Delay		18.5			13.5						25.6	
Approach LOS		B			B						C	
Queue Length 50th (ft)	21	53		67	145						17	
Queue Length 95th (ft)	63	102		148	221						56	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	514	2795		1458	5003						671	
Starvation Cap Reductn	0	0		0	0						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.12	0.14		0.14	0.29						0.11	

Intersection Summary			
Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 57.5			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	350	2	5	230	0	1	0	5	15	1	240
Future Volume (vph)	0	350	2	5	230	0	1	0	5	15	1	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3403	0	0	3438	0	0	1672	0	0	1638	0
Flt Permitted					0.999			0.992			0.997	
Satd. Flow (perm)	0	3403	0	0	3438	0	0	1672	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.50	0.50	0.50	0.88	0.88	0.88
Heavy Vehicles (%)	0%	6%	0%	0%	5%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	419	0	0	280	0	0	12	0	0	291	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	350	2	5	230	0	1	0	5	15	1	240
Future Vol, veh/h	0	350	2	5	230	0	1	0	5	15	1	240
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	50	50	50	88	88	88
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	1
Mvmt Flow	0	417	2	6	274	0	2	0	10	17	1	273

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	419	0	0	568	704	210	495	705	137
Stage 1	-	-	-	-	-	-	418	418	-	286	286	-
Stage 2	-	-	-	-	-	-	150	286	-	209	419	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.31
Pot Cap-1 Maneuver	0	-	-	1151	-	0	410	364	802	462	363	890
Stage 1	0	-	-	-	-	0	588	594	-	703	679	-
Stage 2	0	-	-	-	-	0	843	679	-	779	593	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1151	-	-	282	362	802	454	361	890
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	362	-	454	361	-
Stage 1	-	-	-	-	-	-	588	594	-	703	675	-
Stage 2	-	-	-	-	-	-	580	675	-	769	593	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	11	11.6
HCM LOS			B	B

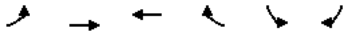
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	613	-	-	1151	-	838
HCM Lane V/C Ratio	0.02	-	-	0.005	-	0.347
HCM Control Delay (s)	11	-	-	8.1	0	11.6
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	1.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	365	665	100	525	260	265
Future Volume (vph)	365	665	100	525	260	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1845	1568	1736	1810	1770	1599
Flt Permitted			0.343		0.950	
Satd. Flow (perm)	1845	1535	626	1810	1770	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		693				285
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.96	0.96	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	3%	3%	4%	5%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	380	693	112	590	280	285
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	21.3	21.3	34.6	34.6	14.6	28.0
Actuated g/C Ratio	0.35	0.35	0.57	0.57	0.24	0.47
v/c Ratio	0.58	0.70	0.22	0.57	0.65	0.32
Control Delay	20.4	5.9	7.4	11.0	29.9	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	5.9	7.4	11.0	29.9	2.8
LOS	C	A	A	B	C	A
Approach Delay	11.0			10.4	16.2	
Approach LOS	B			B	B	
Queue Length 50th (ft)	108	0	16	118	90	0
Queue Length 95th (ft)	210	63	40	229	191	38
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	1104	1196	552	1507	614	956
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.58	0.20	0.39	0.46	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 60.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 55.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	925	545	205	115	250
Future Volume (vph)	2	925	545	205	115	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1845	1769	0	1676	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1845	1769	0	1676	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.99	0.99	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	3%	4%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	936	834	0	415	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.7%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	85.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	925	545	205	115	250
Future Vol, veh/h	2	925	545	205	115	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	90	90	88	88
Heavy Vehicles, %	0	3	4	2	2	1
Mvmt Flow	2	934	606	228	131	284

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	606	0	-	0	1658	720
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	938	-
Critical Hdwy	4.1	-	-	-	6.42	6.21
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.309
Pot Cap-1 Maneuver	982	-	-	-	~ 107	430
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	381	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	982	-	-	-	~ 107	430
Mov Cap-2 Maneuver	-	-	-	-	~ 107	-
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	381	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 452
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	982	-	-	-	220
HCM Lane V/C Ratio	0.002	-	-	-	1.885
HCM Control Delay (s)	8.7	0	-	-	$ 452
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	29.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	0	1	15	10	10
Future Volume (vph)	10	0	1	15	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1894	1703	0
Flt Permitted	0.950			0.997		
Satd. Flow (perm)	1805	0	0	1894	1703	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1855			625	143	
Travel Time (s)	42.2			14.2	3.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	17	22	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

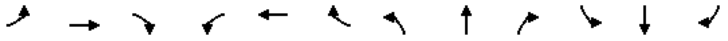
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	1	15	10	10
Future Vol, veh/h	10	0	1	15	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	8	0
Mvmt Flow	11	0	1	16	11	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	35	17	22	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	983	1068	1607	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	982	1068	1607	-	-	-
Mov Cap-2 Maneuver	982	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	982	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	55	10	2	115	5	15	10	2	5	10	115
Future Volume (vph)	60	55	10	2	115	5	15	10	2	5	10	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1710	0	0	1803	0	0	1832	0	0	1590	0
Flt Permitted		0.977			0.999			0.973			0.998	
Satd. Flow (perm)	0	1710	0	0	1803	0	0	1832	0	0	1590	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)									2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	7%	0%	0%	5%	0%	0%	0%	0%	0%	7%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	0	0	132	0	0	29	0	0	141	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	55	10	2	115	5	15	10	2	5	10	115
Future Vol, veh/h	60	55	10	2	115	5	15	10	2	5	10	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	7	0	0	5	0	0	0	0	0	7	5
Mvmt Flow	65	60	11	2	125	5	16	11	2	5	11	125

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	71	0	0	396	330	68	336	333	128
Stage 1	-	-	-	-	-	-	196	196	-	132	132	-
Stage 2	-	-	-	-	-	-	200	134	-	204	201	-
Critical Hdwy	4.19	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.57	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Follow-up Hdwy	2.281	-	-	2.2	-	-	3.5	4	3.3	3.5	4.063	3.345
Pot Cap-1 Maneuver	1413	-	-	1542	-	-	568	592	1001	622	579	914
Stage 1	-	-	-	-	-	-	810	742	-	876	778	-
Stage 2	-	-	-	-	-	-	806	789	-	803	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1542	-	-	465	563	999	588	551	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	465	563	-	588	551	-
Stage 1	-	-	-	-	-	-	771	706	-	834	777	-
Stage 2	-	-	-	-	-	-	685	788	-	750	691	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.1	12.4	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	519	1413	-	-	1542	-	-	853
HCM Lane V/C Ratio	0.057	0.046	-	-	0.001	-	-	0.166
HCM Control Delay (s)	12.4	7.7	0	-	7.3	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	5	5	65	60	5
Future Volume (vph)	120	5	5	65	60	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1675	0	0	1843	1691	0
Flt Permitted	0.954			0.997		
Satd. Flow (perm)	1675	0	0	1843	1691	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			1284	511	
Travel Time (s)	9.7			29.2	11.6	
Confl. Peds. (#/hr)	2		3			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	0%	0%	3%	11%	14%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	0	76	70	0
Sign Control	Stop			Free	Free	

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

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	120	5	5	65	60	5
Future Vol, veh/h	120	5	5	65	60	5
Conflicting Peds, #/hr	2	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	0	0	3	11	14
Mvmt Flow	130	5	5	71	65	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	154	71	73	0	-	0
Stage 1	71	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	824	997	1540	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	817	994	1536	-	-	-
Mov Cap-2 Maneuver	817	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	922	-	-	-	-	-

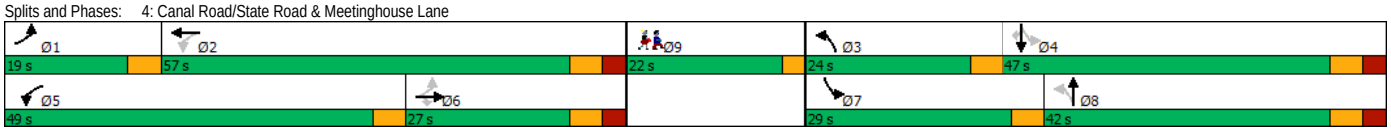
Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.5	0
HCM LOS	B		

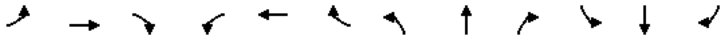
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1536	-	823	-	-
HCM Lane V/C Ratio	0.004	-	0.165	-	-
HCM Control Delay (s)	7.4	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	270	130	210	25	175	45	140	105	30	15	25	110	
Future Volume (vph)	270	130	210	25	175	45	140	105	30	15	25	110	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1687	1792	1468	1583	1686	0	1703	1767	0	1703	1792	1538	
Flt Permitted	0.448			0.667			0.519			0.663			
Satd. Flow (perm)	796	1792	1468	1112	1686	0	930	1767	0	1188	1792	1538	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			228		8			8				123	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	7%	6%	10%	14%	9%	10%	6%	5%	0%	6%	6%	5%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	293	141	228	27	239	0	152	147	0	16	27	120	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	36.4	29.8	29.8	22.7	14.2		22.1	17.3		14.5	6.1	6.1	
Actuated g/C Ratio	0.55	0.45	0.45	0.34	0.21		0.33	0.26		0.22	0.09	0.09	
v/c Ratio	0.46	0.18	0.29	0.06	0.65		0.37	0.32		0.05	0.16	0.48	
Control Delay	11.4	14.3	3.8	9.4	32.8		19.8	23.1		17.0	32.5	13.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	11.4	14.3	3.8	9.4	32.8		19.8	23.1		17.0	32.5	13.5	
LOS	B	B	A	A	C		B	C		B	C	B	
Approach Delay		9.4			30.4			21.4			17.0		
Approach LOS		A			C			C			B		
Queue Length 50th (ft)	58	28	0	4	84		43	42		4	10	0	
Queue Length 95th (ft)	124	87	43	17	168		95	115		17	36	45	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	638	800	782	1082	1282		549	943		657	1089	982	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	0.46	0.18	0.29	0.02	0.19		0.28	0.16		0.02	0.02	0.12	

Intersection Summary			
Area Type:	Other		
Cycle Length: 169			
Actuated Cycle Length: 66.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	405	0	0	425	0	0	0	205	0	0	625
Future Volume (vph)	0	405	0	0	425	0	0	0	205	0	0	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1759	0	0	1776	0	0	0	1536	0	0	1536
Flt Permitted												
Satd. Flow (perm)	0	1759	0	0	1776	0	0	0	1536	0	0	1536
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	8%	0%	0%	7%	0%	0%	0%	7%	0%	0%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	440	0	0	462	0	0	0	223	0	0	679
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	43.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	405	0	0	425	0	0	0	205	0	0	625
Future Vol, veh/h	0	405	0	0	425	0	0	0	205	0	0	625
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	0	7	0	0	0	7	0	0	7
Mvmt Flow	0	440	0	0	462	0	0	0	223	0	0	679

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	440	-	-	462
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.27	-	-	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.363	-	-	3.363
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	607	0	0	~ 589
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	607	-	-	~ 589
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.3	111.7
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	607	-	-	589
HCM Lane V/C Ratio	0.367	-	-	1.153
HCM Control Delay (s)	14.3	-	-	111.7
HCM Lane LOS	B	-	-	F
HCM 95th %tile Q(veh)	1.7	-	-	22.6

Notes

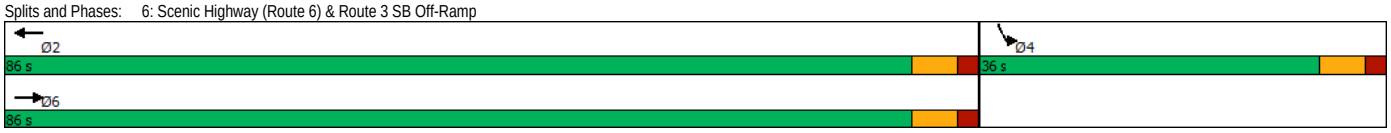
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	355	1050	0	50	145
Future Volume (vph)	0	355	1050	0	50	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1792	3374	0	1538	0
Flt Permitted					0.987	
Satd. Flow (perm)	0	1792	3374	0	1538	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					109	
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	7%	0%	23%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	386	1141	0	212	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		28.0	28.0		11.4	
Actuated g/C Ratio		0.54	0.54		0.22	
v/c Ratio		0.40	0.62		0.50	
Control Delay		8.3	9.9		14.9	
Queue Delay		0.0	0.0		0.0	
Total Delay		8.3	9.9		14.9	
LOS		A	A		B	
Approach Delay		8.3	9.9		14.9	
Approach LOS		A	A		B	
Queue Length 50th (ft)		55	101		24	
Queue Length 95th (ft)		122	186		93	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1792	3374		959	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.22	0.34		0.22	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 51.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 10.2 — Intersection LOS: B
Intersection Capacity Utilization 50.7% — ICU Level of Service A
Analysis Period (min) 15

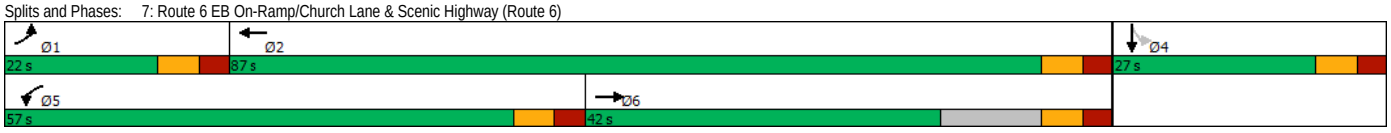
Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp

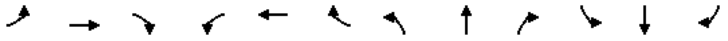


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	320	0	235	940	20	0	0	0	35	20	30
Future Volume (vph)	10	320	0	235	940	20	0	0	0	35	20	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1671	3374	0	1687	4827	0	0	0	0	0	1697	0
Flt Permitted	0.950			0.950							0.980	
Satd. Flow (perm)	1671	3374	0	1687	4827	0	0	0	0	0	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4						17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		11.8			8.3			29.4			35.8	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	8%	7%	0%	7%	7%	14%	2%	2%	2%	0%	9%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	348	0	250	1021	0	0	0	0	0	97	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	5.5	11.9		14.0	33.5						7.7	
Actuated g/C Ratio	0.11	0.23		0.27	0.64						0.15	
v/c Ratio	0.06	0.45		0.55	0.33						0.37	
Control Delay	27.1	21.7		23.3	7.6						23.9	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	27.1	21.7		23.3	7.6						23.9	
LOS	C	C		C	A						C	
Approach Delay		21.8			10.7						23.9	
Approach LOS		C			B						C	
Queue Length 50th (ft)	3	50		67	50						23	
Queue Length 95th (ft)	18	103		149	140						68	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	507	2855		1535	4827						697	
Starvation Cap Reductn	0	0		0	0						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.02	0.12		0.16	0.21						0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 52.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	255	0	1	140	0	5	0	5	10	2	220
Future Volume (vph)	0	255	0	1	140	0	5	0	5	10	2	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3223	0	0	3407	0	0	1571	0	0	1616	0
Flt Permitted								0.976			0.998	
Satd. Flow (perm)	0	3223	0	0	3407	0	0	1571	0	0	1616	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	12%	0%	0%	6%	0%	0%	0%	20%	0%	50%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	277	0	0	153	0	0	10	0	0	252	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	255	0	1	140	0	5	0	5	10	2	220
Future Vol, veh/h	0	255	0	1	140	0	5	0	5	10	2	220
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	12	0	0	6	0	0	0	20	0	50	2
Mvmt Flow	0	277	0	1	152	0	5	0	5	11	2	239

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	277	0	0	356	431	140	294	431	76
Stage 1	-	-	-	-	-	-	277	277	-	154	154	-
Stage 2	-	-	-	-	-	-	79	154	-	140	277	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	7.3	7.5	7.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.5	3.5	4.5	3.32
Pot Cap-1 Maneuver	0	-	-	1298	-	0	580	520	828	641	422	970
Stage 1	0	-	-	-	-	0	712	685	-	839	666	-
Stage 2	0	-	-	-	-	0	927	774	-	854	574	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1298	-	-	435	519	827	636	422	970
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	519	-	636	422	-
Stage 1	-	-	-	-	-	-	712	685	-	839	665	-
Stage 2	-	-	-	-	-	-	695	773	-	848	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.4	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	570	-	-	1298	-	938
HCM Lane V/C Ratio	0.019	-	-	0.001	-	0.269
HCM Control Delay (s)	11.4	-	-	7.8	0	10.2
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	1.1

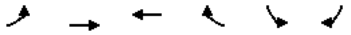
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	355	555	80	430	255	200
Future Volume (vph)	355	555	80	430	255	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1810	1482	1752	1776	1736	1553
Flt Permitted			0.336		0.950	
Satd. Flow (perm)	1810	1482	620	1776	1736	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		603				217
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	9%	3%	7%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	386	603	87	467	277	217
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	20.7	20.7	33.6	33.6	14.5	27.5
Actuated g/C Ratio	0.35	0.35	0.57	0.57	0.25	0.47
v/c Ratio	0.61	0.66	0.18	0.46	0.65	0.26
Control Delay	20.9	5.6	7.2	9.6	29.4	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	5.6	7.2	9.6	29.4	2.9
LOS	C	A	A	A	C	A
Approach Delay	11.5			9.2	17.8	
Approach LOS	B			A	B	
Queue Length 50th (ft)	108	0	12	85	87	0
Queue Length 95th (ft)	212	59	33	172	187	34
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	1102	1138	552	1499	613	910
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.53	0.16	0.31	0.45	0.24

Intersection Summary

Area Type: Other
Cycle Length: 80.5
Actuated Cycle Length: 59.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 12.4 — Intersection LOS: B
Intersection Capacity Utilization 51.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	805	610	120	100	105
Future Volume (vph)	5	805	610	120	100	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1760	1750	0	1676	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1760	1750	0	1676	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.78	0.78
Heavy Vehicles (%)	0%	8%	7%	2%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	861	760	0	263	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	33.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	805	610	120	100	105
Future Vol, veh/h	5	805	610	120	100	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	96	96	78	78
Heavy Vehicles, %	0	8	7	2	2	4
Mvmt Flow	5	856	635	125	128	135

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	635	0	-	0	1564	698
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	866	-
Critical Hdwy	4.1	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	958	-	-	-	~ 123	437
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	958	-	-	-	~ 122	437
Mov Cap-2 Maneuver	-	-	-	-	~ 122	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	239.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	958	-	-	-	193
HCM Lane V/C Ratio	0.006	-	-	-	1.362
HCM Control Delay (s)	8.8	0	-	-	239.4
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	15.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	0	0	15	20	10
Future Volume (vph)	20	0	0	15	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1792	1814	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1792	1814	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1855			625	143	
Travel Time (s)	42.2			14.2	3.3	
Confl. Peds. (#/hr)			5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	6%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	0	16	33	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			

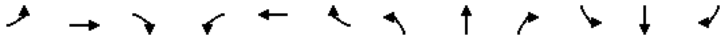
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	15	20	10
Future Vol, veh/h	20	0	0	15	20	10
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	6	0	0
Mvmt Flow	22	0	0	16	22	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	49	33	38	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	965	1046	1585	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	955	1041	1577	-	-	-
Mov Cap-2 Maneuver	955	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1577	-	955	-	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	115	20	1	95	5	15	20	2	5	10	80
Future Volume (vph)	125	115	20	1	95	5	15	20	2	5	10	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1821	0	0	1854	0	0	1809	0	0	1652	0
Flt Permitted		0.977						0.980			0.998	
Satd. Flow (perm)	0	1821	0	0	1854	0	0	1809	0	0	1652	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	2%	0%	0%	4%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	283	0	0	109	0	0	40	0	0	103	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	125	115	20	1	95	5	15	20	2	5	10	80
Future Vol, veh/h	125	115	20	1	95	5	15	20	2	5	10	80
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	0	0	2	0	0	4	0	0	0	2
Mvmt Flow	136	125	22	1	103	5	16	22	2	5	11	87

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	147	0	0	570	518	136	528	527	111
Stage 1	-	-	-	-	-	-	408	408	-	108	108	-
Stage 2	-	-	-	-	-	-	162	110	-	420	419	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.54	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4.036	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1489	-	-	1447	-	-	435	459	918	464	459	942
Stage 1	-	-	-	-	-	-	624	593	-	902	810	-
Stage 2	-	-	-	-	-	-	845	800	-	615	593	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1447	-	-	355	413	918	410	413	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	355	413	-	410	413	-
Stage 1	-	-	-	-	-	-	562	534	-	812	809	-
Stage 2	-	-	-	-	-	-	752	799	-	530	534	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.1	15.1	10.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	1489	-	-	1447	-	-	781
HCM Lane V/C Ratio	0.101	0.091	-	-	0.001	-	-	0.132
HCM Control Delay (s)	15.1	7.7	0	-	7.5	0	-	10.3
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0	-	-	0.5

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	110	5	2	85	60	5
Future Volume (vph)	110	5	2	85	60	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1683	0	0	1844	1870	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1683	0	0	1844	1870	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			1284	511	
Travel Time (s)	9.7			29.2	11.6	
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	11%	0%	3%	0%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	94	70	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	110	5	2	85	60	5
Future Vol, veh/h	110	5	2	85	60	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	3	0	8
Mvmt Flow	120	5	2	92	65	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	164	68	70	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.47	6.31	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	815	971	1544	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	814	971	1544	-	-	-
Mov Cap-2 Maneuver	814	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.2	0
HCM LOS	B		

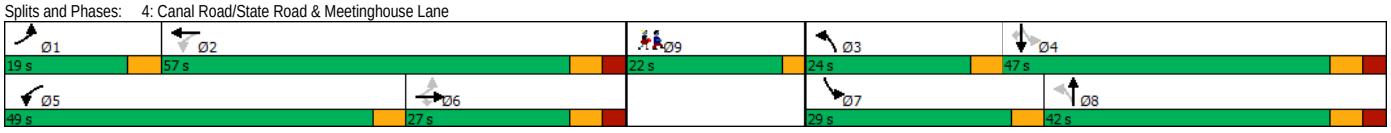
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1544	-	820	-	-
HCM Lane V/C Ratio	0.001	-	0.152	-	-
HCM Control Delay (s)	7.3	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

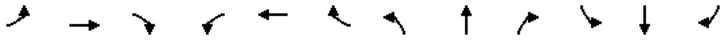
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	390	245	195	15	170	65	135	80	20	20	25	130	
Future Volume (vph)	390	245	195	15	170	65	135	80	20	20	25	130	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1752	1845	1524	1805	1751	0	1719	1772	0	1752	1900	1583	
Flt Permitted	0.431			0.595			0.505			0.687			
Satd. Flow (perm)	795	1845	1524	1130	1751	0	914	1772	0	1267	1900	1583	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			212		12			7				141	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	3%	6%	0%	2%	9%	5%	5%	0%	3%	0%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	424	266	212	16	256	0	147	109	0	22	27	141	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	36.3	31.7	31.7	22.3	14.1		21.8	15.1		14.5	6.0	6.0	
Actuated g/C Ratio	0.55	0.48	0.48	0.34	0.21		0.33	0.23		0.22	0.09	0.09	
v/c Ratio	0.65	0.30	0.25	0.04	0.67		0.36	0.27		0.07	0.16	0.52	
Control Delay	14.8	13.3	3.2	9.1	32.5		19.7	24.9		17.0	31.9	13.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	14.8	13.3	3.2	9.1	32.5		19.7	24.9		17.0	31.9	13.8	
LOS	B	B	A	A	C		B	C		B	C	B	
Approach Delay		11.6			31.1			21.9			16.8		
Approach LOS		B			C			C			B		
Queue Length 50th (ft)	89	56	0	3	89		42	31		6	10	0	
Queue Length 95th (ft)	183	152	40	12	175		92	88		21	35	50	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	655	882	839	1240	1339		553	950		677	1160	1021	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	0.65	0.30	0.25	0.01	0.19		0.27	0.11		0.03	0.02	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 169
Actuated Cycle Length: 66.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 17.1 — Intersection LOS: B
Intersection Capacity Utilization 63.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	450	0	0	435	0	0	0	380	0	0	980
Future Volume (vph)	0	450	0	0	435	0	0	0	380	0	0	980
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	4%	0%	0%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	489	0	0	473	0	0	0	413	0	0	1065
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	175

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	450	0	0	435	0	0	0	380	0	0	980
Future Vol, veh/h	0	450	0	0	435	0	0	0	380	0	0	980
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	4	0	0	4
Mvmt Flow	0	489	0	0	473	0	0	0	413	0	0	1065

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	489	-	-	473
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.24	-	-	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.336	-	-	3.336
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	575	0	0	~ 587
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	575	-	-	~ 587
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	25.6	$ 390.9
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	575	-	-	587
HCM Lane V/C Ratio	0.718	-	-	1.815
HCM Control Delay (s)	25.6	-	-	$ 390.9
HCM Lane LOS	D	-	-	F
HCM 95th %tile Q(veh)	5.9	-	-	65.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	385	1415	0	65	230
Future Volume (vph)	0	385	1415	0	65	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	3471	0	1624	0
Flt Permitted					0.989	
Satd. Flow (perm)	0	1863	3471	0	1624	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					47	
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Confl. Peds. (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	4%	0%	11%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	418	1538	0	321	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		51.1	51.1		20.2	
Actuated g/C Ratio		0.61	0.61		0.24	
v/c Ratio		0.37	0.73		0.76	
Control Delay		9.7	14.2		39.9	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.7	14.2		39.9	
LOS		A	B		D	
Approach Delay		9.7	14.2		39.9	
Approach LOS		A	B		D	
Queue Length 50th (ft)		98	264		131	
Queue Length 95th (ft)		192	442		294	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1663	3099		650	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.25	0.50		0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 84.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

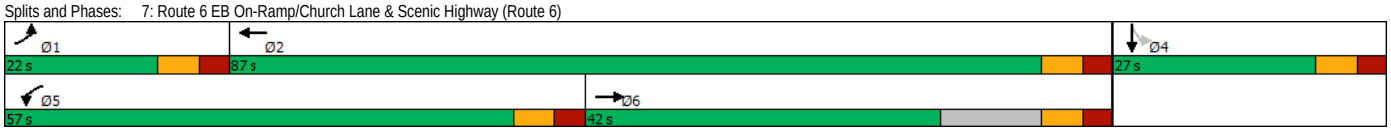
Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp

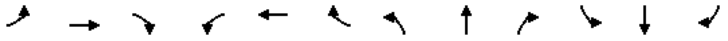


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	365	0	200	1370	75	0	0	0	20	15	25
Future Volume (vph)	55	365	0	200	1370	75	0	0	0	20	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	3539	0	1736	5003	0	0	0	0	0	1733	0
Flt Permitted	0.950			0.950							0.983	
Satd. Flow (perm)	1805	3539	0	1736	5003	0	0	0	0	0	1733	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11						22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		11.8			8.3			29.4			35.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	4%	3%	0%	2%	2%	2%	0%	7%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	397	0	217	1571	0	0	0	0	0	65	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	7.3	19.8		14.4	36.8						6.9	
Actuated g/C Ratio	0.12	0.33		0.24	0.61						0.11	
v/c Ratio	0.27	0.34		0.52	0.51						0.30	
Control Delay	33.2	16.6		28.9	11.3						26.3	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	33.2	16.6		28.9	11.3						26.3	
LOS	C	B		C	B						C	
Approach Delay		18.8			13.5						26.3	
Approach LOS		B			B						C	
Queue Length 50th (ft)	22	56		78	163						16	
Queue Length 95th (ft)	65	107		165	245						58	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	498	2703		1414	4965						652	
Starvation Cap Reductn	0	0		0	0						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.12	0.15		0.15	0.32						0.10	

Intersection Summary			
Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 60.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	360	2	5	240	0	1	0	5	15	1	250
Future Volume (vph)	0	360	2	5	240	0	1	0	5	15	1	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3403	0	0	3438	0	0	1672	0	0	1638	0
Flt Permitted					0.999			0.992			0.997	
Satd. Flow (perm)	0	3403	0	0	3438	0	0	1672	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	0%	5%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	0	0	266	0	0	6	0	0	289	0
Sign Control		Free			Free			Stop			Stop	

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

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	360	2	5	240	0	1	0	5	15	1	250
Future Vol, veh/h	0	360	2	5	240	0	1	0	5	15	1	250
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	1
Mvmt Flow	0	391	2	5	261	0	1	0	5	16	1	272

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	393	0	0	533	663	197	467	664	131
Stage 1	-	-	-	-	-	-	392	392	-	271	271	-
Stage 2	-	-	-	-	-	-	141	271	-	196	393	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.31
Pot Cap-1 Maneuver	0	-	-	1177	-	0	434	384	817	484	384	897
Stage 1	0	-	-	-	-	0	610	610	-	717	689	-
Stage 2	0	-	-	-	-	0	853	689	-	793	609	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1177	-	-	301	382	817	479	382	897
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	382	-	479	382	-
Stage 1	-	-	-	-	-	-	610	610	-	717	686	-
Stage 2	-	-	-	-	-	-	591	686	-	788	609	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	10.7	11.4
HCM LOS			B	B

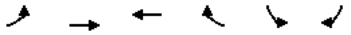
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	635	-	-	1177	-	851
HCM Lane V/C Ratio	0.01	-	-	0.005	-	0.34
HCM Control Delay (s)	10.7	-	-	8.1	0	11.4
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0	-	-	0	-	1.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	380	690	105	545	270	275
Future Volume (vph)	380	690	105	545	270	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1845	1568	1736	1810	1770	1599
Flt Permitted			0.316		0.950	
Satd. Flow (perm)	1845	1535	577	1810	1770	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		750				299
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	4%	5%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	413	750	114	592	293	299
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	22.6	22.6	36.0	36.0	15.1	28.6
Actuated g/C Ratio	0.36	0.36	0.58	0.58	0.24	0.46
v/c Ratio	0.62	0.72	0.24	0.56	0.68	0.33
Control Delay	21.1	6.1	7.6	11.0	31.5	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	6.1	7.6	11.0	31.5	2.8
LOS	C	A	A	B	C	A
Approach Delay	11.5			10.5	17.0	
Approach LOS	B			B	B	
Queue Length 50th (ft)	124	0	17	125	102	0
Queue Length 95th (ft)	233	67	41	234	201	39
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	1068	1204	528	1467	594	954
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.62	0.22	0.40	0.49	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 62.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	960	565	210	120	260
Future Volume (vph)	2	960	565	210	120	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1845	1769	0	1676	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1845	1769	0	1676	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.99	0.99	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	3%	4%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	972	861	0	431	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	103.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	960	565	210	120	260
Future Vol, veh/h	2	960	565	210	120	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	90	90	88	88
Heavy Vehicles, %	0	3	4	2	2	1
Mvmt Flow	2	970	628	233	136	295

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	628	0	-	0	1719	745
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	974	-
Critical Hdwy	4.1	-	-	-	6.42	6.21
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.309
Pot Cap-1 Maneuver	964	-	-	-	~ 99	416
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	366	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	964	-	-	-	~ 99	416
Mov Cap-2 Maneuver	-	-	-	-	~ 99	-
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	366	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 542.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	964	-	-	-	207
HCM Lane V/C Ratio	0.002	-	-	-	2.086
HCM Control Delay (s)	8.7	0	-	-	$ 542.5
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	33

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	0	1	15	10	10
Future Volume (vph)	10	0	1	15	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1894	1703	0
Flt Permitted	0.950			0.997		
Satd. Flow (perm)	1805	0	0	1894	1703	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1046			625	143	
Travel Time (s)	23.8			14.2	3.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	17	22	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

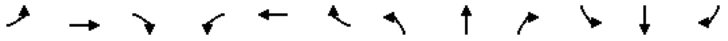
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	1	15	10	10
Future Vol, veh/h	10	0	1	15	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	8	0
Mvmt Flow	11	0	1	16	11	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	35	17	22	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	983	1068	1607	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	982	1068	1607	-	-	-
Mov Cap-2 Maneuver	982	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	982	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (vph)	60	55	10	2	115	5	15	10	2	5	10	115
Future Volume (vph)	60	55	10	2	115	5	15	10	2	5	10	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1710	0	0	1803	0	0	1832	0	0	1590	0
Flt Permitted		0.977			0.999			0.973			0.998	
Satd. Flow (perm)	0	1710	0	0	1803	0	0	1832	0	0	1590	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)									2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	7%	0%	0%	5%	0%	0%	0%	0%	0%	7%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	0	0	132	0	0	29	0	0	141	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	55	10	2	115	5	15	10	2	5	10	115
Future Vol, veh/h	60	55	10	2	115	5	15	10	2	5	10	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	7	0	0	5	0	0	0	0	0	7	5
Mvmt Flow	65	60	11	2	125	5	16	11	2	5	11	125

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	71	0	0	396	330	68	336	333	128
Stage 1	-	-	-	-	-	-	196	196	-	132	132	-
Stage 2	-	-	-	-	-	-	200	134	-	204	201	-
Critical Hdwy	4.19	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.57	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.57	-
Follow-up Hdwy	2.281	-	-	2.2	-	-	3.5	4	3.3	3.5	4.063	3.345
Pot Cap-1 Maneuver	1413	-	-	1542	-	-	568	592	1001	622	579	914
Stage 1	-	-	-	-	-	-	810	742	-	876	778	-
Stage 2	-	-	-	-	-	-	806	789	-	803	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1542	-	-	465	563	999	588	551	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	465	563	-	588	551	-
Stage 1	-	-	-	-	-	-	771	706	-	834	777	-
Stage 2	-	-	-	-	-	-	685	788	-	750	691	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.1	12.4	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	519	1413	-	-	1542	-	-	853
HCM Lane V/C Ratio	0.057	0.046	-	-	0.001	-	-	0.166
HCM Control Delay (s)	12.4	7.7	0	-	7.3	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	5	5	90	125	5
Future Volume (vph)	120	5	5	90	125	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1675	0	0	1844	1702	0
Flt Permitted	0.954			0.998		
Satd. Flow (perm)	1675	0	0	1844	1702	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			684	511	
Travel Time (s)	9.7			15.5	11.6	
Confl. Peds. (#/hr)	2		3			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	0%	0%	3%	11%	14%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	0	103	141	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	120	5	5	90	125	5
Future Vol, veh/h	120	5	5	90	125	5
Conflicting Peds, #/hr	2	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	0	0	3	11	14
Mvmt Flow	130	5	5	98	136	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	252	142	144	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	724	911	1451	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	717	908	1447	-	-	-
Mov Cap-2 Maneuver	717	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	897	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.4	0
HCM LOS	B		

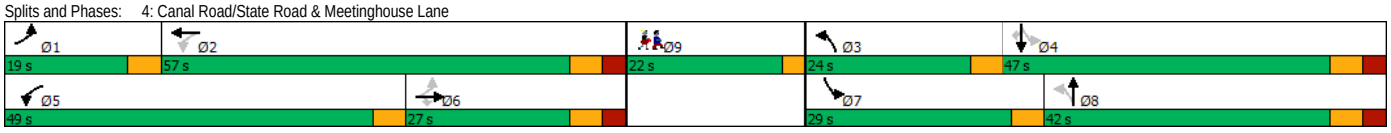
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1447	-	723	-	-
HCM Lane V/C Ratio	0.004	-	0.188	-	-
HCM Control Delay (s)	7.5	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

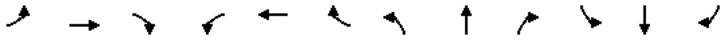
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	270	130	270	25	175	45	160	110	30	15	30	110	
Future Volume (vph)	270	130	270	25	175	45	160	110	30	15	30	110	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1687	1792	1468	1583	1686	0	1703	1770	0	1703	1792	1538	
Flt Permitted	0.446			0.667			0.518			0.660			
Satd. Flow (perm)	792	1792	1468	1112	1686	0	928	1770	0	1183	1792	1538	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			293		8			7				123	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	7%	6%	10%	14%	9%	10%	6%	5%	0%	6%	6%	5%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	293	141	293	27	239	0	174	153	0	16	33	120	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	36.6	29.9	29.9	22.9	14.3		22.8	18.1		14.6	6.2	6.2	
Actuated g/C Ratio	0.54	0.44	0.44	0.34	0.21		0.34	0.27		0.22	0.09	0.09	
v/c Ratio	0.47	0.18	0.36	0.07	0.66		0.41	0.32		0.05	0.20	0.48	
Control Delay	11.8	14.6	3.8	9.6	33.3		20.3	23.2		17.1	33.7	13.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	11.8	14.6	3.8	9.6	33.3		20.3	23.2		17.1	33.7	13.6	
LOS	B	B	A	A	C		C	C		B	C	B	
Approach Delay		9.1			30.9			21.6			17.9		
Approach LOS		A			C			C			B		
Queue Length 50th (ft)	60	29	0	5	86		50	45		4	13	0	
Queue Length 95th (ft)	125	88	48	17	169		108	120		17	41	45	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	630	792	812	1067	1265		550	932		649	1074	971	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	0.47	0.18	0.36	0.03	0.19		0.32	0.16		0.02	0.03	0.12	

Intersection Summary

Area Type: Other
Cycle Length: 169
Actuated Cycle Length: 67.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 16.7 — Intersection LOS: B
Intersection Capacity Utilization 57.4% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	420	0	0	445	0	0	0	250	0	0	625
Future Volume (vph)	0	420	0	0	445	0	0	0	250	0	0	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1759	0	0	1776	0	0	0	1536	0	0	1536
Flt Permitted												
Satd. Flow (perm)	0	1759	0	0	1776	0	0	0	1536	0	0	1536
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	8%	0%	0%	7%	0%	0%	0%	7%	0%	0%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	457	0	0	484	0	0	0	272	0	0	679
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	47

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	420	0	0	445	0	0	0	250	0	0	625
Future Vol, veh/h	0	420	0	0	445	0	0	0	250	0	0	625
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	0	7	0	0	0	7	0	0	7
Mvmt Flow	0	457	0	0	484	0	0	0	272	0	0	679

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	457	-	-	484
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.27	-	-	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.363	-	-	3.363
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	593	0	0	~ 573
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	593	-	-	~ 573
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	16.1	124.4
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	593	-	-	573
HCM Lane V/C Ratio	0.458	-	-	1.186
HCM Control Delay (s)	16.1	-	-	124.4
HCM Lane LOS	C	-	-	F
HCM 95th %tile Q(veh)	2.4	-	-	23.9

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	365	1070	0	55	145
Future Volume (vph)	0	365	1070	0	55	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1792	3374	0	1537	0
Flt Permitted					0.986	
Satd. Flow (perm)	0	1792	3374	0	1537	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					103	
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	7%	0%	23%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	397	1163	0	218	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		28.9	28.9		11.7	
Actuated g/C Ratio		0.55	0.55		0.22	
v/c Ratio		0.41	0.63		0.52	
Control Delay		8.5	10.1		16.2	
Queue Delay		0.0	0.0		0.0	
Total Delay		8.5	10.1		16.2	
LOS		A	B		B	
Approach Delay		8.5	10.1		16.2	
Approach LOS		A	B		B	
Queue Length 50th (ft)		57	104		28	
Queue Length 95th (ft)		130	198		102	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1792	3374		939	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.22	0.34		0.23	

Intersection Summary

Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 52.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			

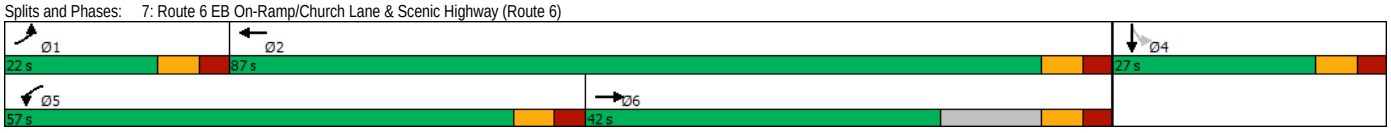
Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp

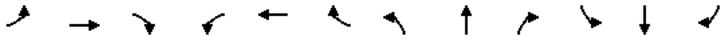


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	330	0	250	945	20	0	0	0	35	20	30
Future Volume (vph)	10	330	0	250	945	20	0	0	0	35	20	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1671	3374	0	1687	4827	0	0	0	0	0	1697	0
Flt Permitted	0.950			0.950							0.980	
Satd. Flow (perm)	1671	3374	0	1687	4827	0	0	0	0	0	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4						17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		11.8			8.3			29.4			35.8	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	8%	7%	0%	7%	7%	14%	2%	2%	2%	0%	9%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	359	0	266	1026	0	0	0	0	0	97	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	5.5	12.2		14.7	34.5						7.8	
Actuated g/C Ratio	0.10	0.23		0.28	0.65						0.15	
v/c Ratio	0.06	0.46		0.57	0.33						0.37	
Control Delay	28.0	22.2		23.7	7.4						24.6	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	28.0	22.2		23.7	7.4						24.6	
LOS	C	C		C	A						C	
Approach Delay		22.4			10.8						24.6	
Approach LOS		C			B						C	
Queue Length 50th (ft)	3	53		73	51						23	
Queue Length 95th (ft)	19	109		161	141						69	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	499	2807		1513	4827						686	
Starvation Cap Reductn	0	0		0	0						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.02	0.13		0.18	0.21						0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 53.2			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	255	0	1	145	0	5	0	5	10	2	240
Future Volume (vph)	0	255	0	1	145	0	5	0	5	10	2	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3223	0	0	3407	0	0	1571	0	0	1615	0
Flt Permitted								0.976			0.998	
Satd. Flow (perm)	0	3223	0	0	3407	0	0	1571	0	0	1615	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	12%	0%	0%	6%	0%	0%	0%	20%	0%	50%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	277	0	0	159	0	0	10	0	0	274	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	255	0	1	145	0	5	0	5	10	2	240
Future Vol, veh/h	0	255	0	1	145	0	5	0	5	10	2	240
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	12	0	0	6	0	0	0	20	0	50	2
Mvmt Flow	0	277	0	1	158	0	5	0	5	11	2	261

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	277	0	0	359	437	140	300	437	79
Stage 1	-	-	-	-	-	-	277	277	-	160	160	-
Stage 2	-	-	-	-	-	-	82	160	-	140	277	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	7.3	7.5	7.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	6.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.5	3.5	4.5	3.32
Pot Cap-1 Maneuver	0	-	-	1298	-	0	577	516	828	635	418	965
Stage 1	0	-	-	-	-	0	712	685	-	832	661	-
Stage 2	0	-	-	-	-	0	923	769	-	854	574	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1298	-	-	419	515	827	630	418	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	419	515	-	630	418	-
Stage 1	-	-	-	-	-	-	712	685	-	832	660	-
Stage 2	-	-	-	-	-	-	671	768	-	848	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.6	10.4
HCM LOS			B	B

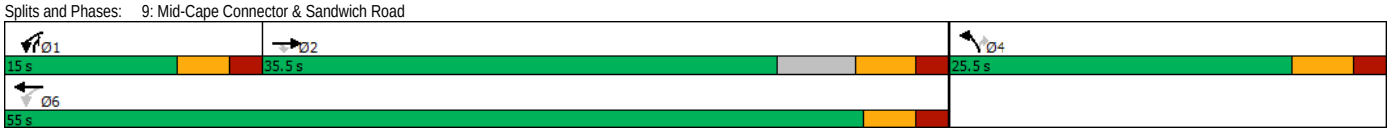
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	556	-	-	1298	-	936
HCM Lane V/C Ratio	0.02	-	-	0.001	-	0.293
HCM Control Delay (s)	11.6	-	-	7.8	0	10.4
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	1.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	375	555	80	430	260	205
Future Volume (vph)	375	555	80	430	260	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1810	1482	1752	1776	1736	1553
Flt Permitted			0.318		0.950	
Satd. Flow (perm)	1810	1482	587	1776	1736	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		603				223
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	9%	3%	7%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	408	603	87	467	283	223
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	21.5	21.5	34.5	34.5	14.9	27.8
Actuated g/C Ratio	0.36	0.36	0.57	0.57	0.25	0.46
v/c Ratio	0.63	0.66	0.18	0.46	0.66	0.27
Control Delay	21.4	5.5	7.2	9.6	30.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	5.5	7.2	9.6	30.2	2.9
LOS	C	A	A	A	C	A
Approach Delay	11.9			9.2	18.2	
Approach LOS	B			A	B	
Queue Length 50th (ft)	119	0	13	88	94	0
Queue Length 95th (ft)	227	59	33	172	192	35
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	1080	1127	537	1473	600	907
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.54	0.16	0.32	0.47	0.25

Intersection Summary

Area Type: Other
Cycle Length: 80.5
Actuated Cycle Length: 60.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 12.7 — Intersection LOS: B
Intersection Capacity Utilization 52.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	815	615	120	105	105
Future Volume (vph)	5	815	615	120	105	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1760	1750	0	1678	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1760	1750	0	1678	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.78	0.78
Heavy Vehicles (%)	0%	8%	7%	2%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	872	766	0	270	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	38.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	815	615	120	105	105
Future Vol, veh/h	5	815	615	120	105	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	96	96	78	78
Heavy Vehicles, %	0	8	7	2	2	4
Mvmt Flow	5	867	641	125	135	135

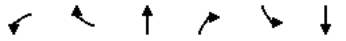
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	641	0	-	0	1581	704
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	877	-
Critical Hdwy	4.1	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	953	-	-	-	~ 120	434
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	407	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	953	-	-	-	~ 119	434
Mov Cap-2 Maneuver	-	-	-	-	~ 119	-
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	407	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	272.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	953	-	-	-	187
HCM Lane V/C Ratio	0.006	-	-	-	1.44
HCM Control Delay (s)	8.8	0	-	-	272.4
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	16.4

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	20	75	2	65	70
Future Volume (vph)	0	20	75	2	65	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1611	0	1857	0	0	1818
Flt Permitted						0.976
Satd. Flow (perm)	1611	0	1857	0	0	1818
Link Speed (mph)	30		30			30
Link Distance (ft)	301		501			684
Travel Time (s)	6.8		11.4			15.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	84	0	0	147
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.9%		ICU Level of Service A	
Analysis Period (min) 15			

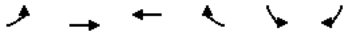
Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	75	2	65	70
Future Vol, veh/h	0	20	75	2	65	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	82	2	71	76

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	301	83	0	0	84	0
Stage 1	83	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	691	976	-	-	1513	-
Stage 1	940	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	657	976	-	-	1513	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	976	1513	-
HCM Lane V/C Ratio	-	-	0.022	0.047	-
HCM Control Delay (s)	-	-	8.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	10	0	0	5
Future Volume (vph)	5	10	10	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1835	1863	0	1611	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1863	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		762	1046		304	
Travel Time (s)		17.3	23.8		6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	11	0	5	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	10	0	0	5
Future Vol, veh/h	5	10	10	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	11	11	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	32	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	982	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	979	1070
Mov Cap-2 Maneuver	-	-	-	-	979	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1002	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1070
HCM Lane V/C Ratio	0.003	-	-	-	0.005
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	0	0	15	20	10
Future Volume (vph)	20	0	0	15	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1792	1814	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1792	1814	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1001			625	143	
Travel Time (s)	22.8			14.2	3.3	
Confl. Peds. (#/hr)			5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	6%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	0	16	33	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			

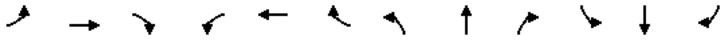
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	15	20	10
Future Vol, veh/h	20	0	0	15	20	10
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	6	0	0
Mvmt Flow	22	0	0	16	22	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	49	33	38	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	965	1046	1585	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	955	1041	1577	-	-	-
Mov Cap-2 Maneuver	955	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1577	-	955	-	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	115	20	1	95	5	15	20	2	5	10	80
Future Volume (vph)	125	115	20	1	95	5	15	20	2	5	10	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1821	0	0	1854	0	0	1809	0	0	1652	0
Flt Permitted		0.977						0.980			0.998	
Satd. Flow (perm)	0	1821	0	0	1854	0	0	1809	0	0	1652	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1644			1084			143			733	
Travel Time (s)		37.4			24.6			3.3			16.7	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	2%	0%	0%	4%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	283	0	0	109	0	0	40	0	0	103	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	125	115	20	1	95	5	15	20	2	5	10	80
Future Vol, veh/h	125	115	20	1	95	5	15	20	2	5	10	80
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	0	0	2	0	0	4	0	0	0	2
Mvmt Flow	136	125	22	1	103	5	16	22	2	5	11	87

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	147	0	0	570	518	136	528	527	111
Stage 1	-	-	-	-	-	-	408	408	-	108	108	-
Stage 2	-	-	-	-	-	-	162	110	-	420	419	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.54	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.54	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4.036	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1489	-	-	1447	-	-	435	459	918	464	459	942
Stage 1	-	-	-	-	-	-	624	593	-	902	810	-
Stage 2	-	-	-	-	-	-	845	800	-	615	593	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1447	-	-	355	413	918	410	413	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	355	413	-	410	413	-
Stage 1	-	-	-	-	-	-	562	534	-	812	809	-
Stage 2	-	-	-	-	-	-	752	799	-	530	534	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.1	15.1	10.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	1489	-	-	1447	-	-	781
HCM Lane V/C Ratio	0.101	0.091	-	-	0.001	-	-	0.132
HCM Control Delay (s)	15.1	7.7	0	-	7.5	0	-	10.3
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0	-	-	0.5



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	110	5	2	170	100	5
Future Volume (vph)	110	5	2	170	100	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1683	0	0	1843	1882	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1683	0	0	1843	1882	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			684	511	
Travel Time (s)	9.7			15.5	11.6	
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	11%	0%	3%	0%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	187	114	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	110	5	2	170	100	5
Future Vol, veh/h	110	5	2	170	100	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	3	0	8
Mvmt Flow	120	5	2	185	109	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	301	112	114	0	-	0
Stage 1	112	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.47	6.31	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	680	917	1488	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	679	917	1488	-	-	-
Mov Cap-2 Maneuver	679	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	831	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.1	0
HCM LOS	B		

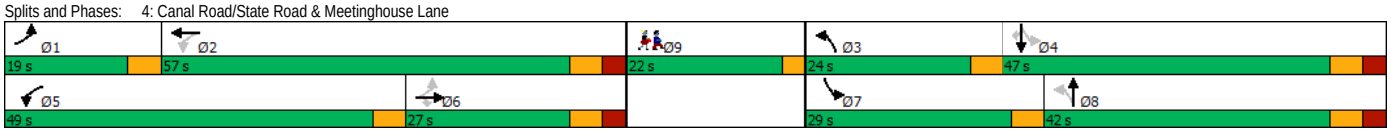
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1488	-	687	-	-
HCM Lane V/C Ratio	0.001	-	0.182	-	-
HCM Control Delay (s)	7.4	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

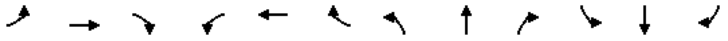
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	390	245	230	15	170	65	205	90	20	20	25	130	
Future Volume (vph)	390	245	230	15	170	65	205	90	20	20	25	130	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	350		0	100		0	300		0	100		100	
Storage Lanes	1		1	1		0	1		0	1		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1752	1845	1524	1805	1751	0	1719	1774	0	1752	1900	1583	
Flt Permitted	0.423			0.595			0.508			0.680			
Satd. Flow (perm)	780	1845	1524	1130	1751	0	919	1774	0	1254	1900	1583	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			250		12			6				141	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		532			1644			511			1336		
Travel Time (s)		12.1			37.4			11.6			30.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	3%	6%	0%	2%	9%	5%	5%	0%	3%	0%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	424	266	250	16	256	0	223	120	0	22	27	141	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		9
Permitted Phases	6		6	2			8			4		4	
Detector Phase	1	6	6	5	2		3	8		7	4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0		9.0	17.0		9.0	12.0	12.0	22.0
Total Split (s)	19.0	27.0	27.0	49.0	57.0		24.0	42.0		29.0	47.0	47.0	22.0
Total Split (%)	11.2%	16.0%	16.0%	29.0%	33.7%		14.2%	24.9%		17.2%	27.8%	27.8%	13%
Maximum Green (s)	15.0	20.0	20.0	45.0	50.0		20.0	35.0		25.0	40.0	40.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	0.0	3.0	3.0	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		4.0	7.0		4.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None	None
Walk Time (s)													7.0
Flash Dont Walk (s)													12.0
Pedestrian Calls (#/hr)													0
Act Effct Green (s)	36.8	32.1	32.1	22.7	14.5		24.4	17.8		14.6	6.1	6.1	
Actuated g/C Ratio	0.53	0.46	0.46	0.33	0.21		0.35	0.26		0.21	0.09	0.09	
v/c Ratio	0.68	0.31	0.30	0.04	0.68		0.49	0.26		0.07	0.16	0.53	
Control Delay	17.5	14.7	3.4	10.3	34.6		21.3	24.1		17.0	34.0	14.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay	17.5	14.7	3.4	10.3	34.6		21.3	24.1		17.0	34.0	14.5	
LOS	B	B	A	B	C		C	C		B	C	B	
Approach Delay		12.9			33.2			22.3			17.5		
Approach LOS		B			C			C			B		
Queue Length 50th (ft)	99	62	0	3	94		68	35		6	11	0	
Queue Length 95th (ft)	#206	165	46	13	186		137	97		22	37	52	
Internal Link Dist (ft)		452			1564			431			1256		
Turn Bay Length (ft)	350			100			300			100		100	
Base Capacity (vph)	627	854	839	1188	1283		558	910		664	1111	984	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0	
Reduced v/c Ratio	0.68	0.31	0.30	0.01	0.20		0.40	0.13		0.03	0.02	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 169
Actuated Cycle Length: 69.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 18.4 — Intersection LOS: B
Intersection Capacity Utilization 67.5% — ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Canal Road/State Road & Meetinghouse Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	460	0	0	505	0	0	0	405	0	0	980
Future Volume (vph)	0	460	0	0	505	0	0	0	405	0	0	980
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1845	0	0	0	1580	0	0	1580
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		460			532			572			1087	
Travel Time (s)		10.5			12.1			13.0			24.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	4%	0%	0%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	500	0	0	549	0	0	0	440	0	0	1065
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	93.9%	ICU Level of Service	F
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	203.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↱			↱
Traffic Vol, veh/h	0	460	0	0	505	0	0	0	405	0	0	980
Future Vol, veh/h	0	460	0	0	505	0	0	0	405	0	0	980
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	4	0	0	4
Mvmt Flow	0	500	0	0	549	0	0	0	440	0	0	1065

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	500	-	-	549
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.24	-	-	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.336	-	-	3.336
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	567	0	0	~ 532
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	567	-	-	~ 532
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	30	$ 475.9
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	567	-	-	532
HCM Lane V/C Ratio	0.776	-	-	2.002
HCM Control Delay (s)	30	-	-	$ 475.9
HCM Lane LOS	D	-	-	F
HCM 95th %tile Q(veh)	7.2	-	-	72.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	390	1485	0	70	230
Future Volume (vph)	0	390	1485	0	70	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	3471	0	1623	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1863	3471	0	1623	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					40	
Link Speed (mph)		30	30		30	
Link Distance (ft)		476	460		438	
Travel Time (s)		10.8	10.5		10.0	
Confl. Peds. (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	4%	0%	11%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	424	1614	0	326	0
Turn Type		NA	NA		Prot	
Protected Phases		6	2		4	
Permitted Phases						
Detector Phase		6	2		4	
Switch Phase						
Minimum Initial (s)		10.0	10.0		10.0	
Minimum Split (s)		16.0	16.0		27.0	
Total Split (s)		86.0	86.0		36.0	
Total Split (%)		70.5%	70.5%		29.5%	
Maximum Green (s)		80.0	80.0		30.0	
Yellow Time (s)		4.0	4.0		4.0	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	
Recall Mode		Min	Min		None	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					1	
Act Effct Green (s)		56.1	56.1		21.7	
Actuated g/C Ratio		0.62	0.62		0.24	
v/c Ratio		0.37	0.75		0.78	
Control Delay		9.7	15.1		44.5	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.7	15.1		44.5	
LOS		A	B		D	
Approach Delay		9.7	15.1		44.5	
Approach LOS		A	B		D	
Queue Length 50th (ft)		108	311		153	
Queue Length 95th (ft)		194	479		#341	
Internal Link Dist (ft)		396	380		358	
Turn Bay Length (ft)						
Base Capacity (vph)		1595	2972		600	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.27	0.54		0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 90.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

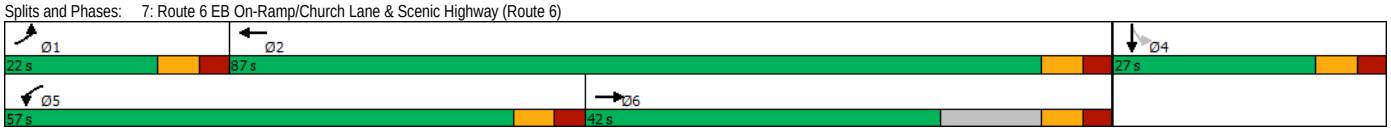
Splits and Phases: 6: Scenic Highway (Route 6) & Route 3 SB Off-Ramp

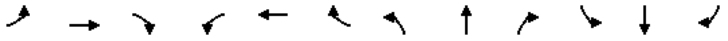


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	370	0	255	1385	75	0	0	0	20	15	25
Future Volume (vph)	55	370	0	255	1385	75	0	0	0	20	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	3539	0	1736	5003	0	0	0	0	0	1733	0
Flt Permitted	0.950			0.950							0.983	
Satd. Flow (perm)	1805	3539	0	1736	5003	0	0	0	0	0	1733	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11						22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		519			367			1295			1577	
Travel Time (s)		11.8			8.3			29.4			35.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	4%	3%	0%	2%	2%	2%	0%	7%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	402	0	277	1587	0	0	0	0	0	65	0
Turn Type	Prot	NA		Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						4	
Permitted Phases										4		
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0					5.0	5.0	
Minimum Split (s)	12.0	17.0		17.0	17.0					12.0	12.0	
Total Split (s)	22.0	42.0		57.0	87.0					27.0	27.0	
Total Split (%)	16.2%	30.9%		41.9%	64.0%					19.9%	19.9%	
Maximum Green (s)	15.0	35.0		50.0	80.0					20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0						7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	None	Min		None	Min					None	None	
Act Effct Green (s)	7.4	18.8		16.3	37.7						6.9	
Actuated g/C Ratio	0.12	0.31		0.27	0.62						0.11	
v/c Ratio	0.28	0.37		0.60	0.51						0.30	
Control Delay	33.8	18.4		28.7	11.3						26.6	
Queue Delay	0.0	0.0		0.0	0.0						0.0	
Total Delay	33.8	18.4		28.7	11.3						26.6	
LOS	C	B		C	B						C	
Approach Delay		20.4			13.9						26.6	
Approach LOS		C			B						C	
Queue Length 50th (ft)	22	60		100	165						16	
Queue Length 95th (ft)	66	116		205	249						59	
Internal Link Dist (ft)		439			287			1215			1497	
Turn Bay Length (ft)												
Base Capacity (vph)	492	2665		1407	4945						643	
Starvation Cap Reductn	0	0		0	0						0	
Spillback Cap Reductn	0	0		0	0						0	
Storage Cap Reductn	0	0		0	0						0	
Reduced v/c Ratio	0.12	0.15		0.20	0.32						0.10	

Intersection Summary			
Area Type:	Other		
Cycle Length: 136			
Actuated Cycle Length: 61			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Route 6 EB On-Ramp/Church Lane & Scenic Highway (Route 6)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	360	2	5	245	0	1	0	5	15	1	260
Future Volume (vph)	0	360	2	5	245	0	1	0	5	15	1	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3403	0	0	3438	0	0	1672	0	0	1638	0
Flt Permitted					0.999			0.992			0.997	
Satd. Flow (perm)	0	3403	0	0	3438	0	0	1672	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			1390			623			1039	
Travel Time (s)		9.3			31.6			14.2			23.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	0%	5%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	0	0	271	0	0	6	0	0	300	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	360	2	5	245	0	1	0	5	15	1	260
Future Vol, veh/h	0	360	2	5	245	0	1	0	5	15	1	260
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	1
Mvmt Flow	0	391	2	5	266	0	1	0	5	16	1	283

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	393	0	0	536	668	197	472	669	133
Stage 1	-	-	-	-	-	-	392	392	-	276	276	-
Stage 2	-	-	-	-	-	-	144	276	-	196	393	-
Critical Hdwy	-	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.31
Pot Cap-1 Maneuver	0	-	-	1177	-	0	432	382	817	480	381	895
Stage 1	0	-	-	-	-	0	610	610	-	712	685	-
Stage 2	0	-	-	-	-	0	850	685	-	793	609	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1177	-	-	294	380	817	475	379	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	294	380	-	475	379	-
Stage 1	-	-	-	-	-	-	610	610	-	712	682	-
Stage 2	-	-	-	-	-	-	578	682	-	788	609	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	10.8	11.5
HCM LOS			B	B

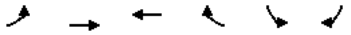
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	630	-	-	1177	-	850
HCM Lane V/C Ratio	0.01	-	-	0.005	-	0.353
HCM Control Delay (s)	10.8	-	-	8.1	0	11.5
HCM Lane LOS	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0	-	-	0	-	1.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	390	690	105	545	295	285
Future Volume (vph)	390	690	105	545	295	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	50		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1845	1568	1736	1810	1770	1599
Flt Permitted			0.306		0.950	
Satd. Flow (perm)	1845	1535	559	1810	1770	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		750				300
Link Speed (mph)	30			30	30	
Link Distance (ft)	2797			2061	2293	
Travel Time (s)	63.6			46.8	52.1	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	4%	5%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	424	750	114	592	321	310
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	1
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	6.0	6.0
Minimum Split (s)	15.5	15.5	11.0	15.0	11.5	11.0
Total Split (s)	35.5	35.5	15.0	55.0	25.5	15.0
Total Split (%)	44.1%	44.1%	18.6%	68.3%	31.7%	18.6%
Maximum Green (s)	30.0	30.0	10.0	50.0	20.0	10.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.0	5.5	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	23.5	23.5	36.9	36.9	16.3	29.7
Actuated g/C Ratio	0.37	0.37	0.58	0.58	0.25	0.46
v/c Ratio	0.63	0.72	0.25	0.57	0.71	0.34
Control Delay	21.8	6.1	7.9	11.4	33.3	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	6.1	7.9	11.4	33.3	3.1
LOS	C	A	A	B	C	A
Approach Delay	11.8			10.8	18.4	
Approach LOS	B			B	B	
Queue Length 50th (ft)	136	0	19	138	119	2
Queue Length 95th (ft)	240	67	41	234	#225	42
Internal Link Dist (ft)	2717			1981	2213	
Turn Bay Length (ft)		125	50		350	
Base Capacity (vph)	1030	1188	512	1427	573	955
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.63	0.22	0.41	0.56	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 64.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: Mid-Cape Connector & Sandwich Road





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	965	580	215	125	260
Future Volume (vph)	2	965	580	215	125	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1845	1769	0	1677	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1845	1769	0	1677	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		863	899		891	
Travel Time (s)		19.6	20.4		20.3	
Peak Hour Factor	0.99	0.99	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	3%	4%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	977	883	0	437	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	115

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	965	580	215	125	260
Future Vol, veh/h	2	965	580	215	125	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	90	90	88	88
Heavy Vehicles, %	0	3	4	2	2	1
Mvmt Flow	2	975	644	239	142	295

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	644	0	-	0	1743	764
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	979	-
Critical Hdwy	4.1	-	-	-	6.42	6.21
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.309
Pot Cap-1 Maneuver	951	-	-	-	~ 95	405
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	364	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	951	-	-	-	~ 95	405
Mov Cap-2 Maneuver	-	-	-	-	~ 95	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	364	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 604.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	951	-	-	-	197
HCM Lane V/C Ratio	0.002	-	-	-	2.221
HCM Control Delay (s)	8.8	0	-	-	$ 604.1
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	34.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	85	95	1	35	70
Future Volume (vph)	0	85	95	1	35	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1611	0	1861	0	0	1833
Flt Permitted						0.984
Satd. Flow (perm)	1611	0	1861	0	0	1833
Link Speed (mph)	30		30			30
Link Distance (ft)	324		459			684
Travel Time (s)	7.4		10.4			15.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	104	0	0	114
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.2%		ICU Level of Service A	
Analysis Period (min) 15			

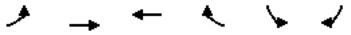
Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	85	95	1	35	70
Future Vol, veh/h	0	85	95	1	35	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	92	103	1	38	76

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	256	104	0	0	104	0
Stage 1	104	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	733	951	-	-	1488	-
Stage 1	920	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	951	-	-	1488	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	2.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	951	1488	-
HCM Lane V/C Ratio	-	-	0.097	0.026	-
HCM Control Delay (s)	-	-	9.2	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	20	10	0	0	5
Future Volume (vph)	5	20	10	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1846	1863	0	1611	0
Flt Permitted		0.991				
Satd. Flow (perm)	0	1846	1863	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		743	1001		315	
Travel Time (s)		16.9	22.8		7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	27	11	0	5	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	20	10	0	0	5
Future Vol, veh/h	5	20	10	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	11	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	43	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	968	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	965	1070
Mov Cap-2 Maneuver	-	-	-	-	965	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	8.4
HCM LOS			A

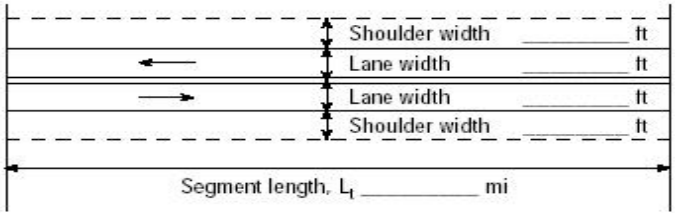
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1070
HCM Lane V/C Ratio	0.003	-	-	-	0.005
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road NB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2019 Existing Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *95*veh/h

Opposing direction vol., V_o *85*veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.76*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*127*	*112*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*32*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.6 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*33.4 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*29.0 mi/h*
		Percent free flow speed, PFFS	*86.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*125*	*112*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*14.2*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*54.8*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*43.1*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.07*

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*86.7*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*125.0*
Effective width, Wv (Eq. 15-29) ft	*19.83*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.19*
Bicycle level of service (Exhibit 15-4)	*C*
Notes	
1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain. 2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F. 3. For the analysis direction only and for v>200 veh/h. 4. For the analysis direction only 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10. 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.	

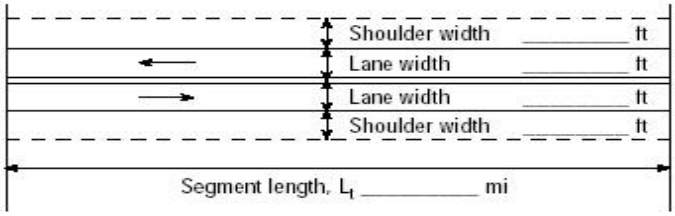
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		***Site Information***	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road SB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2019 Existing Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *85*veh/h

Opposing direction vol., V_o *95*veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.74*

No-passing zone *100%*

% Trucks and Buses , P_T *12 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.943*	*0.988*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*122*	*130*

Free-Flow Speed from Field Measurement		**Estimated Free-Flow Speed**	
Mean speed of sample[3], S_{FM}	*33*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*mi/h*
Free-flow speed, FFS=S_{FM}+0.00776(*v*/ $f_{HV,ATS}$)		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.9 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*34.5 mi/h*
		Average travel speed, ATS_d=FFS-0.00776($v_{d,ATS}$ + $v_{o,ATS}$) - $f_{np,ATS}$	*29.6 mi/h*
		Percent free flow speed, PFFS	*86.0 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.988*	*0.988*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*116*	*130*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*13.3*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*55.2*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*39.3*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.07*

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*86.0*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*114.9*
Effective width, Wv (Eq. 15-29) ft	*20.48*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*5.27*
Bicycle level of service (Exhibit 15-4)	*E*
Notes	

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

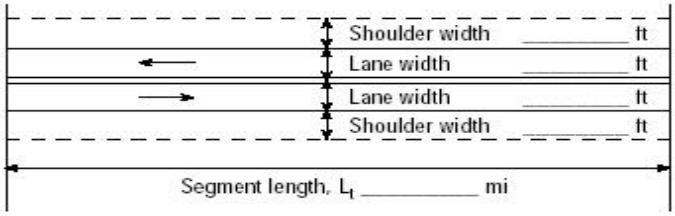
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		***Site Information***	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road NB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 No-Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *100*veh/h
Opposing direction vol., V_o *90*veh/h
Shoulder width ft *1.0*
Lane Width ft *12.0*
Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.92*
No-passing zone *100%*
% Trucks and Buses , P_T *3 %*
% Recreational vehicles, P_R *0%*
Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*110*	*98*

Free-Flow Speed from Field Measurement		**Estimated Free-Flow Speed**	
Mean speed of sample[3], S_{FM}	*32*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*mi/h*
Free-flow speed, FFS=S_{FM}+0.00776(*v*/ $f_{HV,ATS}$)		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*33.5 mi/h*
		Average travel speed, ATS_d=FFS-0.00776($v_{d,ATS}$ + $v_{o,ATS}$) - $f_{np,ATS}$	*29.5 mi/h*
		Percent free flow speed, PFFS	*88.0 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*109*	*98*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*12.6*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*53.2*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*40.6*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.06*

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*88.0*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*108.7*
Effective width, Wv (Eq. 15-29) ft	*19.50*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.19*
Bicycle level of service (Exhibit 15-4)	*C*
Notes	

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

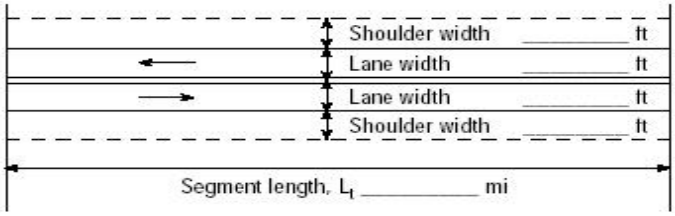
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		***Site Information***	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road SB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 No-Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *90*veh/h

Opposing direction vol., V_o *100*veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *12 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.943*	*0.988*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*104*	*110*

Free-Flow Speed from Field Measurement		**Estimated Free-Flow Speed**	
Mean speed of sample[3], S_{FM}	*33*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*mi/h*
Free-flow speed, FFS=S_{FM}+0.00776(*v*/ $f_{HV,ATS}$)		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.6 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*34.6 mi/h*
		Average travel speed, ATS_d=FFS-0.00776($v_{d,ATS}$ + $v_{o,ATS}$) - $f_{np,ATS}$	*30.3 mi/h*
		Percent free flow speed, PFFS	*87.8 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.988*	*0.988*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*99*	*110*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*11.5*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*53.3*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*36.7*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.06*

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*87.8*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*97.8*
Effective width, Wv (Eq. 15-29) ft	*20.15*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*5.26*
Bicycle level of service (Exhibit 15-4)	*E*
Notes	
1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain. 2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F. 3. For the analysis direction only and for v>200 veh/h. 4. For the analysis direction only 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10. 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.	

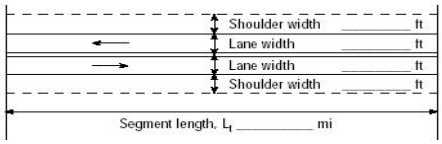
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road NB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *125* veh/h

Opposing direction vol., V_o *155* veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*138*	*169*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*32*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.5 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*34.2 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*28.3 mi/h*
		Percent free flow speed, PFFS	*82.8 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*136*	*169*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av}d^{b})$	*15.4*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*57.1*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*40.9*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*C*
Volume to capacity ratio, *v/c*	*0.08*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*82.8*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*135.9*
Effective width, Wv (Eq. 15-29) ft	*17.88*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.60*
Bicycle level of service (Exhibit 15-4)	*D*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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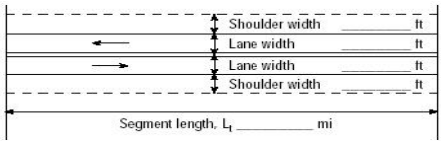
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Canal Road SB
Agency or Company	VHB	From/To	Site Dvwy to Meetinghouse Ln
Date Performed		Jurisdiction	MassDOT
Analysis Time Period	Weekday Morning	Analysis Year	2026 Build Conditions Peak

Project Description: 14035:: Hunters Brook

Input Data





Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 12 %

% Recreational vehicles, P_R 0%

Access points mi 30/mi

Analysis direction vol., V_d 155veh/h

Opposing direction vol., V_o 125veh/h

Shoulder width ft 1.0

Lane Width ft 12.0

Segment Length mi 0.2

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.943	0.988
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	179	138

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	33	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	3.0 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	35.3 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	29.8 mi/h
		Percent free flow speed, PFFS	84.5 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.988	0.988
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	170	137
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	18.7	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	57.2	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	50.4	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	B
Volume to capacity ratio, v/c	0.10
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	84.5

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	168.5
Effective width, Wv (Eq. 15-29) ft	15.93
Effective speed factor, S_t (Eq. 15-30)	3.39
Bicycle level of service score, BLOS (Eq. 15-31)	6.29
Bicycle level of service (Exhibit 15-4)	F

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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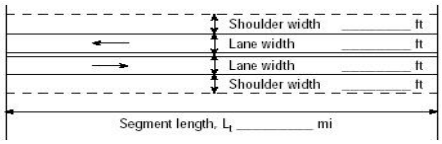
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Canal Road NB
Agency or Company	VHB	From/To	Site Dvwy to Meetinghouse Ln
Date Performed		Jurisdiction	MassDOT
Analysis Time Period	Weekday Evening	Analysis Year	2019 Existing Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *105* veh/h
Opposing direction vol., V_o *90* veh/h
Shoulder width ft *1.0*
Lane Width ft *12.0*
Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.80*
No-passing zone *100%*
% Trucks and Buses , P_T *3 %*
% Recreational vehicles, P_R *0%*
Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*133*	*113*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*32*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.6 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*33.5 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*29.0 mi/h*
		Percent free flow speed, PFFS	*86.5 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*132*	*113*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av}d^{b})$	*15.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*55.0*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*44.6*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.08*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*86.5*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*131.3*
Effective width, Wv (Eq. 15-29) ft	*19.17*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.34*
Bicycle level of service (Exhibit 15-4)	*C*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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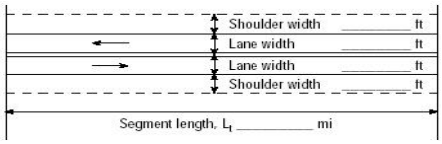
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road SB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2019 Existing Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *90*veh/h

Opposing direction vol., V_o *105*veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.80*

No-passing zone *100%*

% Trucks and Buses , P_T *7 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.966*	*0.993*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*116*	*132*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*33*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.9 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*34.6 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*29.7 mi/h*
		Percent free flow speed, PFFS	*86.0 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.993*	*0.993*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*113*	*132*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*13.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*55.0*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*38.4*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.06*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*86.0*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*112.5*
Effective width, Wv (Eq. 15-29) ft	*20.15*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.93*
Bicycle level of service (Exhibit 15-4)	*D*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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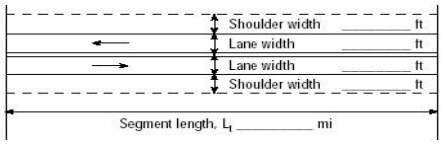
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Canal Road NB
Agency or Company	VHB	From/To	Site Dvwy to Meetinghouse Ln
Date Performed		Jurisdiction	MassDOT
Analysis Time Period	Weekday Evening	Analysis Year	2026 No-Build Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 110veh/h
Opposing direction vol., V_o 95veh/h
Shoulder width ft 1.0
Lane Width ft 12.0
Segment Length mi 0.2



☐ Class I highway ☐ Class II highway ☑ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF 0.92
No-passing zone 100%
% Trucks and Buses , P_T 3 %
% Recreational vehicles, P_R 0%
Access points *mi* 30/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	0.997
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	121	104

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	32	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	33.6 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	29.4 mi/h
		Percent free flow speed, PFFS	87.5 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.997	0.997
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	120	104
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	13.7	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	54.1	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	42.7	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	B
Volume to capacity ratio, *v/c*	0.07
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	87.5

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	119.6
Effective width, Wv (Eq. 15-29) ft	18.85
Effective speed factor, S_t (Eq. 15-30)	3.39
Bicycle level of service score, BLOS (Eq. 15-31)	3.36
Bicycle level of service (Exhibit 15-4)	C

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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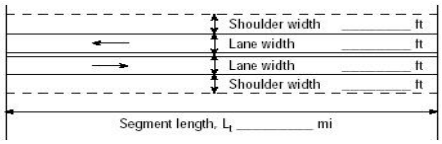
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Canal Road SB
Agency or Company	VHB	From/To	Site Dvwy to Meetinghouse Ln
Date Performed		Jurisdiction	MassDOT
Analysis Time Period	Weekday Evening	Analysis Year	2026 No-Build Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 95veh/h

Opposing direction vol., V_o 110veh/h

Shoulder width ft 1.0

Lane Width ft 12.0

Segment Length mi 0.2



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 7 %

% Recreational vehicles, P_R 0%

Access points mi 30/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.966	0.993
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	107	120

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	33	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.7 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	34.6 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	30.2 mi/h
		Percent free flow speed, PFFS	87.1 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.993	0.993
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	104	120
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	12.1	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	54.1	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	37.2	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	B
Volume to capacity ratio, *v/c*	0.06
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	87.1

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	103.3
Effective width, Wv (Eq. 15-29) ft	19.83
Effective speed factor, S_t (Eq. 15-30)	3.39
Bicycle level of service score, BLOS (Eq. 15-31)	3.95
Bicycle level of service (Exhibit 15-4)	D

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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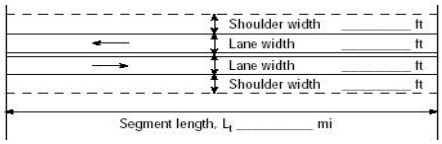
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Canal Road NB
Agency or Company	VHB	From/To	Site Dvwy to Meetinghouse Ln
Date Performed		Jurisdiction	MassDOT
Analysis Time Period	Weekday Evening	Analysis Year	2026 Build Conditions Peak

Project Description: 14035:: Hunters Brook

Input Data



Analysis direction vol., V_d veh/h

Opposing direction vol., V_o 130 veh/h

Shoulder width ft 1.0

Lane Width ft 12.0

Segment Length mi 0.2



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 3 %

% Recreational vehicles, P_R 0%

Access points mi 30/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	0.997
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	215	142

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	32	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	3.1 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	34.6 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	28.7 mi/h
		Percent free flow speed, PFFS	83.1 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.997	0.997
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	213	142
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	22.7	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	55.7	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	56.1	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, v/c	0.12
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	83.1

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	212.0
Effective width, Wv (Eq. 15-29) ft	13.00
Effective speed factor, S_t (Eq. 15-30)	3.39
Bicycle level of service score, BLOS (Eq. 15-31)	4.58
Bicycle level of service (Exhibit 15-4)	E

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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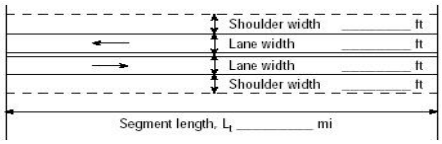
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road SB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *130* veh/h

Opposing direction vol., V_o *190* veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *7 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.966*	*0.993*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*146*	*208*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*33*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.9 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.6 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*28.9 mi/h*
		Percent free flow speed, PFFS	*81.2 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.993*	*0.993*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*142*	*208*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*15.8*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*56.0*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*38.5*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*C*
Volume to capacity ratio, *v/c*	*0.08*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*81.2*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*141.3*
Effective width, Wv (Eq. 15-29) ft	*17.55*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.53*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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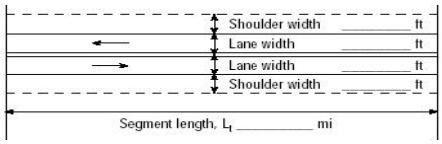
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Meetinghouse Lane EB
Agency or Company	VHB	From/To	Old Plymouth Rd to Canal Rd
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Morning	Analysis Year	2019 Existing Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 155 veh/h

Opposing direction vol., V_o 320 veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 0.3



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 100%

% Trucks and Buses , P_T 8 %

% Recreational vehicles, P_R 0%

Access points mi 33/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.962	0.992
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	190	380

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	40	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.8 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	43.8 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.6 mi/h
		Percent free flow speed, PFFS	83.5 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.992	0.992
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	184	379
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	23.3	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	49.3	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	39.4	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	B
Volume to capacity ratio, *v/c*	0.11
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	83.5

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	182.4
Effective width, Wv (Eq. 15-29) ft	19.60
Effective speed factor, S_t (Eq. 15-30)	4.17
Bicycle level of service score, BLOS (Eq. 15-31)	5.05
Bicycle level of service (Exhibit 15-4)	E

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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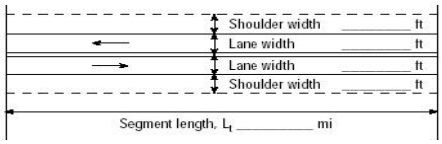
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Meetinghouse Lane WB
Agency or Company	VHB	From/To	Old Plymouth Rd to Canal Rd
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Morning	Analysis Year	2019 Existing Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 320 veh/h

Opposing direction vol., V_o 155 veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 0.3



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.93

No-passing zone 100%

% Trucks and Buses , P_T 10 %

% Recreational vehicles, P_R 0%

Access points mi 33/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.952	0.990
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	361	168

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	40	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	3.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	43.9 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.3 mi/h
		Percent free flow speed, PFFS	82.7 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.990	0.990
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	348	168
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	34.0	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	49.7	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	67.5	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, *v/c*	0.20
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	82.7

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	344.1
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.17
Bicycle level of service score, BLOS (Eq. 15-31)	6.68
Bicycle level of service (Exhibit 15-4)	F

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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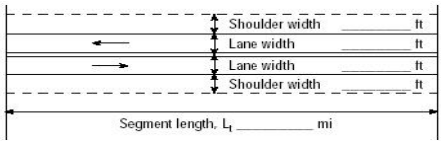
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Meetinghouse Lane EB
Agency or Company	VHB	From/To	Old Plymouth Rd to Canal Rd
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Morning	Analysis Year	2026 No-Build Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 160 veh/h
Opposing direction vol., V_o 330 veh/h
Shoulder width ft 4.0
Lane Width ft 12.0
Segment Length mi 0.3



☐ Class I highway ☐ Class II highway ☑ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF 0.92
No-passing zone 100%
% Trucks and Buses , P_T 8 %
% Recreational vehicles, P_R 0%
Access points mi 33/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.962	0.992
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	181	362

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	40	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.9 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	44.0 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.8 mi/h
		Percent free flow speed, PFFS	83.7 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.992	0.992
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	175	362
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	21.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	49.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	38.1	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	B
Volume to capacity ratio, *v/c*	0.10
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	83.7

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	173.9
Effective width, Wv (Eq. 15-29) ft	19.20
Effective speed factor, S_t (Eq. 15-30)	4.17
Bicycle level of service score, BLOS (Eq. 15-31)	5.11
Bicycle level of service (Exhibit 15-4)	E

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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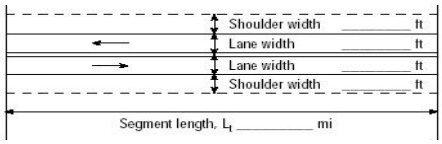
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Meetinghouse Lane WB
Agency or Company	VHB	From/To	Old Plymouth Rd to Canal Rd
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Morning	Analysis Year	2026 No-Build Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 330 veh/h

Opposing direction vol., V_o 160 veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 0.3



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☐ Level ☐ Rolling

Grade Length 0.25 mi Up/down 3.0

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 8 %

% Recreational vehicles, P_R 0%

Access points mi 33/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.962	0.992
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	0.89	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	419	175

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	40	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	3.6 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	44.0 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	35.7 mi/h
		Percent free flow speed, PFFS	81.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.992
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	0.96	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	372	175
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	35.8	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	49.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	69.5	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, *v/c*	0.20
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1686
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1564
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	81.3

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	358.7
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.17
Bicycle level of service score, BLOS (Eq. 15-31)	6.04
Bicycle level of service (Exhibit 15-4)	F

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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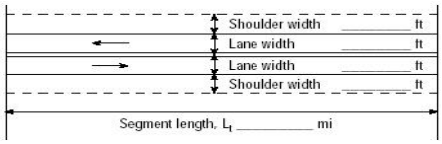
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane EB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *160* veh/h

Opposing direction vol., V_o *330* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*181*	*362*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.9 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*44.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.8 mi/h*
		Percent free flow speed, PFFS	*83.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.992*	*0.992*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*175*	*362*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*21.9*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*49.6*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*38.1*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.10*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*83.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*173.9*
Effective width, Wv (Eq. 15-29) ft	*19.20*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*5.11*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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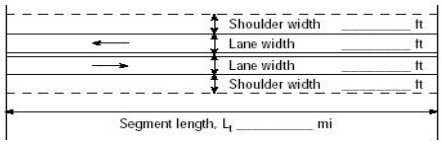
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane WB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *10* %

% Recreational vehicles, P_R *0%*

Access points *mi* *33*/mi

Analysis direction vol., V_d *330*veh/h

Opposing direction vol., V_o *160*veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *0.3*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.952*	*0.990*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*377*	*176*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.6 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*44.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.1 mi/h*
		Percent free flow speed, PFFS	*82.0* %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.990*	*0.990*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*362*	*176*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av}d^{b})$	*35.1*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*49.6*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*68.5*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*C*
Volume to capacity ratio, *v/c*	*0.22*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*82.0*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*358.7*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.71*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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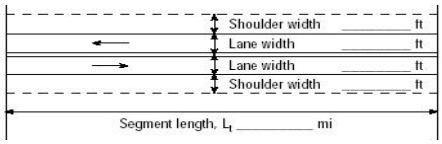
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane EB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2019 Existing Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Show North Arrow

☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.82*

No-passing zone *100%*

% Trucks and Buses , P_T *1 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *33*/mi

Analysis direction vol., V_d *325*veh/h

Opposing direction vol., V_o *305*veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *0.3*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.995*	*0.999*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*398*	*372*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.9 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*44.9 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.1 mi/h*
		Percent free flow speed, PFFS	*80.3 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.999*	*0.999*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*397*	*372*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*42.2*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*47.4*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*66.7*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*C*
Volume to capacity ratio, *v/c*	*0.23*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*80.3*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*396.3*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.31*
Bicycle level of service (Exhibit 15-4)	*D*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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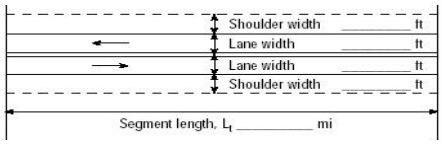
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Meetinghouse Lane WB
Agency or Company	VHB	From/To	Old Plymouth Rd to Canal Rd
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Evening	Analysis Year	2019 Existing Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 305 veh/h

Opposing direction vol., V_o 325 veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 0.3



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.75

No-passing zone 100%

% Trucks and Buses , P_T 4 %

% Recreational vehicles, P_R 0%

Access points mi 33/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.980	0.996
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	415	435

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	40	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	45.0 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	35.9 mi/h
		Percent free flow speed, PFFS	79.7 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	407	433
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	44.2	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	44.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	65.8	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, *v/c*	0.24
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	79.7

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	406.7
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.17
Bicycle level of service score, BLOS (Eq. 15-31)	4.98
Bicycle level of service (Exhibit 15-4)	E

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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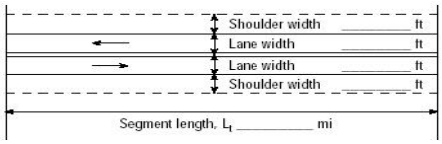
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane EB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 No-Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *335* veh/h
Opposing direction vol., V_o *315* veh/h
Shoulder width ft *4.0*
Lane Width ft *12.0*
Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.92*
No-passing zone *100%*
% Trucks and Buses , P_T *1 %*
% Recreational vehicles, P_R *0%*
Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.995*	*0.999*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*366*	*343*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.1 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*45.1 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.5 mi/h*
		Percent free flow speed, PFFS	*81.0 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.999*	*0.999*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*364*	*343*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*39.5*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*50.7*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*65.6*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*C*
Volume to capacity ratio, *v/c*	*0.21*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*81.0*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*364.1*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.27*
Bicycle level of service (Exhibit 15-4)	*D*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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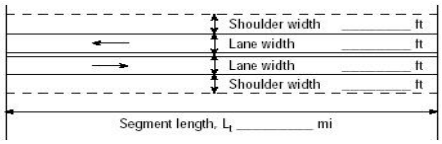
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane WB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 No-Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *315* veh/h
Opposing direction vol., V_o *335* veh/h
Shoulder width ft *4.0*
Lane Width ft *12.0*
Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.92*
No-passing zone *100%*
% Trucks and Buses , P_T *4 %*
% Recreational vehicles, P_R *0%*
Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.980*	*0.996*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*349*	*366*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.9 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*45.1 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.7 mi/h*
		Percent free flow speed, PFFS	*81.2 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.996*	*0.996*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*344*	*366*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*38.3*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*50.6*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*62.8*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*C*
Volume to capacity ratio, *v/c*	*0.18*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*81.2*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*342.4*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.89*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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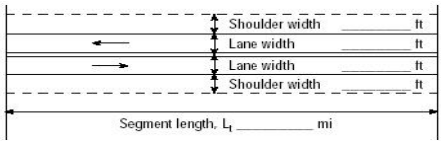
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane EB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *335* veh/h

Opposing direction vol., V_o *330* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *1 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.995*	*0.999*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*366*	*359*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.0 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*45.2 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.6 mi/h*
		Percent free flow speed, PFFS	*81.0 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.999*	*0.999*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*364*	*359*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*38.8*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*50.4*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*64.2*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*C*
Volume to capacity ratio, *v/c*	*0.21*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*81.0*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*364.1*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.27*
Bicycle level of service (Exhibit 15-4)	*D*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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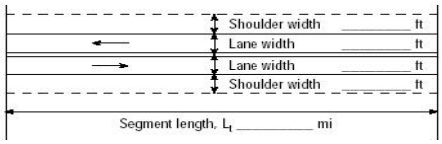
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Meetinghouse Lane WB
Agency or Company	VHB	From/To	Old Plymouth Rd to Canal Rd
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Evening	Analysis Year	2026 Build Conditions Peak

Project Description: 14035:: Hunters Brook

Input Data



Analysis direction vol., V_d 330 veh/h

Opposing direction vol., V_o 335 veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 0.3



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 4 %

% Recreational vehicles, P_R 0%

Access points mi 33/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.980	0.996
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	366	366

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	40	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.9 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	45.3 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.7 mi/h
		Percent free flow speed, PFFS	81.0 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.996	0.996
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	360	366
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	39.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	50.2	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	64.5	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, v/c	0.21
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	81.0

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	358.7
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.17
Bicycle level of service score, BLOS (Eq. 15-31)	4.92
Bicycle level of service (Exhibit 15-4)	E

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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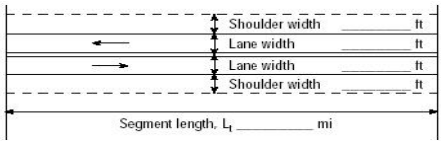
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road EB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2019 Existing Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *1155* veh/h

Opposing direction vol., V_o *920* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.97*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1238*	*956*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*25.3 mi/h*
		Percent free flow speed, PFFS	*59.3 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1191*	*948*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*82.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*14.2*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*89.9*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.73*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*59.3*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1190.7*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.81*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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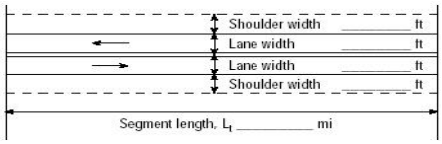
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road WB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2019 Existing Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *920* veh/h

Opposing direction vol., V_o *1155* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.96*

No-passing zone *44%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*996*	*1213*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*25.2 mi/h*
		Percent free flow speed, PFFS	*59.0 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*958*	*1203*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*78.9*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*14.0*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*85.1*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.59*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*59.0*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*958.3*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.70*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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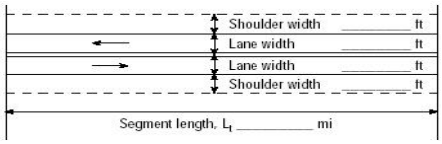
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road EB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 No-Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Analysis direction vol., V_d *1195*veh/h

Opposing direction vol., V_o *950*veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1350*	*1041*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*23.8 mi/h*
		Percent free flow speed, PFFS	*55.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1299*	*1033*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*84.9*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*11.9*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*91.5*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.79*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*55.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1298.9*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.86*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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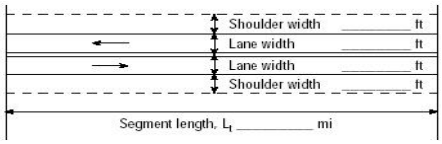
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road WB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 No-Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *950* veh/h

Opposing direction vol., V_o *1195* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1073*	*1309*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*23.9 mi/h*
		Percent free flow speed, PFFS	*55.9 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1033*	*1299*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*81.6*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*11.9*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*86.9*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.63*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*55.9*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1032.6*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.74*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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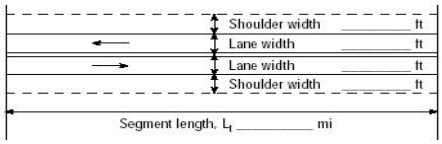
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road EB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *1215* veh/h

Opposing direction vol., V_o *955* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1373*	*1046*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*23.6 mi/h*
		Percent free flow speed, PFFS	*55.2 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1321*	*1038*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*85.3*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*11.6*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*91.8*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.81*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*55.2*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1320.7*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.87*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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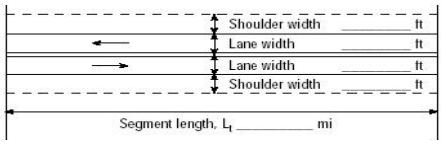
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Sandwich Road WB
Agency or Company	VHB	From/To	Sandwich Rd to Mid-Cape Conn
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Morning	Analysis Year	2026 Build Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 955 veh/h

Opposing direction vol., V_o 1215 veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 2.8



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 43%

% Trucks and Buses , P_T 8 %

% Recreational vehicles, P_R 0%

Access points mi 4/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.962	0.992
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1079	1331

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	45.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.0 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.3 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	42.7 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	23.7 mi/h
		Percent free flow speed, PFFS	55.4 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1038	1321
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	81.7	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	11.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	86.8	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.63
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	55.4

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1038.0
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.42
Bicycle level of service score, BLOS (Eq. 15-31)	6.74
Bicycle level of service (Exhibit 15-4)	F

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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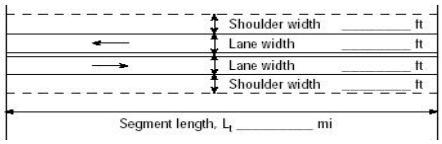
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Sandwich Road EB
Agency or Company	VHB	From/To	Sandwich Rd to Mid-Cape Conn
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Evening	Analysis Year	2019 Existing Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *1390* veh/h

Opposing direction vol., V_o *1015* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.96*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1505*	*1066*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*22.4 mi/h*
		Percent free flow speed, PFFS	*52.5 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1448*	*1057*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*87.4*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*9.9*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*93.1*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.89*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*52.5*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1447.9*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.91*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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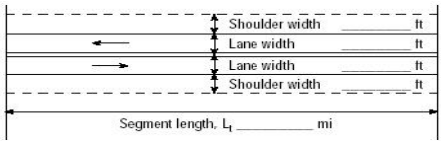
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Sandwich Road WB
Agency or Company	VHB	From/To	Sandwich Rd to Mid-Cape Conn
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Evening	Analysis Year	2019 Existing Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *1015* veh/h

Opposing direction vol., V_o *1390* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.90*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1172*	*1557*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*21.2 mi/h*
		Percent free flow speed, PFFS	*49.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1128*	*1544*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*85.3*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*8.7*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*89.0*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.69*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*49.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1127.8*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.79*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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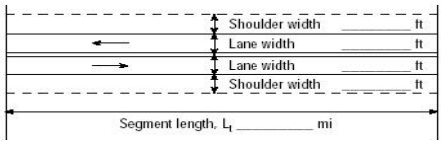
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road EB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 No-Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *1390*veh/h

Opposing direction vol., V_o *1015*veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1571*	*1112*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*21.5 mi/h*
		Percent free flow speed, PFFS	*50.4 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1511*	*1103*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*89.1*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*8.7*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*94.1*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.92*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*50.4*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1510.9*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.93*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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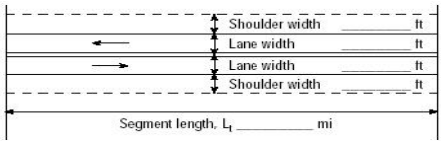
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road WB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 No-Build Conditions Peak*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *1015*veh/h

Opposing direction vol., V_o *1390*veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1147*	*1523*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*21.7 mi/h*
		Percent free flow speed, PFFS	*50.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1103*	*1511*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*84.5*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*8.7*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*88.2*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.67*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*50.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1103.3*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.77*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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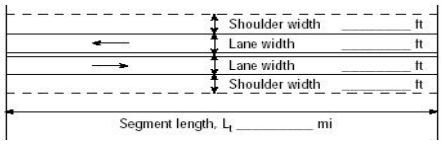
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Sandwich Road EB
Agency or Company	VHB	From/To	Sandwich Rd to Mid-Cape Conn
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Evening	Analysis Year	2026 Build Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *1400* veh/h

Opposing direction vol., V_o *1035* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1582*	*1134*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*21.3 mi/h*
		Percent free flow speed, PFFS	*49.8 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1522*	*1125*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*89.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*8.7*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*94.0*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.93*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*49.8*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1521.7*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.94*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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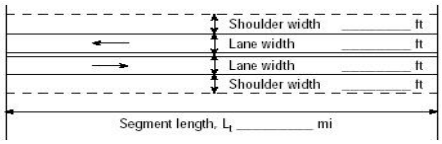
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Sandwich Road WB
Agency or Company	VHB	From/To	Sandwich Rd to Mid-Cape Conn
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Evening	Analysis Year	2026 Build Conditions Peak

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *1035* veh/h

Opposing direction vol., V_o *1400* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1169*	*1534*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*21.4 mi/h*
		Percent free flow speed, PFFS	*50.1 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1125*	*1522*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*84.9*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*8.7*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*88.6*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.69*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*50.1*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1125.0*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.78*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2019 Existing Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	440	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor (PHF)	0.91	Flow Rate (v_p), pc/h/ln	256
Total Trucks, %	6.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	5.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	242	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.30
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2019 Existing Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1515	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	575
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.30

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	12.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	537	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.99
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	D

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2019 Existing Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	480	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	260
Total Trucks, %	2.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	5.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	255	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	2.35
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	B

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2019 Existing Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	2065	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.96	Flow Rate (v_p), pc/h/ln	738
Total Trucks, %	3.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	16.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	717	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.09
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 No-Build Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	465	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	268
Total Trucks, %	6.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	6.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	253	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.32
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 No-Build Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1570	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	608
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	13.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	569	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	4.02
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	D

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 No-Build Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	495	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	286
Total Trucks, %	6.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.15

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	6.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	269	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.35
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 No-Build Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	2140	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	829
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	18.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	775	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	4.18
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	D

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 Build Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	475	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	274
Total Trucks, %	6.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	6.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	258	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.33
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 Build Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1585	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	614
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	13.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	574	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	4.03
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	D

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 Build Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	500	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	288
Total Trucks, %	6.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.15

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	6.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	272	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.36
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 Build Conditions Peak
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	2210	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	856
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	19.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	801	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	4.20
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	D

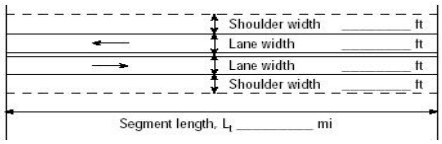
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road NB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *70*veh/h

Opposing direction vol., V_o *65*veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.76*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*94*	*86*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*32*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*33.1 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*29.3 mi/h*
		Percent free flow speed, PFFS	*88.5 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*92*	*86*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*10.8*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*52.8*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*38.1*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.05*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*88.5*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*92.1*
Effective width, Wv (Eq. 15-29) ft	*21.45*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.70*
Bicycle level of service (Exhibit 15-4)	*C*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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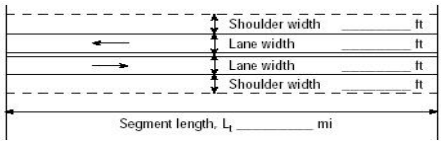
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road SB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *65*veh/h

Opposing direction vol., V_o *70*veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.74*

No-passing zone *100%*

% Trucks and Buses , P_T *12 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.943*	*0.988*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*93*	*96*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*33*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.3 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*38.5 mi/h*
		Percent free flow speed, PFFS	*90.9 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.988*	*0.988*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*89*	*96*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av}d^b)$	*10.5*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*52.8*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*35.9*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.05*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*90.9*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*87.8*
Effective width, Wv (Eq. 15-29) ft	*21.77*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.86*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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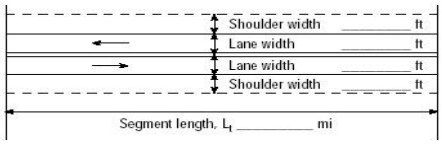
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road NB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 No-Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *70*veh/h

Opposing direction vol., V_o *65*veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*77*	*71*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*32*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*33.1 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*29.5 mi/h*
		Percent free flow speed, PFFS	*89.3 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*76*	*71*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*9.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*52.8*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*36.3*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.04*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*89.3*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*76.1*
Effective width, Wv (Eq. 15-29) ft	*21.45*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.61*
Bicycle level of service (Exhibit 15-4)	*C*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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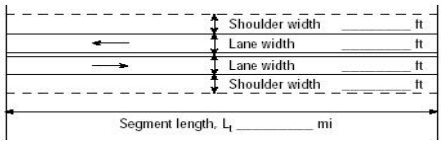
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Canal Road SB
Agency or Company	VHB	From/To	Site Dvwy to Meetinghouse Ln
Date Performed		Jurisdiction	MassDOT
Analysis Time Period	Weekday Morning	Analysis Year	2026 No-Build Conditions Avg.

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 65veh/h

Opposing direction vol., V_o 70veh/h

Shoulder width ft 1.0
Lane Width ft 12.0
Segment Length mi 0.2



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 12 %

% Recreational vehicles, P_R 0%

Access points *mi* 30/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}$=1/ (1+ P_T (E_T -1)+P_R (E_R -1))	0.943	0.988
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) v_i=V_i / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$)	75	77

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	33	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	mi/h
Free-flow speed, FFS=S_{FM}+0.00776(*v*/ $f_{HV,ATS}$)		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.4 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	34.1 mi/h
		Average travel speed, ATS_d=FFS-0.00776($v_{d,ATS}$ + $v_{o,ATS}$) - $f_{np,ATS}$	30.5 mi/h
		Percent free flow speed, PFFS	89.5 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f_{HV}=1/ (1+ P_T(E_T-1)+P_R(E_R-1))	0.988	0.988
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) v_i=V_i/(PHF*$f_{HV,PTSF}$* $f_{g,PTSF}$)	71	77
Base percent time-spent-following[4], $BPTSF_d$(%)=100(1-$e^{av}d^b$)	8.5	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	52.8	
Percent time-spent-following, $PTSF_d$(%)=$BPTSF_d$+$f_{np,PTSF}$ *($v_{d,PTSF}$ / $v_{d,PTSF}$ + $v_{o,PTSF}$)	33.8	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	B
Volume to capacity ratio, *v/c*	0.04
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	89.5

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	70.7
Effective width, Wv (Eq. 15-29) ft	21.77
Effective speed factor, S_t (Eq. 15-30)	3.39
Bicycle level of service score, BLOS (Eq. 15-31)	4.75
Bicycle level of service (Exhibit 15-4)	E

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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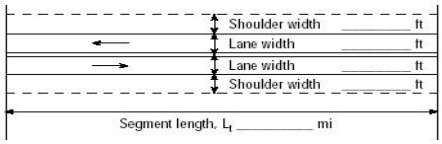
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road NB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *95* veh/h

Opposing direction vol., V_o *130* veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*105*	*142*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*32*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.1 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*33.8 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*28.8 mi/h*
		Percent free flow speed, PFFS	*85.2 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*104*	*142*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*12.1*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*54.5*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*35.1*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.06*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*85.2*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*103.3*
Effective width, Wv (Eq. 15-29) ft	*19.83*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.09*
Bicycle level of service (Exhibit 15-4)	*C*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
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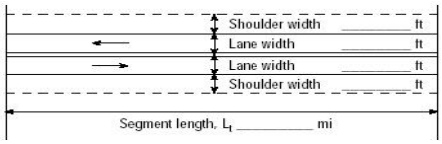
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Canal Road SB
Agency or Company	VHB	From/To	Site Dvwy to Meetinghouse Ln
Date Performed		Jurisdiction	MassDOT
Analysis Time Period	Weekday Morning	Analysis Year	2026 Build Conditions Avg

Project Description: 14035:: Hunters Brook

Input Data



Analysis direction vol., V_d 130 veh/h

Opposing direction vol., V_o 95 veh/h

Shoulder width ft 1.0

Lane Width ft 12.0

Segment Length mi 0.2



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 12 %

% Recreational vehicles, P_R 0%

Access points mi 30/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.943	0.988
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	150	105

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	33	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	34.9 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	30.4 mi/h
		Percent free flow speed, PFFS	87.2 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.988	0.988
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	143	104
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	16.1	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	54.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	47.7	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	B
Volume to capacity ratio, v/c	0.08
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	87.2

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	141.3
Effective width, Wv (Eq. 15-29) ft	17.55
Effective speed factor, S_t (Eq. 15-30)	3.39
Bicycle level of service score, BLOS (Eq. 15-31)	5.93
Bicycle level of service (Exhibit 15-4)	F

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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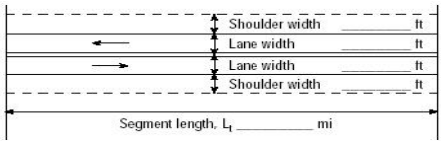
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road NB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *80* veh/h

Opposing direction vol., V_o *65* veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.80*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*102*	*81*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*32*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*33.1 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*29.3 mi/h*
		Percent free flow speed, PFFS	*88.5 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*100*	*81*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*11.6*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*53.1*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*40.9*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.06*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*88.5*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*100.0*
Effective width, Wv (Eq. 15-29) ft	*20.80*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.88*
Bicycle level of service (Exhibit 15-4)	*C*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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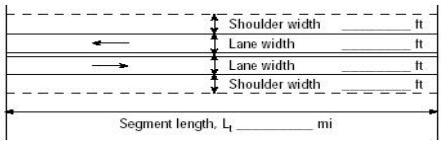
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road SB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *65* veh/h

Opposing direction vol., V_o *80* veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.80*

No-passing zone *100%*

% Trucks and Buses , P_T *7 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.966*	*0.993*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*84*	*101*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*33*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*34.2 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*30.3 mi/h*
		Percent free flow speed, PFFS	*88.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.993*	*0.993*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*82*	*101*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*9.7*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*53.1*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*33.5*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.05*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*88.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*81.3*
Effective width, Wv (Eq. 15-29) ft	*21.77*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.42*
Bicycle level of service (Exhibit 15-4)	*C*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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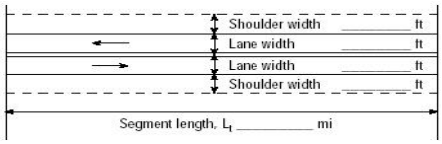
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road NB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 No-Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *85* veh/h

Opposing direction vol., V_o *65* veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☐ Level ☑ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.1*	*1.1*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*0.67*	*0.67*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*140*	*106*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*32*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.5 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*33.2 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*28.8 mi/h*
		Percent free flow speed, PFFS	*86.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.9*	*1.9*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.974*	*0.974*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*0.73*	*0.73*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*130*	*99*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*14.8*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*54.1*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*45.5*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.05*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1685*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*86.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*92.4*
Effective width, Wv (Eq. 15-29) ft	*20.48*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.91*
Bicycle level of service (Exhibit 15-4)	*C*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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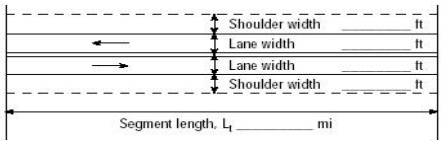
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Canal Road SB
Agency or Company	VHB	From/To	Site Dvwy to Meetinghouse Ln
Date Performed		Jurisdiction	MassDOT
Analysis Time Period	Weekday Evening	Analysis Year	2026 No-Build Conditions Avg.

Project Description: *14035:: Hunters Brook*

Input Data



Show North Arrow

☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	65 veh/h	Grade Length	mi Up/down
Opposing direction vol., V_o	85 veh/h	Peak-hour factor, PHF	0.92
Shoulder width ft	1.0	No-passing zone	100%
Lane Width ft	12.0	% Trucks and Buses , P_T	7 %
Segment Length mi	0.2	% Recreational vehicles, P_R	0%
		Access points *mi*	30/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.966	0.993
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	73	93

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	33	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.4 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	34.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	30.5 mi/h
		Percent free flow speed, PFFS	89.2 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.993	0.993
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	71	93
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	8.5	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	53.2	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	31.5	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	B
Volume to capacity ratio, *v/c*	0.04
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	89.2

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	70.7
Effective width, Wv (Eq. 15-29) ft	21.77
Effective speed factor, S_t (Eq. 15-30)	3.39
Bicycle level of service score, BLOS (Eq. 15-31)	3.36
Bicycle level of service (Exhibit 15-4)	C

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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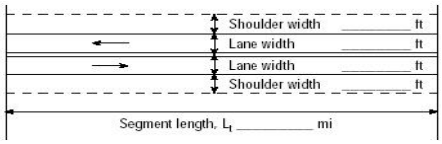
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Canal Road NB*
Agency or Company	*VHB*	From/To	*Site Dvwy to Meetinghouse Ln*
Date Performed		Jurisdiction	*MassDOT*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *170* veh/h

Opposing direction vol., V_o *100* veh/h

Shoulder width ft *1.0*

Lane Width ft *12.0*

Segment Length mi *0.2*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *30*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*188*	*109*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*32*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.5 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*34.1 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*29.3 mi/h*
		Percent free flow speed, PFFS	*85.8 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*185*	*109*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*20.1*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*53.1*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*53.5*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.11*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*85.8*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*184.8*
Effective width, Wv (Eq. 15-29) ft	*13.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.51*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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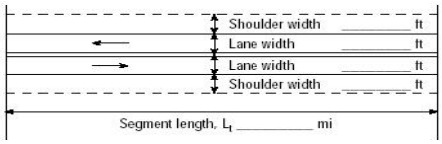
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Canal Road SB
Agency or Company	VHB	From/To	Site Dvwy to Meetinghouse Ln
Date Performed		Jurisdiction	MassDOT
Analysis Time Period	Weekday Evening	Analysis Year	2026 Build Conditions Avg.

Project Description: 14035:: Hunters Brook

Input Data



Analysis direction vol., V_d 100 veh/h

Opposing direction vol., V_o 170 veh/h

Shoulder width ft 1.0

Lane Width ft 12.0

Segment Length mi 0.2



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 7 %

% Recreational vehicles, P_R 0%

Access points mi 30/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.966	0.993
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	113	186

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	33	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	3.8 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	35.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	29.1 mi/h
		Percent free flow speed, PFFS	82.7 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.993	0.993
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	109	186
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	12.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	53.1	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	32.2	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, v/c	0.06
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	82.7

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	108.7
Effective width, Wv (Eq. 15-29) ft	19.50
Effective speed factor, S_t (Eq. 15-30)	3.39
Bicycle level of service score, BLOS (Eq. 15-31)	4.04
Bicycle level of service (Exhibit 15-4)	D

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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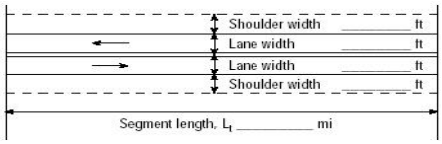
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane EB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *125* veh/h
Opposing direction vol., V_o *240* veh/h
Shoulder width ft *4.0*
Lane Width ft *12.0*
Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.85*
No-passing zone *100%*
% Trucks and Buses , P_T *8 %*
% Recreational vehicles, P_R *0%*
Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*153*	*285*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed		
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS		*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)		*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)		*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.9*	*mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.1*	*mi/h*
		Percent free flow speed, PFFS	*84.1*	*%*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.992*	*0.992*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*148*	*285*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*18.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*51.7*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*35.7*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.09*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*84.1*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*147.1*
Effective width, Wv (Eq. 15-29) ft	*22.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.44*
Bicycle level of service (Exhibit 15-4)	*D*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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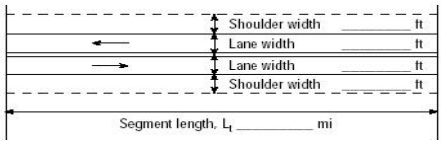
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane WB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *240* veh/h

Opposing direction vol., V_o *125* veh/h

Shoulder width ft *4.0*
Lane Width ft *12.0*
Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.93*
No-passing zone *100%*
% Trucks and Buses , P_T *10 %*
% Recreational vehicles, P_R *0%*
Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.952*	*0.990*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*271*	*136*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.0 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*43.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.8 mi/h*
		Percent free flow speed, PFFS	*85.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.990*	*0.990*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*261*	*136*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*27.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*52.0*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*61.2*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.15*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*85.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*258.1*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.54*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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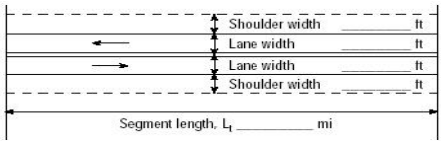
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Meetinghouse Lane EB
Agency or Company	VHB	From/To	Old Plymouth Rd to Canal Rd
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Morning	Analysis Year	2026 No-Build Conditions Avg.

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 125veh/h

Opposing direction vol., V_o 245veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 0.3



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 8 %

% Recreational vehicles, P_R 0%

Access points mi 33/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.962	0.992
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	141	268

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	40	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	3.6 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	43.0 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.3 mi/h
		Percent free flow speed, PFFS	84.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.992	0.992
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	137	268
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	17.1	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	51.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	34.6	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	B
Volume to capacity ratio, *v/c*	0.08
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	84.3

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	135.9
Effective width, Wv (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.17
Bicycle level of service score, BLOS (Eq. 15-31)	4.41
Bicycle level of service (Exhibit 15-4)	D

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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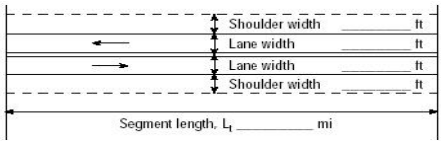
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Meetinghouse Lane WB
Agency or Company	VHB	From/To	Old Plymouth Rd to Canal Rd
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Morning	Analysis Year	2026 No-Build Conditions Avg.

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 245veh/h

Opposing direction vol., V_o 125veh/h

Shoulder width ft 4.0
Lane Width ft 12.0
Segment Length mi 0.3



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☐ Level ☐ Rolling

Grade Length 0.25 mi Up/down 3.0

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 8 %

% Recreational vehicles, P_R 0%

Access points mi 33/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.1	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.962	0.992
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	0.86	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	322	137

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	40	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	3.0 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	43.0 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.4 mi/h
		Percent free flow speed, PFFS	84.8 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.992
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	0.98	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	273	137
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	28.0	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	51.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	62.3	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	B
Volume to capacity ratio, *v/c*	0.15
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1686
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1564
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	84.8

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	266.3
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.17
Bicycle level of service score, BLOS (Eq. 15-31)	5.89
Bicycle level of service (Exhibit 15-4)	F

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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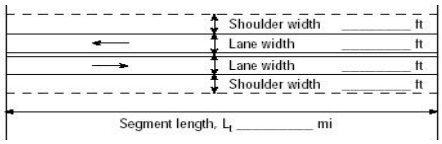
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane EB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *125* veh/h
Opposing direction vol., V_o *245* veh/h
Shoulder width ft *4.0*
Lane Width ft *12.0*
Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.92*
No-passing zone *100%*
% Trucks and Buses , P_T *8 %*
% Recreational vehicles, P_R *0%*
Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*141*	*268*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.6 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*43.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.3 mi/h*
		Percent free flow speed, PFFS	*84.3 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.992*	*0.992*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*137*	*268*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*17.1*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*51.6*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*34.6*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.08*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*84.3*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*135.9*
Effective width, Wv (Eq. 15-29) ft	*22.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.41*
Bicycle level of service (Exhibit 15-4)	*D*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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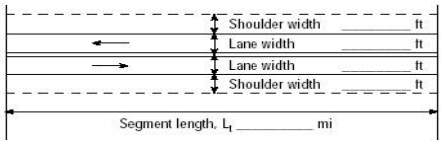
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane WB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *245* veh/h

Opposing direction vol., V_o *125* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *10 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.952*	*0.990*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*280*	*137*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.0 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*43.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.8 mi/h*
		Percent free flow speed, PFFS	*85.5 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.990*	*0.990*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*269*	*137*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*27.7*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*51.6*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*61.9*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*B*
Volume to capacity ratio, *v/c*	*0.16*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*85.5*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*266.3*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.55*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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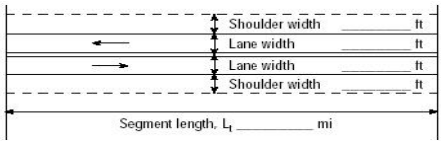
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane EB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *245*veh/h

Opposing direction vol., V_o *230*veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.82*

No-passing zone *100%*

% Trucks and Buses , P_T *1 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.995*	*0.999*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*300*	*281*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.5 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*43.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*35.7 mi/h*
		Percent free flow speed, PFFS	*81.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.999*	*0.999*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*299*	*281*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*32.2*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*57.2*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*61.7*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*C*
Volume to capacity ratio, *v/c*	*0.18*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*81.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*298.8*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.17*
Bicycle level of service (Exhibit 15-4)	*D*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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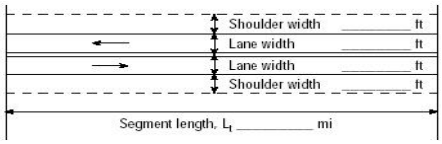
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane WB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *230* veh/h
Opposing direction vol., V_o *245* veh/h
Shoulder width ft *4.0*
Lane Width ft *12.0*
Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.75*
No-passing zone *100%*
% Trucks and Buses , P_T *4 %*
% Recreational vehicles, P_R *0%*
Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.980*	*0.996*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*313*	*328*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed		
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS		*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)		*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)		*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.2 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*43.8*	*mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*35.6*	*mi/h*
		Percent free flow speed, PFFS	*81.4*	*%*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.996*	*0.996*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*308*	*328*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*34.1*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*54.5*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*60.5*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*C*
Volume to capacity ratio, *v/c*	*0.18*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*81.4*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*306.7*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.84*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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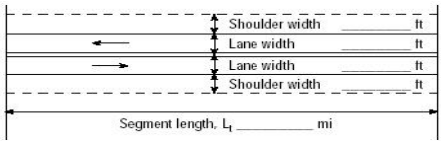
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General Information		Site Information	
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Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 No-Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *255*veh/h
Opposing direction vol., V_o *235*veh/h
Shoulder width ft *4.0*
Lane Width ft *12.0*
Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.92*
No-passing zone *100%*
% Trucks and Buses , P_T *1 %*
% Recreational vehicles, P_R *0%*
Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.995*	*0.999*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*279*	*256*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.6 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*43.8 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.0 mi/h*
		Percent free flow speed, PFFS	*82.2 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.999*	*0.999*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*277*	*256*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*29.7*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*58.9*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*60.3*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*C*
Volume to capacity ratio, *v/c*	*0.16*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*82.2*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*277.2*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.13*
Bicycle level of service (Exhibit 15-4)	*D*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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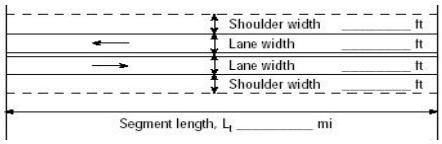
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Meetinghouse Lane WB
Agency or Company	VHB	From/To	Old Plymouth Rd to Canal Rd
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Evening	Analysis Year	2026 No-Build Conditions Avg.

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 235veh/h

Opposing direction vol., V_o 255veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 0.3



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☐ Level ☐ Rolling

Grade Length 0.25 mi Up/down 3.0

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 4 %

% Recreational vehicles, P_R 0%

Access points mi 33/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.1	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.980	0.996
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	0.86	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	303	278

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	40	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	3.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	43.9 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	35.9 mi/h
		Percent free flow speed, PFFS	81.8 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.0	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.996
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	0.98	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	261	278
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	28.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	58.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	57.3	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, *v/c*	0.15
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1693
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1564
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	81.8

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	255.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.17
Bicycle level of service score, BLOS (Eq. 15-31)	4.74
Bicycle level of service (Exhibit 15-4)	E

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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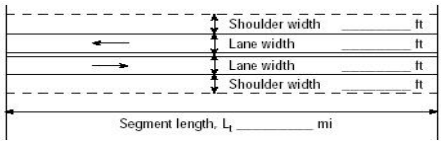
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Meetinghouse Lane EB
Agency or Company	VHB	From/To	Old Plymouth Rd to Canal Rd
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Evening	Analysis Year	2026 Build Conditions Avg.

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d 255veh/h

Opposing direction vol., V_o 240veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 0.3



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 1 %

% Recreational vehicles, P_R 0%

Access points mi 33/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.995	0.999
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	279	261

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	40	Base free-flow speed[4], BFFS	mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	3.6 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	43.9 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.1 mi/h
		Percent free flow speed, PFFS	82.2 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.999	0.999
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	277	261
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	29.5	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	58.9	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	59.8	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, *v/c*	0.16
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	82.2

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	277.2
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.17
Bicycle level of service score, BLOS (Eq. 15-31)	4.13
Bicycle level of service (Exhibit 15-4)	D

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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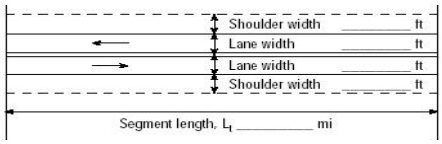
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Meetinghouse Lane WB*
Agency or Company	*VHB*	From/To	*Old Plymouth Rd to Canal Rd*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *240* veh/h

Opposing direction vol., V_o *255* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *0.3*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *4 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *33*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.980*	*0.996*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*266*	*278*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}	*40*	Base free-flow speed[4], BFFS	*mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.5 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*43.9 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*36.2 mi/h*
		Percent free flow speed, PFFS	*82.4 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.996*	*0.996*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*262*	*278*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*29.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*58.8*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*57.5*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*C*
Volume to capacity ratio, *v/c*	*0.15*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*82.4*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*260.9*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.17*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.75*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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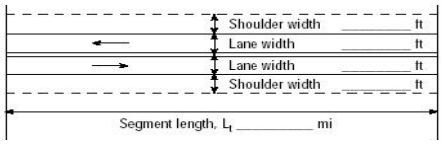
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road EB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *875* veh/h

Opposing direction vol., V_o *695* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.97*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*938*	*722*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.4 mi/h*	Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*29.4 mi/h*
		Percent free flow speed, PFFS	*68.9 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*902*	*716*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*72.5*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*20.6*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*84.0*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.55*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*68.9*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*902.1*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.67*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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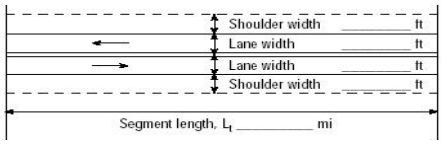
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road WB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *695* veh/h

Opposing direction vol., V_o *875* veh/h

Shoulder width ft *4.0*
Lane Width ft *12.0*
Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.96*
No-passing zone *43%*
% Trucks and Buses , P_T *8 %*
% Recreational vehicles, P_R *0%*
Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*753*	*919*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*29.4 mi/h*
		Percent free flow speed, PFFS	*68.8 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*724*	*911*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*67.3*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*20.3*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*76.3*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.44*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*68.8*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*724.0*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.56*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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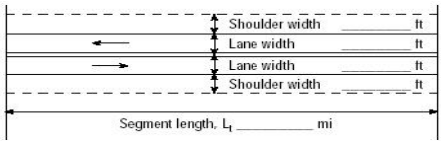
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Sandwich Road EB
Agency or Company	VHB	From/To	Sandwich Rd to Mid-Cape Conn
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Morning	Analysis Year	2026 No-Build Conditions Avg.

Project Description: *14035:: Hunters Brook*

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 43%

% Trucks and Buses , P_T 8 %

% Recreational vehicles, P_R 0%

Access points *mi* 4/mi

Analysis direction vol., V_d 905veh/h

Opposing direction vol., V_o 720veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 2.8

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.962	0.992
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1023	789

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	45.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.0 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.4 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	42.7 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	28.3 mi/h
		Percent free flow speed, PFFS	66.2 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	984	783
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	75.3	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	18.7	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	85.7	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.60
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	66.2

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	983.7
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.42
Bicycle level of service score, BLOS (Eq. 15-31)	6.72
Bicycle level of service (Exhibit 15-4)	F

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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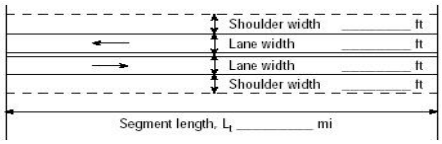
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road WB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 No-Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *720* veh/h

Opposing direction vol., V_o *905* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*814*	*992*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*28.3 mi/h*
		Percent free flow speed, PFFS	*66.4 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*783*	*984*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*70.7*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*18.7*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*79.0*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.47*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*66.4*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*782.6*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.60*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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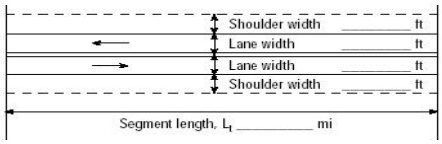
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road EB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *925* veh/h
Opposing direction vol., V_o *725* veh/h
Shoulder width ft *4.0*
Lane Width ft *12.0*
Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.92*
No-passing zone *43%*
% Trucks and Buses , P_T *8 %*
% Recreational vehicles, P_R *0%*
Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1045*	*794*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*28.1 mi/h*
		Percent free flow speed, PFFS	*65.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1005*	*788*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*75.7*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*18.4*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*86.0*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.61*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*65.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1005.4*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.73*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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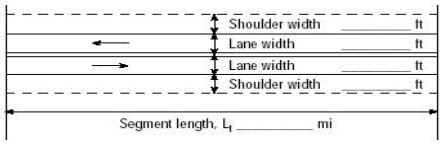
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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road WB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Morning*	Analysis Year	*2026 Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *725* veh/h

Opposing direction vol., V_o *925* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*819*	*1014*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*28.1 mi/h*
		Percent free flow speed, PFFS	*65.9 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*788*	*1005*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*70.9*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*18.4*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*79.0*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.48*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*65.9*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*788.0*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.60*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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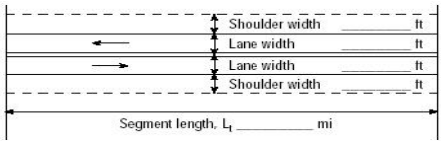
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road EB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *1020*veh/h

Opposing direction vol., V_o *745*veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.96*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1104*	*782*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*27.7 mi/h*
		Percent free flow speed, PFFS	*64.8 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1063*	*776*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*77.7*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*17.7*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*87.9*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.65*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*64.8*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1062.5*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.76*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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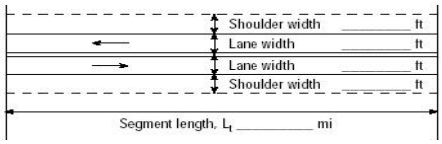
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road WB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2019 Existing Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *745*veh/h

Opposing direction vol., V_o *1020*veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.90*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*860*	*1142*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*26.8 mi/h*
		Percent free flow speed, PFFS	*62.8 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*828*	*1133*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*73.8*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*16.2*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*80.6*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.50*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*62.8*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*827.8*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.63*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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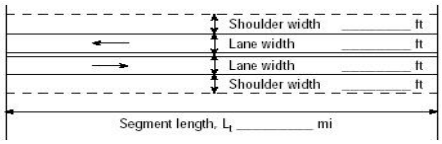
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road EB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 No-Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *1060*veh/h

Opposing direction vol., V_o *770*veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*1198*	*844*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*26.5 mi/h*
		Percent free flow speed, PFFS	*62.0 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*1152*	*837*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*80.2*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*15.9*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*89.4*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.70*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*62.0*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1152.2*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.80*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
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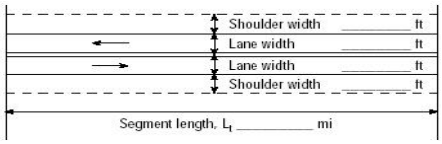
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road WB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2029 No-Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *770*veh/h

Opposing direction vol., V_o *1060*veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*870*	*1161*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*26.6 mi/h*
		Percent free flow speed, PFFS	*62.3 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*837*	*1152*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av}d^b)$	*74.7*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*15.9*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*81.4*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.51*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*62.3*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*837.0*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.63*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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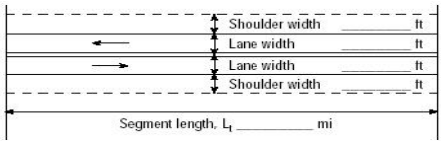
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MB	Highway / Direction of Travel	Sandwich Road EB
Agency or Company	VHB	From/To	Sandwich Rd to Mid-Cape Conn
Date Performed		Jurisdiction	Town of Bourne
Analysis Time Period	Weekday Evening	Analysis Year	2026 Build Conditions Avg.

Project Description: 14035:: Hunters Brook

Input Data



Analysis direction vol., V_d 1070veh/h

Opposing direction vol., V_o 790veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 2.8



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 43%

% Trucks and Buses , P_T 8 %

% Recreational vehicles, P_R 0%

Access points mi 4/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.5	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.962	0.992
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1209	866

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	45.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.0 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.4 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	42.7 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	26.2 mi/h
		Percent free flow speed, PFFS	61.4 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1163	859
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	80.5	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	15.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	89.4	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.71
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	61.4

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1163.0
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.42
Bicycle level of service score, BLOS (Eq. 15-31)	6.80
Bicycle level of service (Exhibit 15-4)	F

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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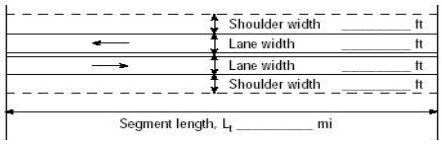
HCS7™ TwoLane Version 7.4

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*MB*	Highway / Direction of Travel	*Sandwich Road WB*
Agency or Company	*VHB*	From/To	*Sandwich Rd to Mid-Cape Conn*
Date Performed		Jurisdiction	*Town of Bourne*
Analysis Time Period	*Weekday Evening*	Analysis Year	*2026 Build Conditions Avg.*

Project Description: *14035:: Hunters Brook*

Input Data



Analysis direction vol., V_d *790* veh/h

Opposing direction vol., V_o *1070* veh/h

Shoulder width ft *4.0*

Lane Width ft *12.0*

Segment Length mi *2.8*



☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *43%*

% Trucks and Buses , P_T *8 %*

% Recreational vehicles, P_R *0%*

Access points *mi* *4*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.5*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.962*	*0.992*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*893*	*1172*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	*1.3 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*1.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*0.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.7 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*26.3 mi/h*
		Percent free flow speed, PFFS	*61.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*859*	*1163*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av}d^{b})$	*75.5*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*15.5*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*82.1*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.53*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	*61.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*858.7*
Effective width, Wv (Eq. 15-29) ft	*16.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*6.65*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2019 Existing Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	340	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor (PHF)	0.91	Flow Rate (v_p), pc/h/ln	198
Total Trucks, %	6.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	4.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	187	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.17
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2019 Existing Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1155	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	438
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	9.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	410	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.86
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	D

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2019 Existing Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	365	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	198
Total Trucks, %	2.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	4.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	194	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	2.21
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	B

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2019 Existing Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1580	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.96	Flow Rate (v_p), pc/h/ln	565
Total Trucks, %	3.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.30

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	12.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	549	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	2.95
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 No-Build Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	355	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	204
Total Trucks, %	6.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.11

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	4.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	193	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.19
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 No-Build Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1190	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	461
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	10.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	431	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.88
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	D

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 No-Build Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	380	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	219
Total Trucks, %	6.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.12

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	5.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	207	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.22
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 No-Build Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1635	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	634
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	14.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	592	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	4.04
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	D

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 Build Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	365	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	210
Total Trucks, %	6.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.11

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	4.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	198	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.20
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 Build Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Morning
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1205	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	467
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	10.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	437	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.89
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	D

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026Build Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 2 Geometric Data

Direction 2 Description	Scenic Highway (Route 6) EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.1

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	385	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	222
Total Trucks, %	6.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.12

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.1
Total Lateral Clearance Adj. (f_{TLC})	0.9	Density (D), pc/mi/ln	5.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	209	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	3.23
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS7 Multilane Highway Report

Project Information

Analyst	MB	Date	
Agency	VHB	Analysis Year	2026 Build Conditions Average
Jurisdiction	MassDOT	Time Period Analyzed	Weekday Evening
Project Description	14035.00:: Hunters Brook		

Direction 1 Geometric Data

Direction 1 Description	Scenic Highway (Route 6) WB		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	4
Median Type	Divided	Total Lateral Clearance (TLC), ft	10.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	44.6

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1705	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	661
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.6
Total Lateral Clearance Adj. (f_{TLC})	0.4	Density (D), pc/mi/ln	14.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	618	Effective Speed Factor (S_t)	4.17
Effective Width of Volume (W_v), ft	18	Bicycle LOS Score (BLOS)	4.06
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	D

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Signalized Intersection Capacity Analysis– Average Season

Location / Movement	2019 Existing Conditions					2026 No-Build Conditions					2026 Build Conditions				
	v/c [a]	Del [b]	LOS [c]	50 Q [d]	95 Q [e]	v/c	Del	LOS	50 Q	95 Q	v/c	Del	LOS	50 Q	95 Q
4 Meetinghouse Lane at Canal Road/State Road															
Weekday Morning															
EB L	0.44	11	B	53	115	0.46	11	B	58	124	0.47	12	B	60	125
EB T	0.17	15	B	26	81	0.18	14	B	28	87	0.18	15	B	29	88
EB R	0.28	4	A	0	42	0.29	4	A	0	43	0.36	4	A	0	48
WB L	0.06	9	A	5	17	0.06	9	A	4	17	0.07	10	A	5	17
WB T/R	0.63	31	C	81	164	0.65	33	C	84	168	0.66	33	C	86	169
NB L	0.37	20	B	46	92	0.37	20	B	43	95	0.41	20	C	50	108
NB T/R	0.32	23	C	45	111	0.32	23	C	42	115	0.32	23	C	45	120
SB L	0.06	17	B	5	17	0.05	17	B	4	17	0.05	17	B	4	17
SB T	0.18	33	C	11	35	0.16	33	C	10	36	0.20	34	C	13	41
SB R	0.49	14	B	0	38	0.48	14	B	0	45	0.48	14	B	0	45
Overall		**17**	**B**				**17**	**B**				**17**	**B**		
Weekday Evening															
EB L	0.65	15	B	84	171	0.65	15	B	89	183	0.68	18	B	99	206
EB T	0.29	14	B	53	144	0.30	13	B	56	152	0.31	15	B	62	165
EB R	0.25	3	A	0	39	0.25	3	A	0	40	0.30	3	A	0	46
WB L	0.04	9	A	3	11	0.04	9	A	3	12	0.04	10	B	3	13
WB T/R	0.72	34	C	112	166	0.67	33	C	89	175	0.68	35	C	94	186
NB L	0.36	21	C	44	96	0.36	20	B	42	92	0.49	21	C	68	137
NB T/R	0.26	26	C	31	90	0.27	25	C	31	88	0.26	24	C	35	97
SB L	0.07	18	B	6	23	0.07	17	B	6	21	0.07	17	B	6	22
SB T	0.16	34	C	11	37	0.16	32	C	10	35	0.16	34	C	11	37
SB R	0.51	14	B	0	50	0.52	14	B	0	50	0.53	15	B	0	52
Overall		**19**	**B**				**17**	**B**				**18**	**B**		
6 Scenic Highway (Route 6) at Route 3 SB Off-Ramp															
Weekday Morning															
EB T	0.39	9	A	52	118	0.40	8	A	55	122	0.41	9	A	57	130
WB T	0.61	10	A	94	177	0.62	10	A	101	186	0.63	10	B	104	198
SB L/R	0.51	15	B	26	88	0.50	15	B	24	93	0.52	16	B	28	102
Overall		**10**	**B**				**10**	**B**				**11**	**B**		
Weekday Evening															
EB T	0.36	10	A	84	183	0.37	10	A	98	192	0.37	10	A	108	194
WB T	0.71	14	B	218	398	0.73	14	B	264	442	0.75	15	B	311	479
SB L/R	0.73	34	C	113	252	0.76	40	D	131	294	0.78	45	D	153	#341
Overall		**16**	**B**				**17**	**B**				**18**	**B**		
7 Scenic Highway (Route 6) at Route 6 EB On-Ramp/Church Lane															
Weekday Morning															
EB L	0.06	27	C	3	18	0.06	27	C	3	18	0.06	28	C	3	19
EB T/R	0.43	21	C	47	98	0.45	22	C	50	103	0.46	22	C	53	109
WB L	0.54	23	C	65	145	0.55	23	C	67	149	0.57	24	C	73	161
WB T/R	0.32	8	A	48	134	0.33	8	A	50	140	0.33	7	A	51	141
SB L/T/R	0.36	24	C	22	67	0.37	24	C	23	68	0.37	25	C	23	69
Overall		**14**	**B**				**14**	**B**				**14**	**B**		
Weekday Evening															
EB L	0.27	31	C	21	63	0.27	33	C	22	65	0.28	34	C	22	66
EB T/R	0.34	16	B	53	102	0.34	17	B	56	107	0.37	18	B	60	116
WB L	0.49	28	C	67	148	0.52	29	C	78	165	0.60	29	C	100	205
WB T/R	0.49	12	B	145	221	0.51	11	B	163	245	0.51	11	B	165	249
SB L/T/R	0.31	26	C	17	56	0.30	26	C	16	58	0.30	27	C	16	59
Overall		**15**	**B**				**15**	**B**				**16**	**B**		

Signalized Intersection Capacity Analysis– Average Season

Location / Movement	2019 Existing Conditions					2026 No-Build Conditions					2026 Build Conditions				
	v/c [a]	Del [b]	LOS [c]	50 Q [d]	95 Q [e]	v/c	Del	LOS	50 Q	95 Q	v/c	Del	LOS	50 Q	95 Q
9 Mid-Cape Connector at Sandwich Road															
Weekday Morning															
EB T	0.58	20	B	94	192	0.61	21	C	108	212	0.63	21	C	119	227
EB R	0.64	5	A	0	57	0.66	6	A	0	59	0.66	6	A	0	59
WB L	0.15	7	A	10	30	0.18	7	A	12	33	0.18	7	A	13	33
WB T	0.43	9	A	73	156	0.46	10	A	85	172	0.46	10	A	88	172
NB L	0.62	28	C	78	175	0.65	29	C	87	187	0.66	30	C	94	192
NB R	0.25	3	A	0	33	0.26	3	A	0	34	0.27	3	A	0	35
Overall		**12**	**B**				**12**	**B**				**13**	**B**		
Weekday Evening															
EB T	0.58	20	C	108	210	0.62	21	C	124	233	0.63	22	C	136	240
EB R	0.70	6	A	0	63	0.72	6	A	0	67	0.72	6	A	0	67
WB L	0.22	7	A	16	40	0.24	8	A	17	41	0.25	8	A	19	41
WB T	0.57	11	B	118	229	0.56	11	B	125	234	0.57	11	B	138	234
NB L	0.24	30	C	90	191	0.68	32	C	102	201	0.71	33	C	119	#225
NB R	0.47	3	A	0	38	0.33	3	A	0	39	0.34	3	A	2	42
Overall		**12**	**B**				**13**	**B**				**13**	**B**		

a Volume to capacity ratio.
b Average total delay, in seconds per vehicle.
c Level-of-service.
d 50th percentile queue, in feet.
e 95th percentile queue, in feet.
~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

Unsignalized Intersection Capacity Analysis – Average Season

Location / Movement	2019 Existing Conditions					2026 No-Build Conditions					2026 Build Conditions				
	D [a]	v/c [b]	Del [c]	LOS [d]	95 Q [e]	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
1 Old Plymouth Road at Hunters Brook Road															
Weekday Morning															
EB L/R	10	0.01	9	A	0	10	0.01	9	A	0	10	0.01	9	A	0
NB L	1	0.00	7	A	0	1	0.00	7	A	0	1	0.00	7	A	0
Weekday Evening															
EB L/R	20	0.03	9	A	3	20	0.02	9	A	3	20	0.02	9	A	3
NB L	0	0.00	0	A	0	0	0.00	0	A	0	0	0.00	0	A	0
2 Old Plymouth Road at Meetinghouse lane/Scusset Beach Road															
Weekday Morning															
EB L	60	0.05	8	A	5	60	0.05	8	A	3	60	0.05	8	A	3
WB L	2	0.00	7	A	0	2	0.00	7	A	0	2	0.00	7	A	0
NB L/T/R	25	0.07	13	B	5	25	0.06	12	B	5	25	0.06	12	B	5
SB L/T/R	125	0.16	10	B	15	130	0.17	10	B	15	130	0.17	10	B	15
Weekday Evening															
EB L	120	0.10	8	A	8	125	0.09	8	A	8	125	0.09	8	A	8
WB L	1	0.00	8	A	0	1	0.00	8	A	0	1	0.00	8	A	0
NB L/T/R	35	0.11	16	C	10	35	0.10	15	C	8	35	0.10	15	C	8
SB L/T/R	90	0.14	11	B	13	95	0.13	10	B	13	95	0.13	10	B	13
3 Canal Road at Commerce Way															
Weekday Morning															
EB L/R	125	0.18	11	B	18	125	0.17	10	B	15	125	0.19	11	B	18
NB L	5	0.00	7	A	0	5	0.00	7	A	0	5	0.00	8	A	0
Weekday Evening															
EB L/R	115	0.17	10	B	15	115	0.15	10	B	13	115	0.18	11	B	18
NB L	2	0.00	7	A	0	2	0.00	7	A	0	2	0.00	7	A	0
5 Scenic Highway (Route 6)/ Meetinghouse Lane at Route 3 NB Off-Ramp/Route 6 WB Off-Ramp															
Weekday Morning															
NB R	200	0.34	14	B	38	205	0.37	14	B	43	250	0.46	16	C	60
SB R	605	1.07	81	F	460	625	1.15	112	F	565	625	1.19	>120	F	598
Weekday Evening															
NB R	365	0.71	26	D	145	380	0.72	26	D	148	405	0.78	30	D	180
SB R	945	>1.20	>120	F	1350	980	>1.20	>120	F	1645	980	>1.20	>120	F	1805
8 Adams Street at Cranberry Highway (Route 6A)															
Weekday Morning															
WB L	1	0.00	8	A	0	1	0.00	8	A	0	1	0.00	8	A	0
NB L/T/R	10	0.03	11	B	3	10	0.02	11	B	3	10	0.02	12	B	3
SB L/T/R	225	0.27	10	B	28	230	0.27	10	B	28	250	0.29	10	B	30
Weekday Evening															
WB L	5	0.01	8	A	0	5	0.01	8	A	0	5	0.01	8	A	0
NB L/T/R	5	0.02	11	B	3	5	0.01	11	B	0	5	0.01	11	B	0
SB L/T/R	255	0.35	12	B	40	265	0.34	11	B	38	275	0.35	12	B	40

a Demand, in vehicles
b Volume to capacity ratio.
c Average total delay, in seconds per vehicle.
d Level-of-service.
e 95th percentile queue, in feet.

Unsignalized Intersection Capacity Analysis– Average Season

Location / Movement	2017 Existing Conditions					2022 No-Build Conditions					2022 Build Conditions				
	D [a]	v/c [b]	Del [c]	LOS [d]	95 Q [e]	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
10 Sandwich Road Extension at Sandwich Road															
Weekday Morning															
EB L	5	0.01	9	A	0	5	0.01	9	A	0	5	0.01	9	A	0
SB L/R	195	>1.20	>120	F	318	205	>1.20	>120	F	380	210	>1.20	>120	F	410
Weekday Evening															
EB L	2	0.00	9	A	0	2	0.00	9	A	0	2	0.00	9	A	0
SB L/R	365	>1.20	>120	F	740	380	>1.20	>120	F	825	385	>1.20	>120	F	870
Canal Road at Site Driveway															
Weekday Morning															
WB L/R											20	0.02	9	A	3
SB L											65	0.05	8	A	3
Weekday Evening															
WB L/R											85	0.10	9	A	8
SB L											35	0.03	8	A	3
Hunters Brook Road at Site Driveway															
Weekday Morning															
EB L											5	0.00	7	A	0
SB L/R											5	0.01	8	A	0
Weekday Evening															
EB L											5	0.00	7	A	0
SB L/R											5	0.01	8	A	0

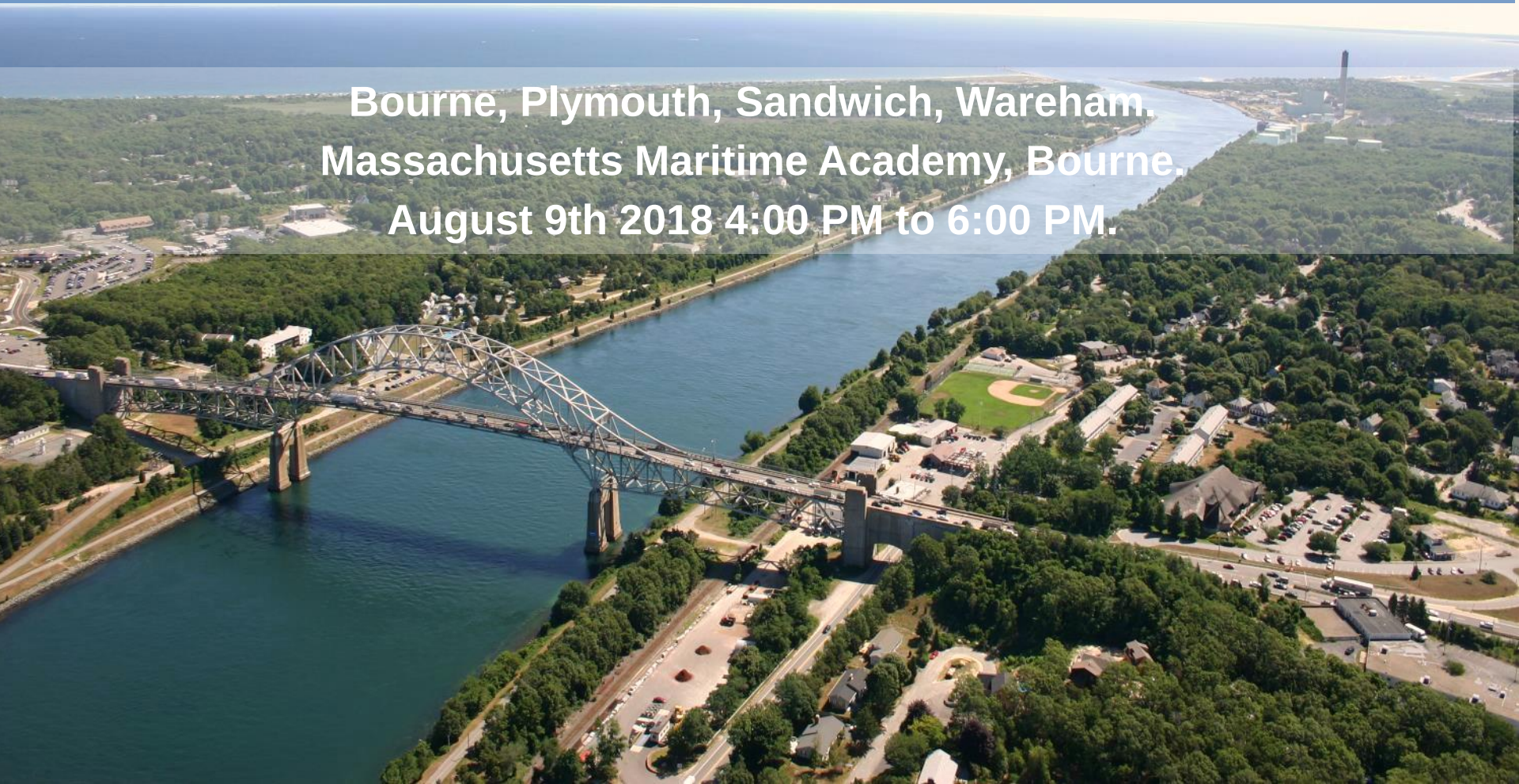
a Demand, in vehicles
b Volume to capacity ratio.
c Average total delay, in seconds per vehicle.
d Level-of-service.
e 95th percentile queue, in feet.

Roadway Segment Capacity Analysis – Average Season

		2019 Existing Conditions		2026 No-Build Conditions		2026 Build Conditions	
Roadway Segment	Direction	v/c [a]	LOS [b]	v/c	LOS	v/c	LOS
Canal Road between Site Driveway and Meetinghouse Lane							
Weekday Morning	Northbound	0.05	B	0.04	B	0.06	B
	Southbound	0.05	B	0.04	B	0.08	B
Weekday Evening	Northbound	0.06	B	0.05	B	0..11	B
	Southbound	0.05	B	0.04	B	0.06	C
Meetinghouse Lane between Old Plymouth Road and Canal Road							
Weekday Morning	Eastbound	0.09	B	0.08	B	0.08	B
	Westbound	0.15	B	0.15	B	0.16	B
Weekday Evening	Eastbound	0.18	C	0.16	C	0.16	C
	Westbound	0.18	C	0.15	C	0.15	C
Scenic Highway between Route 3 Southbound Off-Ramp and Route 6 Eastbound On-Ramp							
Weekday Morning	Eastbound	0.10	A	0.11	A	0.11	A
	Westbound	0.23	A	0.24	A	0.25	A
Weekday Evening	Eastbound	0.10	A	0.12	A	0.12	A
	Westbound	0.30	B	0.33	B	0.35	B
Sandwich Road between Sandwich Road and Mid-Cape Connector							
Weekday Morning	Eastbound	0.55	D	0.60	E	0.61	E
	Westbound	0.44	D	0.47	E	0.48	E
Weekday Evening	Eastbound	0.65	E	0.70	E	0.71	E
	Westbound	0.50	E	0.51	E	0.53	E

a. Volume to capacity ratio.
b. Level-of-service.

Cape Cod Canal Transportation Study, 11th Working Group Meeting.



Bourne, Plymouth, Sandwich, Wareham.

Massachusetts Maritime Academy, Bourne.

August 9th 2018 4:00 PM to 6:00 PM.

Working Group Meeting #11 Agenda.

1. Summary of Traffic Analysis Findings.
   - Non-Summer.
   - Summer.
2. Draft Study Recommendations.
3. Cost Estimate Summary.
4. Next Steps.
5. Video Simulations of Cases.

Summary of Travel Model Findings – Non-Summer Peak Period

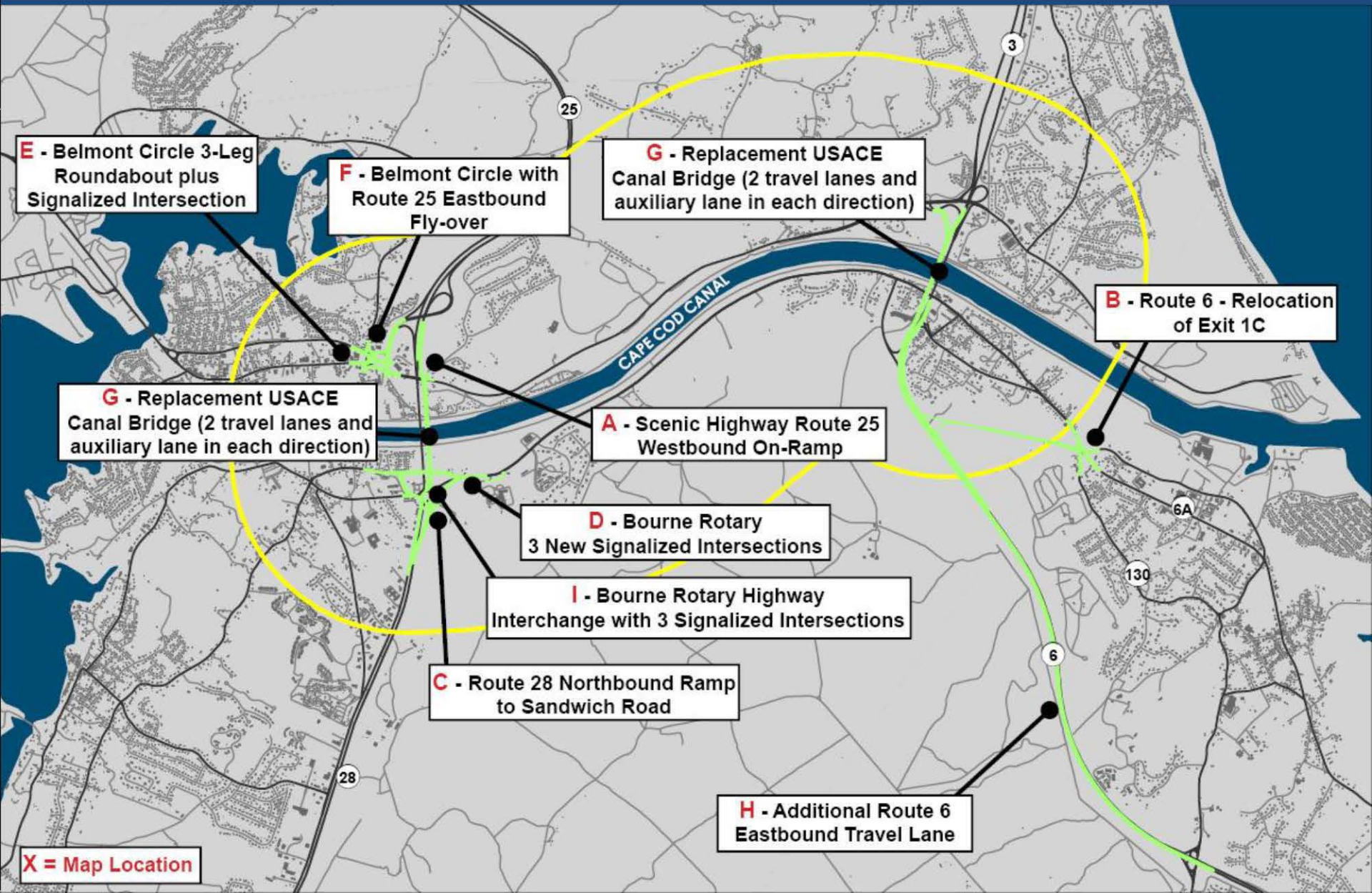
(Weekday PM: 4:00PM – 6:00PM).



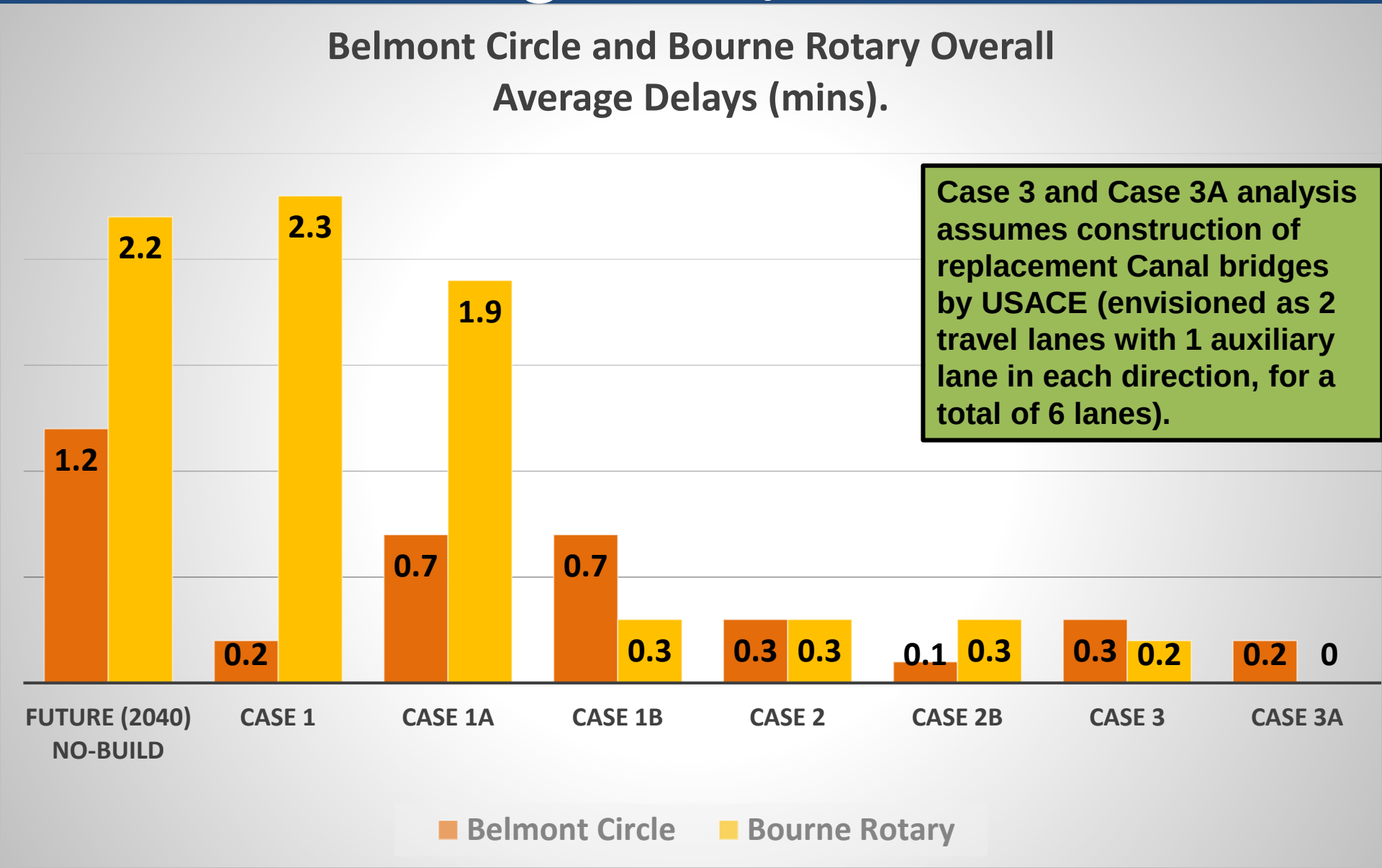
Total of 7 Cases Evaluated.

TRAVEL DEMAND MODEL CASE IMPROVEMENTS								
Map Location	Improvements	Case 1	Case 1A	Case 1B	Case 2	Case 2B	Case 3	Case 3A
A	Scenic Highway to Rte 25 Westbound On-Ramp	●	●	●	●	●	●	●
B	Rte 6 Exit 1C Relocation	●			●	●	●	●
C	Rte 28 Northbound Ramp to Sandwich Road		●	●	●	●	●	
D	Bourne Rotary (Three New Signalized Intersections)			●	●	●	●	
E	Belmont Circle (3 Leg Roundabout plus Signalized Intersection)				●		●	●
F	Belmont Circle with Rte 25 Eastbound Fly-over					●		
G	Replacement Bridges (Bourne and Sagamore) - 2 travel lanes with auxiliary lane in each direction						●	●
H	Additional Rte 6 Eastbound Travel Lane from Exit 1A to Exit 2 (3 total lanes)						●	●
I	Bourne Rotary with Highway Interchange							●

Elements of Cases Analyzed.



Traffic Analysis Findings
Bourne Bridge Area, Non-Summer.



Traffic Analysis Findings
Bourne Bridge Area, Non-Summer.

Cases 1B, 2, 2B, and 3A would provide progressively greater reductions in delay during the non-summer time periods at Belmont Circle and Bourne Rotary.

New ramps would remove traffic from Rotaries.

- Scenic Highway westbound to Route 25 on-ramp (Element/Map Location A).
- Route 28 north to Sandwich Road eastbound ramp (Element/Map Location C).

New Signal and Roundabout at Belmont Circle (Element E) would improve traffic flow.

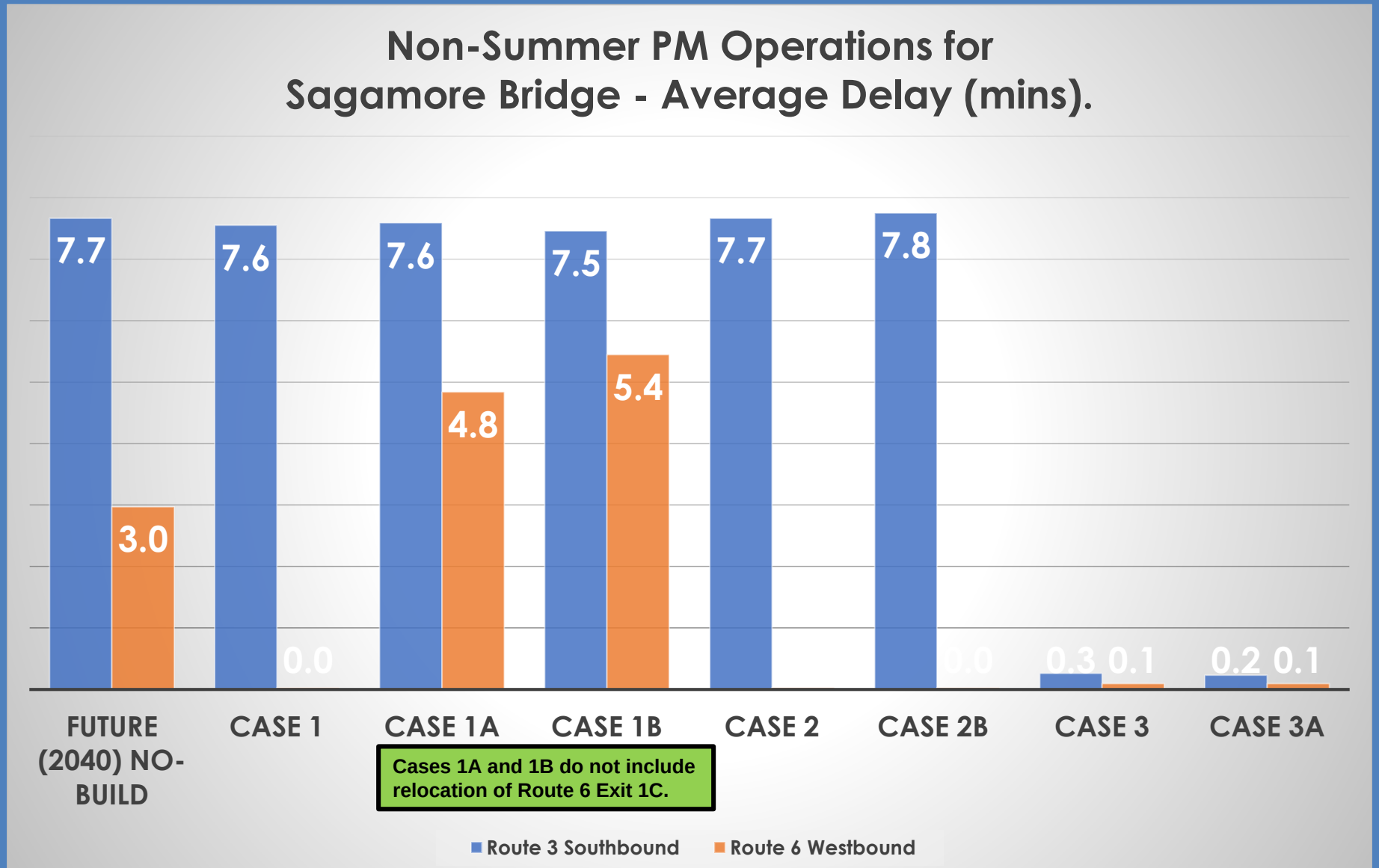
- New traffic signal and roundabout at circle would reduce congestion by controlling traffic flow from Route 25, Main Street, Buzzards Bay Bypass, and Scenic Highway.

Traffic Analysis Findings
Bourne Bridge Area, Non-Summer.

Bourne Rotary Interchange (Element/Map Location I) would reduce vehicular conflict.

- Bourne Rotary Interchange would separate local and regional traffic.
- Regional traffic (with destinations on Route 28 and beyond) would avoid conflict with local Bourne area traffic which would use Sandwich Road for east-west travel.

Traffic Analysis Findings Sagamore Bridge Non-Summer.



Traffic Analysis Findings
Sagamore Bridge Area, Non-Summer.

- Relocation of Route 6 Exit 1C (Element/Map Location B):
  - Would result in substantial delay reduction for Route 6 westbound (off-cape) from elimination of conflict at south end of Sagamore Bridge.
  - Would provide sufficient acceleration and deceleration distances at relocated Exit 1C on and off-ramps.

- Cases 1A and 1B **do not** include Exit 1C relocation (Element/Map Location B) and would not see Route 6 westbound improvements.

- Case 3A - Delay reduction on Route 3 southbound would occur with replacement of the Sagamore Bridge(Element/Map Location G) and additional Route 6 eastbound travel lane to Exit 2 (Element/Map Location H).

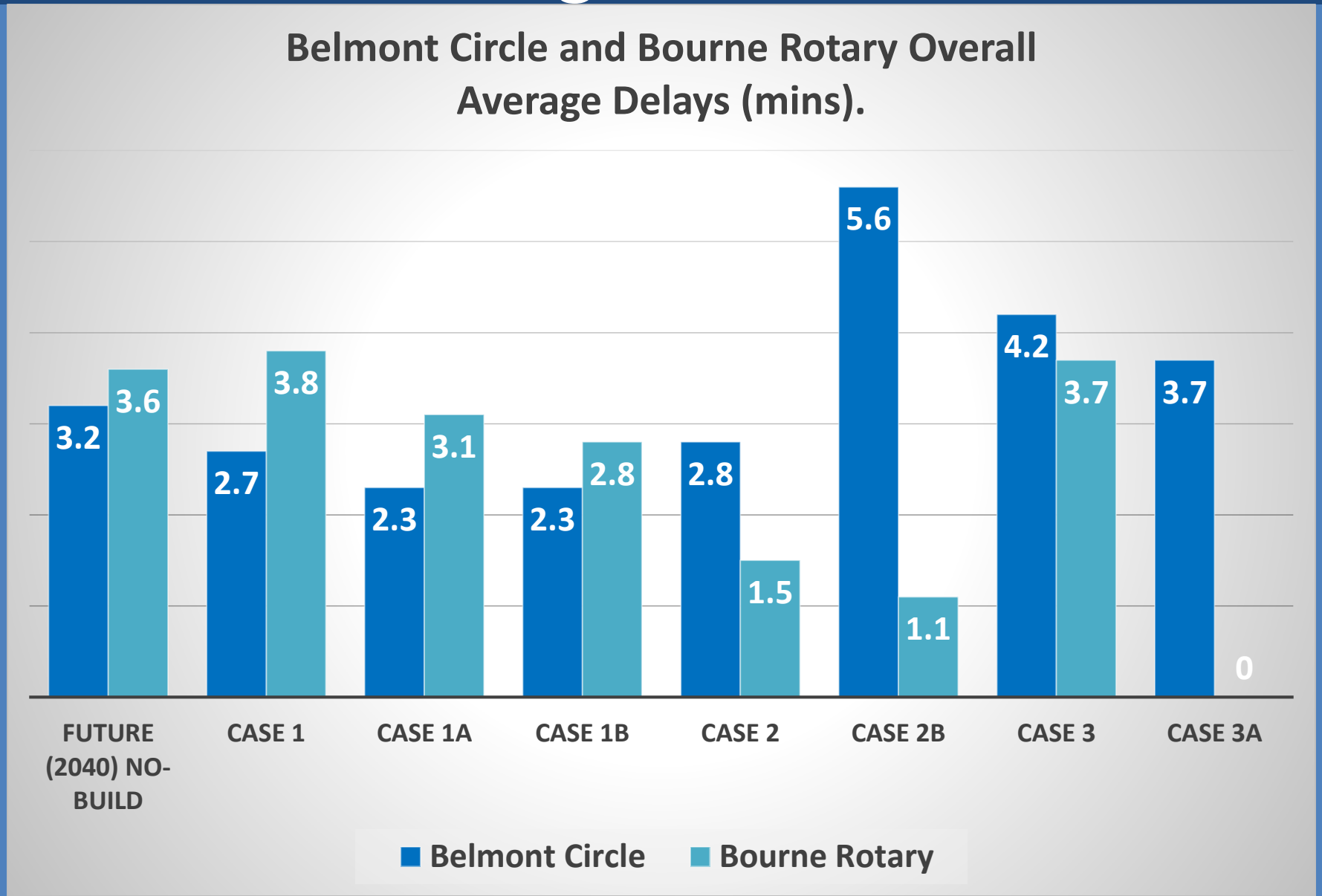
Summary of Traffic Analysis Findings

Summer Peak Period

(Saturday: 10:00AM-12:00PM).



Traffic Analysis Findings
Bourne Bridge Area - Summer.



Traffic Analysis Findings
Bourne Bridge Area - Summer.

Belmont Circle:

- During summer peak period, more modest delay reductions could be achieved at Belmont Circle for Cases 1, 1A, 1B, and 2.

- Under Cases 2B, 3, and 3A, more freely-flowing traffic entering roundabout from Route 25 would result in fewer gaps for vehicles attempting to enter Belmont Circle from Main Street, Scenic Hwy, and Head of Bay Road. This would cause additional overall delay under these cases.

Traffic Analysis Findings
Bourne Bridge Area - Summer.

BENEFITS:

- Up to 300 additional vehicles would be processed through Belmont Circle during peak hour for Cases 1B, 2, 2B, 3, and 3A.

- Regionally, there would be a reduction in travel times:

  For example: Future summer travel time from Route 25 Exit 2 (Glen Charlie Road) to Route 6 Exit 2 (Route 130) would be reduced by 12.1 minutes (via Sandwich Road) under Case 3.

Traffic Analysis Findings
Bourne Rotary - Summer.

Bourne Rotary

- Steadily decreasing delays could be achieved during summer peak period at Bourne Rotary under Cases 1B, 2, 2B, and 3A.

- Case 3 would be less effective because a reconstructed Bourne Rotary (Three New Signalized Intersections – Element/Map Location D) could not effectively process the additional 700 vehicles that would be attracted to a replacement Bourne Bridge (Element/Map Location G) diverted from the Sagamore Bridge now crossing during peak hour.

- Case 3A - Construction of highway interchange (Element I) at Bourne Rotary (with replacement Bourne Bridge - Element/Map Location G) would be necessary to reduce summer delay.

- Case 3A – Auxiliary lanes on replacement Bourne Bridge (Element/Map Location G) would also be effective at reducing delay and conflict by providing acceleration and deceleration lanes.

Traffic Analysis Findings
Changes in Travel Patterns.

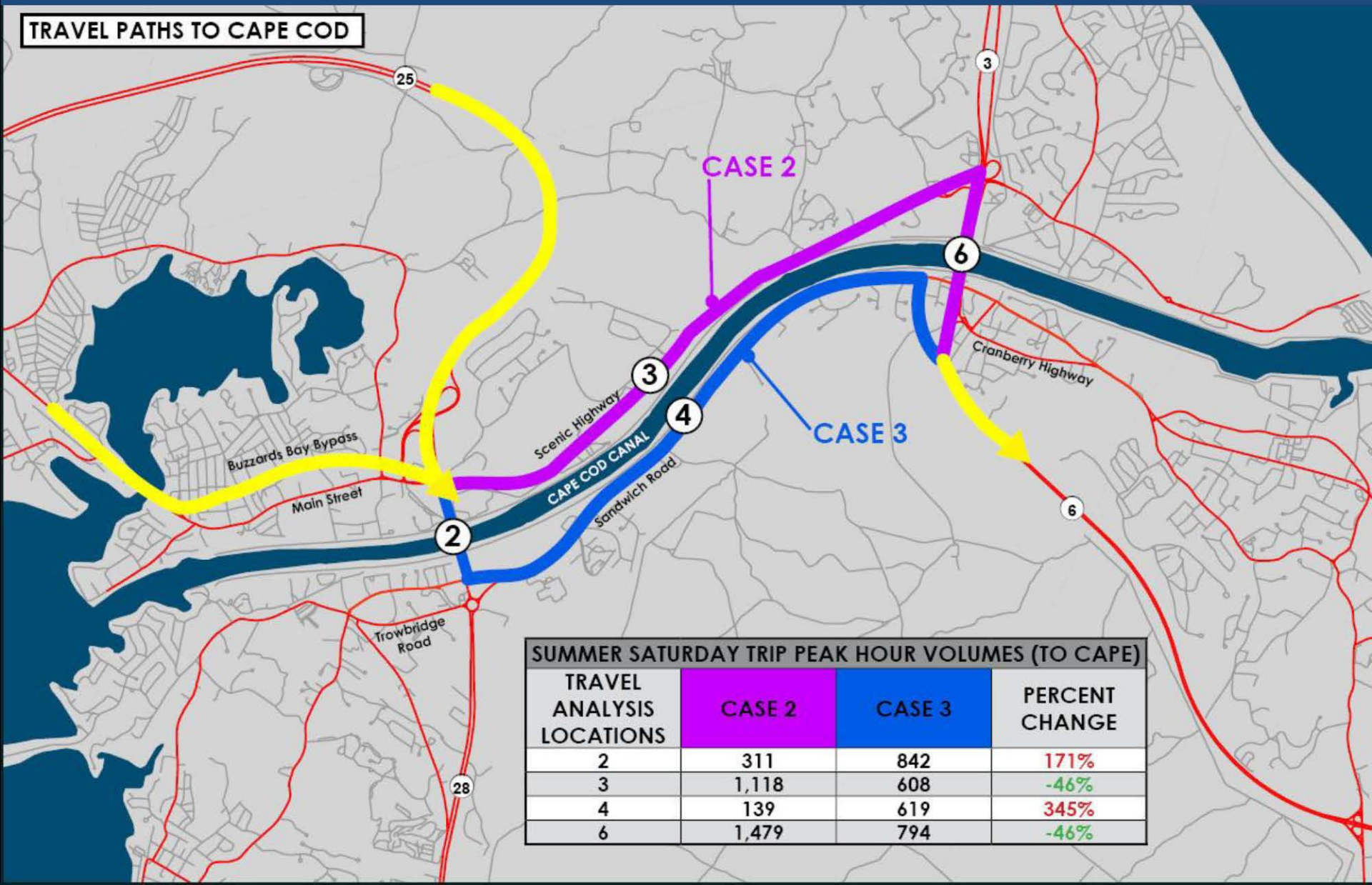
WHY?:

- Currently, congested operations at Bourne Rotary discourage use of Bourne Bridge. Instead, vehicles exit Route 25 at Belmont Circle to travel east on Scenic Hwy and cross the Cape Cod Canal via Sagamore Bridge.

- Under Cases 3 and 3A, traffic operations would improve with replacement of the canal bridges (Element/Map Location G) , Exit 1C Relocation (Element/Map Location B) , Route 6 eastbound travel lane (Element/Map Location H) , & Belmont Circle (Element/Map Location E) and Bourne Rotary Interchange (Element/Map Location I) reconstructed.

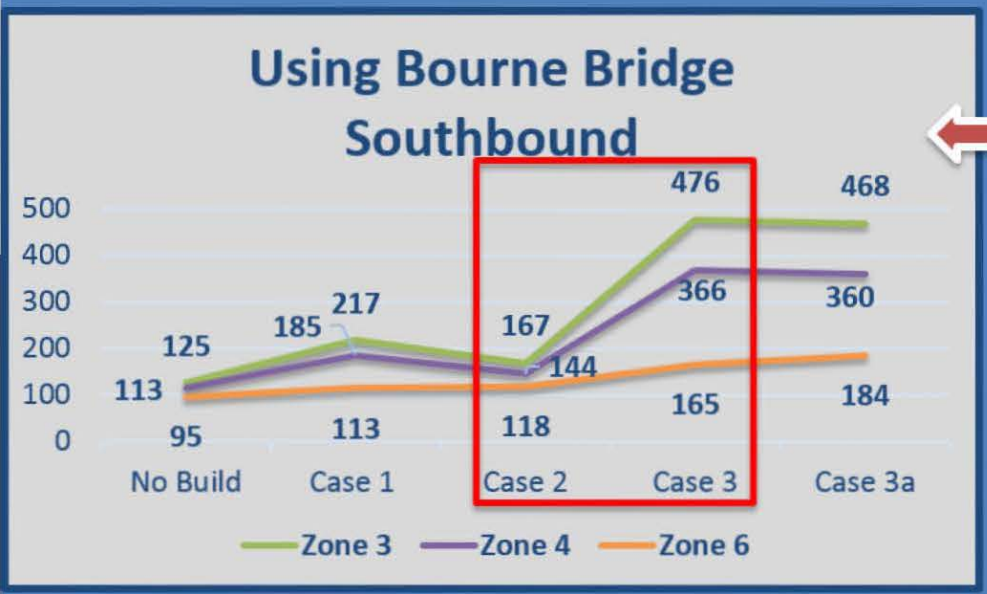
- As a result, some Route 6-bound traffic would shift to more direct route to Bourne Bridge (via Sandwich Road) rather than Sagamore Bridge (via Scenic Hwy).

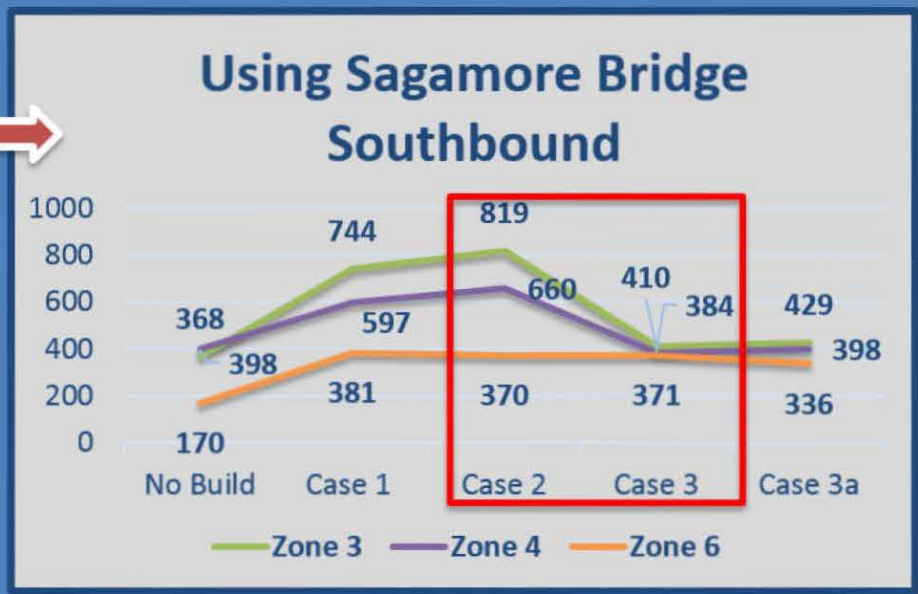
Travel Patterns for Trips to Cape Cod – Summer Peak Period.

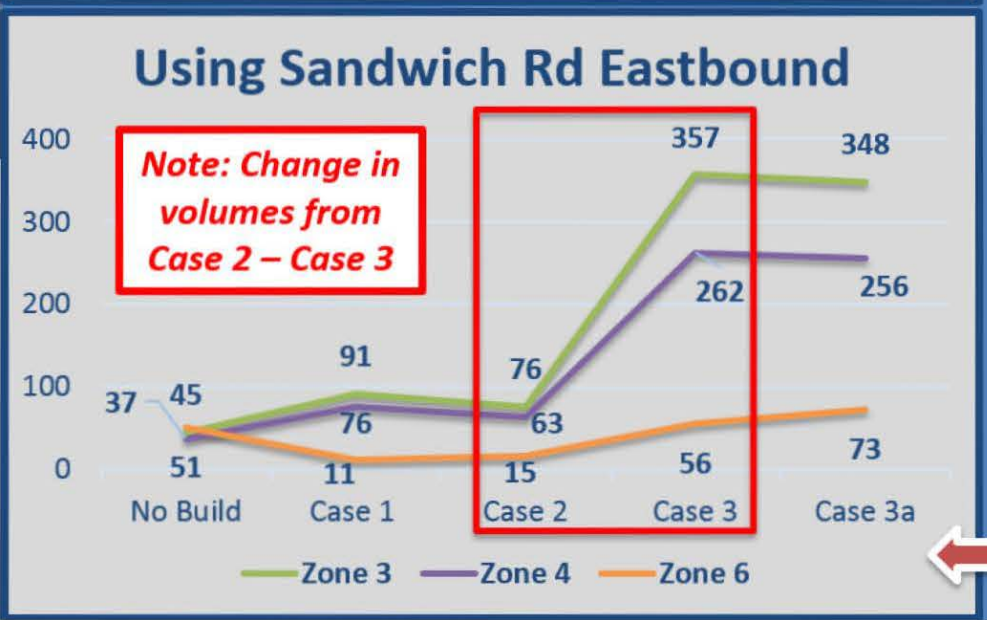


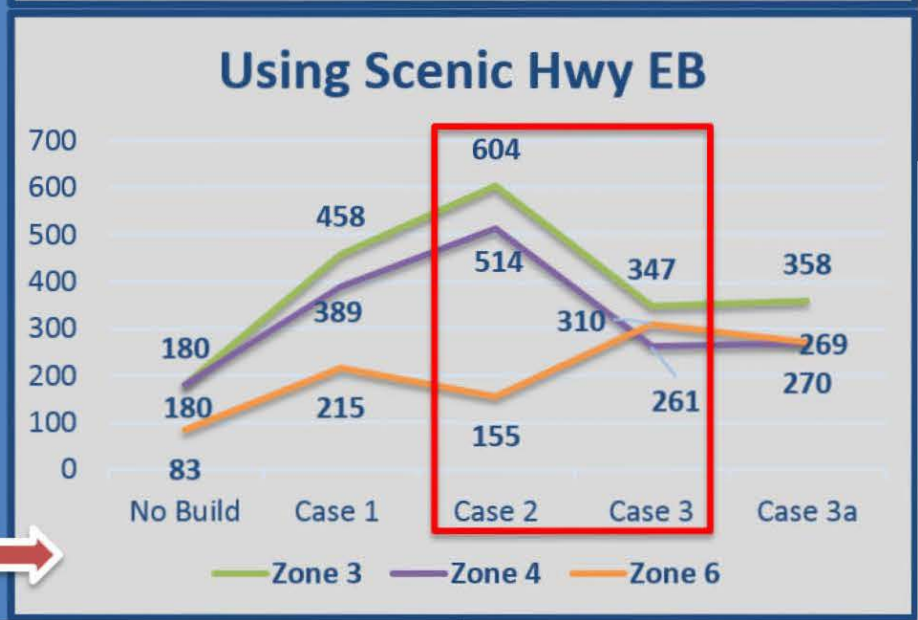
SUMMER SATURDAY TRIP PEAK HOUR VOLUMES (TO CAPE)			
TRAVEL ANALYSIS LOCATIONS	CASE 2	CASE 3	PERCENT CHANGE
2	311	842	171%
3	1,118	608	-46%
4	139	619	345%
6	1,479	794	-46%

Travel Patterns for Trips to Cape Cod – Summer Peak Period.









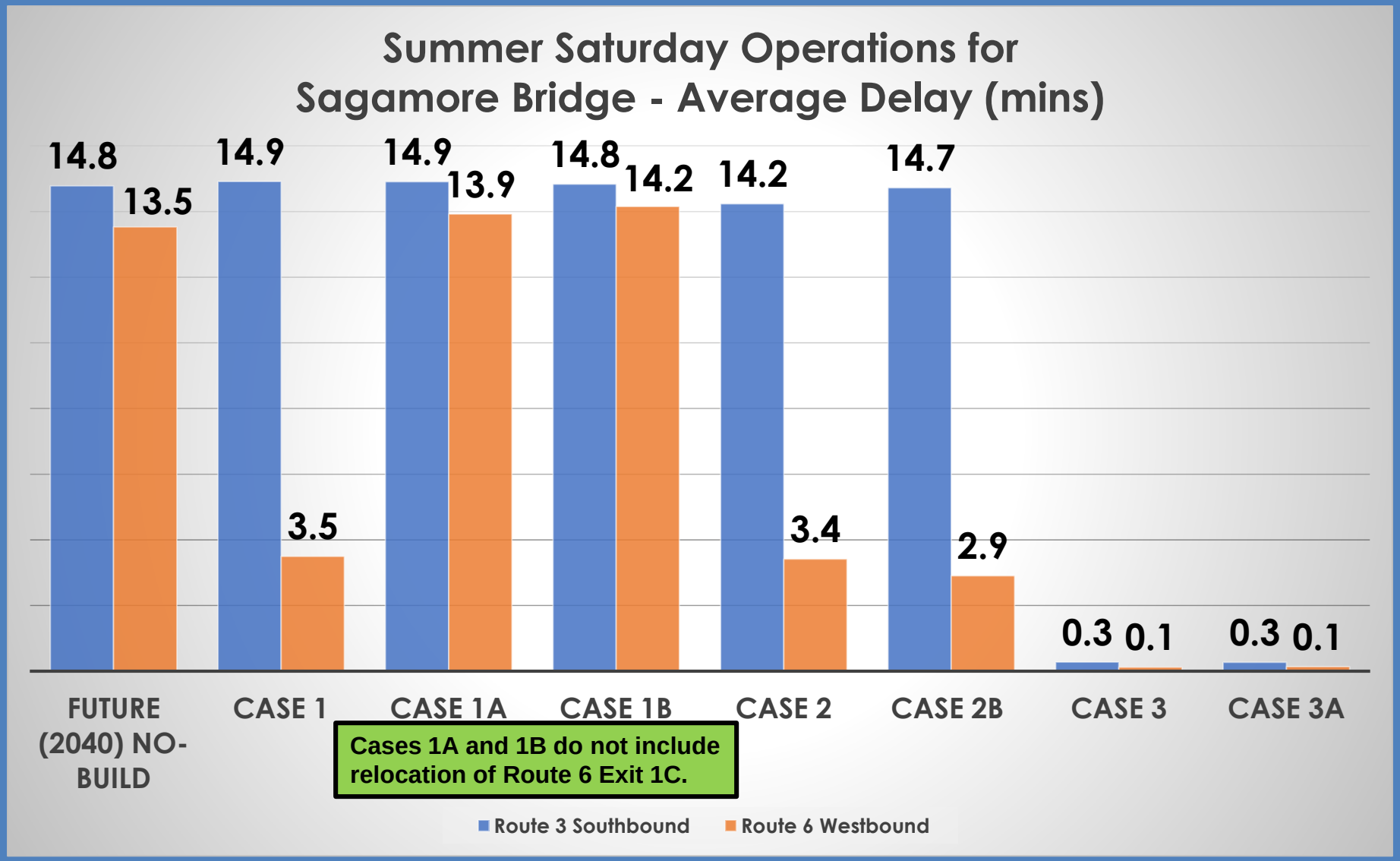
Traffic Analysis Findings Belmont Circle - Summer.

RESULT:

- Case 3A would result in a better balanced split of traffic using replacement Sagamore and Bourne Bridges (Element/Map Location G).

PEAK HOUR TRAFFIC			
TRAVEL ANALYSIS LOCATIONS	NO BUILD	CASE 2	CASE 3
Sagamore Bridge SB	3,975	4,000	3,350
Bourne Bridge SB	2,825	2,840	3,550

Travel Demand Model Findings Sagamore Bridge - Summer.



Traffic Analysis Findings
Sagamore Bridge Area, Summer.

- Relocation of Route 6 Exit 1C (Element/Map Location B) would result in substantial delay reduction for Route 6 westbound (off-cape) for Cases 1, 2, 2B, 3, & 3A.

- Delay reduction on Route 3 southbound would occur under Cases 3 and 3A, with construction of replacement Sagamore Bridge (including 2 travel lanes and 1 auxiliary lane in each direction), and additional Route 6 eastbound lane.

Draft Study Recommendations.



Range of Draft Recommended Transportation Improvements.

- Multimodal:
  - Bicycle/Pedestrian.
  - Park & Ride Facilities.
- Roadway Improvements:
  - Local Intersections.
  - “Gateway” Locations.

Draft Study Recommendations – Multimodal.

Bicycle/Pedestrian Improvements:

- Would include accessible sidewalks & trails, crosswalks, pedestrian phases at intersections, bicycle accommodation in roadway shoulder.



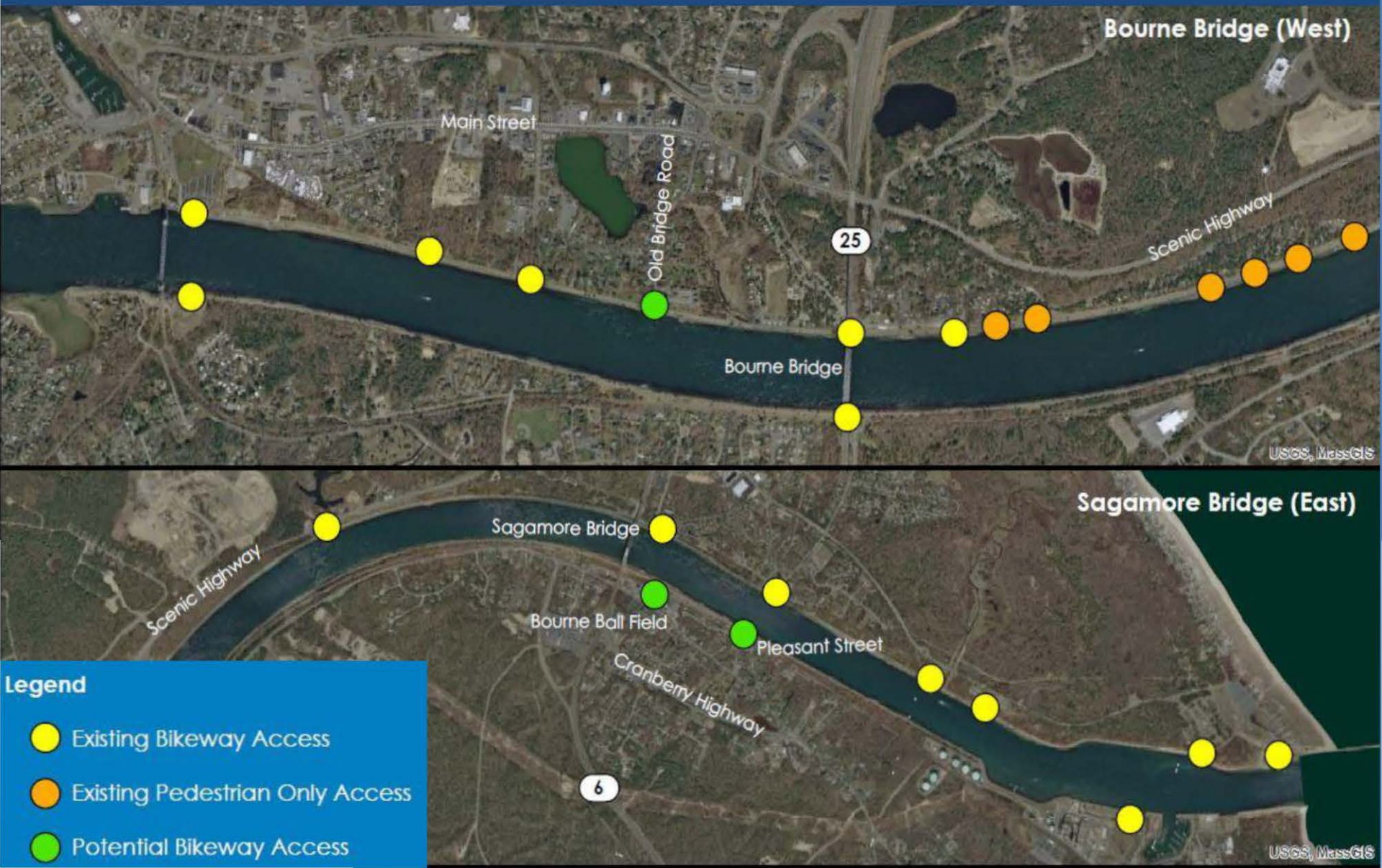
Draft Study Recommendations – Multimodal.

Bicycle/Pedestrian Improvements –

- Provide three new additional accessible connections to Canal bike trail.
- Improve bicycle/pedestrian facilities along Cape Cod Regional Transit Authority (CCRTA) bus routes.
- Provide accessible connections along roadway approaches to Sagamore and Bourne bridges (including 'complete street' design of Adams St.)

WHY? – More accessible connections provide more multimodal options for residents and visitors.

Draft Study Recommendations – Canal Trail Connections.



Draft Study Recommendations – Bike-Ped Facilities along Bus Routes.



Bicycle/Pedestrian Access: Sagamore Bridge Approaches & Adams Street Complete Street Improvements.



Bicycle/Pedestrian Access: Bourne Bridge (North of Canal).



Draft Study Recommendations – Multimodal.

Park & Ride Facilities:

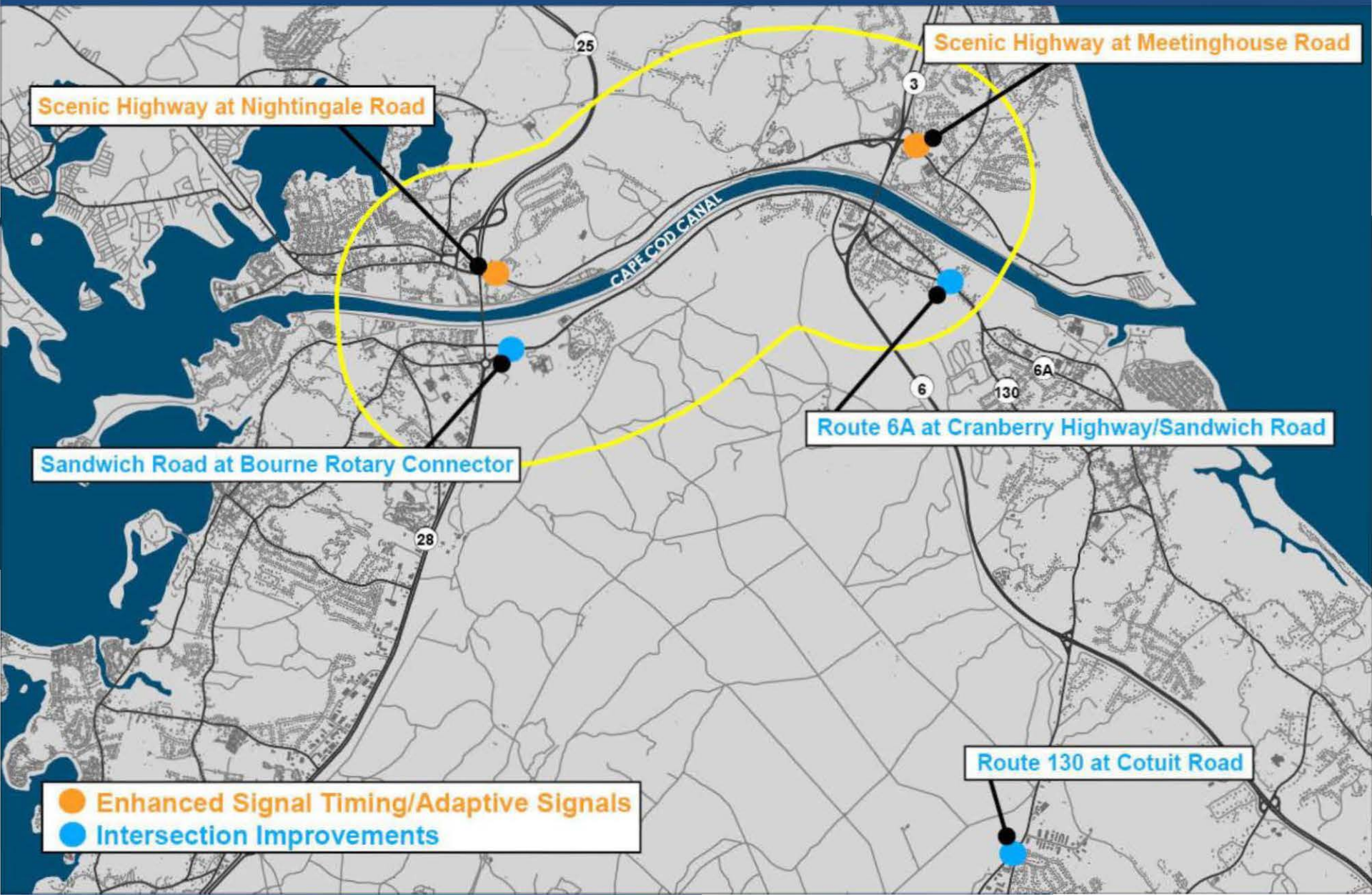
- Construct new Park & Ride lot at Route 6 Exit 2.
- Potential new Plymouth & Brockton commuter bus stop.
- Provide connection to new Service Road bike path.
- Provide bicycle storage facilities.

WHY? – Encourages use of alternate modes of transportation.

Park & Ride Facility/Lot
Route 6 at Route 130.



Local Intersections.

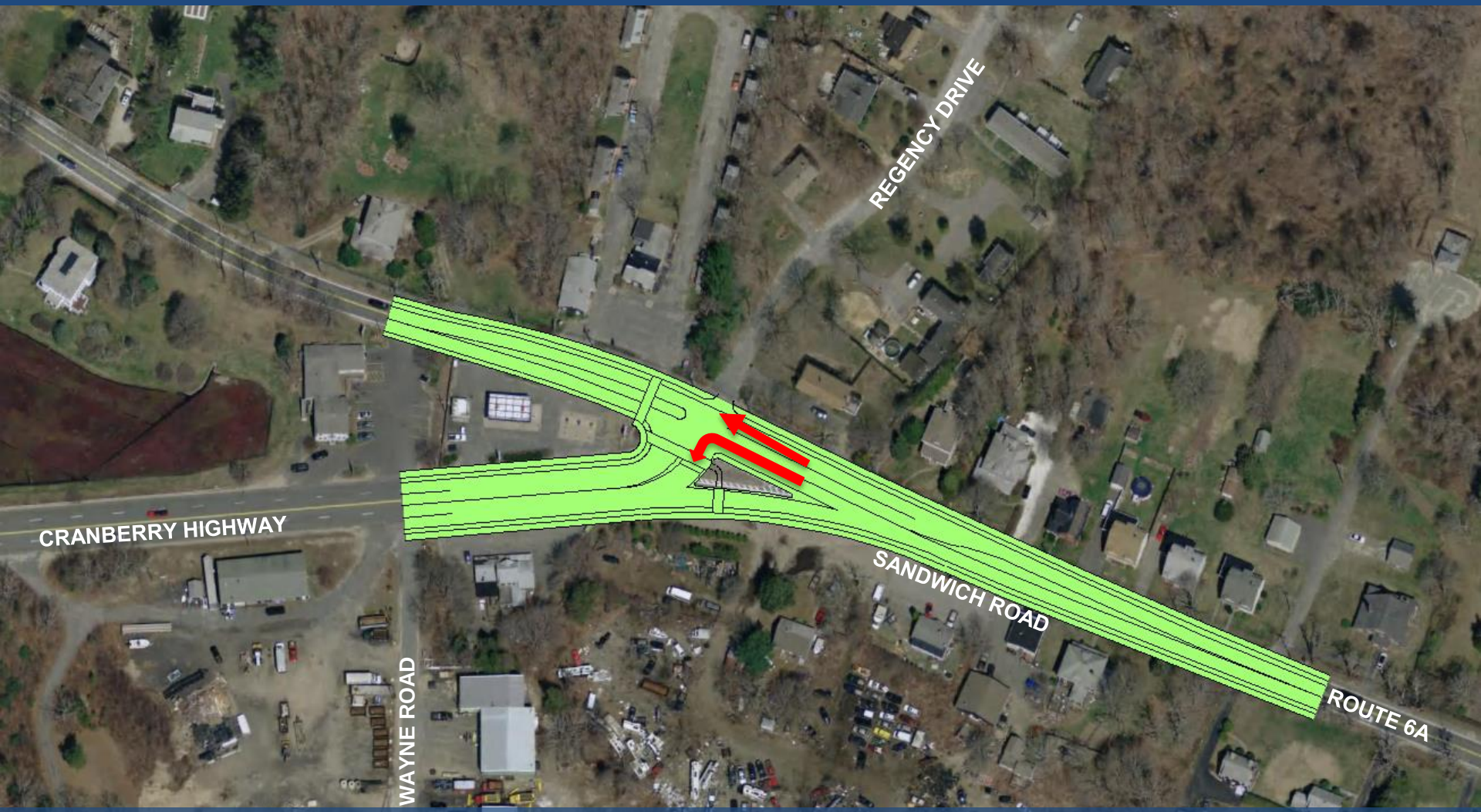


Draft Study Recommendations – Local Intersections.

Intersection/Signal Improvements –

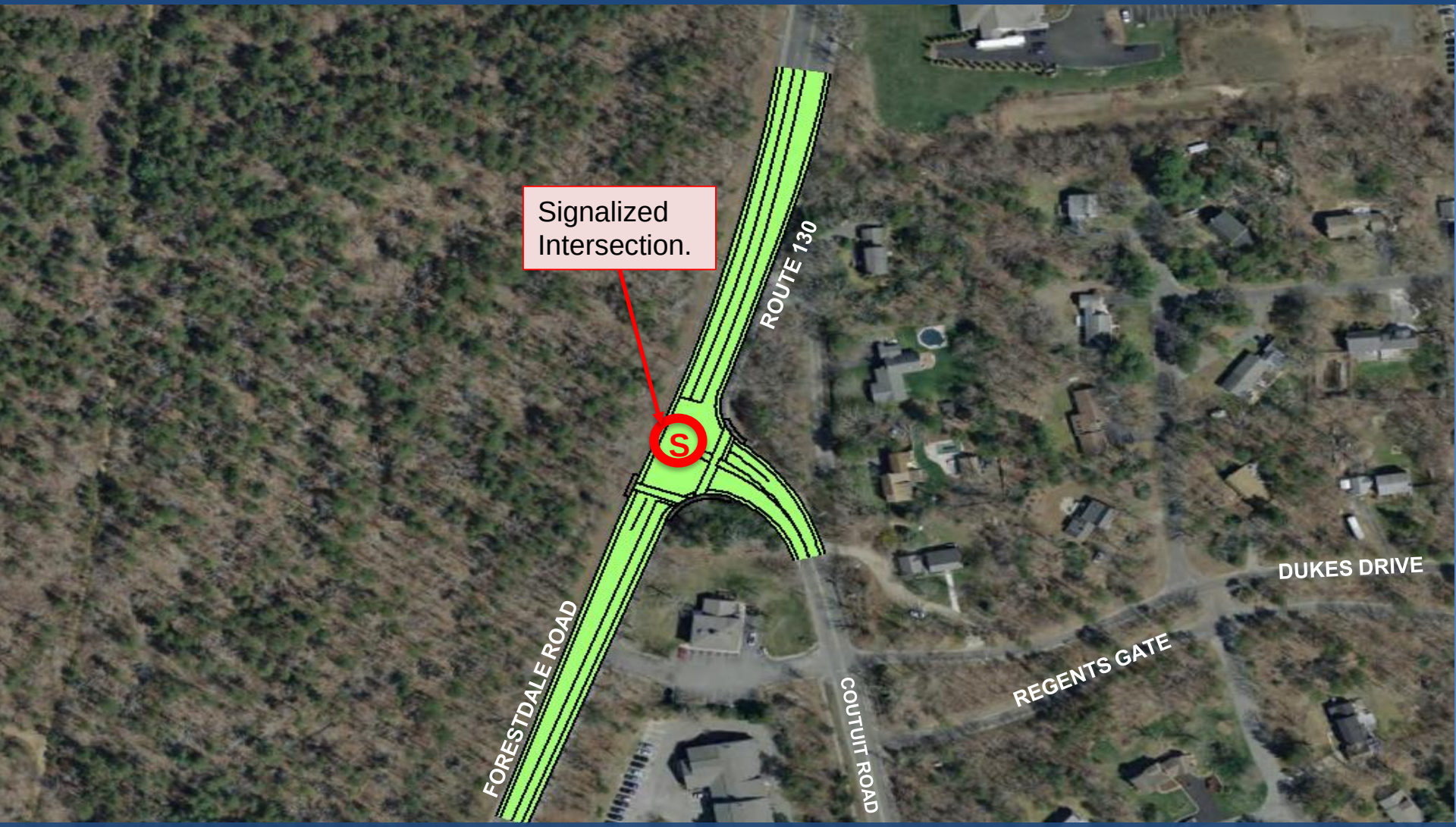
- Signal Timing / Adaptive Signal Improvements:
  - Scenic Hwy at Meetinghouse Road.
  - Scenic Hwy at Nightingale Road.
- Route 6A at Cranberry Highway/Sandwich Road:
  - New turning lane.
- Route 130 at Cotuit Road:
  - Install traffic signal.
- Sandwich Road at Bourne Rotary Connector:
  - New traffic signal and through lane.

Route 6A at Cranberry Highway/ Sandwich Road, Bourne.



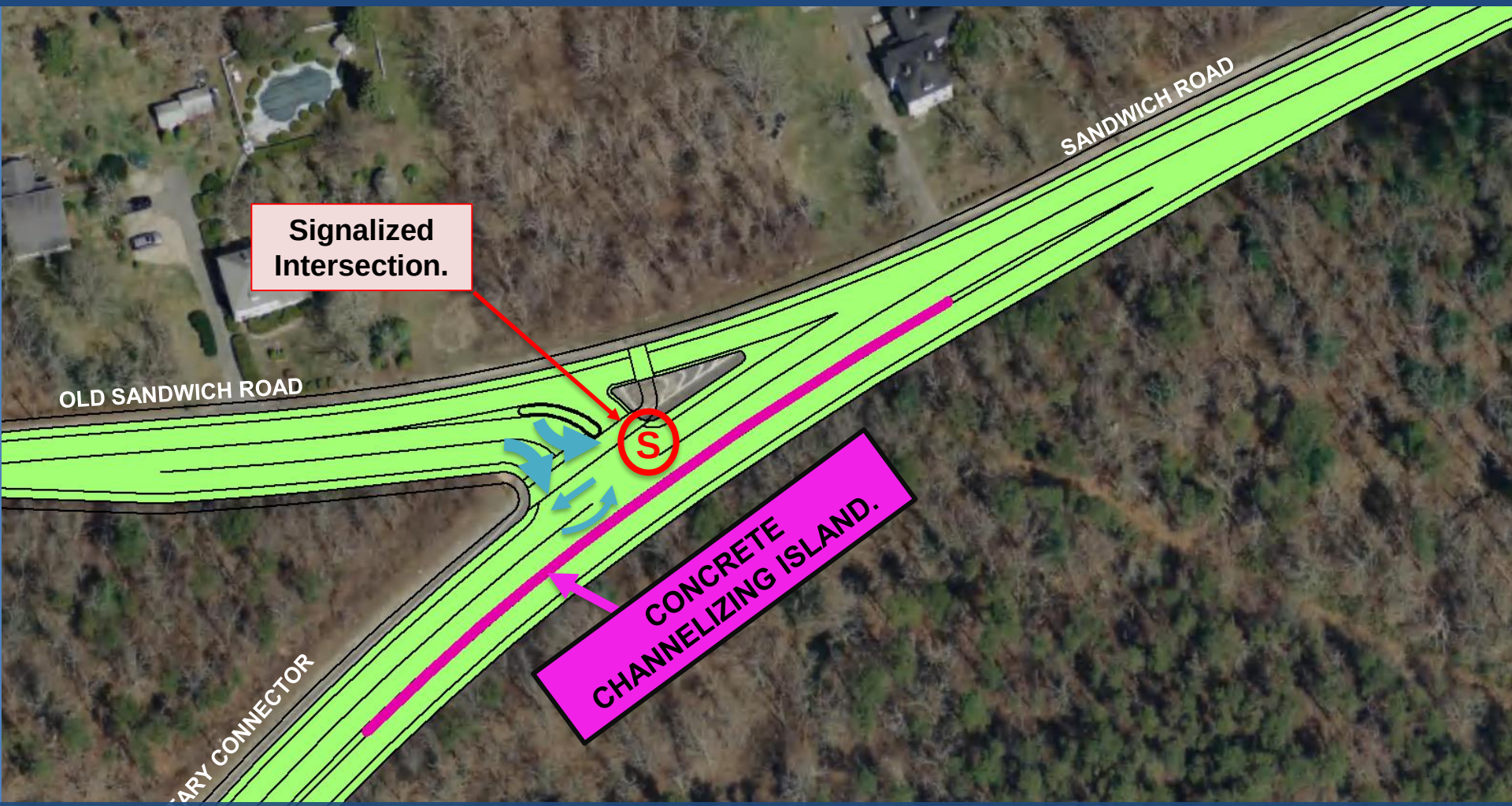
Proposed: Add exclusive left-turn lanes on westbound approach.
ADA-compliant sidewalks and crosswalk on all approaches.

Route 130 at Cotuit Road, Sandwich.



Proposed: Signalized Intersection.
ADA-compliant sidewalks and crosswalk on all approaches.

Sandwich Rd/Bourne Rotary Connector, Bourne ‘Florida T’ Intersection.



Proposed: Signalized Intersection. Connector to Sandwich Road through lane. ADA-compliant sidewalks and crosswalk on all approaches.

Draft Study Recommendations – "Gateway" Locations.

Case 3A Elements/Improvements Satisfy the Study Goals and Objectives:

- Improvements analyzed under Case 3A would provide the greatest long-term benefits in accessibility and mobility for Cape Cod residents, employers, and visitors.
- Public Safety: Case 3A would provide a reliable multimodal transportation system in the event of an emergency evacuation of Cape Cod.
- Case 3A improvements focused on improving existing infrastructure, thereby minimizing anticipated impacts.

Draft Study Recommendations – "Gateway" Locations.

Elements/Map Locations of Case 3A Include:

A. Scenic Highway westbound to Route 25 westbound on-ramp.

B. Route 6 – Relocation of Exit 1C.

E. Belmont Circle reconstruction as a 3-leg roundabout with signalized intersection.

H. Route 6 eastbound travel lane to Exit 2.

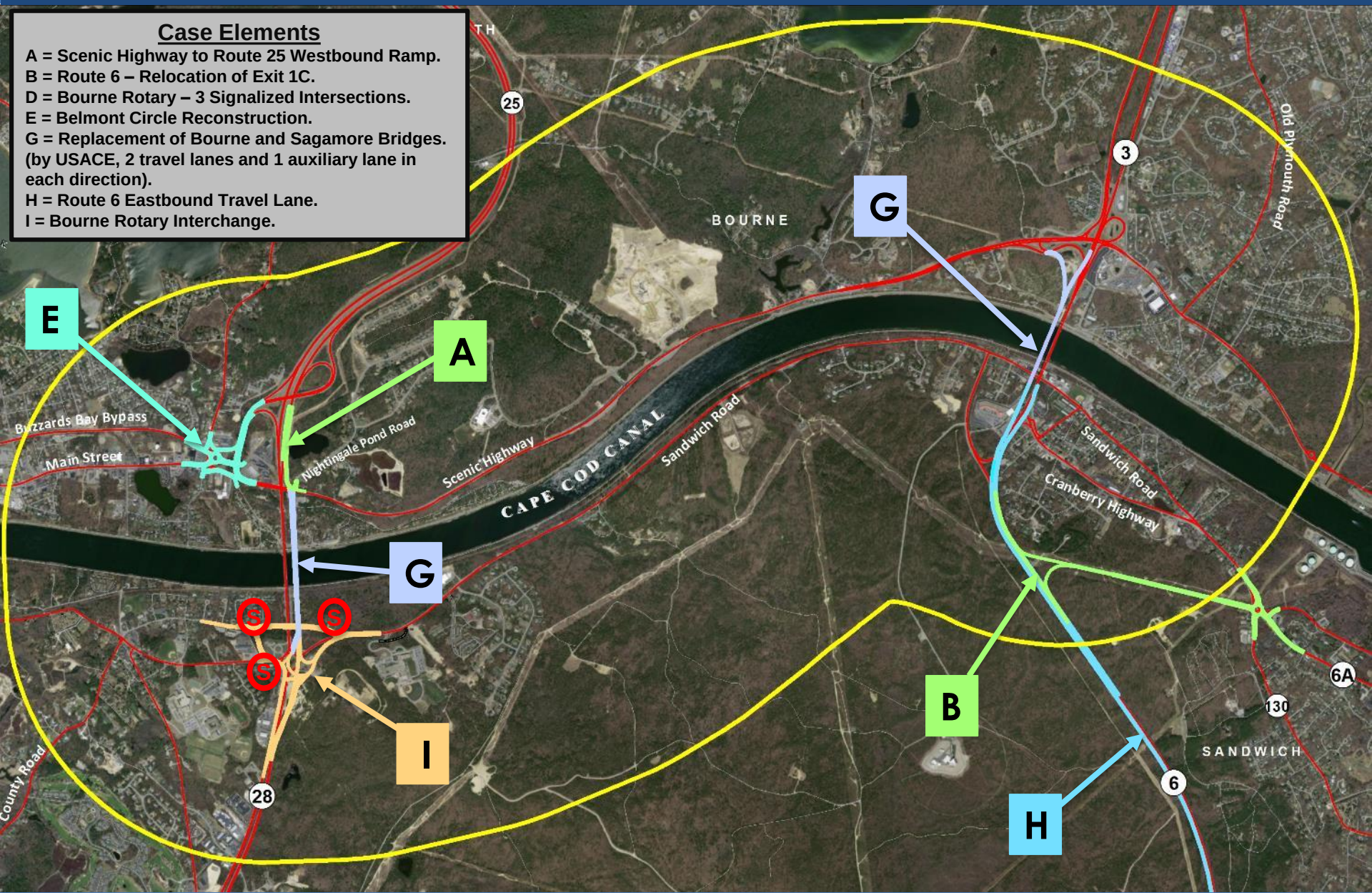
I. Bourne Rotary Interchange.

-

Draft Study Recommendations – "Gateway" Locations.

- The US Army Corps of Engineers (USACE) is currently conducting a study to determine the long-term disposition (Major Rehabilitation or Replacement) of the Bourne and Sagamore Bridges.
- MassDOT's Draft Study Recommendations of improvements included in Case 3A assumes that USACE will be recommending replacement of both the Bourne and Sagamore Bridges (with 2 travel lanes and 1 auxiliary lane in each direction).

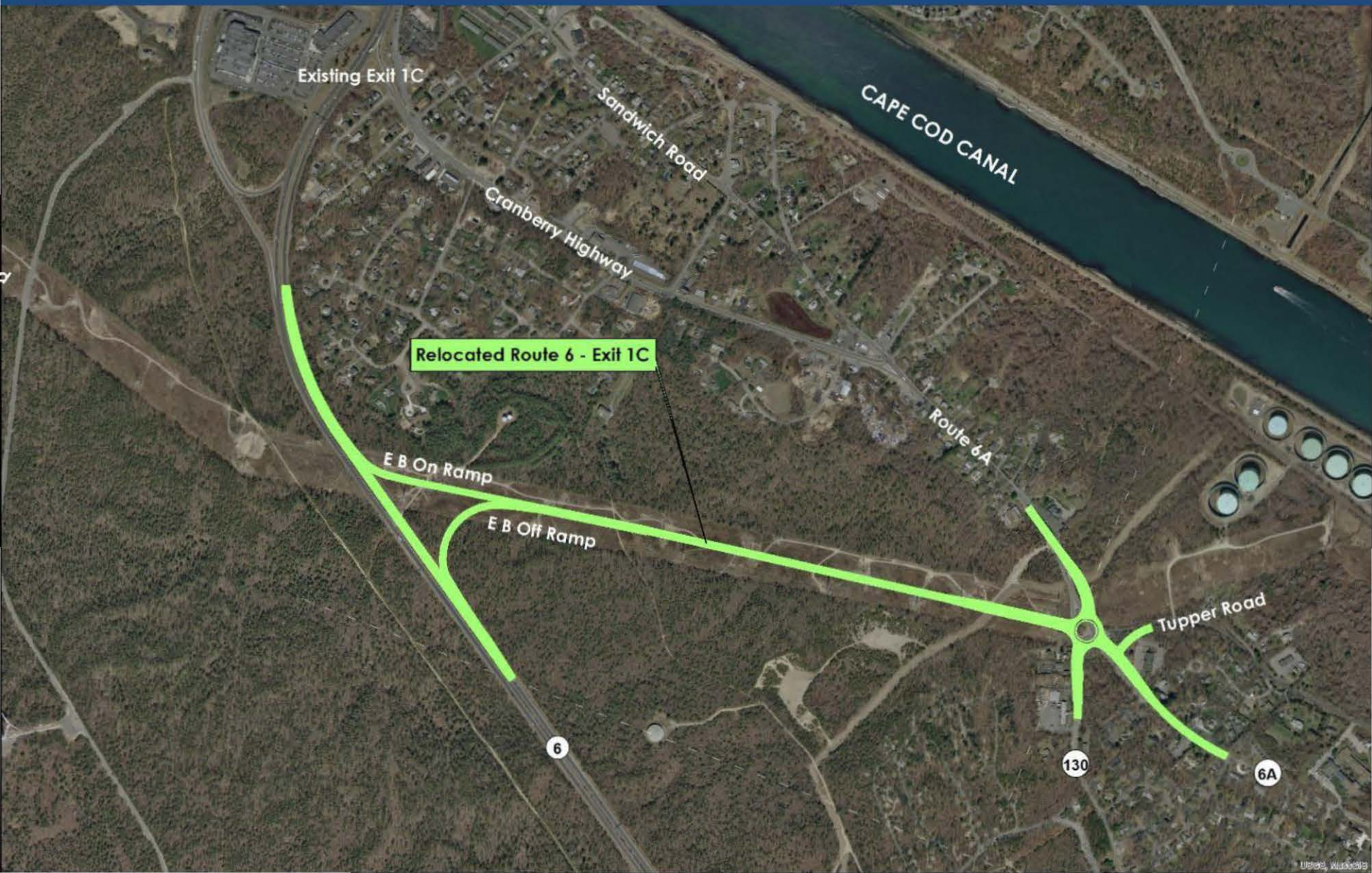
Travel Model Case 3A.



Map Locations A and E: Scenic Highway to Route 25 Westbound On-Ramp, and Belmont Circle Reconstruction (3-Leg Roundabout with Signalized Intersection).



Map Location B: Route 6 Exit 1C Relocation.



Map Location H:
Route 6 – Additional Eastbound Lane to Exit 2.



Map Location I:
Bourne Rotary Highway Interchange.



Summary of Conceptual Cost Estimates by Case.

Cases	2030	2040
Case 1	$70	$105
Case 1A	$20	$30
Case 1B	$45	$65
Case 2	$135	$200
Case 2B	$150	$220
Case 3*	$330	$490
Case 3A*	$400	$590

**Includes cost of Sagamore and Bourne Bridge approaches.*

Next Steps.

- Final Public Meeting (September 2018).
- Draft Study Report – 30 day public comment period (September 2018).
- Project Development - After public review and comment on draft study recommendations, MassDOT intends to initiate the project development process.
- MassDOT will continue to coordinate with the USACE on their study of the Bourne and Sagamore bridges.

TOWN OF BOURNE
POLICE DEPARTMENT

DENNIS R. WOODSIDE
CHIEF OF POLICE

175 Main Street • Bourne, Massachusetts 02532
Phone: (508) 759-0604 - Ext. 1
Address all communications to Chief of Police
Fax: (508) 759-0603

October 10, 2018

John Idman, Esq.
Chief Regulatory Officer
Cape Cod Commission
3225 Main Street
Barnstable, MA 02630

RE: Hunter's Brook Development (AKA Canal Road crossing)
Sagamore Beach, MA

Dear Mr. Idman

The Bourne Police Department has reviewed the concept plans for the Hunter's Brook Road development and agrees that commercial traffic should enter from Canal Road in an effort to separate the commercial traffic from the residential area on Hunter's Brook Road.

In the event of a response from the Police Department it would be preferable for us to respond from Canal Road versus Hunters Brook Road. This would in most cases avoid any type of a rapid response through the adjacent residential areas.

Please feel free to contact my office with any questions.

Sincerely,

Dennis R. Woodside
Chief of Police

Norman W. Sylvester
CHIEF

TOWN OF BOURNE

Fire/Rescue & Emergency Services
51 Meetinghouse Lane
Sagamore Beach MA 02562
(508) 759-4412
Fax: (508) 888-2658



October 10, 2018

John Idman, Esq.
Cape Cod Commission
Chief Regulatory Officer
3225 Main Street
Barnstable, Ma 02630

To Mr. Idman:

Please accept this letter as notification in regards to the Hunter's Brook Development Project located in Sagamore Beach.

Bourne Fire Department has met with the Owner's Representative, Bourne DPW Director, and Bourne Police Chief in regards to this project. The main access road coming off Canal Road will be our primary means of entrance and egress when responding to the Assisted Senior Center and Medical Office located on the plans. This road and bridge would have to follow all the requirements in relationship to height and weight requirements so Bourne Fire apparatus can respond and protect the individuals living and visiting the sites.

The primary entrance Bourne Fire would use to respond to the single family townhouses would be Hunters Brook Road. This road would also need to allow for the largest truck to respond without delay to all the homes located in this area. The Project Manager was advised a sweep path analysis will be required for the project showing access to the entire site.

The responses to Hunters Brook Road will be limited to calls for service by the residence who live in the townhouses only. This should minimize the traffic to the area.

Please feel free to contact me if you have any additional question or concerns.

Respectfully submitted,

Chief Norman W. Sylvester Jr.
Bourne Fire Department

NORTH SAGAMORE WATER DISTRICT
14 SQUANTO ROAD, P.O. BOX 133
SAGAMORE BEACH, MA 02562
www.northsagamorewaterdistrict.com

Tel. 508-888-1085
Fax 508-888-8951

September 17, 2018

John Idman, Esq.
Chief Regulatory Officer
Cape Cod Commission
3225 Main Street
Barnstable, MA 02630

RE: Canal Road Crossing Development
Sagamore Beach, MA

Dear Mr. Idman,

The North Sagamore Water District (NSWD) is writing to you in regards to the proposed Canal Road Crossing Development and NSWD water main looping requirements. NSWD regulations require all water main extensions longer than 250 feet to be looped in order to eliminate dead ends in the water system. As you may know, uncirculated potable water in distribution dead ends can pose a health problem for consumers. As this water ages, disinfectant residuals decline and disinfectant by-products increase which may create health risks especially in older populations. After reviewing the conceptual plans for the proposed project, the developers would be required to loop the water main under our current regulations. The exact location of the water main loop will be dependent on a hydraulic study and NSWD approval of final subdivision plans.

If we can be of further assistance please feel free to contact this office at your earliest convenience.

Sincerely,

Mark Melchionda
Chairperson
North Sagamore Water District Board of Water Commissioners

Sorenti Brothers Inc.

P.O. Box 1120
114 State Road #A4
Sagamore Beach, MA 02562
Ph- 508-888-0225
Fx- 508-888-0137

November 20, 2017

Dear Mr. Gendron,

We are writing in response to your inquiry regarding access to your property at 0 Canal Road/21R Hunters Brook Road, Sagamore Beach which abuts our property to the South. Unfortunately, while we appreciate your inquiry, we have no interest to sell, lease, or provide an easement to you at this time.

Sincerely,

Michael L. Sorenti
Treasurer