Submarine Cable Factory

Somerset, Massachusetts

PREPARED FOR

Prysmian Group

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Executive Summary

On behalf of Prysmian Projects North America, LLC. (the "Proponent"), a subsidiary of the Prysmian Group (the "Applicant"), VHB has prepared this Traffic Impact and Access Study (TIAS) to evaluate the impacts associated with the development of a new state-of-the-art cable manufacturing plant on a portion of the former Brayton Point Power Station site and a Marine Terminal in the adjacent in-water area, in the Town of Somerset, Massachusetts (see Figure 1 for site location and access routes which is located at the end of this section). The Proponent is acquiring approximately 47 acres of the approximately 300-acre former power station site. Development of the Project on the 47-acre Project Site and adjacent in-water area will allow the Proponent to design, manufacture, and deliver submarine transmission cable to support offshore wind projects in the United States.

This analysis quantifies existing and projected future traffic conditions with and without the Project and identifies potential transportation improvements within the study area where applicable.

Overall, the analysis presented in the TIA indicates that the existing transportation infrastructure around the Project Site will support the traffic impacts of the Project with the Transportation Mitigation proposed and the TDM measures described in this report. This is due to the fact that the Project is projected to add minimal traffic volumes to the study area during the peak hours (7:00 AM to 8:00 AM and 4:00 PM to 5:00 PM) because the shift changes of the Project will occur during off-peak hours (6:00 AM, 2:00 PM, and 10:00 PM). The only traffic projected to be entering and exiting during the study area peak periods are the 16 office employees and occasionally one to two trucks. This will result in negligible impacts to traffic operations during the morning and evening peak hours of the study area intersections.

Key findings of the TIA and benefits of the Project as it relates to transportation are as follows:

› The study area intersections peak hours (7:00 AM – 8:00 AM and 4:00 PM – 5:00 PM) will not occur during the same time periods as the shift changes, which will occur during off-peak hours (6:00 AM, 2:00 PM, and 10:00 PM).

› It is expected that only the 16 office workers will be entering and exiting Project Site during the morning and evening intersection peak hours; however, in order to be conservative (overestimating projected traffic), ITE trip generation data was used. Based on the conservatively high ITE data, the Project Site is projected to generate 116 trips during the morning peak (85 entering and 31 exiting) and 109 trips during the evening peak hour (40 entering and 69 exiting). (Refer to Section 6.1.4.3 below for further information.)

› The actual number of trucks that the Project is projected to generate is 20 truck trips per day (10 round trips). In order to be conservative, ITE rates project the Project would generate 122 trucks per day (61 round trips). The actual number will be much less because products will be transported by water access. The water access reduces the number and impacts of truck traffic along study area intersections. (Refer to Section 6.1.4.3 below for further information.)

› Capacity analysis of the signalized study area intersections shows that the Wilbur Avenue (Route 103) at Lees River Avenue operates at acceptable levels of service during the morning and evening peak hours under 2022 Existing, 2029 No-Build, and 2029 Build conditions.

› The analysis shows that there is some congestion at the Wilbur Avenue (Route 103) at Brayton Point Road intersection during the weekday evening peak hour under existing conditions that will continue under future No-Build Condition, which is primarily due to the heavy left-turn traffic on the eastbound approach and will not be increased as a result of the Project.

› Under the 2029 Build Condition, with optimized traffic signal timings, the signalized intersections are projected to operate at acceptable levels.

› The Project is not adding any significant volume of traffic at study area unsignalized intersections.

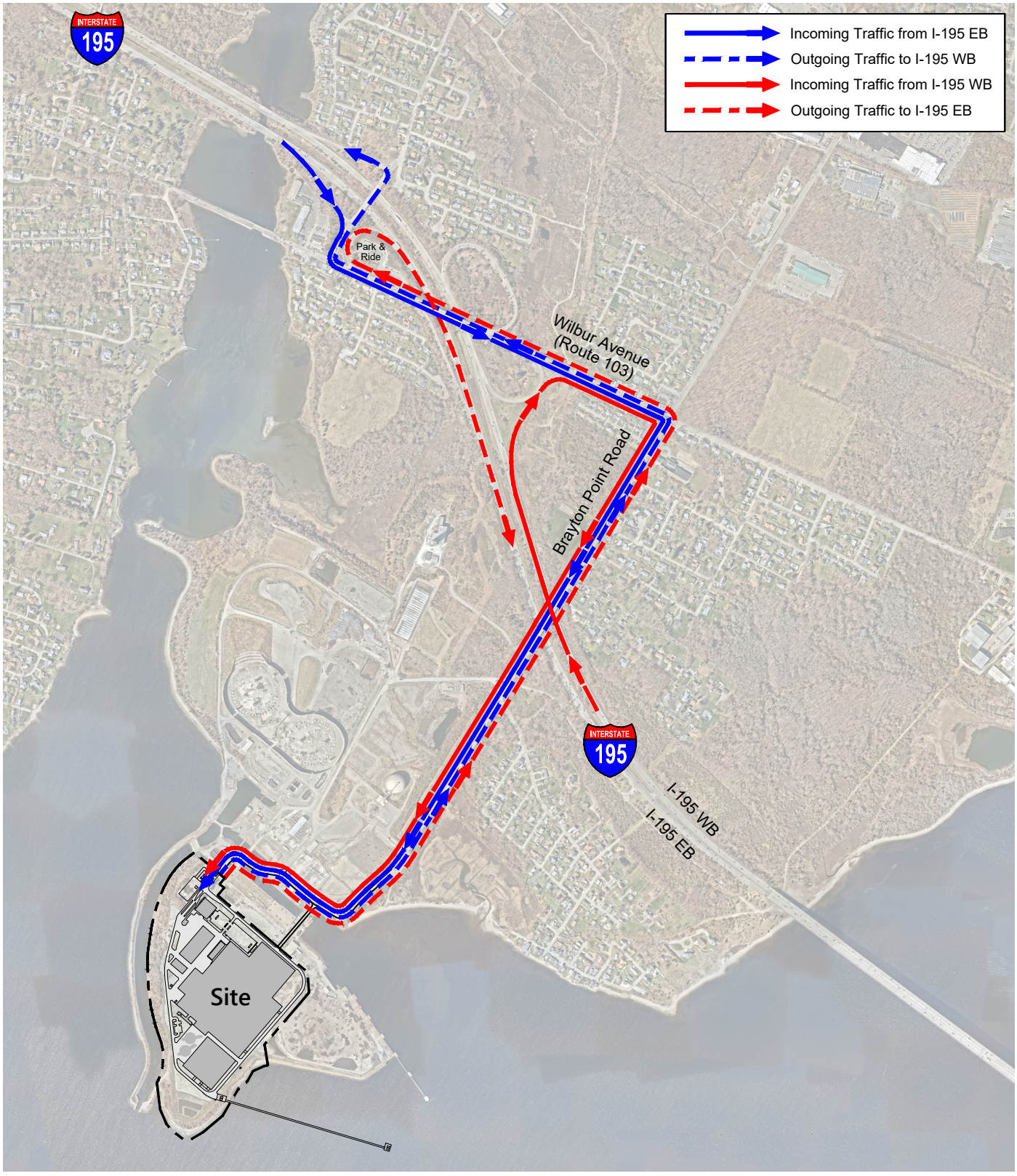
› The capacity analysis of the unsignalized study area intersections shows that there are some delays on the side streets that are under stop and yield conditions; however, it should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative analysis parameters that over-estimation of calculated delays.

› The Project includes the construction of over 200 parking spaces to accommodate the approximately 115 employees per three shifts plus 16 office employees and any overlap that occurs during the shift changes.

› Although the Project is projected to have minimal impacts on the peak hour operations of the study area intersections, the Proponent will optimize the traffic signal timings at the Wilbur Avenue intersections with Lees River Avenue and Brayton Point Road after the Project is operational.

› The Proponent will implement a TDM program that is aimed at reducing the number of single occupant vehicles; the Project's expected shifts (6 AM to 2 PM; 2 PM to 10 PM; and 10 PM to 6 AM) will occur outside of the area's existing peak periods; therefore, the Project is already committed to promoting travel during off-peak hours through the setting of the facility's shifts.

Overall, the analysis presented in the TIA indicates that the existing transportation infrastructure around the Project Site will support the traffic impacts of the Project with the TDM measures described in this report.



Source: 2022 NearMap Aerial

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Figure 1
Site Location and
Access Routes

Prysmian Brayton Point
Somerset, Massachusetts

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Introduction

On behalf of Prysmian Projects North America, LLC. (the "Proponent"), VHB has prepared this Traffic Impact and Access Study (the "Study") for the new state-of-the-art cable manufacturing plant on a portion of the former Brayton Point Power Station site and a Marine Terminal in Somerset, Massachusetts. The location of the Site is shown above in Figure 1.

Background and Project Description

The Project is the development of a new state-of-the-art cable manufacturing plant on a portion of the former Brayton Point Power Station site and a Marine Terminal in the adjacent in-water area, in the Town of Somerset, Massachusetts (see Figure 1 located above). The Proponent is acquiring approximately 47 acres of the approximately 300-acre former power station site. Development of the Project on the 47-acre Project Site and adjacent in-water area will allow the Proponent to design, manufacture, and deliver submarine transmission cable to support offshore wind projects in the United States.

The Project will be Prysmian's first submarine power cables manufacturing facility in the United States and the Commonwealth's first Tier 1 offshore wind manufacturing facility. The Project presents an innovative opportunity to deliver on both Prysmian and the Commonwealth's commitment to wind power.

This report summarizes the comprehensive Transportation Impact Assessment (TIA) that has been performed to evaluate the potential traffic impacts associated with the Project. It includes a detailed review of the transportation and parking conditions associated with the Project and the surrounding area for the 2022 Existing conditions, 2029 No-Build condition, and the 2029 Build condition of the Project.

Study Methodology

This TIA has been performed in general conformance with the MassDOT guidelines for traffic impact assessments. Prior to completing this study, the Proponent submitted a Transportation Scoping Letter (TSL) to MassDOT. In response, MassDOT issued a letter outlining the scope of the TIA and this study has been prepared based on their response. The TIA was referenced in the ENF Certificate. After further review, MassDOT has followed up with an email stating that "the Project is not anticipated to trigger any MEPA threshold for review for transportation impacts." They also stated that, "Additionally, it is our understanding the Project does not propose access via any state jurisdictional roadway. As a Result, MassDOT ultimately will not be required to review this Project."

The TIA has been prepared in three stages. The first stage involved an assessment of existing traffic conditions within the Project study area, including: an inventory of existing roadway geometry; observations of traffic flow, including daily and peak period traffic counts; a summary of existing public transit facilities in the area; existing bicycle and pedestrian accommodations; a review of vehicular crash data; and a summary of proposed parking conditions.

The second stage of the study established the framework for evaluating the transportation impacts of the 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 redevelopments that may occur independent of the Project. The year 2029, a seven-year time horizon, was selected as the design year for analysis for the preparation of this TIA. Parking conditions for the Project were also reviewed.

The third and final stage of the study discusses possible measures to improve existing and future traffic operations in the area by offsetting the traffic-related impacts associated with the Project.

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Existing Conditions

Evaluation of the transportation impacts associated with the Project requires a thorough understanding of the existing transportation conditions in the Project study area including roadway geometry, traffic controls, daily and peak hour traffic flow, and traffic safety data. Each of these elements is described in detail below.

Study Area

The study area was established based on an understanding of the area transportation network and the operational characteristics of the Project, as well as the discussions with the Town and MassDOT. Based on this approach, the study area consists of the following intersections, which are also illustrated in Figure 2:

- Lee River Avenue at I-195 West On-Ramp
- Lee River Avenue at I-195 East Off-Ramp
- Wilbur Avenue (Route 103) at Lees River Avenue
- Wilbur Avenue (Route 103) westbound at I-195 East On-Ramp
- Wilbur Avenue (Route 103) eastbound at Home Street/Park & Ride Driveway
- Wilbur Avenue (Route 103) eastbound at I-195 East On-Ramp
- Wilbur Avenue (Route 103) westbound at I-195 West Off-Ramp
- Wilbur Avenue (Route 103) eastbound at I-195 West On-Ramp
- Wilbur Avenue (Route 103) eastbound at I-195 West Off-Ramp
- Wilbur Avenue (Route 103) at Brayton Point Road
- Brayton Point Road at O'Neil Road

This TIA also provides an assessment of proposed roadways that will be present under future conditions. There is one proposed access drive that is an extension of the southern end of Brayton Point Road that curves to the west into the Project Site.

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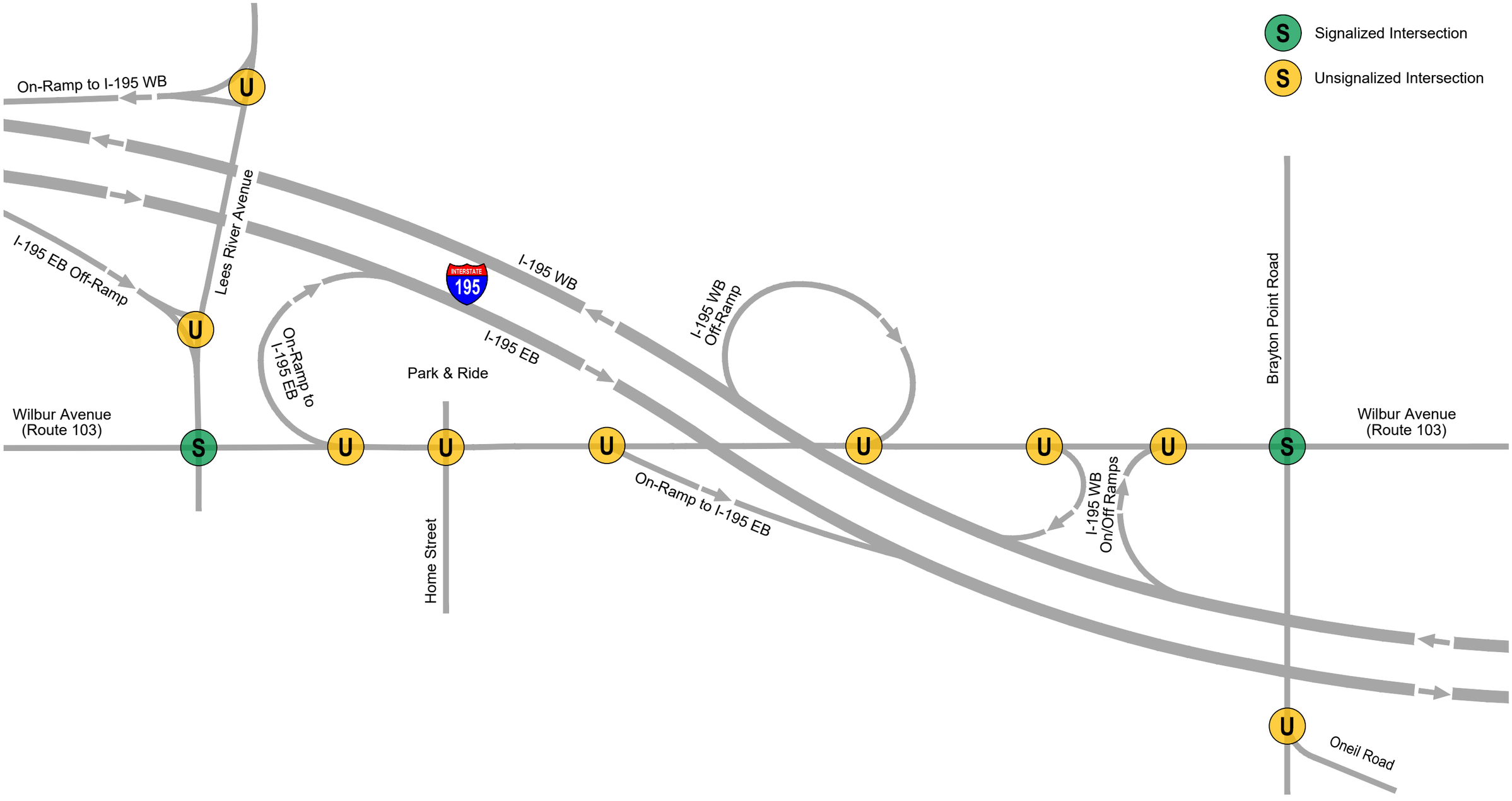

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Figure 2
Study Area Intersection Map

Prysmian Brayton Point
Somerset, Massachusetts

Future conditions scenarios incorporate roadway and intersection reconfigurations and improvements, which are described later in this report.

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 hour traffic volumes (from record sources as well as new counts), and a review of recent crash history.

Roadway Geometry

Descriptions of the study area roadways and intersections are provided below, including descriptions of the existing lane configurations, traffic control at the study area intersections, and the roadway jurisdiction in this area. The observed existing geometry and traffic control at each study area intersection is illustrated in Figure 3, located at the end of this section.

Roadways

Access to the Project is provided from a proposed driveway that is an extension of the southern end of Brayton Point Road that curves to the west into the Project Site. Brayton Point Road is under the jurisdiction of the Town of Somerset. Wilbur Avenue (Route 103) is under MassDOT jurisdiction. Lees River Avenue is generally under jurisdiction of the Town of Somerset, but at the intersections with the I-195 Ramps and the bridge over I-195 it is under MassDOT jurisdiction.

Lees River Avenue

Lees River Avenue is a two-lane roadway (one lane in each direction) generally oriented in the north-south direction. Lees River Avenue is a regional commuter route that serves as a connection between Wilbur Avenue (Route 103), the I-195 East Off-Ramp, and the I-195 West On-Ramp to the south and Route 6 and Read Street to the north. Lees River Avenue is classified as an urban minor arterial roadway. Lees River Avenue is generally under jurisdiction of the Town of Somerset; however, at the I-195 Ramps and the bridge over I-195 it is under MassDOT jurisdiction. Sidewalks are not provided along either side of the roadway except along the east side of the bridge over I-195. The posted speed limit is 30 mph. Land use along Lees River Avenue consists of residential uses north of the bridge over I-195 and commercial uses south of the bridge.

Wilbur Avenue (Route 103)

Wilbur Avenue (Route 103) is a two-lane roadway (one lane in each direction) generally oriented in the east-west direction. Wilbur Avenue (Route 103) is a regional commuter route that serves as a connection between Warren, Rhode Island to the west and Riverside Avenue to the east. Wilbur Avenue (Route 103) is classified as an urban minor arterial roadway and is under MassDOT jurisdiction. In the vicinity of Lees River Avenue, sidewalks are provided along the north side of the roadway. The rest of Wilbur Avenue has no sidewalks except on the south side of the bridge over I-195. The posted speed limit is 40 mph. Land use along Wilbur Avenue (Route 103) consists of a mix of commercial and residential uses.

Brayton Point Road

Brayton Point Road is a two-lane roadway (one lane in each direction) generally oriented in the north-south direction. Brayton Point Road serves as a connection from the Project Site to the south with Route 6 and Reed Street to the north. Brayton Point is an urban major collector and is under the jurisdiction of Town of Somerset. South of O'Neil Road there are no sidewalks provided on either side of the roadway. Between O'Neil Road and Crestview Avenue there is sidewalk on the east side of the roadway. Between Crestview Avenue and Wilbur Avenue (Route 103) there is sidewalk on both sides of the roadway. North of Wilbur Avenue there is sidewalk on the west side of the roadway. The posted speed limit is 25 mph south of Wilbur Avenue (Route 103) and 30 mph north of Wilbur Avenue (Route 103). Land use along Brayton Point Road consists of a primarily residential uses with some commercial uses in the vicinity of Wilbur Avenue (Route 103).

Study Area Intersections

The traffic control and the lane usage of the study area intersections is shown in Figure 3 at the end of this section.

Lee River Avenue at I-195 West On-Ramp

Lees River Avenue generally runs in the north-south direction and is intersected by the I-195 Off-Ramp from the west, to form a T-type unsignalized intersection. The I-195 Off-Ramp westbound departure consists of one lane. The northbound Lees River Avenue approach consist of a shared left-turn/through lane and the southbound approach consist of a shared through/right-turn lane. There are no pedestrian or bicycle accommodations provided at this intersection. North of the study area, the posted speed limit traveling southbound on Lees River Avenue is 35 mph. There is no posted speed limit traveling northbound.

Lee River Avenue at I-195 East Off-Ramp

Lees River Avenue generally runs in the north-south direction and is intersected by the I-195 Off-Ramp from the west, to form a T-type unsignalized intersection. The I-195 Off-Ramp eastbound approach consists of an exclusive left-turn lane that operates under stop control and a channelized right-turn lane that operates under yield control. The northbound and southbound Lees River Avenue approaches consist of a through lane. There are no pedestrian or bicycle accommodations provided at this intersection. North of the study area, the posted speed limit traveling southbound on Lees River Avenue is 35 mph. There is no posted speed limit traveling northbound.

Wilbur Avenue (Route 103) at Lees River Avenue

Wilbur Avenue (Route 103) generally runs in the east-west direction and is intersected by Lees River Avenue from the north, to form a T-type signalized intersection. The Wilbur Avenue eastbound approach consists of a shared left-turn/through lane. The Wilbur Avenue westbound approach consists of a through lane and an exclusive right-turn lane. The Lees River Avenue southbound approach consist of a shared left-turn /right-turn lane. Pedestrian accommodations include sidewalks on the northeast, northwest, and southwest corners of the intersection and a signalized crosswalk on the west leg of the intersection. There are no

bicycle accommodations provided at this intersection. North of the study area, the posted speed limit traveling southbound on Lees River Avenue is 35 mph. There is no posted speed limit traveling northbound on Lees River Avenue. The posted speed limit on Wilbur Avenue is 40 mph.

Wilbur Avenue (Route 103) westbound at I-195 East On-Ramp

Wilbur Avenue (Route 103) generally runs in the east-west direction and is intersected by the I-195 East On-Ramp from the north, to form a T-type signalized intersection. The Wilbur Avenue eastbound approach consists of a through lane. The Wilbur Avenue westbound approach consists of a shared through/right-turn lane. The I-195 East On-Ramp is a one-way one lane roadway away from the intersection. Pedestrian accommodations include sidewalks along the north side of Wilbur Avenue and an unsignalized crosswalk on the north leg of the intersection across the I-195 On-Ramp. There are no bicycle accommodations provided at this intersection. The posted speed limit on Wilbur Avenue is 40 mph.

Wilbur Avenue (Route 103) at Home Street/Park & Ride Driveway

Wilbur Avenue (Route 103) generally runs in the east-west direction and is intersected by the Home Street from the south and the Park& Ride driveway form the south to form a four-legged unsignalized intersection. The Wilbur Avenue eastbound approach consists of a shared left-turn/through/right-turn lane. The Wilbur Avenue westbound approach consists of a shared left-turn/through/right-turn lane. The Home Street northbound approach and the Park & Ride Driveway southbound approach consist of a shared left-turn/through/right-turn lane under stop control. Pedestrian accommodations include sidewalks along the north side of Wilbur Avenue to the west of the intersection and there are no crosswalks provided. There are no bicycle accommodations provided at this intersection. The posted speed limit on Wilbur Avenue is 40 mph.

Wilbur Avenue (Route 103) eastbound at I-195 East On-Ramp

Wilbur Avenue (Route 103) generally runs in the east-west direction and is intersected by the I-195 East On-Ramp from the south, to form a T-type signalized intersection. The Wilbur Avenue eastbound approach consists of a shared through/right-turn lane. The Wilbur Avenue westbound approach consists of a through lane. The I-195 East On-Ramp is a one-way one lane roadway away from the intersection. There are no pedestrian or bicycle accommodations provided at this intersection. The posted speed limit on Wilbur Avenue is 40 mph.

Wilbur Avenue (Route 103) westbound at I-195 West Off-Ramp

Wilbur Avenue (Route 103) generally runs in the east-west direction and is intersected by the I-195 West Off-Ramp from the north, to form a T-type signalized intersection. The Wilbur Avenue eastbound and westbound approaches consist of a through lane. The I-195 West Off-Ramp is a one-way right-turn lane under yield control. There are no pedestrian or bicycle accommodations provided at this intersection. The posted speed limit on Wilbur Avenue is 40 mph.

Wilbur Avenue (Route 103) eastbound at I-195 West On-Ramp

Wilbur Avenue (Route 103) generally runs in the east-west direction and is intersected by the I-195 East On-Ramp from the south, to form a T-type signalized intersection. The Wilbur Avenue eastbound approach consists of a shared through/right-turn lane. The Wilbur Avenue westbound approach consists of a through lane. The I-195 West On-Ramp is a one-way one lane roadway away from the intersection. There are no pedestrian or bicycle accommodations provided at this intersection. The posted speed limit on Wilbur Avenue is 40 mph.

Wilbur Avenue (Route 103) eastbound at I-195 West Off-Ramp

Wilbur Avenue (Route 103) generally runs in the east-west direction and is intersected by the I-195 West Off-Ramp from the south, to form a T-type signalized intersection. The Wilbur Avenue eastbound and westbound approaches consist of a through lane. The I-195 West Off-Ramp is a one-way right-turn lane under yield control. There are no pedestrian or bicycle accommodations provided at this intersection. The posted speed limit on Wilbur Avenue is 40 mph.

Wilbur Avenue (Route 103) at Brayton Point Road

Wilbur Avenue (Route 103) generally runs in the east-west direction and is intersected by Brayton Point Road from the north-south, to form a four-legged signalized intersection. All approaches consist of one wide shared left-turn/through/right-turn lane. Pedestrian accommodations include sidewalks on all corners of the intersection and signalized crosswalks on all legs of the intersection. There are no bicycle accommodations provided at this intersection. The posted speed limit on Wilbur Avenue is 40 mph. The posted speed limit on Brayton Point Road is 25 mph south of Wilbur Avenue and 30 mph north of Wilbur Avenue.

Brayton Point Road at O'Neil Road.

Brayton Point Road generally runs in the north-south direction and is intersected by O'Neil Road from the east, to form a T-type unsignalized intersection. The Brayton Point Road southbound approach operates as one lane curving left onto O'Neil Road that splits to a through movement to continue onto Brayton Point Road. The O'Neil Road westbound approach operates as one lane curving right onto Brayton Point Road that also allows left-turns onto Brayton Point Road. The Brayton Point Road northbound approach consists of one shared through/right-turn lane that operates under yield control. Pedestrian accommodations include sidewalks along the northeast corner of the intersection with no crosswalks on any of the legs of the intersection. There are no bicycle accommodations provided at this intersection. The posted speed limit on Wilbur Avenue is 40 mph. The posted speed limit on Brayton Point Road is 25 mph. There is no posted speed limit on O'Neil Road.

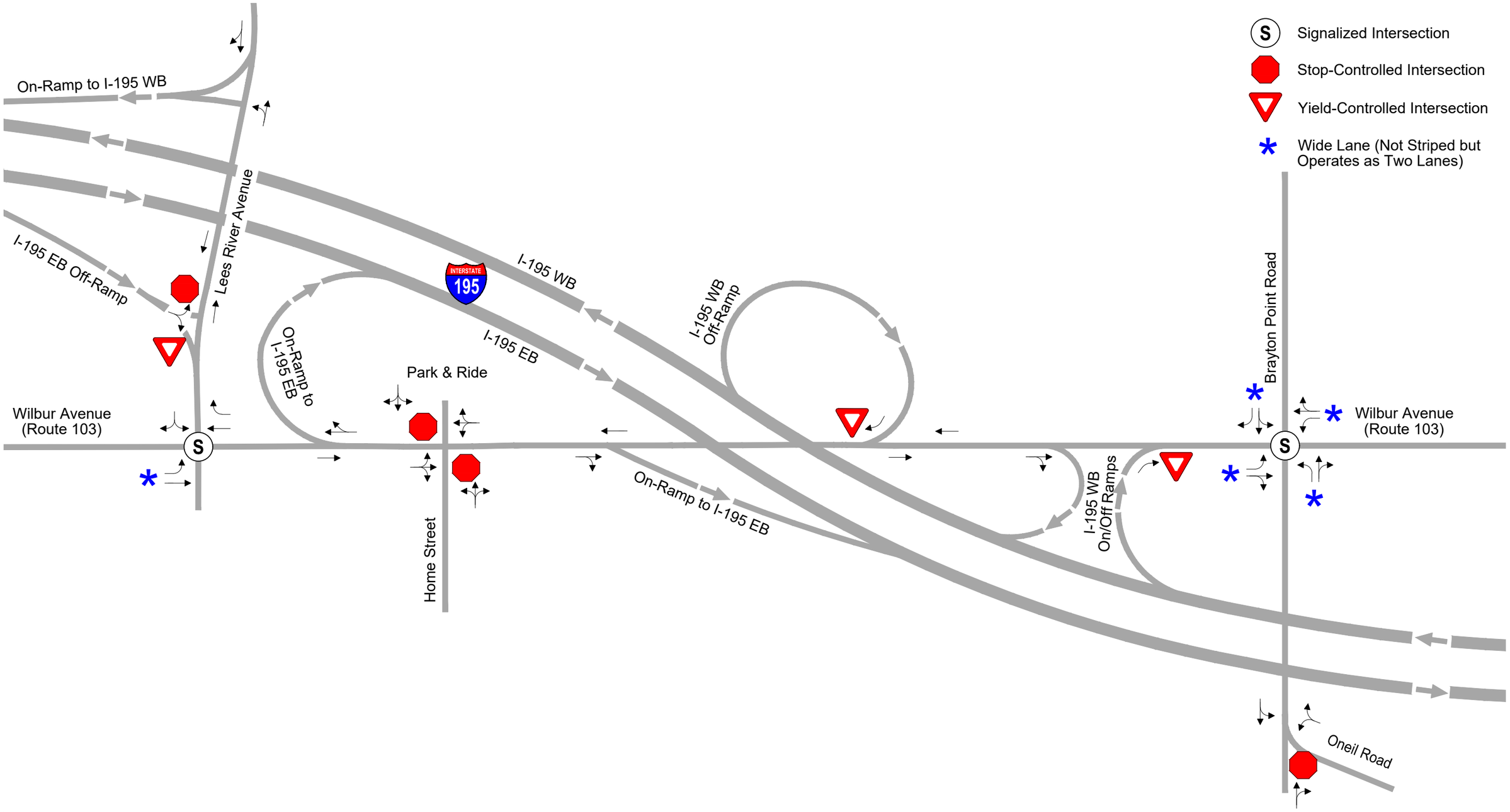

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Figure 3
Traffic Control and Lane Usage

Prysmian Brayton Point
Somerset, Massachusetts

Traffic Volumes

To quantify existing traffic conditions, VHB performed turning movement counts (TMCs) at the following intersections on Thursday June 9, 2022:

- Lee River Avenue at I-195 West On-Ramp
- Lee River Avenue at I-195 East Off-Ramp
- Wilbur Avenue (Route 103) at Lees River Avenue
- Wilbur Avenue (Route 103) eastbound at Home Street/Park & Ride Driveway
- Wilbur Avenue (Route 103) eastbound at I-195 West On-Ramp
- Wilbur Avenue (Route 103) eastbound at I-195 West Off-Ramp
- Wilbur Avenue (Route 103) at Brayton Point Road
- Brayton Point Road at O'Neil Road

In addition to counting the intersections listed above, traffic volumes at the following intersections were calculated based on the volume of traffic gained or lost between the counted intersections:

- Wilbur Avenue (Route 103) westbound at I-195 East On-Ramp
- Wilbur Avenue (Route 103) eastbound at I-195 East On-Ramp
- Wilbur Avenue (Route 103) westbound at I-195 West Off-Ramp

There are no side streets or driveways between the Wilbur Avenue (Route 103) at Lees River Avenue intersection and the Wilbur Avenue (Route 103) at Home Street/Park & Ride Driveway; therefore, the loss in westbound traffic on Wilbur Avenue was used to develop the traffic volumes using the Wilbur Avenue (Route 103) West On-Ramp. Similarly, the traffic counts at the Wilbur Avenue (Route 103) at Home Street/Park & Ride Driveway intersection and Wilbur Avenue (Route 103) eastbound at the I-195 West On-Ramp intersection were used to calculate the traffic volumes at the Wilbur Avenue (Route 103) eastbound at I-195 East On-Ramp and Wilbur Avenue (Route 103) westbound at I-195 West Off-Ramp intersections.

It was determined that based on existing data, the study area weekday morning peak hour occurred between 7:00 AM and 8:00 AM. The study area weekday evening peak hour was determined to be between 4:00 PM and 5:00 PM.

In accordance with the latest MassDOT guidance regarding the impacts of COVID on existing traffic volumes, traffic volumes collected after March 1, 2022 do not need to be adjusted, but consultants should still contact MassDOT for approval and confirmation of this approach since these guidelines have not been officially released (2022 MassDOT Guidance - DRAFT). VHB submitted a memorandum to the MassDOT Assistant State Traffic Engineer requesting concurrence with the justification to use no adjustment factors for COVID or seasonality on the traffic counts performed in June. MassDOT responded to this memorandum and concurred with VHB that no COVID or seasonal adjustments are required. The traffic counts were performed while school was in session, and they were counted in an area where office is not a predominant land use

Automatic traffic recorder (ATR) counts were performed on Wilbur Avenue (Route 103) west of Brayton Point Road and on Brayton Point Road south of I-195 on June 8, 2022 and June 9, 2022. The daily traffic volume on Wilbur Avenue (Route 103) west of Brayton Point Road was observed to be 15,970 vehicles per hour on Tuesday, June 8, 2022 (8,250 eastbound and 7,720 westbound). The daily traffic volume on Brayton Point Road, south of I-195 bridge, was observed to be 1,350 vehicles per hour on June 8, 2022 (675 northbound and 675). All traffic count data is included in the Appendix.

Seasonal Variation

MassDOT historical traffic counts were reviewed to understand the seasonality of traffic count data collected in the months of June 2022 within the study area. There are no published MassDOT seasonal adjustment factors for traffic volumes in 2022, and therefore the 2019 seasonal adjustment factors were reviewed. Based on the review, the June 2022 volumes collected were higher than average-month conditions. For a conservative analysis (using higher than average traffic conditions), no seasonal factors will be applied to the counts.

The MassDOT seasonal adjustment factors by roadway type are presented in **Error! Reference source not found.**. As previously stated, Lees River Avenue and Wilbur Avenue (Route 103) are classified as urban minor arterial roadways. Brayton Point is an urban major collector. All study area roadways therefore fall under the U4-U7 roadway type for MassDOT seasonal adjustment factors.

Table 1 MassDOT Seasonal Adjustment Factors

Roadway Type	June Counts
U4-U7[1]	0.86

Source: MassDOT
Note: June 2019 seasonal adjustment factors were not used to remain conservative (overestimating the traffic volumes).
[1] Minor arterial, major collector, minor collector, local roadway

Figures 4 and 5 illustrate the resulting 2022 Existing traffic volume conditions during the weekday morning and weekday evening peak hours conditions, respectively.

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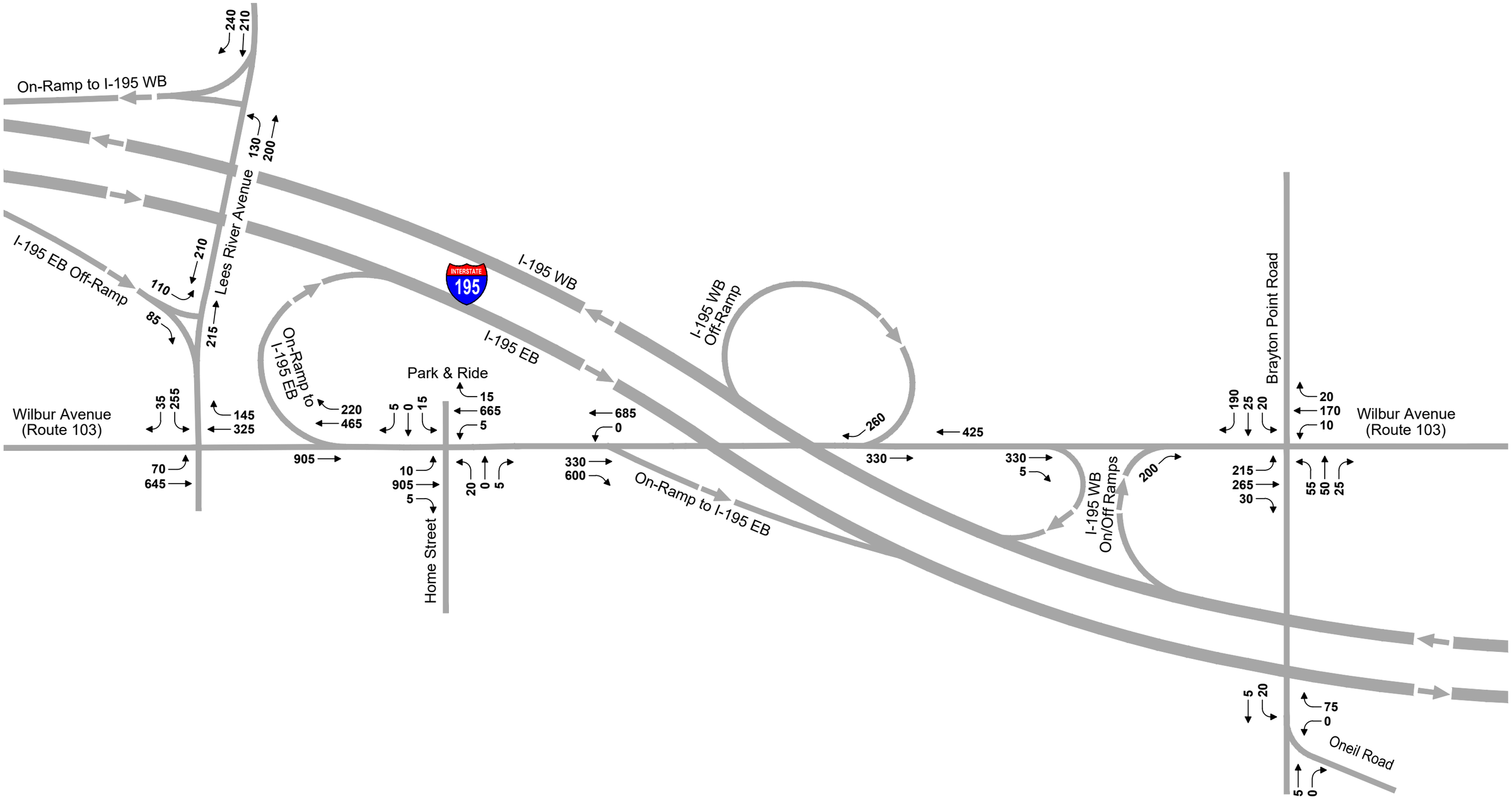

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Figure 4

2022 Existing Conditions:
Weekday Morning Peak Hour
Traffic Volumes

Prysmian Brayton Point
Somerset, Massachusetts

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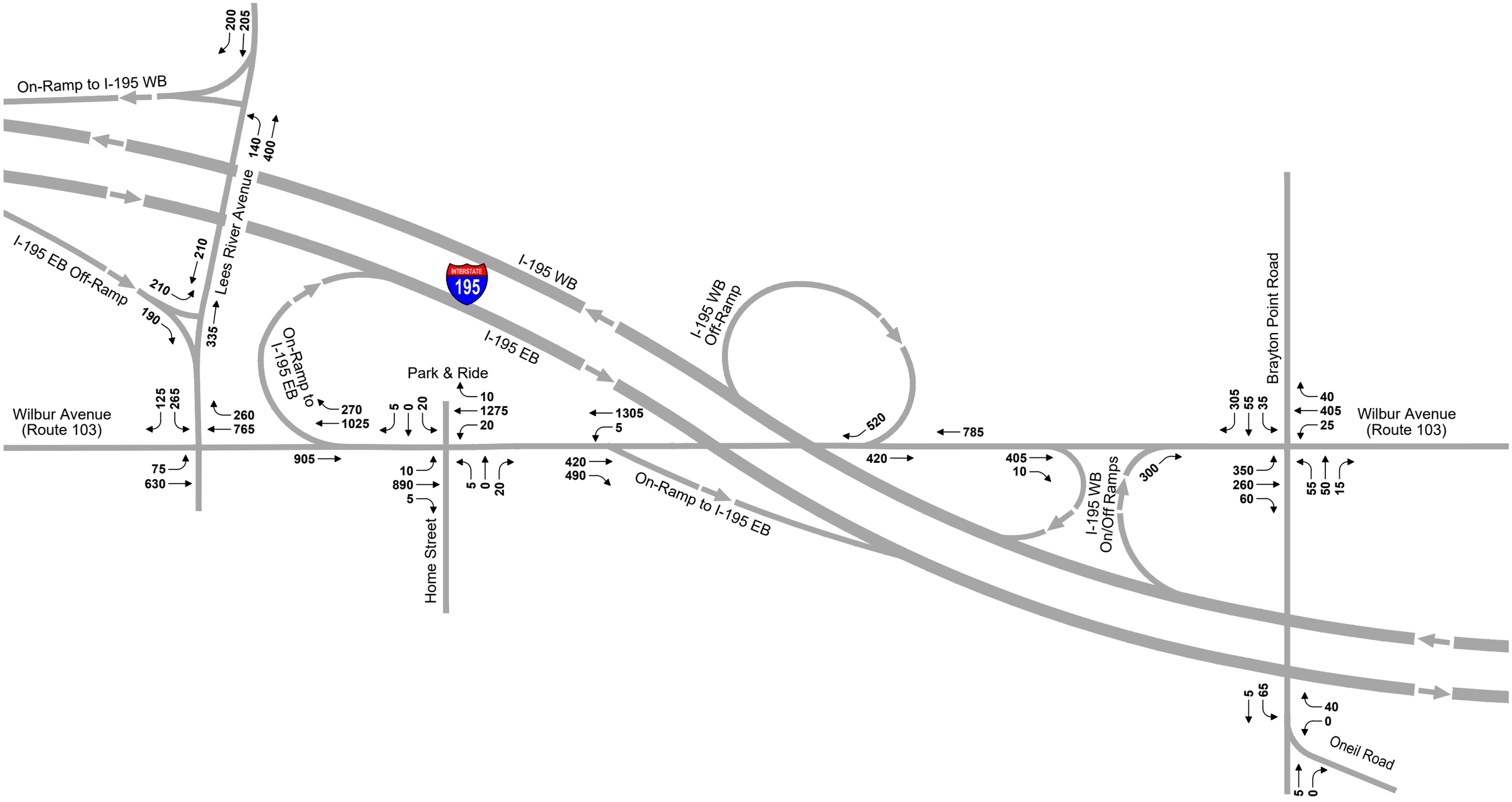

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Figure 5

2022 Existing Conditions:
Weekday Evening Peak Hour
Traffic Volumes

Prysmian Brayton Point
Somerset, Massachusetts

Multimodal Transportation

Public Transportation

Public transportation in Somerset and the nearby surrounding area is provided by the Southeast Regional Transit Authority (SRTA). The closest bus stop to the Project Site is at the Somerset Stop & Shop, located in the plaza located on the southeast corner of the Route 6 at Brayton Point Road intersection (SRTA Route 14). This stop is located over 1.5 miles from the Project Site and is not likely to be used to access the Project Site. The most recent published schedules for SRTA Route 14 – Swansea Mall are provided in the Appendix.

There are no commuter rail stations in the Town of Somerset.

There is a park-and-ride lot located with the study area, on the north side of Wilbur Avenue at 1759 Wilbur Avenue. The parking lot provides parking spaces for carpool, and vanpool.

Bicycle and Pedestrian Accommodations

Limited pedestrian accommodations are provided throughout the study area. Lees River Avenue has no sidewalks provided along either side of the roadway except along the east side of the bridge over I-195. Wilbur Avenue (Route 103) has limited sidewalks in the vicinity of the Lees River Avenue, along the north side of the roadway. The rest of Wilbur Avenue within the Project limits has no sidewalks except along the south side of the bridge over I-195. Brayton Point Road has no sidewalks provided along either side of the roadway between the Project Site entrance and O'Neil Road. There is a sidewalk on the east side of the Brayton Point Road between O'Neil Road and Crestview Avenue and sidewalks on both sides of the roadway between Crestview Avenue and Wilbur Avenue (Route 103).

Accommodations for bicycles in the study area are limited. No off-road bicycle facilities exist within the vicinity of the study area. There are no dedicated on-road bicycle facilities provided on Lees River Avenue or Brayton Point Road within the study area limits. There are shoulders present along the north side of Wilbur Avenue from the Park & Ride Driveway to Brayton Point Road, with the exception of a short segment between the middle of the bridge over I-195 and the I-195 West off-ramp to Wilbur Avenue (Route 103) west. There are limited shoulders available along the south side of Wilbur Avenue (Route 103) including the section between the Wilbur Avenue eastbound on-ramp to I-195 East and the on-ramp to I-195 West and for a short segment east of the I-195 West off-ramp to Wilbur Avenue eastbound.

Crash History

To identify potential vehicle crash trends in the study area, vehicular crash data for the study area intersections were obtained from MassDOT for the most recent five-year period (2015-2019) available. A summary of the MassDOT vehicle crash history is provided in **Error! Reference source not found.**, and the detailed crash data is provided in the Appendix.

In addition to summarizing the crash history, crash rates were also calculated for the study area intersections. Intersection crash rates are calculated based on the number of crashes at an intersection and the daily volume of traffic traveling through that intersection. The MassDOT average intersection crash rate for District 5 (the MassDOT district designation for the Town of Somerset) 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.

As shown in **Error! Reference source not found.**, the following study area intersections have a calculated crash rate that exceeds the district average:

- Wilbur Avenue (Route 103) at Lees River Avenue
- Wilbur Avenue (Route 103) WB at I-195 WB Off-Ramp
- Wilbur Avenue at I-195 WB Ramps
- Wilbur Avenue at Brayton Point Road

The other study area intersections experienced calculated crash rates below the district average.

The crashes that occurred within the study area were primarily angle, rear-end collisions, and sideswipe, same direction, resulting in property damage and non-fatal injuries. No crashes were reported involving fatal injuries.

Crashes involving non-motorists (bike, pedestrian) occurred at the following intersections:

- Lees River Avenue at I-195 WB Off-Ramp (one crash)
- Wilbur Avenue (Route 103) at Lees River Avenue (one crash)

The following issues were noted at the Wilbur Avenue (Route 103) at Brayton Point Road intersection:

- Most of the crashes are rear-end and angle collisions resulting in property damage only.
- Rear-end and angle collisions are typical for intersection operations, especially at intersections without protected left-turn phases.
- The traffic signal equipment is over 20 years old and in generally poor condition.

The following issues were noted at the Wilbur Avenue (Route 103) at Brayton Point Road intersection:

- Thirty-nine percent of crashes were rear end collisions, which may indicate potential inadequacy of signal clearance intervals.

- Thirty-nine percent of crashes were angle collisions, which is likely due to the unprotected left turn movements at the traffic signal.
- Sixty-three percent of crashes occurred during weekday off-peak hour.
- Thirty-three percent of crashes occurred during wet or snowy pavement conditions.
- The gas station driveway opposite Lees River Avenue is unsignalized.
- The vehicle detection system along Wilbur Avenue is not efficient as there are loop detectors set back from the stop line.
- The traffic signal equipment is over 20 years old and in generally poor condition.

Highway Safety Improvement Program

In addition to calculating the crash rate, study area intersections were also reviewed in the MassDOT HSIP database. An HSIP-eligible cluster is one in which the total number of "equivalent property damage only" crashes in the area is within the top 5 percent of all clusters in that region. Being HSIP-eligible makes a location eligible for Federal Highway Administration (FHWA) and MassDOT funds to address the identified safety issues at these locations.

Vehicle crash data obtained from MassDOT for the study area locations indicates that the intersection of Lees River Avenue and Wilbur Avenue (Route 103) is listed as a 2017-2019 Highway Safety Improvement Program (HSIP) cluster. However, given the minimal volume of traffic added to this intersection by the Project during peak hours, the intersection would not have been included in the study area of most traffic studies and therefore an RSA would not be performed.

Using the conservatively high ITE trip generation rates, the Project is only projected to increase the traffic at the intersection by approximately 32 vehicles during the morning peak hour and approximately 31 vehicles during the evening peak hour. This results in only a 2.0% increase in traffic during the morning peak hour (17 southbound left turns, 7 eastbound throughs, 2 westbound throughs and 6 westbound right turns) and only a 1.9% increase during the evening peak hour (8 southbound left turns, 3 eastbound throughs, 6 westbound throughs and 14 westbound right turns). The typical threshold for determining if an intersection should be included in the study area of a TIAS is if the increase in Project generated trips are anticipated to increase peak hour traffic volume by five percent or more, or by more than 100 vehicles per hour. This intersection does not meet that threshold; therefore, it would not typically be included in the TIAS study area, and an RSA would not be performed.

MassDOT has also stated that "the Project is not anticipated to trigger any MEPA threshold for review for transportation impacts" and that that it is their understanding that "the Project does not propose access via any state jurisdictional roadway. As a Result, MassDOT ultimately will not be required to review this project."

	Lees River Ave at I-195 WB On-Ramp	Lees River Ave at I-195 EB Off-Ramp	Wilbur Ave at Lees River Ave	Wilbur Ave WB at I-195 EB On-Ramp	Wilbur Ave at Home St	Wilbur Ave EB at I-195 EB On-Ramp	Wilbur Ave WB at I-195 WB Off-Ramp	Wilbur Ave at I-195 WB Ramps	Wilbur Ave at Brayton Point Rd	Brayton Point Rd at O'Neil Rd
Signalized?	No	No	Yes	No	No	No	No	No	Yes	No
MassDOT Average Crash Rate	0.57	0.57	0.75	0.57	0.57	0.57	0.57	0.57	0.75	0.57
Calculated Crash Rate	0.16	0.52	1.26	0.27	0.26	0.16	0.80	0.66	1.61	0.43
Year										
2015	1	4	8	3	1	1	12	4	11	0
2016	1	0	14	2	2	2	3	4	10	0
2017	0	3	11	0	7	1	2	4	9	1
2018	0	1	11	0	2	2	6	3	11	0
2019	1	2	10	0	0	1	5	5	13	0
Total	**3**	**10**	**54**	**5**	**12**	**7**	**28**	**20**	**54**	**1**
Collision Type										
Angle	0	6	21	0	4	1	1	2	32	0
Head-on	0	0	1	0	0	0	0	0	0	0
Rear-end	1	2	22	5	6	5	24	11	16	0
Rear-to-rear	0	0	0	0	0	0	0	0	1	0
Sideswipe, opposite direction	0	0	0	0	0	0	0	0	1	0
Sideswipe, same direction	0	0	4	0	1	0	1	1	3	0
Single Vehicle Crash	2	2	5	0	1	1	2	6	1	1
Unknown/Not reported	0	0	1	0	0	0	0	0	0	0
Severity										
Fatal Injury	0	0	0	0	0	0	0	0	0	0
Non-Fatal Injury	1	4	18	0	4	2	9	2	16	0
Property Damage Only	2	6	34	5	8	5	19	18	37	1
Unknown/Not Reported	0	0	2	0	0	0	0	0	1	0
Time of day										
Weekday, 7:00 AM - 9:00 AM	0	0	0	0	0	1	2	2	4	0
Weekday, 4:00 – 6:00 PM	0	2	6	2	5	2	8	6	6	0
Saturday, 11:00 AM – 2:00 PM	0	0	1	0	1	0	0	1	1	0
Weekday, other time	2	7	33	2	4	3	12	9	32	1
Weekend, other time	1	1	14	1	2	1	6	2	11	0
Pavement Conditions										
Dry	1	8	36	3	10	4	24	16	39	1
Wet	1	1	12	2	2	1	4	3	13	0
Snow/Ice/Slush	0	0	3	0	0	0	0	0	1	0
Other	0	0	0	0	0	1	0	0	0	0
Unknown/Not reported	1	1	3	0	0	1	0	1	1	0
Non-Motorist (Bike, Pedestrian)	0	1	1	0	0	0	0	0	0	0

Source: Crash data was obtained from MassDOT Crash portal (2015-2019) and crash reports received from MassDOT.

Table 2 2015-2019 Vehicle Crash Summary

3

Future Conditions

Traffic volumes in the study area were projected to a seven-year traffic-planning horizon. Independent of the Project, volumes on the roadway network under the future No-Build conditions were assumed to include existing traffic and new traffic resulting from background traffic growth. Under the Build condition, Project-generated traffic volumes were added to the No-Build volumes to reflect the Build conditions within the Project study area.

Background Traffic Growth

Traffic growth on area roadways is a function of the expected land development, economic activity, and changes in demographics. Several methods can be used to estimate this growth. A procedure frequently employed 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 planned new major developments that would be expected to impact the Project study area roadways. For the purpose of this assessment, both methods were considered.

Historic Traffic Growth

A March 2020 study (*I-195 Interchange 4 Transportation Study*) by VHB for the nearby interchange (new Exit 10) used 0.5%. This growth rate was based on historic data. It should be noted that the recent growth rates in 2020 and 2021 have been impacted by the effects of COVID. To provide a conservatively high growth rate and be consistent with the 2020 transportation study, a 0.5% percent per year annual growth rate was used to develop the 2029 baseline traffic volumes.

Site-specific Growth and Planned Roadway Projects

In addition to accounting for background growth, the traffic associated with other planned and/or approved developments in the area that could influence traffic at the study locations were considered. The I-195 Interchange 4 Transportation Study identified six planned development projects. These projects included the following:

- Brayton Point Commerce Center
- Solar Therapeutics
- Wilbur School Redevelopment
- Wilbur Avenue at Brayton Point Road
- Fairfield Commons Commercial Development
- Slade's Ferry Crossing

The Brayton Point Commerce Center includes the Prysmian Brayton Point project that is owned by the Commercial Development Corporation, Inc (CDC). It includes approximately 47 acres of the approximately 300-acre former power station site. Sometime in the future the remaining portion of the Project Site is proposed to be developed; however, the details of this development have not yet been identified. The traffic impacts of the remaining portion of the Project Site is therefore unknown and has not been included in the future No-Build site-specific traffic volumes.

The Solar Therapeutics project has been completed and a portion of the Fairfield Commons Commercial Development has been completed. These traffic volumes are therefore already included in the existing traffic counts. The remainder of the Fairfield Commons project is expected to have minimal impacts on traffic within the Project study area. The Slade's Ferry Crossing development is also not expected to have a large impact on traffic because traffic traveling to/from the east will use Route 79 and Route 6 to access the Project Site and some traffic traveling to/from the west will use Lees River Avenue and Route 6 to access the Project Site. There will also be minimal traffic impacts associated with the Wilbur School Redevelopment because it is not a significant development and will generate minimal traffic.

The most significant project that will have the greatest impact on traffic is the Wilbur Avenue at Brayton Point Road parcel. This is a 98-acre undeveloped corner lot that is owned by the Town of Somerset. No plans for the development of this parcel have been formally submitted and are therefore not included in the future No-Build site-specific traffic volumes. This project will require the implementation of improvements at the Wilbur Avenue (Route 103) intersection with Brayton Pint Road and along the study area roadways to mitigate the traffic impacts associated with the development.

Based on currently available information, there are no planned roadway improvement projects identified within the study area.

The 2029 No-Build traffic volumes were developed using the growth rate and adding in the background projects described above. As noted above, no site-specific traffic volumes were added. The resulting 2029 No-Build Condition weekday morning and weekday evening peak hour traffic volume networks are shown in Figure 6 and Figure 7, respectively.

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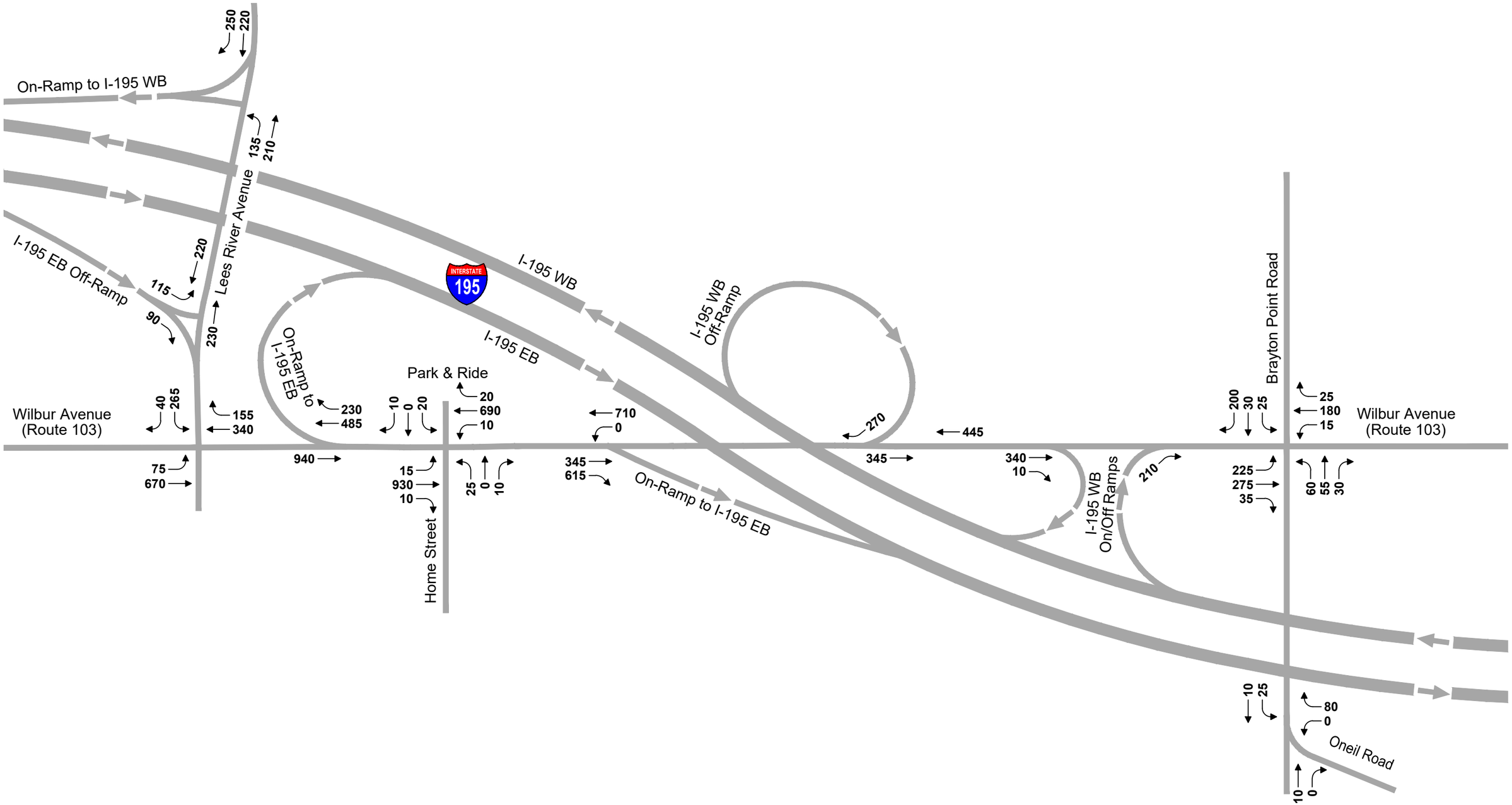

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Figure 6

2029 No-Build Condition:
Weekday Morning Peak Hour
Traffic Volumes

Prysmian Brayton Point
Somerset, Massachusetts

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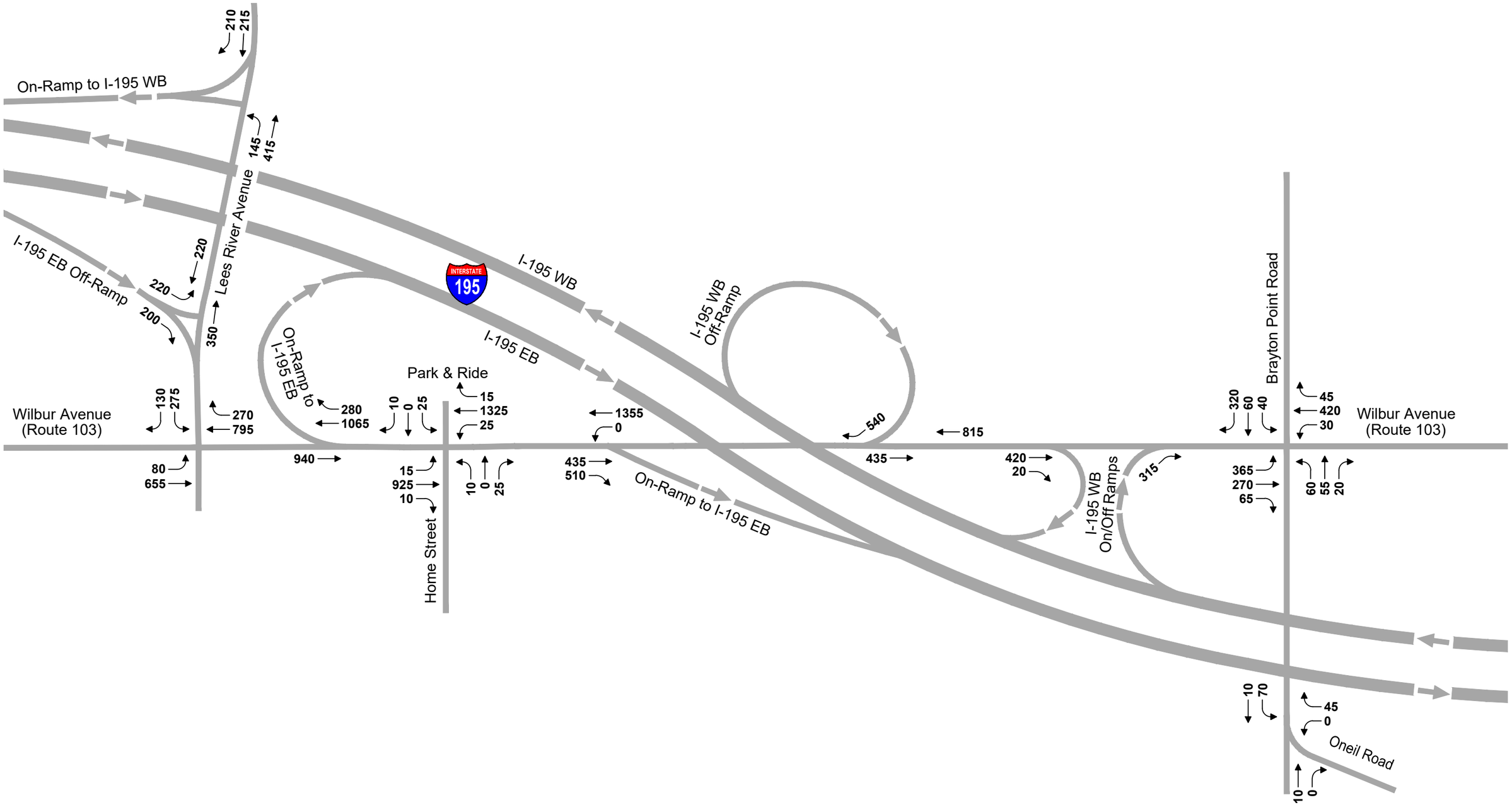

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Figure 7

2029 No-Build Condition:
Weekday Evening Peak Hour
Traffic Volumes

Prysmian Brayton Point
Somerset, Massachusetts

Project-Generated Traffic Volumes

Design year 2029 Build traffic volumes for study area roadways were determined by estimating Project-generated traffic volumes and distributing these volumes over the study area roadways. The estimated Project-generated volumes were added to the 2029 No-Build traffic volumes to develop the year 2029 Build traffic volume networks. The following sections describe the procedures used to develop the Build condition traffic volume networks.

Trip Generation

The Project will employ approximately 360 highly skilled workers across a range of activities, including cable manufacture, testing, delivery, and management. During typical operations (at full build), there will be three shifts, as follows: 6 AM to 2 PM; 2 PM to 10 PM; and 10 PM to 6 AM. It is expected that approximately 115 employees will work each shift, along with another up to 16 office workers, depending on the shift. During periods when finished cable will be transferred to the cable-laying vessel, manufacturing staff will be reassigned from manufacturing to delivery.

Trip generation estimates for the Project have been based on data provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual. ITE Land Use Code (LUC) 140 – Manufacturing for 360 employees was used to develop the trip generation for the Project. Table 3 shows the ITE trip generation based on fitted curve rates. The projected truck trips are also shown based on ITE data. The trip generation worksheets are included in the Appendix.

Table 3 Preliminary Trip Generation Analysis Summary[1]

Time Period / Direction	Manufacturing LUC 140 Vehicles	Manufacturing LUC 140 Trucks
Weekday Daily		
Enter	505	61
Exit	505	61
Total	**1,010**	**122**
Weekday Morning Peak Hour		
Enter	85	6
Exit	31	5
Total	**116**	**11**
Weekday Evening Peak Hour		
Enter	40	3
Exit	69	4
Total	**109**	**7**

1. Based on ITE LUC 140 (Manufacturing) for 360 employees

It should be noted that the amount of traffic projected using the ITE data is conservative (overestimates the traffic generated by the Project) for the following reasons:

- This TIA uses the total number of employees (360 total employees); however, there are only approximately 246 employees that will be working between 6:00 AM and 10:00 PM (approximately 115 workers on the 6:00 AM first shift, approximately 115 workers on the 2:00 PM second shift and 16 office workers starting at 8:00 AM). The approximately 114 workers on the third shift will not have any impact on peak hour traffic at the study area intersections because their shift starts (10:00 PM) well after the evening peak (4:00 PM to 5:00 PM) of the study area intersections and ends (6:00 AM) prior to the morning peak (7:00 AM to 8:00 AM). It could therefore be assumed that there are only 246 employees for the purpose of projecting site-generated peak hour traffic.
- The three employee shifts (6:00 AM, 2:00 PM, and 10:00 PM) do not coincide with the study area intersection peak hours (7:00 AM to 8:00 AM and 4:00 PM to 5:00 PM). No traffic from the shift changes are expected to be traveling through the study area during the interchange peak hours.
- As shown in Table 3, ITE projects 85 vehicles entering the Project Site during the morning peak hour of the intersections (7:00 AM to 8:00 AM); however, only the approximate 16 office workers that work from 8:00 AM to 4:30 PM are projected to be entering during that time period. The manufacturing shift change occurs at 6:00 AM (well before the morning peak hour of the intersections) and consists of approximately 115 vehicles entering and exiting during this off-peak period. Similarly, ITE projects 69 vehicles exiting the Project Site during the evening peak hour of the intersections (4:00 PM to 5:00 PM); however, only the 16 office workers that work from 8:00 AM to 4:30 PM are projected to be leaving during that time period. The manufacturing shift change occurs at 2:00 PM (well before the evening peak hour of the intersections) and consists of approximately 115 vehicles entering and exiting during this off-peak period.
- ITE Land Use Code 140 (Manufacturing) is described by ITE as a use code that covers facilities "where the primary activity is the conversion of raw materials or parts into finished products". i.e., the ITE code is not specifically intended for the proposed water access-based cable manufacturing use, but rather covers different types of manufacturing uses with different operational metrics and employment statistics. Most of the data in the ITE database is likely 100 percent land-based truck operations, whereas a big proportion of products manufactured at the proposed facility will be transported by water access. Based on a detailed review of their planned operations, the tenant expects that the Project Site would generate only 10 entering truck trips and 10 exiting truck trips (or a total of 20 one-way truck trips) per day at this site and the rest of the transportation would be via water access. However, since review agencies typically rely on ITE estimates for impact analysis, the traffic study for the Project is based on the higher ITE estimated truck and vehicle trips for analysis purposes rather than the lower tenant expected vehicular trip estimates. This results in conservatively, worst case analysis which ensures that the area transportation infrastructure can adequately support the higher volumes, while still recognizing that the actual traffic volumes would be much lower.

Trip Distribution

The directional distribution of the traffic approaching and departing the Project Site is a function of population densities, the location of employment opportunities, existing travel patterns, and the efficiency of the roadway system.

The trip distribution for the proposed Project has been derived based on the existing traffic patterns and 2020 U.S. Census Journey to Work data.

The regional trip distribution for the Project is illustrated in Figure 8.

The 2029 Build Condition traffic volumes were determined by estimating Project-generated traffic volumes associated with each phase, distributing these volumes over the study area roadways, and adding them to the 2029 No-Build traffic volumes. The Project-generated traffic volumes include new trips that are projected to be generated by the full buildout of the Project. The resulting 2029 Build Condition weekday morning and weekday evening peak hour traffic volume networks are shown in Figures 9 through 10. Figures showing the site-generated traffic volumes are included in the Appendix.

Source: 2022 NearMap Aerial

0 1000 Feet

Figure 8

Trip Distribution: Regional

Prysmian Brayton Point
Somerset, Massachusetts

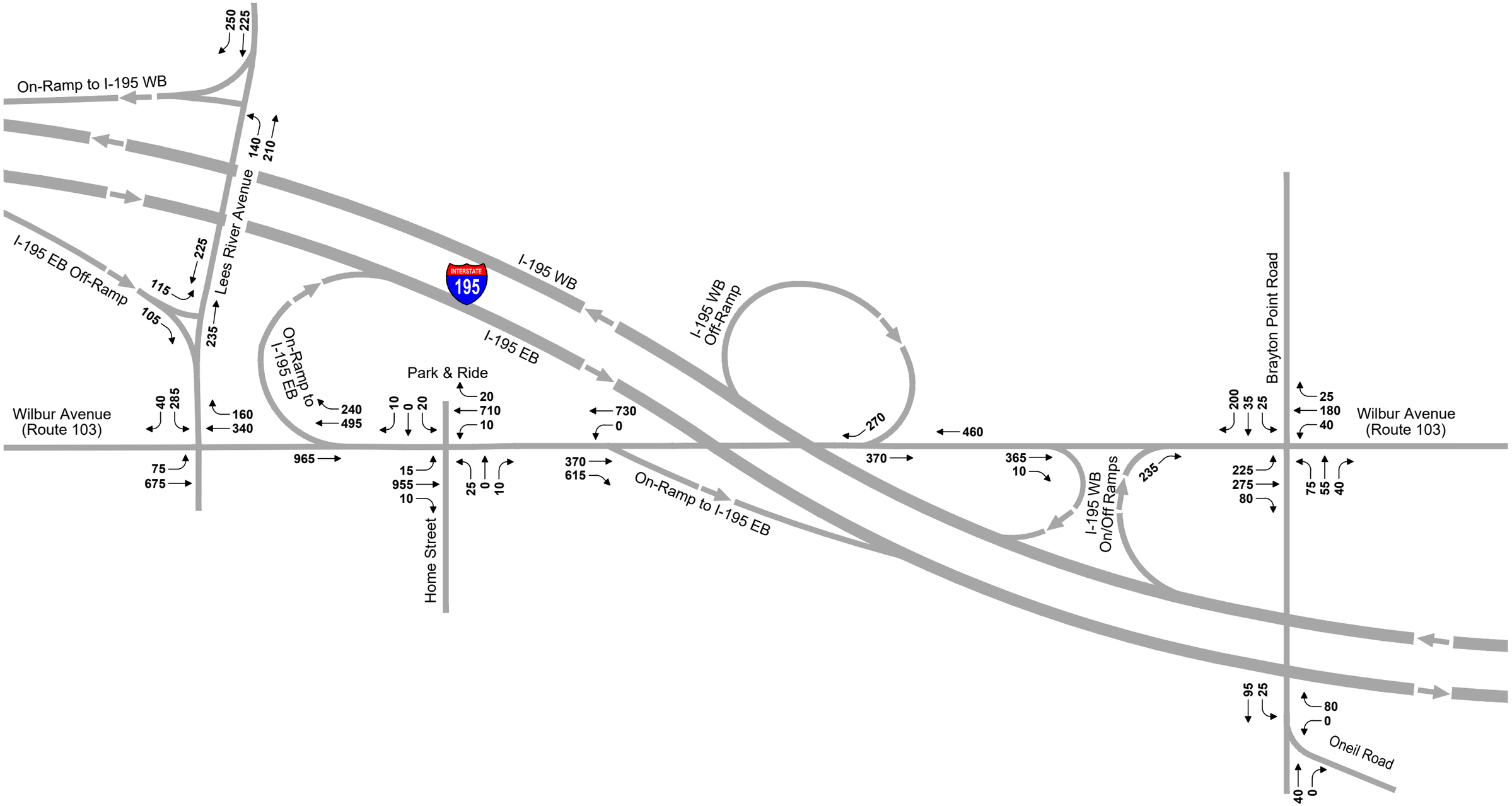

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Figure 9

2029 Build Condition:
Weekday Morning Peak Hour
Traffic Volumes

Prysmian Brayton Point
Somerset, Massachusetts

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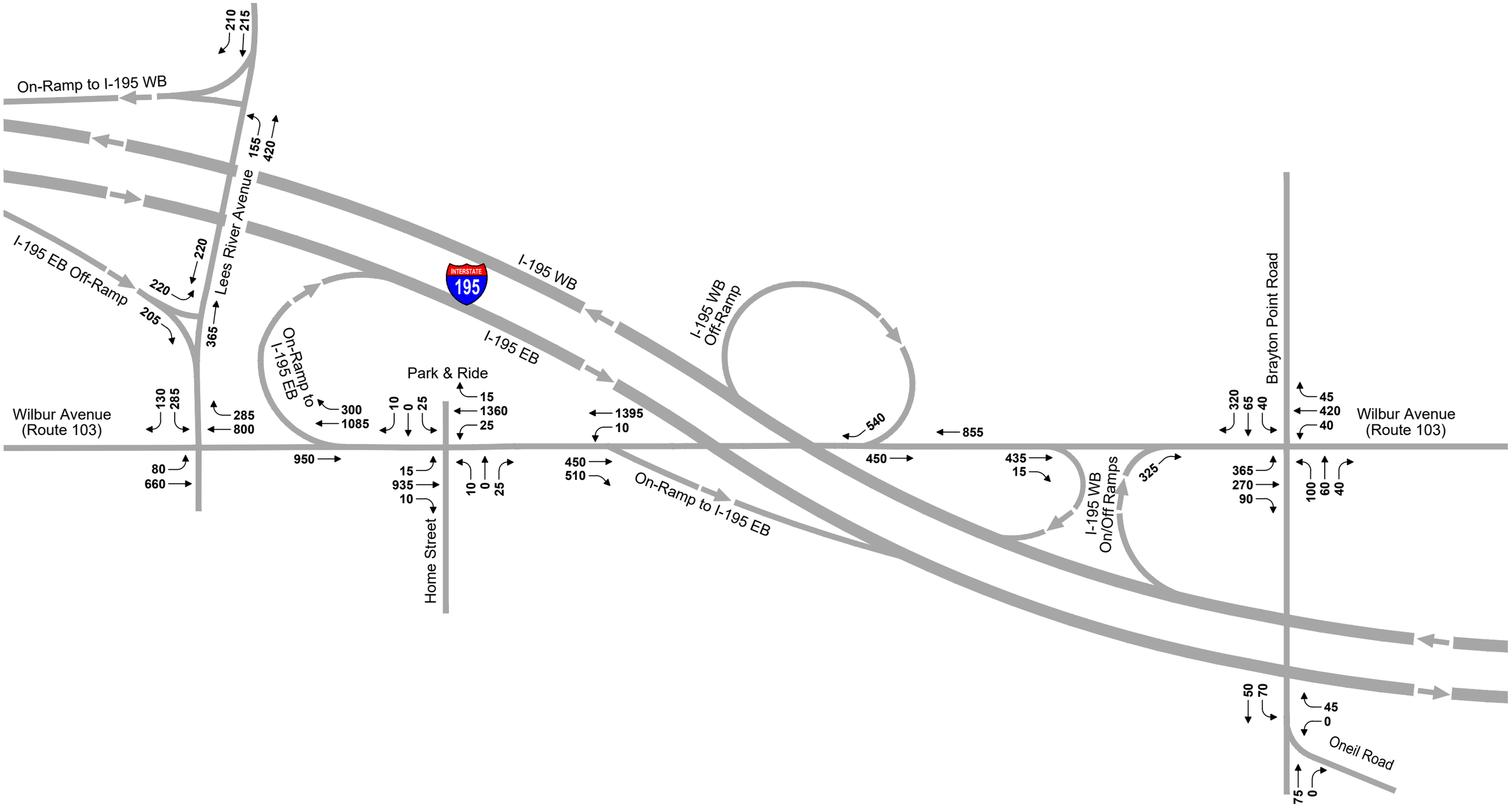

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Figure 10

2029 Build Condition:
Weekday Evening Peak Hour
Traffic Volumes

Prysmian Brayton Point
Somerset, Massachusetts

4

Traffic Operation Analysis

Measuring existing traffic volumes and projecting future traffic volumes quantify traffic flow within the study area. To assess the quality of flow, intersection capacity analyses were conducted with respect to the 2022 Existing Conditions, 2029 No-Build Conditions, and 2029 Build Conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them.

Level-of-Service Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the Highway Capacity Manual (HCM).[1] The term 'Level of Service' (LOS) is used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay and freedom to maneuver. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing congested operations.

In addition to LOS, two other measures of effectiveness are typically used to quantify the traffic operations at intersections; volume-to-capacity ratio (v/c) and delay (expressed in seconds per vehicle). For example, an existing v/c ratio of 0.90 for an intersection indicates that the intersection is operating at 90 percent of its available capacity. A delay of 15 seconds for a particular vehicular movement or approach indicates that vehicles on the movement or approach will experience an average additional travel time of 15 seconds. For a given LOS letter designation there may be a wide range of values for both v/c ratios and delay. Comparison of intersection capacity results therefore requires that, in addition to the LOS, the other measures of effectiveness should also be considered.

1 Transportation Research Board, Highway Capacity Manual, 6th Edition, Washington, D.C., 2016

The LOS designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street and for the conflicting movement on the mainline, which is generally the left turn from the mainline into a side street or driveway. Table 4 shows the LOS criteria for both signalized intersections and unsignalized intersections.

Table 4 Level-of-Service Criteria

Level of Service	Unsignalized Intersections Delay	Signalized Intersections Delay
A	0 - 10 seconds	0 - 10 seconds
B	10 - 15 seconds	10 - 20 seconds
C	15 - 25 seconds	20 - 35 seconds
D	25 - 35 seconds	35 - 55 seconds
E	35 - 50 seconds	55 - 80 seconds
F	>50 seconds	>80 seconds

Source: Highway Capacity Manual 6

The analytical methodologies typically used for the analysis of unsignalized intersections use conservative analysis parameters, such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis methodologies also do not fully consider the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delays at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

Signalized Intersection Capacity Analysis

Signalized intersection capacity analyses were conducted at the study area intersections. Analyses were conducted for the 2022 Existing, 2029 No-Build, and 2029 Build conditions. **Error! Reference source not found.** and **Error! Reference source not found.** summarize the capacity analyses for the Wilbur Avenue (Route 103) signalized intersections with Lees River Avenue and Brayton Point Road, respectively. All capacity analysis worksheets as well as graphics illustrating the queue diagrams for the study area intersections are included in the Appendix.

The analysis of the signalized intersections shows that the Wilbur Avenue (Route 103) at Lees River Avenue operates at acceptable levels of service during the morning and evening peak hours under 2022 Existing and 2029 No-Build conditions (see **Error! Reference source not found.**). Under 2029 Build conditions the impacts of the Project generated traffic are

minimal with only minor increases in delays and queues. The Project is projected to have a negligible increase in traffic at this intersection.

The analysis shows that there is some congestion at the Wilbur Avenue (Route 103) at Brayton Point Road intersection during the weekday evening peak hour under existing conditions that will continue under future No-Build conditions (see **Error! Reference source not found.**). This is primarily due to the existing heavy left-turn traffic on the eastbound approach. The southbound right-turn volumes are also high. The Project is not adding any traffic to these movements and therefore not impacting this existing condition. Similar to the Wilbur Avenue (Route 103) at Lees River Avenue intersection, under 2029 Build conditions the impacts of the Project generated traffic are minimal with only minor increases in delays and queues.

It should be noted that the existing lane widths on all approaches to the Wilbur Avenue (Route 103) at Brayton Point Road intersection are wide enough to allow vehicles to bypass left-turning vehicles that are waiting for gaps in the opposing traffic; therefore, the SYNCHRO analysis has been modeled as two lanes.

It should be noted that the overall impacts of the Project are not projected to have any significant impact on the peak hour traffic operations of the study area intersections. The actual traffic impacts of the Project are projected to be even less than provided in in this TIAS. As noted in the Trip Generation section, the actual traffic volumes generated by the Project during the intersection peak hours are projected to be much less than the volumes projected based on ITE data. Only the approximate 16 office workers that work from 8:00 AM to 4:30 PM are projected to be entering and exiting the Project Site during peak hours (7:00 AM to 8:00 AM and 4:00 PM to 5:00 PM). The approximately 115 manufacturing employees will enter during the off-peak shift changes (6:00 AM, 2:00 PM, and 10:00 PM) when traffic volumes on the study area roads are lower.

Table 5 Signalized Intersection Capacity Analysis – Wilbur Ave. (Route 103) at Lees River Ave

Lane Group	2022 Existing Condition				2029 No Build Condition				2029 Build Condition			
	v/c[1]	Del[2]	LOS[3]	Q[4]	v/c[1]	Del[2]	LOS[3]	Q[4]	v/c[1]	Del[2]	LOS[3]	Q[4]
Weekday Morning Peak												
EB L	0.16	8	A	44	0.17	8	A	47	0.17	9	A	47
EB T	0.70	14	B	408	0.72	15	B	434	0.74	16	B	440
WB T	0.38	9	A	164	0.39	9	A	174	0.40	10	B	174
WB R	0.10	1	A	0	0.10	1	A	0	0.11	1	A	0
SB L/R	0.66	25	C	208	0.70	27	C	220	0.71	28	C	236
Overall	**0.73**	**13**	**B**	-	**0.75**	**14**	**B**	-	**0.76**	**15**	**B**	-
Weekday Evening Peak												
EB L	0.56	18	B	#99	0.76	40	D	#126	0.83	56	E	#131
EB T	0.70	16	B	398	0.74	18	B	423	0.75	19	B	430
WB T	0.80	20	B	#525	0.84	23	C	#611	0.85	24	C	#618
WB R	0.15	1	A	0	0.16	1	A	0	0.17	1	A	0
SB L/R	0.78	32	C	288	0.79	32	C	302	0.79	32	C	312
Overall	**0.82**	**19**	**B**	-	**0.85**	**21**	**C**	-	**0.86**	**23**	**C**	-

Source: VHB using Synchro 11 software.
Note: Shaded cells denote LOS E/F conditions.
[1] v/c- volume to capacity ratio
[2] Del. - average delay in seconds per vehicle
[3] LOS - level of service
[4] Q – 95th percentile queue length, feet
– 95th percentile volume exceeds capacity queue may be longer
m – Volume for 95th percentile queue is metered by upstream signal
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L= left

Table 6 Signalized Intersection Capacity Analysis – Wilbur Ave. (Route 103) at Brayton Point Road

Lane Group	2022 Existing Condition				2029 No Build Condition				2029 Build Condition			
	v/c[1]	Del[2]	LOS[3]	Q[4]	v/c[1]	Del[2]	LOS[3]	Q[4]	v/c[1]	Del[2]	LOS[3]	Q[4]
Weekday Morning Peak												
EB L	0.41	6	A	74	0.44	7	A	81	0.44	9	A	90
EB T/R	0.35	6	A	82	0.37	6	A	90	0.43	7	A	116
WB L	0.02	5	A	6	0.03	5	A	8	0.10	5	A	18
WB T/R	0.23	5	A	51	0.24	5	A	56	0.25	6	A	62
NB L	0.22	15	B	36	0.24	15	B	38	0.29	15	B	45
NB T/R	0.16	14	B	36	0.18	14	B	39	0.18	14	B	40
SB L/T	0.15	14	B	30	0.18	14	B	35	0.19	14	B	37
SB R	0.14	14	B	36	0.15	14	B	**36**	**0.15**	**14**	B	**35**
Overall	**0.40**	**9**	**A**	-	**0.43**	**9**	**A**	-	**0.44**	**9**	**A**	-
Weekday Evening Peak												
EB L	1.30	>120	F	#397	1.46	>120	F	#358	1.54	>120	F	#392
EB T/R	0.42	9	A	189	0.44	9	A	205	0.47	10	B	241
WB L	0.07	7	A	24	0.08	8	A	28	0.12	8	A	38
WB T/R	0.64	12	B	#335	0.67	13	B	#369	0.68	13	B	#400
NB L	0.25	18	B	51	0.28	18	B	55	0.42	19	B	83
NB T/R	0.17	17	B	49	0.19	17	B	53	0.21	17	B	59
SB L/T	0.29	18	B	72	0.32	18	B	79	0.30	18	B	81
SB R	0.22	18	B	59	0.23	18	B	60	0.21	17	B	57
Overall	**0.94**	**46**	**F**	-	**1.05**	**59**	**E**	-	**1.10**	**63**	**E**	-

Source: VHB using Synchro 11 software.
Note: Shaded cells denote LOS E/F conditions.
[1] v/c- volume to capacity ratio
[2] Del. - average delay in seconds per vehicle
[3] LOS - level of service
[4] Q – 95th percentile queue length, feet
– 95th percentile volume exceeds capacity; queue may be longer
m – Volume for 95th percentile queue is metered by upstream signal
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L= left

Unsignalized Intersection Capacity Analysis

Error! Reference source not found. summarizes the capacity analyses for the unsignalized intersections. The analysis of the unsignalized intersections shows that there are some delays on the side streets that are under stop and yield conditions.

The Lees River Avenue at I-195 EB Off-Ramp eastbound approach was analyzed as a shared left-turn/right-turn lane; however, there is a short, channelized right-turn lane that allows some right turning vehicles to bypass vehicles that are queued an to take left turns. This channelized right turn reduces the queues and delays, especially those of right turning vehicles. There are also long delays on the I-195 WB Off-Ramp southbound approach onto Wilbur Avenue (Route 103) westbound during the weekday evening peak hour. The Project will not add any traffic to this movement and only minimal traffic is traveling westbound on Wilbur Avenue past this intersection.

Table 7 Unsignalized Intersection Capacity Analysis

	2022 Existing Condition				2029 No Build Condition				2029 Build Condition			
Lane Group	**Dem[1]**	**Del[2]**	**LOS[3]**	**Q[4]**	**Dem[1]**	**Del[2]**	**LOS[3]**	**Q[4]**	**Dem[1]**	**Del[2]**	**LOS[3]**	**Q[4]**
Lees River Avenue at I-195 EB Off-Ramp												
Weekday Morning Peak												
EB L	195	15	C	46	205	16	C	51	220	17	C	58
Weekday Evening Peak												
EB L	400	30	D	182	420	37	E	223	425	40	E	236
Wilbur Avenue at Home Street/Park & Ride												
Weekday Morning Peak												
NB L/T/R	25	>120	F	58	35	>120	F	94	35	>120	F	101
SB L/T/R	20	36	E	17	30	44	E	32	30	48	E	34
NB L/T/R	25	93	F	49	35	>120	F	125	35	>120	F	131
SB L/T/R	25	>120	F	123	35	>120	F	193	35	>120	F	199
Wilbur Avenue WB at I-195 WB Off-Ramp												
Weekday Morning Peak												
SB R	260	18	C	80	270	19	C	91	270	20	C	94
Weekday Evening Peak												
SB R	520	>120	F	792	540	>120	F	893	540	>120	F	945
Wilbur Avenue EB at I-195 WB On/Off-Ramp												
Weekday Morning Peak												
NB R	200	13	B	41	210	14	B	46	245	16	C	64
Weekday Evening Peak												
NB R	300	18	C	81	315	19	C	93	320	20	C	99
Brayton Point Road at O'Neill Road												
Weekday Morning Peak												
EB L/R	5	11	B	17	10	9	A	4	35	11	B	17
Weekday Evening Peak												
EB L/R	5	9	A	0	10	9	A	1	120	10	B	13

Source: VHB using Synchro 11 software.
Note: Shaded cells denote LOS E/F conditions.
[1] Dem- traffic volume by movement
[2] Del. - average delay in seconds per vehicle
[3] LOS - level of service
[4] Q – 95th percentile queue length, feet
– 95th percentile volume exceeds capacity, queue may be longer
m – Volume for 95th percentile queue is metered by upstream signal
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L= left

Transportation Mitigation

Intersection Capacity Improvements

As previously stated, the ITE trip generation projections during the peak hours of the study area intersections are much higher than the actual traffic volumes expected, because the shift changes will occur at 6:00 AM and 2:00 PM, which are much earlier than the peak hour of the study area intersections (7:00 AM to 8:00 AM and 4:00 PM to 5:00 PM). There will only be 16 office workers arriving and departing during the peak hours of the study area intersections. Although this is not a capacity improvement, it is important to understand that the analysis in this study overestimates the volume of traffic generated by the Project and overestimates the traffic impacts at study area intersections.

As previously discussed, the Project is projected to generate 20 truck trips per day (10 round trips) because the ability to transport products by water access reduces the number and impacts of truck traffic along study area intersections. The truck trips are projected to travel on Brayton Point Road to Wilbur Avenue (Route 103) and Lees River Avenue to access I-195 East and West. Most truck deliveries will occur during off-peak hours; therefore, only 1 to 2 truck trips are expected during the morning and evening peak hours. To make it easier for trucks to make the turning movements between I-195 and the Project Site, trucks traveling to/from the west on I-195 will be directed to use Lees River Avenue, Route 6, and Brayton Point Road in order to avoid making tight turning movements at the Wilbur Avenue (Route 103)/Brayton Point Road intersection. Rerouting the trucks will minimize the delays and queues at the Wilbur Avenue (Route 103)/Brayton Point Road intersection.

Transportation Demand Management

In addition to the items discussed above, the Proponent will actively pursue demand-oriented alternatives as part of the TDM plan to reduce the transportation impact of the Project. The goal of a TDM plan is to reduce the Project's overall traffic impact through the implementation of measures that are aimed at affecting the demand side of the transportation equation, rather than the supply side. By their nature, TDM programs are intended to change people's behavior, and to be successful, they must rely on incentives or disincentives to make these shifts in behavior attractive to the commuter.

Potential TDM measures that are considered as part of the Project are outlined below. The Proponent has committed to the following measures:

- Designation of a transportation coordinator to oversee transportation issues, including parking and deliveries;
- Dissemination of information on travel and commute options for employees and visitors to the Project Site, including orientation packets to new employees, an annual (or more frequent) newsletter or bulletin, or by posting material on the internet and in building lobbies;
- Joining a transportation management association (TMA);

- Administering carpooling and vanpooling programs and incentives for participation;
- Providing on-site amenities and conveniences that would reduce the need for automobile travel, such as lunchroom, showers and changing rooms, bike racks, etc.;
- Use direct deposit for employee paychecks;
- Providing preferential parking for carpools and vanpools, with potential to expand, based on actual demand for such spaces; Adjust shift changes to not coincide with the peak hours of the surrounding roadway network; and
- Providing electric vehicle (EV) charging stations.

5

Conclusion

The Project is projected to add minimal traffic volumes to the study area during the peak hours (7:00 AM to 8:00 AM and 4:00 PM to 5:00 PM) because the shift changes of the Project will occur during off-peak hours (6:00 AM, 2:00 PM, and 10:00 PM). The only traffic projected to be entering and exiting during the study area peak periods are the 16 office employees and occasionally one to two trucks. This will result in negligible impacts to traffic operations during the morning and evening peak hours of the study area intersections.

The TIAS has been performed using the higher ITE trip generation rates. This conservative analysis still shows that the Project will not have a significant impact on traffic operations.

Overall, the analysis presented in the TIA indicates that the existing transportation infrastructure around the Project Site will support the traffic impacts of the Project with the Transportation Mitigation proposed and the TDM measures described in this report.

Submarine Cable Factory

Somerset, Massachusetts

PREPARED FOR

Prysmian Group

Prysmian Cables and Systems USA, LLC
4 Tesseneer Road
Highland Heights, Kentucky 41076

PREPARED BY

vhb

99 High Street, 10th Floor
Boston, Massachusetts 02110

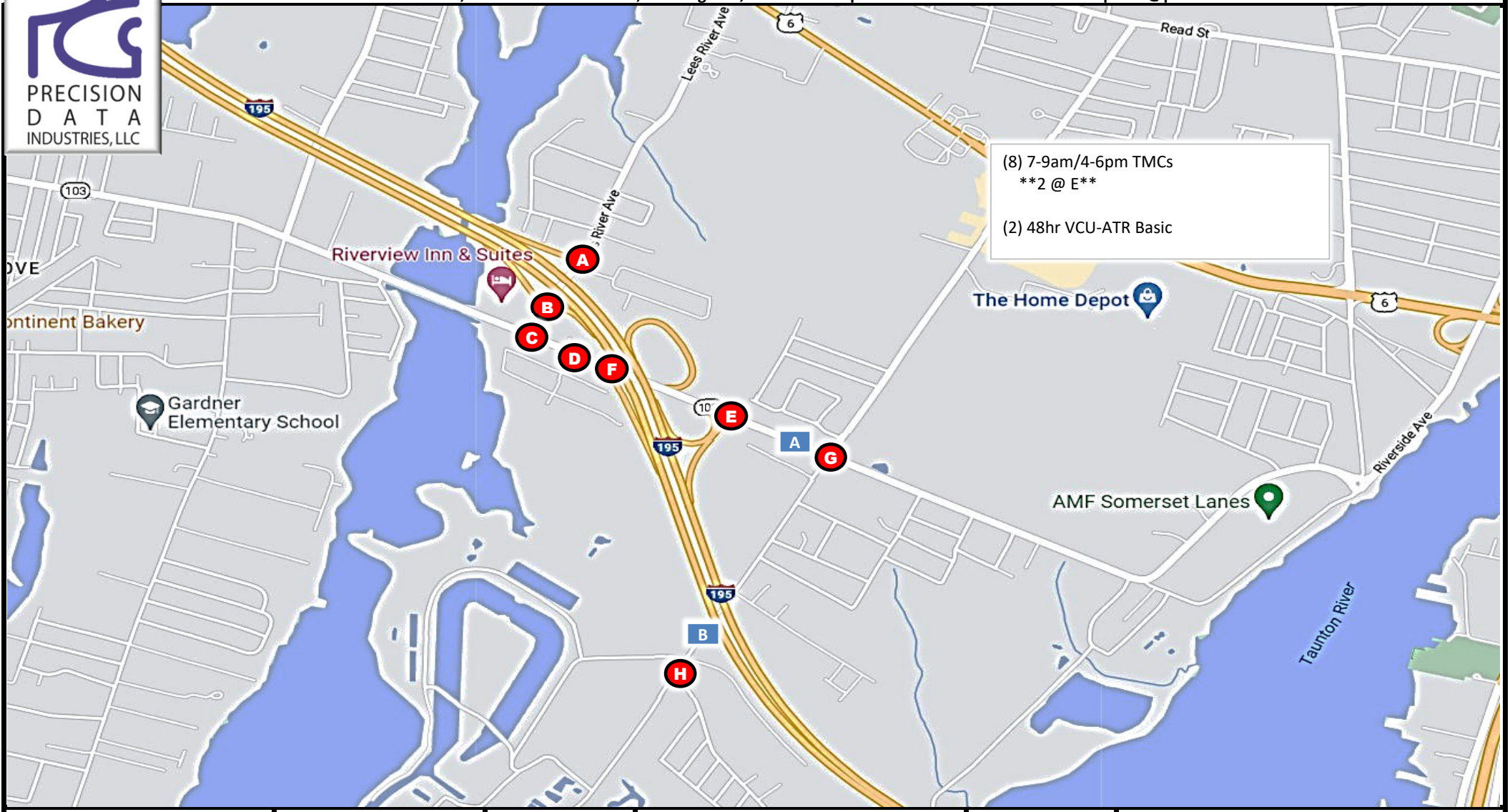
October 2022

APPENDIX:

Appendix 1 – Traffic Counts

Location Map: 228671 Somerset, MA

Precision Data Industries, LLC 46 Morton Street, Framingham, MA 01702 ph: 508-875-0100 email: datarequests@pdillc.com



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
VHB	Z. Tiang	15542.00	Wednesday 6/8/22-Thurs 6/9/22	228671	Somerset, MA

Wilbur Avenue
west of Brayton Point Road
City, State: Somerset, MA
Client: VHB/Z. Tiang
Site Code: 15542

PDI File # **228671 ATR A**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, June 8, 2022**
Direction: **EB**

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	3	0	0	3
12:15 AM	7	0	0	7
12:30 AM	9	2	0	11
12:45 AM	5	0	1	6
1:00 AM	6	0	0	6
1:15 AM	2	0	0	2
1:30 AM	6	0	0	6
1:45 AM	2	0	0	2
2:00 AM	3	0	0	3
2:15 AM	2	1	0	3
2:30 AM	5	0	0	5
2:45 AM	4	0	0	4
3:00 AM	5	0	0	5
3:15 AM	3	0	0	3
3:30 AM	3	0	0	3
3:45 AM	3	0	0	3
4:00 AM	10	0	0	10
4:15 AM	9	0	0	9
4:30 AM	23	1	0	24
4:45 AM	45	0	0	45
5:00 AM	42	1	0	43
5:15 AM	48	0	1	49
5:30 AM	63	0	0	63
5:45 AM	93	1	0	94
6:00 AM	58	1	0	59
6:15 AM	76	1	0	77
6:30 AM	96	2	0	98
6:45 AM	127	1	0	128
7:00 AM	148	2	1	151
7:15 AM	118	4	1	123
7:30 AM	113	2	1	116
7:45 AM	104	3	1	108
8:00 AM	129	5	2	136
8:15 AM	134	7	1	142
8:30 AM	128	2	0	130
8:45 AM	128	3	2	133
9:00 AM	94	5	0	99
9:15 AM	96	4	1	101
9:30 AM	107	6	0	113
9:45 AM	102	4	1	107
10:00 AM	91	7	0	98
10:15 AM	88	2	0	90
10:30 AM	121	3	0	124
10:45 AM	117	4	0	121
11:00 AM	109	4	1	114
11:15 AM	108	6	1	115
11:30 AM	125	3	0	128
11:45 AM	117	7	0	124
AM Total	**3035**	**94**	**15**	**3144**
Percentage	**96.53%**	**2.99%**	**0.48%**	
AM Peak	**8:00 AM**	**9:15 AM**	**7:15 AM**	**8:00 AM**
Volume	**519**	**21**	**5**	**541**

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	132	3	2	137
12:15 PM	130	2	2	134
12:30 PM	129	6	1	136
12:45 PM	93	2	0	95
1:00 PM	127	2	2	131
1:15 PM	126	5	2	133
1:30 PM	116	2	0	118
1:45 PM	128	1	0	129
2:00 PM	113	6	1	120
2:15 PM	150	4	0	154
2:30 PM	134	3	1	138
2:45 PM	145	3	1	149
3:00 PM	141	2	0	143
3:15 PM	162	2	1	165
3:30 PM	131	4	0	135
3:45 PM	173	2	0	175
4:00 PM	152	2	0	154
4:15 PM	160	0	0	160
4:30 PM	166	0	0	166
4:45 PM	162	1	3	166
5:00 PM	170	0	0	170
5:15 PM	174	1	0	175
5:30 PM	176	2	0	178
5:45 PM	167	2	0	169
6:00 PM	173	1	1	175
6:15 PM	119	0	0	119
6:30 PM	118	0	0	118
6:45 PM	110	2	0	112
7:00 PM	122	1	0	123
7:15 PM	140	0	0	140
7:30 PM	83	1	0	84
7:45 PM	75	1	0	76
8:00 PM	74	1	0	75
8:15 PM	79	0	0	79
8:30 PM	86	1	0	87
8:45 PM	51	0	0	51
9:00 PM	57	1	0	58
9:15 PM	43	0	0	43
9:30 PM	42	1	0	43
9:45 PM	27	0	0	27
10:00 PM	32	0	0	32
10:15 PM	25	2	0	27
10:30 PM	24	0	0	24
10:45 PM	20	0	1	21
11:00 PM	16	0	0	16
11:15 PM	12	0	0	12
11:30 PM	13	0	2	15
11:45 PM	19	0	0	19
PM Total	**5017**	**69**	**20**	**5106**
Percentage	**98.26%**	**1.35%**	**0.39%**	
PM Peak	**5:15 PM**	**2:00 PM**	**12:00 PM**	**5:15 PM**
Volume	**690**	**16**	**5**	**697**
Day Total	**8052**	**163**	**35**	**8250**
Percentage	**97.60%**	**1.98%**	**0.42%**	

Wilbur Avenue
west of Brayton Point Road
City, State: Somerset, MA
Client: VHB/Z. Tiang
Site Code: 15542

PDI File # **228671 ATR A**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, June 9, 2022**
Direction: **EB**

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	11	0	0	11
12:15 AM	7	0	0	7
12:30 AM	9	0	0	9
12:45 AM	10	0	0	10
1:00 AM	8	0	0	8
1:15 AM	1	0	0	1
1:30 AM	5	0	0	5
1:45 AM	4	0	0	4
2:00 AM	9	0	0	9
2:15 AM	4	0	0	4
2:30 AM	5	0	0	5
2:45 AM	4	0	1	5
3:00 AM	2	0	1	3
3:15 AM	2	0	0	2
3:30 AM	3	1	0	4
3:45 AM	2	0	1	3
4:00 AM	4	0	0	4
4:15 AM	14	1	1	16
4:30 AM	25	0	0	25
4:45 AM	29	0	1	30
5:00 AM	31	0	0	31
5:15 AM	44	1	0	45
5:30 AM	61	1	1	63
5:45 AM	93	1	0	94
6:00 AM	69	0	0	69
6:15 AM	76	2	1	79
6:30 AM	84	2	0	86
6:45 AM	145	3	0	148
7:00 AM	132	2	0	134
7:15 AM	135	3	1	139
7:30 AM	106	4	2	112
7:45 AM	115	3	1	119
8:00 AM	126	1	2	129
8:15 AM	123	9	2	134
8:30 AM	98	6	0	104
8:45 AM	128	1	1	130
9:00 AM	102	5	1	108
9:15 AM	90	2	0	92
9:30 AM	95	2	1	98
9:45 AM	115	7	1	123
10:00 AM	90	3	0	93
10:15 AM	108	2	0	110
10:30 AM	94	5	1	100
10:45 AM	106	1	1	108
11:00 AM	113	2	1	116
11:15 AM	89	3	0	92
11:30 AM	118	6	1	125
11:45 AM	109	4	1	114
AM Total	**2953**	**83**	**24**	**3060**
Percentage	**96.50%**	**2.71%**	**0.78%**	
AM Peak	**6:45 AM**	**8:15 AM**	**7:30 AM**	**6:45 AM**
Volume	**518**	**21**	**7**	**533**

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	106	3	1	110
12:15 PM	107	3	0	110
12:30 PM	133	3	0	136
12:45 PM	115	3	1	119
1:00 PM	118	3	1	122
1:15 PM	121	3	0	124
1:30 PM	136	3	0	139
1:45 PM	119	3	1	123
2:00 PM	110	3	4	117
2:15 PM	130	4	0	134
2:30 PM	128	5	3	136
2:45 PM	155	5	0	160
3:00 PM	157	3	1	161
3:15 PM	157	5	0	162
3:30 PM	151	5	1	157
3:45 PM	184	2	0	186
4:00 PM	147	6	0	153
4:15 PM	167	0	0	167
4:30 PM	166	2	0	168
4:45 PM	173	1	0	174
5:00 PM	151	2	1	154
5:15 PM	151	2	0	153
5:30 PM	151	3	1	155
5:45 PM	151	0	1	152
6:00 PM	116	2	1	119
6:15 PM	120	2	0	122
6:30 PM	113	3	0	116
6:45 PM	139	0	0	139
7:00 PM	93	0	1	94
7:15 PM	92	0	0	92
7:30 PM	82	1	0	83
7:45 PM	80	2	0	82
8:00 PM	71	0	0	71
8:15 PM	92	3	0	95
8:30 PM	70	0	0	70
8:45 PM	58	0	0	58
9:00 PM	71	0	0	71
9:15 PM	51	0	0	51
9:30 PM	42	0	0	42
9:45 PM	48	0	0	48
10:00 PM	25	0	0	25
10:15 PM	42	0	0	42
10:30 PM	29	0	0	29
10:45 PM	20	0	0	20
11:00 PM	26	0	0	26
11:15 PM	19	0	0	19
11:30 PM	12	0	0	12
11:45 PM	13	0	0	13
PM Total	**4908**	**85**	**18**	**5011**
Percentage	**97.94%**	**1.70%**	**0.36%**	
PM Peak	**3:45 PM**	**2:30 PM**	**1:45 PM**	**3:45 PM**
Volume	**664**	**18**	**8**	**674**
Day Total	**7861**	**168**	**42**	**8071**
Percentage	**97.40%**	**2.08%**	**0.52%**	

Wilbur Avenue
west of Brayton Point Road
City, State: Somerset, MA
Client: VHB/Z. Tiang
Site Code: 15542

PDI File # **228671 ATR A**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, June 8, 2022**
Direction: **WB**

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	10	0	0	10
12:15 AM	5	0	0	5
12:30 AM	6	0	0	6
12:45 AM	3	0	1	4
1:00 AM	4	0	0	4
1:15 AM	7	1	0	8
1:30 AM	2	0	0	2
1:45 AM	1	0	0	1
2:00 AM	1	0	0	1
2:15 AM	0	0	0	0
2:30 AM	1	0	0	1
2:45 AM	0	0	0	0
3:00 AM	2	0	0	2
3:15 AM	3	0	0	3
3:30 AM	1	0	0	1
3:45 AM	2	0	0	2
4:00 AM	5	1	0	6
4:15 AM	10	0	0	10
4:30 AM	8	0	0	8
4:45 AM	18	0	0	18
5:00 AM	17	0	0	17
5:15 AM	29	1	0	30
5:30 AM	30	0	0	30
5:45 AM	25	0	0	25
6:00 AM	36	4	0	40
6:15 AM	61	0	1	62
6:30 AM	67	2	2	71
6:45 AM	58	4	0	62
7:00 AM	96	2	0	98
7:15 AM	102	2	0	104
7:30 AM	127	2	0	129
7:45 AM	87	5	0	92
8:00 AM	99	5	0	104
8:15 AM	82	4	0	86
8:30 AM	105	5	1	111
8:45 AM	95	0	0	95
9:00 AM	93	3	2	98
9:15 AM	80	6	0	86
9:30 AM	77	6	0	83
9:45 AM	93	2	0	95
10:00 AM	81	4	1	86
10:15 AM	108	3	1	112
10:30 AM	98	3	2	103
10:45 AM	88	6	0	94
11:00 AM	99	5	0	104
11:15 AM	107	6	0	113
11:30 AM	110	1	1	112
11:45 AM	105	1	0	106
AM Total	**2344**	**84**	**12**	**2440**
Percentage	**96.07%**	**3.44%**	**0.49%**	
AM Peak	**11:00 AM**	**10:30 AM**	**9:45 AM**	**11:00 AM**
Volume	**421**	**20**	**4**	**435**

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	118	5	3	126
12:15 PM	119	1	0	120
12:30 PM	118	5	0	123
12:45 PM	120	5	1	126
1:00 PM	128	3	2	133
1:15 PM	102	5	0	107
1:30 PM	133	1	0	134
1:45 PM	116	2	0	118
2:00 PM	128	8	1	137
2:15 PM	119	4	2	125
2:30 PM	178	1	1	180
2:45 PM	128	2	0	130
3:00 PM	173	5	3	181
3:15 PM	163	6	1	170
3:30 PM	197	5	0	202
3:45 PM	181	4	1	186
4:00 PM	209	0	0	209
4:15 PM	196	2	0	198
4:30 PM	188	1	2	191
4:45 PM	160	1	0	161
5:00 PM	190	2	1	193
5:15 PM	174	2	0	176
5:30 PM	158	0	2	160
5:45 PM	147	1	0	148
6:00 PM	116	2	0	118
6:15 PM	121	0	0	121
6:30 PM	126	1	1	128
6:45 PM	91	4	0	95
7:00 PM	120	1	0	121
7:15 PM	111	0	0	111
7:30 PM	115	0	0	115
7:45 PM	70	0	0	70
8:00 PM	79	0	0	79
8:15 PM	73	0	0	73
8:30 PM	92	0	0	92
8:45 PM	57	0	0	57
9:00 PM	60	0	0	60
9:15 PM	59	0	0	59
9:30 PM	37	0	0	37
9:45 PM	32	0	0	32
10:00 PM	41	0	0	41
10:15 PM	23	0	0	23
10:30 PM	22	0	0	22
10:45 PM	21	0	0	21
11:00 PM	17	1	0	18
11:15 PM	17	0	0	17
11:30 PM	13	0	0	13
11:45 PM	24	0	0	24
PM Total	**5180**	**80**	**21**	**5281**
Percentage	**98.09%**	**1.51%**	**0.40%**	
PM Peak	**3:30 PM**	**3:00 PM**	**2:15 PM**	**3:30 PM**
Volume	**783**	**20**	**6**	**795**
Day Total	**7524**	**164**	**33**	**7721**
Percentage	**97.45%**	**2.12%**	**0.43%**	

Wilbur Avenue
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PDI File # **228671 ATR A**

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157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, June 9, 2022**
Direction: **WB**

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	10	1	0	11
12:15 AM	4	0	0	4
12:30 AM	7	0	0	7
12:45 AM	6	0	0	6
1:00 AM	7	0	0	7
1:15 AM	5	0	0	5
1:30 AM	2	0	0	2
1:45 AM	4	0	0	4
2:00 AM	4	0	0	4
2:15 AM	3	0	0	3
2:30 AM	2	1	0	3
2:45 AM	4	0	0	4
3:00 AM	2	0	0	2
3:15 AM	1	0	0	1
3:30 AM	1	0	0	1
3:45 AM	3	0	0	3
4:00 AM	4	0	0	4
4:15 AM	12	0	0	12
4:30 AM	11	1	0	12
4:45 AM	15	1	0	16
5:00 AM	6	0	2	8
5:15 AM	24	3	0	27
5:30 AM	31	0	0	31
5:45 AM	27	1	0	28
6:00 AM	42	1	0	43
6:15 AM	49	0	2	51
6:30 AM	65	2	0	67
6:45 AM	53	3	1	57
7:00 AM	104	2	1	107
7:15 AM	105	4	0	109
7:30 AM	106	3	0	109
7:45 AM	83	5	0	88
8:00 AM	101	7	0	108
8:15 AM	97	4	0	101
8:30 AM	84	7	0	91
8:45 AM	76	2	0	78
9:00 AM	80	4	0	84
9:15 AM	73	9	0	82
9:30 AM	83	6	1	90
9:45 AM	82	2	0	84
10:00 AM	82	3	0	85
10:15 AM	92	4	1	97
10:30 AM	90	3	0	93
10:45 AM	89	6	1	96
11:00 AM	86	5	0	91
11:15 AM	95	1	1	97
11:30 AM	113	3	0	116
11:45 AM	107	4	0	111
AM Total	**2232**	**98**	**10**	**2340**
Percentage	**95.38%**	**4.19%**	**0.43%**	
AM Peak	**11:00 AM**	**7:45 AM**	**6:15 AM**	**11:00 AM**
Volume	**401**	**23**	**4**	**415**

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	122	1	1	124
12:15 PM	123	2	3	128
12:30 PM	107	6	1	114
12:45 PM	104	4	2	110
1:00 PM	107	1	1	109
1:15 PM	134	4	1	139
1:30 PM	106	6	0	112
1:45 PM	117	3	0	120
2:00 PM	143	3	0	146
2:15 PM	142	3	0	145
2:30 PM	194	0	0	194
2:45 PM	151	2	0	153
3:00 PM	176	4	2	182
3:15 PM	170	2	0	172
3:30 PM	198	2	0	200
3:45 PM	173	4	2	179
4:00 PM	208	2	0	210
4:15 PM	185	2	0	187
4:30 PM	160	3	1	164
4:45 PM	201	0	1	202
5:00 PM	221	2	1	224
5:15 PM	179	6	0	185
5:30 PM	150	0	0	150
5:45 PM	148	1	1	150
6:00 PM	157	2	0	159
6:15 PM	135	1	1	137
6:30 PM	117	0	0	117
6:45 PM	119	1	0	120
7:00 PM	101	0	1	102
7:15 PM	97	1	0	98
7:30 PM	102	0	0	102
7:45 PM	74	0	0	74
8:00 PM	90	0	0	90
8:15 PM	74	1	0	75
8:30 PM	72	2	0	74
8:45 PM	52	0	0	52
9:00 PM	55	0	0	55
9:15 PM	43	0	0	43
9:30 PM	35	0	0	35
9:45 PM	32	0	0	32
10:00 PM	31	0	0	31
10:15 PM	17	0	0	17
10:30 PM	25	0	0	25
10:45 PM	13	0	0	13
11:00 PM	24	1	0	25
11:15 PM	15	0	0	15
11:30 PM	11	0	0	11
11:45 PM	15	0	0	15
PM Total	**5225**	**72**	**19**	**5316**
Percentage	**98.29%**	**1.35%**	**0.36%**	
PM Peak	**4:15 PM**	**1:15 PM**	**12:00 PM**	**4:15 PM**
Volume	**767**	**16**	**7**	**777**
Day Total	**7457**	**170**	**29**	**7656**
Percentage	**97.40%**	**2.22%**	**0.38%**	

Wilbur Avenue
west of Brayton Point Road
City, State: Somerset, MA
Client: VHB/Z. Tiang
Site Code: 15542

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **228671 ATR A**

Direction: **EB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	06/08/22		06/09/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	3	137	11	110	0	0	0	0	0	0	0	0	0	0	7	124
12:15	7	134	7	110	0	0	0	0	0	0	0	0	0	0	7	122
12:30	11	136	9	136	0	0	0	0	0	0	0	0	0	0	10	136
12:45	6	95	10	119	0	0	0	0	0	0	0	0	0	0	8	107
1:00	6	131	8	122	0	0	0	0	0	0	0	0	0	0	7	127
1:15	2	133	1	124	0	0	0	0	0	0	0	0	0	0	2	129
1:30	6	118	5	139	0	0	0	0	0	0	0	0	0	0	6	129
1:45	2	129	4	123	0	0	0	0	0	0	0	0	0	0	3	126
2:00	3	120	9	117	0	0	0	0	0	0	0	0	0	0	6	119
2:15	3	154	4	134	0	0	0	0	0	0	0	0	0	0	4	144
2:30	5	138	5	136	0	0	0	0	0	0	0	0	0	0	5	137
2:45	4	149	5	160	0	0	0	0	0	0	0	0	0	0	5	155
3:00	5	143	3	161	0	0	0	0	0	0	0	0	0	0	4	152
3:15	3	165	2	162	0	0	0	0	0	0	0	0	0	0	3	164
3:30	3	135	4	157	0	0	0	0	0	0	0	0	0	0	4	146
3:45	3	175	3	186	0	0	0	0	0	0	0	0	0	0	3	181
4:00	10	154	4	153	0	0	0	0	0	0	0	0	0	0	7	154
4:15	9	160	16	167	0	0	0	0	0	0	0	0	0	0	13	164
4:30	24	166	25	168	0	0	0	0	0	0	0	0	0	0	25	167
4:45	45	166	30	174	0	0	0	0	0	0	0	0	0	0	38	170
5:00	43	170	31	154	0	0	0	0	0	0	0	0	0	0	37	162
5:15	49	175	45	153	0	0	0	0	0	0	0	0	0	0	47	164
5:30	63	178	63	155	0	0	0	0	0	0	0	0	0	0	63	167
5:45	94	169	94	152	0	0	0	0	0	0	0	0	0	0	94	161
6:00	59	175	69	119	0	0	0	0	0	0	0	0	0	0	64	147
6:15	77	119	79	122	0	0	0	0	0	0	0	0	0	0	78	121
6:30	98	118	86	116	0	0	0	0	0	0	0	0	0	0	92	117
6:45	128	112	148	139	0	0	0	0	0	0	0	0	0	0	138	126
7:00	151	123	134	94	0	0	0	0	0	0	0	0	0	0	143	109
7:15	123	140	139	92	0	0	0	0	0	0	0	0	0	0	131	116
7:30	116	84	112	83	0	0	0	0	0	0	0	0	0	0	114	84
7:45	108	76	119	82	0	0	0	0	0	0	0	0	0	0	114	79
8:00	136	75	129	71	0	0	0	0	0	0	0	0	0	0	133	73
8:15	142	79	134	95	0	0	0	0	0	0	0	0	0	0	138	87
8:30	130	87	104	70	0	0	0	0	0	0	0	0	0	0	117	79
8:45	133	51	130	58	0	0	0	0	0	0	0	0	0	0	132	55
9:00	99	58	108	71	0	0	0	0	0	0	0	0	0	0	104	65
9:15	101	43	92	51	0	0	0	0	0	0	0	0	0	0	97	47
9:30	113	43	98	42	0	0	0	0	0	0	0	0	0	0	106	43
9:45	107	27	123	48	0	0	0	0	0	0	0	0	0	0	115	38
10:00	98	32	93	25	0	0	0	0	0	0	0	0	0	0	96	29
10:15	90	27	110	42	0	0	0	0	0	0	0	0	0	0	100	35
10:30	124	24	100	29	0	0	0	0	0	0	0	0	0	0	112	27
10:45	121	21	108	20	0	0	0	0	0	0	0	0	0	0	115	21
11:00	114	16	116	26	0	0	0	0	0	0	0	0	0	0	115	21
11:15	115	12	92	19	0	0	0	0	0	0	0	0	0	0	104	16
11:30	128	15	125	12	0	0	0	0	0	0	0	0	0	0	127	14
11:45	124	19	114	13	0	0	0	0	0	0	0	0	0	0	119	16
Total	**3144**	**5106**	**3060**	**5011**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3102**	**5059**
Day Total	**8250**		**8071**		**0**		**0**		**0**		**0**		**0**		**8161**	
Peak HR	**8:00 AM**	**5:15 PM**	**6:45 AM**	**3:45 PM**											**6:45 AM**	**3:45 PM**
Volume	**541**	**697**	**533**	**674**											**526**	**665**

Wilbur Avenue
west of Brayton Point Road
City, State: Somerset, MA
Client: VHB/Z. Tiang
Site Code: 15542

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **228671 ATR A**

Direction: **WB**

Weekly Report

Day	Wednesday		Thursday												Week Ave	
Date	06/08/22		06/09/22													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	10	126	11	124	0	0	0	0	0	0	0	0	0	0	11	125
12:15	5	120	4	128	0	0	0	0	0	0	0	0	0	0	5	124
12:30	6	123	7	114	0	0	0	0	0	0	0	0	0	0	7	119
12:45	4	126	6	110	0	0	0	0	0	0	0	0	0	0	5	118
1:00	4	133	7	109	0	0	0	0	0	0	0	0	0	0	6	121
1:15	8	107	5	139	0	0	0	0	0	0	0	0	0	0	7	123
1:30	2	134	2	112	0	0	0	0	0	0	0	0	0	0	2	123
1:45	1	118	4	120	0	0	0	0	0	0	0	0	0	0	3	119
2:00	1	137	4	146	0	0	0	0	0	0	0	0	0	0	3	142
2:15	0	125	3	145	0	0	0	0	0	0	0	0	0	0	2	135
2:30	1	180	3	194	0	0	0	0	0	0	0	0	0	0	2	187
2:45	0	130	4	153	0	0	0	0	0	0	0	0	0	0	2	142
3:00	2	181	2	182	0	0	0	0	0	0	0	0	0	0	2	182
3:15	3	170	1	172	0	0	0	0	0	0	0	0	0	0	2	171
3:30	1	202	1	200	0	0	0	0	0	0	0	0	0	0	1	201
3:45	2	186	3	179	0	0	0	0	0	0	0	0	0	0	3	183
4:00	6	209	4	210	0	0	0	0	0	0	0	0	0	0	5	210
4:15	10	198	12	187	0	0	0	0	0	0	0	0	0	0	11	193
4:30	8	191	12	164	0	0	0	0	0	0	0	0	0	0	10	178
4:45	18	161	16	202	0	0	0	0	0	0	0	0	0	0	17	182
5:00	17	193	8	224	0	0	0	0	0	0	0	0	0	0	13	209
5:15	30	176	27	185	0	0	0	0	0	0	0	0	0	0	29	181
5:30	30	160	31	150	0	0	0	0	0	0	0	0	0	0	31	155
5:45	25	148	28	150	0	0	0	0	0	0	0	0	0	0	27	149
6:00	40	118	43	159	0	0	0	0	0	0	0	0	0	0	42	139
6:15	62	121	51	137	0	0	0	0	0	0	0	0	0	0	57	129
6:30	71	128	67	117	0	0	0	0	0	0	0	0	0	0	69	123
6:45	62	95	57	120	0	0	0	0	0	0	0	0	0	0	60	108
7:00	98	121	107	102	0	0	0	0	0	0	0	0	0	0	103	112
7:15	104	111	109	98	0	0	0	0	0	0	0	0	0	0	107	105
7:30	129	115	109	102	0	0	0	0	0	0	0	0	0	0	119	109
7:45	92	70	88	74	0	0	0	0	0	0	0	0	0	0	90	72
8:00	104	79	108	90	0	0	0	0	0	0	0	0	0	0	106	85
8:15	86	73	101	75	0	0	0	0	0	0	0	0	0	0	94	74
8:30	111	92	91	74	0	0	0	0	0	0	0	0	0	0	101	83
8:45	95	57	78	52	0	0	0	0	0	0	0	0	0	0	87	55
9:00	98	60	84	55	0	0	0	0	0	0	0	0	0	0	91	58
9:15	86	59	82	43	0	0	0	0	0	0	0	0	0	0	84	51
9:30	83	37	90	35	0	0	0	0	0	0	0	0	0	0	87	36
9:45	95	32	84	32	0	0	0	0	0	0	0	0	0	0	90	32
10:00	86	41	85	31	0	0	0	0	0	0	0	0	0	0	86	36
10:15	112	23	97	17	0	0	0	0	0	0	0	0	0	0	105	20
10:30	103	22	93	25	0	0	0	0	0	0	0	0	0	0	98	24
10:45	94	21	96	13	0	0	0	0	0	0	0	0	0	0	95	17
11:00	104	18	91	25	0	0	0	0	0	0	0	0	0	0	98	22
11:15	113	17	97	15	0	0	0	0	0	0	0	0	0	0	105	16
11:30	112	13	116	11	0	0	0	0	0	0	0	0	0	0	114	12
11:45	106	24	111	15	0	0	0	0	0	0	0	0	0	0	109	20
Total	**2440**	**5281**	**2340**	**5316**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2390**	**5299**
Day Total	**7721**		**7656**		**0**		**0**		**0**		**0**		**0**		**7689**	
Peak HR	**11:00 AM**	**3:30 PM**	**11:00 AM**	**4:15 PM**											**11:00 AM**	**3:30 PM**
Volume	**435**	**795**	**415**	**777**											**425**	**786**

Brayton Point Road
south of I-195
City, State: Somerset, MA
Client: VHB/Z. Tiang
Site Code: 15542

PDI File # **228671 ATR B**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, June 8, 2022**
Direction: **NB**

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	1	0	0	1
12:30 AM	1	0	0	1
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	1	0	0	1
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	0	0	0	0
2:30 AM	2	0	0	2
2:45 AM	0	0	0	0
3:00 AM	1	0	0	1
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	5	0	0	5
4:45 AM	4	0	0	4
5:00 AM	3	0	0	3
5:15 AM	7	0	0	7
5:30 AM	3	0	0	3
5:45 AM	3	0	0	3
6:00 AM	5	0	0	5
6:15 AM	6	0	0	6
6:30 AM	11	0	0	11
6:45 AM	11	2	0	13
7:00 AM	23	0	0	23
7:15 AM	18	3	0	21
7:30 AM	17	0	0	17
7:45 AM	17	0	0	17
8:00 AM	7	1	0	8
8:15 AM	15	0	0	15
8:30 AM	14	1	0	15
8:45 AM	11	0	0	11
9:00 AM	9	0	0	9
9:15 AM	12	1	0	13
9:30 AM	10	1	0	11
9:45 AM	11	0	0	11
10:00 AM	11	0	0	11
10:15 AM	9	0	0	9
10:30 AM	5	0	0	5
10:45 AM	9	0	0	9
11:00 AM	14	1	0	15
11:15 AM	8	0	0	8
11:30 AM	7	0	0	7
11:45 AM	11	0	1	12
AM Total	**303**	**10**	**1**	**314**
Percentage	**96.50%**	**3.18%**	**0.32%**	
AM Peak	**7:00 AM**	**6:30 AM**	**11:00 AM**	**7:00 AM**
Volume	**75**	**5**	**1**	**78**

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	7	1	0	8
12:15 PM	9	0	0	9
12:30 PM	13	1	0	14
12:45 PM	7	0	0	7
1:00 PM	6	0	0	6
1:15 PM	5	0	0	5
1:30 PM	11	0	0	11
1:45 PM	5	1	0	6
2:00 PM	10	1	0	11
2:15 PM	14	2	0	16
2:30 PM	12	1	0	13
2:45 PM	4	3	0	7
3:00 PM	10	0	0	10
3:15 PM	10	0	0	10
3:30 PM	14	1	0	15
3:45 PM	8	0	0	8
4:00 PM	7	1	0	8
4:15 PM	11	0	0	11
4:30 PM	9	0	0	9
4:45 PM	9	0	0	9
5:00 PM	19	2	0	21
5:15 PM	11	0	0	11
5:30 PM	8	0	0	8
5:45 PM	14	0	0	14
6:00 PM	8	0	0	8
6:15 PM	7	0	0	7
6:30 PM	10	0	0	10
6:45 PM	10	0	0	10
7:00 PM	3	0	0	3
7:15 PM	5	0	0	5
7:30 PM	10	0	0	10
7:45 PM	8	0	0	8
8:00 PM	9	0	0	9
8:15 PM	6	0	0	6
8:30 PM	6	0	0	6
8:45 PM	7	0	0	7
9:00 PM	3	0	0	3
9:15 PM	3	0	0	3
9:30 PM	2	0	0	2
9:45 PM	2	0	0	2
10:00 PM	2	0	0	2
10:15 PM	3	0	0	3
10:30 PM	1	0	0	1
10:45 PM	3	0	0	3
11:00 PM	4	0	0	4
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	3	0	0	3
PM Total	**348**	**14**	**0**	**362**
Percentage	**96.13%**	**3.87%**	**0.00%**	
PM Peak	**5:00 PM**	**2:00 PM**	**12:00 PM**	**5:00 PM**
Volume	**52**	**7**	**0**	**54**
Day Total	**651**	**24**	**1**	**676**
Percentage	**96.30%**	**3.55%**	**0.15%**	

Brayton Point Road
south of I-195
City, State: Somerset, MA
Client: VHB/Z. Tiang
Site Code: 15542

PDI File # **228671 ATR B**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Thursday, June 9, 2022**
Direction: **NB**

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	1	0	0	1
1:15 AM	0	0	0	0
1:30 AM	1	0	0	1
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	1	0	0	1
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	1	0	0	1
4:30 AM	1	0	0	1
4:45 AM	4	0	0	4
5:00 AM	4	0	0	4
5:15 AM	6	0	0	6
5:30 AM	4	0	0	4
5:45 AM	9	0	0	9
6:00 AM	10	0	0	10
6:15 AM	9	0	0	9
6:30 AM	9	0	0	9
6:45 AM	11	2	0	13
7:00 AM	19	1	0	20
7:15 AM	23	1	0	24
7:30 AM	18	0	0	18
7:45 AM	10	0	0	10
8:00 AM	12	0	0	12
8:15 AM	12	3	0	15
8:30 AM	11	0	0	11
8:45 AM	10	0	0	10
9:00 AM	7	0	0	7
9:15 AM	4	0	0	4
9:30 AM	13	0	0	13
9:45 AM	12	0	0	12
10:00 AM	10	0	0	10
10:15 AM	7	0	0	7
10:30 AM	7	1	0	8
10:45 AM	15	0	0	15
11:00 AM	4	0	0	4
11:15 AM	8	0	0	8
11:30 AM	4	0	0	4
11:45 AM	9	0	0	9
AM Total	**287**	**8**	**0**	**295**
Percentage	**97.29%**	**2.71%**	**0.00%**	
AM Peak	**6:45 AM**	**6:30 AM**	**12:00 AM**	**6:45 AM**
Volume	**71**	**4**	**0**	**75**

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	4	0	0	4
12:15 PM	9	0	0	9
12:30 PM	7	3	0	10
12:45 PM	8	0	0	8
1:00 PM	11	0	0	11
1:15 PM	10	0	0	10
1:30 PM	5	0	0	5
1:45 PM	7	0	0	7
2:00 PM	10	0	0	10
2:15 PM	6	1	0	7
2:30 PM	8	0	0	8
2:45 PM	8	1	0	9
3:00 PM	15	1	0	16
3:15 PM	10	0	0	10
3:30 PM	8	0	0	8
3:45 PM	16	2	0	18
4:00 PM	8	0	0	8
4:15 PM	8	0	0	8
4:30 PM	15	0	0	15
4:45 PM	12	0	0	12
5:00 PM	14	1	0	15
5:15 PM	12	1	0	13
5:30 PM	13	0	0	13
5:45 PM	16	0	0	16
6:00 PM	11	0	0	11
6:15 PM	16	0	0	16
6:30 PM	9	0	0	9
6:45 PM	4	0	0	4
7:00 PM	13	0	0	13
7:15 PM	5	0	0	5
7:30 PM	8	0	0	8
7:45 PM	10	0	0	10
8:00 PM	9	0	0	9
8:15 PM	6	0	0	6
8:30 PM	8	0	0	8
8:45 PM	5	0	0	5
9:00 PM	3	0	0	3
9:15 PM	2	0	0	2
9:30 PM	1	0	0	1
9:45 PM	6	0	0	6
10:00 PM	3	0	0	3
10:15 PM	3	0	0	3
10:30 PM	2	0	0	2
10:45 PM	3	0	0	3
11:00 PM	1	0	0	1
11:15 PM	1	0	0	1
11:30 PM	3	0	0	3
11:45 PM	0	0	0	0
PM Total	**372**	**10**	**0**	**382**
Percentage	**97.38%**	**2.62%**	**0.00%**	
PM Peak	**5:30 PM**	**12:00 PM**	**12:00 PM**	**5:00 PM**
Volume	**56**	**3**	**0**	**57**
Day Total	**659**	**18**	**0**	**677**
Percentage	**97.34%**	**2.66%**	**0.00%**	

Brayton Point Road
south of I-195
City, State: Somerset, MA
Client: VHB/Z. Tiang
Site Code: 15542

PDI File # **228671 ATR B**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Count Date: **Wednesday, June 8, 2022**
Direction: **SB**

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	1	0	0	1
12:30 AM	1	0	0	1
12:45 AM	3	0	0	3
1:00 AM	0	0	0	0
1:15 AM	1	0	0	1
1:30 AM	1	0	0	1
1:45 AM	0	0	0	0
2:00 AM	2	0	0	2
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	1	0	0	1
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	1	0	0	1
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	4	1	0	5
7:00 AM	6	0	0	6
7:15 AM	6	1	0	7
7:30 AM	5	1	0	6
7:45 AM	5	0	0	5
8:00 AM	5	3	0	8
8:15 AM	8	0	0	8
8:30 AM	6	0	0	6
8:45 AM	12	0	0	12
9:00 AM	7	0	0	7
9:15 AM	8	1	0	9
9:30 AM	7	0	0	7
9:45 AM	9	0	0	9
10:00 AM	7	0	0	7
10:15 AM	5	0	1	6
10:30 AM	5	1	0	6
10:45 AM	4	0	0	4
11:00 AM	7	0	0	7
11:15 AM	8	0	0	8
11:30 AM	7	2	0	9
11:45 AM	11	0	0	11
AM Total	**154**	**10**	**1**	**165**
Percentage	**93.33%**	**6.06%**	**0.61%**	
AM Peak	**8:45 AM**	**7:15 AM**	**9:30 AM**	**8:45 AM**
Volume	**34**	**5**	**1**	**35**

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	13	0	0	13
12:15 PM	11	1	1	13
12:30 PM	10	0	0	10
12:45 PM	12	0	0	12
1:00 PM	7	0	0	7
1:15 PM	6	1	0	7
1:30 PM	10	0	0	10
1:45 PM	15	0	0	15
2:00 PM	7	1	0	8
2:15 PM	14	2	0	16
2:30 PM	12	1	1	14
2:45 PM	10	2	0	12
3:00 PM	9	1	0	10
3:15 PM	20	0	0	20
3:30 PM	23	0	0	23
3:45 PM	17	2	0	19
4:00 PM	19	0	0	19
4:15 PM	13	0	0	13
4:30 PM	17	0	0	17
4:45 PM	24	1	0	25
5:00 PM	20	0	0	20
5:15 PM	18	0	0	18
5:30 PM	16	0	0	16
5:45 PM	13	0	0	13
6:00 PM	10	0	0	10
6:15 PM	18	0	0	18
6:30 PM	12	0	0	12
6:45 PM	10	0	0	10
7:00 PM	9	0	0	9
7:15 PM	13	0	0	13
7:30 PM	7	0	0	7
7:45 PM	15	0	0	15
8:00 PM	8	0	0	8
8:15 PM	2	0	0	2
8:30 PM	7	0	0	7
8:45 PM	8	0	0	8
9:00 PM	7	0	0	7
9:15 PM	6	0	0	6
9:30 PM	2	0	0	2
9:45 PM	5	0	0	5
10:00 PM	6	0	0	6
10:15 PM	3	0	0	3
10:30 PM	3	0	0	3
10:45 PM	1	0	0	1
11:00 PM	4	0	0	4
11:15 PM	2	0	0	2
11:30 PM	3	0	0	3
11:45 PM	2	0	0	2
PM Total	**499**	**12**	**2**	**513**
Percentage	**97.27%**	**2.34%**	**0.39%**	
PM Peak	**3:15 PM**	**2:00 PM**	**12:00 PM**	**3:15 PM**
Volume	**79**	**6**	**1**	**81**
Day Total	**653**	**22**	**3**	**678**
Percentage	**96.31%**	**3.24%**	**0.44%**	

Brayton Point Road
south of I-195
City, State: Somerset, MA
Client: VHB/Z. Tiang
Site Code: 15542

Count Date: **Thursday, June 9, 2022**
Direction: **SB**

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **228671 ATR B**

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	1	0	0	1
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	1	0	0	1
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	1	0	0	1
2:00 AM	2	0	0	2
2:15 AM	0	0	0	0
2:30 AM	1	0	0	1
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	1	0	0	1
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	3	0	0	3
6:15 AM	3	0	0	3
6:30 AM	0	1	0	1
6:45 AM	4	1	0	5
7:00 AM	6	1	0	7
7:15 AM	5	2	0	7
7:30 AM	5	0	0	5
7:45 AM	4	0	0	4
8:00 AM	8	3	0	11
8:15 AM	6	0	0	6
8:30 AM	2	0	0	2
8:45 AM	8	0	0	8
9:00 AM	8	0	0	8
9:15 AM	8	0	0	8
9:30 AM	3	0	0	3
9:45 AM	7	1	0	8
10:00 AM	3	0	0	3
10:15 AM	6	1	0	7
10:30 AM	6	0	0	6
10:45 AM	6	0	0	6
11:00 AM	7	0	0	7
11:15 AM	6	0	0	6
11:30 AM	8	0	0	8
11:45 AM	12	0	0	12
AM Total	**142**	**10**	**0**	**152**
Percentage	**93.42%**	**6.58%**	**0.00%**	
AM Peak	**11:00 AM**	**6:30 AM**	**12:00 AM**	**11:00 AM**
Volume	**33**	**5**	**0**	**33**

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	5	0	0	5
12:15 PM	11	1	0	12
12:30 PM	9	1	0	10
12:45 PM	6	0	0	6
1:00 PM	10	0	0	10
1:15 PM	9	0	0	9
1:30 PM	7	0	0	7
1:45 PM	7	0	0	7
2:00 PM	8	0	0	8
2:15 PM	14	1	0	15
2:30 PM	10	0	0	10
2:45 PM	14	2	0	16
3:00 PM	18	0	0	18
3:15 PM	14	0	0	14
3:30 PM	20	0	0	20
3:45 PM	15	1	0	16
4:00 PM	14	0	0	14
4:15 PM	15	0	0	15
4:30 PM	17	1	0	18
4:45 PM	17	0	0	17
5:00 PM	30	0	0	30
5:15 PM	26	0	0	26
5:30 PM	10	0	0	10
5:45 PM	16	0	0	16
6:00 PM	9	0	0	9
6:15 PM	13	0	0	13
6:30 PM	13	0	0	13
6:45 PM	20	0	0	20
7:00 PM	13	0	0	13
7:15 PM	10	0	0	10
7:30 PM	16	0	0	16
7:45 PM	14	0	0	14
8:00 PM	11	0	0	11
8:15 PM	11	0	0	11
8:30 PM	12	0	0	12
8:45 PM	5	0	0	5
9:00 PM	6	0	0	6
9:15 PM	3	0	0	3
9:30 PM	5	0	0	5
9:45 PM	2	0	0	2
10:00 PM	3	0	0	3
10:15 PM	4	0	0	4
10:30 PM	3	0	0	3
10:45 PM	3	0	0	3
11:00 PM	4	0	0	4
11:15 PM	6	0	0	6
11:30 PM	3	0	0	3
11:45 PM	1	0	0	1
PM Total	**512**	**7**	**0**	**519**
Percentage	**98.65%**	**1.35%**	**0.00%**	
PM Peak	**4:30 PM**	**2:00 PM**	**12:00 PM**	**4:30 PM**
Volume	**90**	**3**	**0**	**91**
Day Total	**654**	**17**	**0**	**671**
Percentage	**97.47%**	**2.53%**	**0.00%**	

Brayton Point Road
south of I-195
City, State: Somerset, MA
Client: VHB/Z. Tiang
Site Code: 15542

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **228671 ATR B**

Direction: **NB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	06/08/22		06/09/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	8	0	4	0	0	0	0	0	0	0	0	0	0	0	6
12:15	1	9	0	9	0	0	0	0	0	0	0	0	0	0	1	9
12:30	1	14	0	10	0	0	0	0	0	0	0	0	0	0	1	12
12:45	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:00	0	6	1	11	0	0	0	0	0	0	0	0	0	0	1	9
1:15	1	5	0	10	0	0	0	0	0	0	0	0	0	0	1	8
1:30	0	11	1	5	0	0	0	0	0	0	0	0	0	0	1	8
1:45	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:00	1	11	1	10	0	0	0	0	0	0	0	0	0	0	1	11
2:15	0	16	0	7	0	0	0	0	0	0	0	0	0	0	0	12
2:30	2	13	0	8	0	0	0	0	0	0	0	0	0	0	1	11
2:45	0	7	1	9	0	0	0	0	0	0	0	0	0	0	1	8
3:00	1	10	0	16	0	0	0	0	0	0	0	0	0	0	1	13
3:15	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:30	0	15	0	8	0	0	0	0	0	0	0	0	0	0	0	12
3:45	0	8	0	18	0	0	0	0	0	0	0	0	0	0	0	13
4:00	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:15	0	11	1	8	0	0	0	0	0	0	0	0	0	0	1	10
4:30	5	9	1	15	0	0	0	0	0	0	0	0	0	0	3	12
4:45	4	9	4	12	0	0	0	0	0	0	0	0	0	0	4	11
5:00	3	21	4	15	0	0	0	0	0	0	0	0	0	0	4	18
5:15	7	11	6	13	0	0	0	0	0	0	0	0	0	0	7	12
5:30	3	8	4	13	0	0	0	0	0	0	0	0	0	0	4	11
5:45	3	14	9	16	0	0	0	0	0	0	0	0	0	0	6	15
6:00	5	8	10	11	0	0	0	0	0	0	0	0	0	0	8	10
6:15	6	7	9	16	0	0	0	0	0	0	0	0	0	0	8	12
6:30	11	10	9	9	0	0	0	0	0	0	0	0	0	0	10	10
6:45	13	10	13	4	0	0	0	0	0	0	0	0	0	0	13	7
7:00	23	3	20	13	0	0	0	0	0	0	0	0	0	0	22	8
7:15	21	5	24	5	0	0	0	0	0	0	0	0	0	0	23	5
7:30	17	10	18	8	0	0	0	0	0	0	0	0	0	0	18	9
7:45	17	8	10	10	0	0	0	0	0	0	0	0	0	0	14	9
8:00	8	9	12	9	0	0	0	0	0	0	0	0	0	0	10	9
8:15	15	6	15	6	0	0	0	0	0	0	0	0	0	0	15	6
8:30	15	6	11	8	0	0	0	0	0	0	0	0	0	0	13	7
8:45	11	7	10	5	0	0	0	0	0	0	0	0	0	0	11	6
9:00	9	3	7	3	0	0	0	0	0	0	0	0	0	0	8	3
9:15	13	3	4	2	0	0	0	0	0	0	0	0	0	0	9	3
9:30	11	2	13	1	0	0	0	0	0	0	0	0	0	0	12	2
9:45	11	2	12	6	0	0	0	0	0	0	0	0	0	0	12	4
10:00	11	2	10	3	0	0	0	0	0	0	0	0	0	0	11	3
10:15	9	3	7	3	0	0	0	0	0	0	0	0	0	0	8	3
10:30	5	1	8	2	0	0	0	0	0	0	0	0	0	0	7	2
10:45	9	3	15	3	0	0	0	0	0	0	0	0	0	0	12	3
11:00	15	4	4	1	0	0	0	0	0	0	0	0	0	0	10	3
11:15	8	0	8	1	0	0	0	0	0	0	0	0	0	0	8	1
11:30	7	0	4	3	0	0	0	0	0	0	0	0	0	0	6	2
11:45	12	3	9	0	0	0	0	0	0	0	0	0	0	0	11	2
Total	**314**	**362**	**295**	**382**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**	**372**
Day Total	**676**		**677**		**0**		**0**		**0**		**0**		**0**		**677**	
Peak HR	**7:00 AM**	**5:00 PM**	**6:45 AM**	**5:00 PM**											**7:00 AM**	**5:00 PM**
Volume	**78**	**54**	**75**	**57**											**75**	**56**

Brayton Point Road
south of I-195
City, State: Somerset, MA
Client: VHB/Z. Tiang
Site Code: 15542

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # **228671 ATR B**

Direction: **SB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	06/08/22		06/09/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	13	1	5	0	0	0	0	0	0	0	0	0	0	1	9
12:15	1	13	0	12	0	0	0	0	0	0	0	0	0	0	1	13
12:30	1	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10
12:45	3	12	1	6	0	0	0	0	0	0	0	0	0	0	2	9
1:00	0	7	0	10	0	0	0	0	0	0	0	0	0	0	0	9
1:15	1	7	0	9	0	0	0	0	0	0	0	0	0	0	1	8
1:30	1	10	0	7	0	0	0	0	0	0	0	0	0	0	1	9
1:45	0	15	1	7	0	0	0	0	0	0	0	0	0	0	1	11
2:00	2	8	2	8	0	0	0	0	0	0	0	0	0	0	2	8
2:15	0	16	0	15	0	0	0	0	0	0	0	0	0	0	0	16
2:30	0	14	1	10	0	0	0	0	0	0	0	0	0	0	1	12
2:45	1	12	0	16	0	0	0	0	0	0	0	0	0	0	1	14
3:00	0	10	0	18	0	0	0	0	0	0	0	0	0	0	0	14
3:15	0	20	0	14	0	0	0	0	0	0	0	0	0	0	0	17
3:30	0	23	0	20	0	0	0	0	0	0	0	0	0	0	0	22
3:45	0	19	0	16	0	0	0	0	0	0	0	0	0	0	0	18
4:00	1	19	0	14	0	0	0	0	0	0	0	0	0	0	1	17
4:15	0	13	0	15	0	0	0	0	0	0	0	0	0	0	0	14
4:30	0	17	0	18	0	0	0	0	0	0	0	0	0	0	0	18
4:45	0	25	1	17	0	0	0	0	0	0	0	0	0	0	1	21
5:00	0	20	0	30	0	0	0	0	0	0	0	0	0	0	0	25
5:15	0	18	0	26	0	0	0	0	0	0	0	0	0	0	0	22
5:30	1	16	0	10	0	0	0	0	0	0	0	0	0	0	1	13
5:45	0	13	1	16	0	0	0	0	0	0	0	0	0	0	1	15
6:00	0	10	3	9	0	0	0	0	0	0	0	0	0	0	2	10
6:15	0	18	3	13	0	0	0	0	0	0	0	0	0	0	2	16
6:30	0	12	1	13	0	0	0	0	0	0	0	0	0	0	1	13
6:45	5	10	5	20	0	0	0	0	0	0	0	0	0	0	5	15
7:00	6	9	7	13	0	0	0	0	0	0	0	0	0	0	7	11
7:15	7	13	7	10	0	0	0	0	0	0	0	0	0	0	7	12
7:30	6	7	5	16	0	0	0	0	0	0	0	0	0	0	6	12
7:45	5	15	4	14	0	0	0	0	0	0	0	0	0	0	5	15
8:00	8	8	11	11	0	0	0	0	0	0	0	0	0	0	10	10
8:15	8	2	6	11	0	0	0	0	0	0	0	0	0	0	7	7
8:30	6	7	2	12	0	0	0	0	0	0	0	0	0	0	4	10
8:45	12	8	8	5	0	0	0	0	0	0	0	0	0	0	10	7
9:00	7	7	8	6	0	0	0	0	0	0	0	0	0	0	8	7
9:15	9	6	8	3	0	0	0	0	0	0	0	0	0	0	9	5
9:30	7	2	3	5	0	0	0	0	0	0	0	0	0	0	5	4
9:45	9	5	8	2	0	0	0	0	0	0	0	0	0	0	9	4
10:00	7	6	3	3	0	0	0	0	0	0	0	0	0	0	5	5
10:15	6	3	7	4	0	0	0	0	0	0	0	0	0	0	7	4
10:30	6	3	6	3	0	0	0	0	0	0	0	0	0	0	6	3
10:45	4	1	6	3	0	0	0	0	0	0	0	0	0	0	5	2
11:00	7	4	7	4	0	0	0	0	0	0	0	0	0	0	7	4
11:15	8	2	6	6	0	0	0	0	0	0	0	0	0	0	7	4
11:30	9	3	8	3	0	0	0	0	0	0	0	0	0	0	9	3
11:45	11	2	12	1	0	0	0	0	0	0	0	0	0	0	12	2
Total	**165**	**513**	**152**	**519**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**159**	**516**
Day Total	**678**		**671**		**0**		**0**		**0**		**0**		**0**		**675**	
Peak HR	**8:45 AM**	**3:15 PM**	**11:00 AM**	**4:30 PM**											**11:00 AM**	**4:30 PM**
Volume	**35**	**81**	**33**	**91**											**34**	**86**

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	66	42	0	108	44	36	0	80	0	0	0	0	188
7:15 AM	66	44	0	110	54	38	0	92	0	0	0	0	202
7:30 AM	62	72	0	134	42	31	0	73	0	0	0	0	207
7:45 AM	46	52	0	98	56	21	0	77	0	0	0	0	175
Total	240	210	0	450	196	126	0	322	0	0	0	0	772
8:00 AM	48	53	0	101	45	26	0	71	0	0	0	0	172
8:15 AM	39	48	0	87	42	26	0	68	0	0	0	0	155
8:30 AM	42	39	0	81	48	28	0	76	0	0	0	0	157
8:45 AM	27	40	0	67	32	15	0	47	0	0	0	0	114
Total	156	180	0	336	167	95	0	262	0	0	0	0	598
Grand Total	396	390	0	786	363	221	0	584	0	0	0	0	1370
Approach %	50.4	49.6	0.0		62.2	37.8	0.0		0.0	0.0	0.0		
Total %	28.9	28.5	0.0	57.4	26.5	16.1	0.0	42.6	0.0	0.0	0.0	0.0	
Exiting Leg Total				363				390				617	1370
Cars	383	380	0	763	353	217	0	570	0	0	0	0	1333
% Cars	96.7	97.4	0.0	97.1	97.2	98.2	0.0	97.6	0.0	0.0	0.0	0.0	97.3
Exiting Leg Total				353				380				600	1333
Heavy Vehicles	13	10	0	23	10	4	0	14	0	0	0	0	37
% Heavy Vehicles	3.3	2.6	0.0	2.9	2.8	1.8	0.0	2.4	0.0	0.0	0.0	0.0	2.7
Exiting Leg Total				10				10				17	37

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

7:00 AM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	66	42	0	108	44	36	0	80	0	0	0	0	188
7:15 AM	66	44	0	110	54	38	0	92	0	0	0	0	202
7:30 AM	62	72	0	134	42	31	0	73	0	0	0	0	207
7:45 AM	46	52	0	98	56	21	0	77	0	0	0	0	175
Total Volume	240	210	0	450	196	126	0	322	0	0	0	0	772
% Approach Total	53.3	46.7	0.0		60.9	39.1	0.0		0.0	0.0	0.0		
PHF	0.909	0.729	0.000	0.840	0.875	0.829	0.000	0.875	0.000	0.000	0.000	0.000	0.932
Cars	229	207	0	436	190	124	0	314	0	0	0	0	750
Cars %	95.4	98.6	0.0	96.9	96.9	98.4	0.0	97.5	0.0	0.0	0.0	0.0	97.2
Heavy Vehicles	11	3	0	14	6	2	0	8	0	0	0	0	22
Heavy Vehicles %	4.6	1.4	0.0	3.1	3.1	1.6	0.0	2.5	0.0	0.0	0.0	0.0	2.8
Cars Enter Leg	229	207	0	436	190	124	0	314	0	0	0	0	750
Heavy Enter Leg	11	3	0	14	6	2	0	8	0	0	0	0	22
Total Entering Leg	240	210	0	450	196	126	0	322	0	0	0	0	772
Cars Exiting Leg				190				207				353	750
Heavy Exiting Leg				6				3				13	22
Total Exiting Leg				196				210				366	772

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	64	42	0	106	42	35	0	77	0	0	0	0	183
7:15 AM	63	43	0	106	53	37	0	90	0	0	0	0	196
7:30 AM	58	70	0	128	40	31	0	71	0	0	0	0	199
7:45 AM	44	52	0	96	55	21	0	76	0	0	0	0	172
Total	229	207	0	436	190	124	0	314	0	0	0	0	750
8:00 AM	48	52	0	100	44	26	0	70	0	0	0	0	170
8:15 AM	39	45	0	84	41	25	0	66	0	0	0	0	150
8:30 AM	42	38	0	80	46	27	0	73	0	0	0	0	153
8:45 AM	25	38	0	63	32	15	0	47	0	0	0	0	110
Total	154	173	0	327	163	93	0	256	0	0	0	0	583
Grand Total	383	380	0	763	353	217	0	570	0	0	0	0	1333
Approach %	50.2	49.8	0.0		61.9	38.1	0.0		0.0	0.0	0.0		
Total %	28.7	28.5	0.0	57.2	26.5	16.3	0.0	42.8	0.0	0.0	0.0	0.0	
Exiting Leg Total				353				380				600	1333

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

7:00 AM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	64	42	0	106	42	35	0	77	0	0	0	0	183
7:15 AM	63	43	0	106	53	37	0	90	0	0	0	0	196
7:30 AM	58	70	0	128	40	31	0	71	0	0	0	0	199
7:45 AM	44	52	0	96	55	21	0	76	0	0	0	0	172
Total Volume	229	207	0	436	190	124	0	314	0	0	0	0	750
% Approach Total	52.5	47.5	0.0		60.5	39.5	0.0		0.0	0.0	0.0		
PHF	0.895	0.739	0.000	0.852	0.864	0.838	0.000	0.872	0.000	0.000	0.000	0.000	0.942
Entering Leg	229	207	0	436	190	124	0	314	0	0	0	0	750
Exiting Leg				190				207				353	750
Total				626				521				353	1500

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	2	0	0	2	2	1	0	3	0	0	0	0	5
7:15 AM	3	1	0	4	1	1	0	2	0	0	0	0	6
7:30 AM	4	2	0	6	2	0	0	2	0	0	0	0	8
7:45 AM	2	0	0	2	1	0	0	1	0	0	0	0	3
Total	11	3	0	14	6	2	0	8	0	0	0	0	22
8:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
8:15 AM	0	3	0	3	1	1	0	2	0	0	0	0	5
8:30 AM	0	1	0	1	2	1	0	3	0	0	0	0	4
8:45 AM	2	2	0	4	0	0	0	0	0	0	0	0	4
Total	2	7	0	9	4	2	0	6	0	0	0	0	15
Grand Total	13	10	0	23	10	4	0	14	0	0	0	0	37
Approach %	56.5	43.5	0.0		71.4	28.6	0.0		0.0	0.0	0.0		
Total %	35.1	27.0	0.0	62.2	27.0	10.8	0.0	37.8	0.0	0.0	0.0	0.0	
Exiting Leg Total				10				10				17	37
Buses	1	2	0	3	2	2	0	4	0	0	0	0	7
% Buses	7.7	20.0	0.0	13.0	20.0	50.0	0.0	28.6	0.0	0.0	0.0	0.0	18.9
Exiting Leg Total				2				2				3	7
Single-Unit Trucks	9	6	0	15	8	1	0	9	0	0	0	0	24
% Single-Unit	69.2	60.0	0.0	65.2	80.0	25.0	0.0	64.3	0.0	0.0	0.0	0.0	64.9
Exiting Leg Total				8				6				10	24
Articulated Trucks	3	2	0	5	0	1	0	1	0	0	0	0	6
% Articulated	23.1	20.0	0.0	21.7	0.0	25.0	0.0	7.1	0.0	0.0	0.0	0.0	16.2
Exiting Leg Total				0				2				4	6

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

7:00 AM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	2	0	0	2	2	1	0	3	0	0	0	0	5
7:15 AM	3	1	0	4	1	1	0	2	0	0	0	0	6
7:30 AM	4	2	0	6	2	0	0	2	0	0	0	0	8
7:45 AM	2	0	0	2	1	0	0	1	0	0	0	0	3
Total Volume	11	3	0	14	6	2	0	8	0	0	0	0	22
% Approach Total	78.6	21.4	0.0		75.0	25.0	0.0		0.0	0.0	0.0		
PHF	0.688	0.375	0.000	0.583	0.750	0.500	0.000	0.667	0.000	0.000	0.000	0.000	0.688
Buses	0	1	0	1	1	1	0	2	0	0	0	0	3
Buses %	0.0	33.3	0.0	7.1	16.7	50.0	0.0	25.0	0.0	0.0	0.0	0.0	13.6
Single-Unit Trucks	8	1	0	9	5	0	0	5	0	0	0	0	14
Single-Unit %	72.7	33.3	0.0	64.3	83.3	0.0	0.0	62.5	0.0	0.0	0.0	0.0	63.6
Articulated Trucks	3	1	0	4	0	1	0	1	0	0	0	0	5
Articulated %	27.3	33.3	0.0	28.6	0.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	22.7
Buses	0	1	0	1	1	1	0	2	0	0	0	0	3
Single-Unit Trucks	8	1	0	9	5	0	0	5	0	0	0	0	14
Articulated Trucks	3	1	0	4	0	1	0	1	0	0	0	0	5
Total Entering Leg	11	3	0	14	6	2	0	8	0	0	0	0	22
Buses				1				1				1	3
Single-Unit Trucks				5				1				8	14
Articulated Trucks				0				1				4	5
Total Exiting Leg				6				3				13	22

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp 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	1	0	0	1	0	0	0	0	1
7:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
7:30 AM	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
Total	0	1	0	1	1	1	0	2	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	1	1	0	2	0	0	0	0	4
Grand Total	1	2	0	3	2	2	0	4	0	0	0	0	7
Approach %	33.3	66.7	0.0		50.0	50.0	0.0		0.0	0.0	0.0		
Total %	14.3	28.6	0.0	42.9	28.6	28.6	0.0	57.1	0.0	0.0	0.0	0.0	
Exiting Leg Total				2				2				3	7

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

8:00 AM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	1	1	0	2	0	0	0	0	4
% Approach Total	50.0	50.0	0.0		50.0	50.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.500
Entering Leg	1	1	0	2	1	1	0	2	0	0	0	0	4
Exiting Leg				1				1				2	4
Total				3				3				2	8

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	2	0	0	2	1	0	0	1	0	0	0	0	3
7:15 AM	3	0	0	3	1	0	0	1	0	0	0	0	4
7:30 AM	2	1	0	3	2	0	0	2	0	0	0	0	5
7:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total	8	1	0	9	5	0	0	5	0	0	0	0	14
8:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
8:15 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
8:30 AM	0	1	0	1	1	1	0	2	0	0	0	0	3
8:45 AM	1	2	0	3	0	0	0	0	0	0	0	0	3
Total	1	5	0	6	3	1	0	4	0	0	0	0	10
Grand Total	9	6	0	15	8	1	0	9	0	0	0	0	24
Approach %	60.0	40.0	0.0		88.9	11.1	0.0		0.0	0.0	0.0		
Total %	37.5	25.0	0.0	62.5	33.3	4.2	0.0	37.5	0.0	0.0	0.0	0.0	
Exiting Leg Total				8				6				10	24

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

7:00 AM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	2	0	0	2	1	0	0	1	0	0	0	0	3
7:15 AM	3	0	0	3	1	0	0	1	0	0	0	0	4
7:30 AM	2	1	0	3	2	0	0	2	0	0	0	0	5
7:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total Volume	8	1	0	9	5	0	0	5	0	0	0	0	14
% Approach Total	88.9	11.1	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.667	0.250	0.000	0.750	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.700
Entering Leg	8	1	0	9	5	0	0	5	0	0	0	0	14
Exiting Leg				5				1				8	14
Total				14				6				8	28

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp 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	1	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	1	0	3	0	0	0	0	0	0	0	0	3
7:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	1	0	4	0	1	0	1	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	1	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
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	3	2	0	5	0	1	0	1	0	0	0	0	6
Approach %	60.0	40.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
Total %	50.0	33.3	0.0	83.3	0.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				2				4	6

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

7:00 AM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp 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	1	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	1	0	3	0	0	0	0	0	0	0	0	3
7:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	3	1	0	4	0	1	0	1	0	0	0	0	5
% 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	0.333	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.417
Entering Leg	3	1	0	4	0	1	0	1	0	0	0	0	5
Exiting Leg				0				1				4	5
Total				4				2				4	10

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Bicycles (on Roadway and Crosswalks)**

	Lees River Avenue from North						Lees River Avenue from South						I-195 Westbound Ramp 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	Lees River Avenue from North						Lees River Avenue from South						I-195 Westbound Ramp 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 #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Pedestrians

	Lees River Avenue						Lees River Avenue						I-195 Westbound Ramp						
	from North						from South						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		
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	Lees River Avenue						Lees River Avenue						I-195 Westbound Ramp						
	from North						from South						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 #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	47	53	0	100	108	46	0	154	0	0	0	0	254
4:15 PM	52	52	0	104	115	25	0	140	0	0	0	0	244
4:30 PM	44	46	0	90	93	25	0	118	0	0	0	0	208
4:45 PM	53	51	0	104	84	41	0	125	0	0	0	0	229
Total	196	202	0	398	400	137	0	537	0	0	0	0	935
5:00 PM	48	50	0	98	106	36	0	142	0	0	0	0	240
5:15 PM	48	49	0	97	100	38	0	138	0	0	0	0	235
5:30 PM	49	45	0	94	97	34	0	131	0	0	0	0	225
5:45 PM	51	56	0	107	87	19	0	106	0	0	0	0	213
Total	196	200	0	396	390	127	0	517	0	0	0	0	913
Grand Total	392	402	0	794	790	264	0	1054	0	0	0	0	1848
Approach %	49.4	50.6	0.0		75.0	25.0	0.0		0.0	0.0	0.0		
Total %	21.2	21.8	0.0	43.0	42.7	14.3	0.0	57.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				790				402				656	1848
Cars	387	398	0	785	779	255	0	1034	0	0	0	0	1819
% Cars	98.7	99.0	0.0	98.9	98.6	96.6	0.0	98.1	0.0	0.0	0.0	0.0	98.4
Exiting Leg Total				779				398				642	1819
Heavy Vehicles	5	4	0	9	11	9	0	20	0	0	0	0	29
% Heavy Vehicles	1.3	1.0	0.0	1.1	1.4	3.4	0.0	1.9	0.0	0.0	0.0	0.0	1.6
Exiting Leg Total				11				4				14	29

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

4:00 PM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	47	53	0	100	108	46	0	154	0	0	0	0	254
4:15 PM	52	52	0	104	115	25	0	140	0	0	0	0	244
4:30 PM	44	46	0	90	93	25	0	118	0	0	0	0	208
4:45 PM	53	51	0	104	84	41	0	125	0	0	0	0	229
Total Volume	196	202	0	398	400	137	0	537	0	0	0	0	935
% Approach Total	49.2	50.8	0.0		74.5	25.5	0.0		0.0	0.0	0.0		
PHF	0.925	0.953	0.000	0.957	0.870	0.745	0.000	0.872	0.000	0.000	0.000	0.000	0.920
Cars	194	199	0	393	394	132	0	526	0	0	0	0	919
Cars %	99.0	98.5	0.0	98.7	98.5	96.4	0.0	98.0	0.0	0.0	0.0	0.0	98.3
Heavy Vehicles	2	3	0	5	6	5	0	11	0	0	0	0	16
Heavy Vehicles %	1.0	1.5	0.0	1.3	1.5	3.6	0.0	2.0	0.0	0.0	0.0	0.0	1.7
Cars Enter Leg	194	199	0	393	394	132	0	526	0	0	0	0	919
Heavy Enter Leg	2	3	0	5	6	5	0	11	0	0	0	0	16
Total Entering Leg	196	202	0	398	400	137	0	537	0	0	0	0	935
Cars Exiting Leg				394				199				326	919
Heavy Exiting Leg				6				3				7	16
Total Exiting Leg				400				202				333	935

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	46	52	0	98	104	45	0	149	0	0	0	0	247
4:15 PM	51	52	0	103	114	25	0	139	0	0	0	0	242
4:30 PM	44	44	0	88	92	23	0	115	0	0	0	0	203
4:45 PM	53	51	0	104	84	39	0	123	0	0	0	0	227
Total	194	199	0	393	394	132	0	526	0	0	0	0	919
5:00 PM	47	49	0	96	104	35	0	139	0	0	0	0	235
5:15 PM	48	49	0	97	98	37	0	135	0	0	0	0	232
5:30 PM	49	45	0	94	96	33	0	129	0	0	0	0	223
5:45 PM	49	56	0	105	87	18	0	105	0	0	0	0	210
Total	193	199	0	392	385	123	0	508	0	0	0	0	900
Grand Total	387	398	0	785	779	255	0	1034	0	0	0	0	1819
Approach %	49.3	50.7	0.0		75.3	24.7	0.0		0.0	0.0	0.0		
Total %	21.3	21.9	0.0	43.2	42.8	14.0	0.0	56.8	0.0	0.0	0.0	0.0	
Exiting Leg Total				779				398				642	1819

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

4:00 PM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	46	52	0	98	104	45	0	149	0	0	0	0	247
4:15 PM	51	52	0	103	114	25	0	139	0	0	0	0	242
4:30 PM	44	44	0	88	92	23	0	115	0	0	0	0	203
4:45 PM	53	51	0	104	84	39	0	123	0	0	0	0	227
Total Volume	194	199	0	393	394	132	0	526	0	0	0	0	919
% Approach Total	49.4	50.6	0.0		74.9	25.1	0.0		0.0	0.0	0.0		
PHF	0.915	0.957	0.000	0.945	0.864	0.733	0.000	0.883	0.000	0.000	0.000	0.000	0.930
Entering Leg	194	199	0	393	394	132	0	526	0	0	0	0	919
Exiting Leg				394				199				326	919
Total				787				725				326	1838

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	1	1	0	2	4	1	0	5	0	0	0	0	7
4:15 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
4:30 PM	0	2	0	2	1	2	0	3	0	0	0	0	5
4:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	2	3	0	5	6	5	0	11	0	0	0	0	16
5:00 PM	1	1	0	2	2	1	0	3	0	0	0	0	5
5:15 PM	0	0	0	0	2	1	0	3	0	0	0	0	3
5:30 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
5:45 PM	2	0	0	2	0	1	0	1	0	0	0	0	3
Total	3	1	0	4	5	4	0	9	0	0	0	0	13
Grand Total	5	4	0	9	11	9	0	20	0	0	0	0	29
Approach %	55.6	44.4	0.0		55.0	45.0	0.0		0.0	0.0	0.0		
Total %	17.2	13.8	0.0	31.0	37.9	31.0	0.0	69.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				11				4				14	29
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
% Buses	0.0	0.0	0.0	0.0	9.1	0.0	0.0	5.0	0.0	0.0	0.0	0.0	3.4
Exiting Leg Total				1				0				0	1
Single-Unit Trucks	4	4	0	8	8	6	0	14	0	0	0	0	22
% Single-Unit	80.0	100.0	0.0	88.9	72.7	66.7	0.0	70.0	0.0	0.0	0.0	0.0	75.9
Exiting Leg Total				8				4				10	22
Articulated Trucks	1	0	0	1	2	3	0	5	0	0	0	0	6
% Articulated	20.0	0.0	0.0	11.1	18.2	33.3	0.0	25.0	0.0	0.0	0.0	0.0	20.7
Exiting Leg Total				2				0				4	6

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

4:00 PM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	1	1	0	2	4	1	0	5	0	0	0	0	7
4:15 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
4:30 PM	0	2	0	2	1	2	0	3	0	0	0	0	5
4:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	2	3	0	5	6	5	0	11	0	0	0	0	16
% Approach Total	40.0	60.0	0.0		54.5	45.5	0.0		0.0	0.0	0.0		
PHF	0.500	0.375	0.000	0.625	0.375	0.625	0.000	0.550	0.000	0.000	0.000	0.000	0.571
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	16.7	0.0	0.0	9.1	0.0	0.0	0.0	0.0	6.3
Single-Unit Trucks	1	3	0	4	3	3	0	6	0	0	0	0	10
Single-Unit %	50.0	100.0	0.0	80.0	50.0	60.0	0.0	54.5	0.0	0.0	0.0	0.0	62.5
Articulated Trucks	1	0	0	1	2	2	0	4	0	0	0	0	5
Articulated %	50.0	0.0	0.0	20.0	33.3	40.0	0.0	36.4	0.0	0.0	0.0	0.0	31.3
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
Single-Unit Trucks	1	3	0	4	3	3	0	6	0	0	0	0	10
Articulated Trucks	1	0	0	1	2	2	0	4	0	0	0	0	5
Total Entering Leg	2	3	0	5	6	5	0	11	0	0	0	0	16
Buses				1				0				0	1
Single-Unit Trucks				3				3				4	10
Articulated Trucks				2				0				3	5
Total Exiting Leg				6				3				7	16

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Buses

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp 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	1	0	0	1	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	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
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	0	0	0	1	0	0	1	0	0	0	0	1
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				1				0				0	1

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

4:00 PM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp 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	1	0	0	1	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	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1
% Approach Total	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	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	1	0	0	1	0	0	0	0	1
Exiting Leg				1				0				0	1
Total				1				1				0	2

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	1	1	0	2	1	1	0	2	0	0	0	0	4
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:30 PM	0	2	0	2	1	2	0	3	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	0	4	3	3	0	6	0	0	0	0	10
5:00 PM	1	1	0	2	2	1	0	3	0	0	0	0	5
5:15 PM	0	0	0	0	2	1	0	3	0	0	0	0	3
5:30 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
5:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	3	1	0	4	5	3	0	8	0	0	0	0	12
Grand Total	4	4	0	8	8	6	0	14	0	0	0	0	22
Approach %	50.0	50.0	0.0		57.1	42.9	0.0		0.0	0.0	0.0		
Total %	18.2	18.2	0.0	36.4	36.4	27.3	0.0	63.6	0.0	0.0	0.0	0.0	
Exiting Leg Total				8				4				10	22

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

4:30 PM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:30 PM	0	2	0	2	1	2	0	3	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	2	2	1	0	3	0	0	0	0	5
5:15 PM	0	0	0	0	2	1	0	3	0	0	0	0	3
Total Volume	1	3	0	4	5	4	0	9	0	0	0	0	13
% Approach Total	25.0	75.0	0.0		55.6	44.4	0.0		0.0	0.0	0.0		
PHF	0.250	0.375	0.000	0.500	0.625	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.650
Entering Leg	1	3	0	4	5	4	0	9	0	0	0	0	13
Exiting Leg				5				3				5	13
Total				9				12				5	26

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp 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	2	0	0	2	0	0	0	0	2
4:15 PM	1	0	0	1	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
4:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	1	0	0	1	2	2	0	4	0	0	0	0	5
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	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	1	0	0	1	2	3	0	5	0	0	0	0	6
Approach %	100.0	0.0	0.0		40.0	60.0	0.0		0.0	0.0	0.0		
Total %	16.7	0.0	0.0	16.7	33.3	50.0	0.0	83.3	0.0	0.0	0.0	0.0	
Exiting Leg Total				2				0				4	6

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

4:00 PM	Lees River Avenue from North				Lees River Avenue from South				I-195 Westbound Ramp 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	2	0	0	2	0	0	0	0	2
4:15 PM	1	0	0	1	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
4:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	1	0	0	1	2	2	0	4	0	0	0	0	5
% Approach Total	100.0	0.0	0.0		50.0	50.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.625
Entering Leg	1	0	0	1	2	2	0	4	0	0	0	0	5
Exiting Leg				2				0				3	5
Total				3				4				3	10

PDI File #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Bicycles (on Roadway and Crosswalks)**

	Lees River Avenue from North						Lees River Avenue from South						I-195 Westbound Ramp 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	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	Lees River Avenue from North						Lees River Avenue from South						I-195 Westbound Ramp 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	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 #: **228671 A**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Westbound Ramp**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Lees River Avenue from North						Lees River Avenue from South						I-195 Westbound Ramp 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	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	Lees River Avenue from North						Lees River Avenue from South						I-195 Westbound Ramp 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	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 #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Cars and Heavy Vehicles (Combined)

	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	42	0	42	53	0	0	53	26	28	0	54	149
7:15 AM	0	43	0	43	61	0	0	61	22	32	0	54	158
7:30 AM	0	75	0	75	47	0	0	47	16	25	0	41	163
7:45 AM	0	50	0	50	51	0	0	51	17	25	0	42	143
Total	0	210	0	210	212	0	0	212	81	110	0	191	613
8:00 AM	0	53	0	53	52	0	0	52	13	18	0	31	136
8:15 AM	0	48	0	48	48	0	0	48	31	22	0	53	149
8:30 AM	0	39	0	39	53	0	0	53	20	22	0	42	134
8:45 AM	0	39	0	39	34	0	0	34	25	14	0	39	112
Total	0	179	0	179	187	0	0	187	89	76	0	165	531
Grand Total	0	389	0	389	399	0	0	399	170	186	0	356	1144
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		47.8	52.2	0.0		
Total %	0.0	34.0	0.0	34.0	34.9	0.0	0.0	34.9	14.9	16.3	0.0	31.1	
Exiting Leg Total				585				559				0	1144
Cars	0	378	0	378	388	0	0	388	157	181	0	338	1104
% Cars	0.0	97.2	0.0	97.2	97.2	0.0	0.0	97.2	92.4	97.3	0.0	94.9	96.5
Exiting Leg Total				569				535				0	1104
Heavy Vehicles	0	11	0	11	11	0	0	11	13	5	0	18	40
% Heavy Vehicles	0.0	2.8	0.0	2.8	2.8	0.0	0.0	2.8	7.6	2.7	0.0	5.1	3.5
Exiting Leg Total				16				24				0	40

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

7:00 AM	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	42	0	42	53	0	0	53	26	28	0	54	149
7:15 AM	0	43	0	43	61	0	0	61	22	32	0	54	158
7:30 AM	0	75	0	75	47	0	0	47	16	25	0	41	163
7:45 AM	0	50	0	50	51	0	0	51	17	25	0	42	143
Total Volume	0	210	0	210	212	0	0	212	81	110	0	191	613
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		42.4	57.6	0.0		
PHF	0.000	0.700	0.000	0.700	0.869	0.000	0.000	0.869	0.779	0.859	0.000	0.884	0.940
Cars	0	206	0	206	206	0	0	206	73	108	0	181	593
Cars %	0.0	98.1	0.0	98.1	97.2	0.0	0.0	97.2	90.1	98.2	0.0	94.8	96.7
Heavy Vehicles	0	4	0	4	6	0	0	6	8	2	0	10	20
Heavy Vehicles %	0.0	1.9	0.0	1.9	2.8	0.0	0.0	2.8	9.9	1.8	0.0	5.2	3.3
Cars Enter Leg	0	206	0	206	206	0	0	206	73	108	0	181	593
Heavy Enter Leg	0	4	0	4	6	0	0	6	8	2	0	10	20
Total Entering Leg	0	210	0	210	212	0	0	212	81	110	0	191	613
Cars Exiting Leg				314				279				0	593
Heavy Exiting Leg				8				12				0	20
Total Exiting Leg				322				291				0	613

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	42	0	42	50	0	0	50	25	28	0	53	145
7:15 AM	0	41	0	41	60	0	0	60	19	30	0	49	150
7:30 AM	0	73	0	73	46	0	0	46	14	25	0	39	158
7:45 AM	0	50	0	50	50	0	0	50	15	25	0	40	140
Total	0	206	0	206	206	0	0	206	73	108	0	181	593
8:00 AM	0	52	0	52	52	0	0	52	13	16	0	29	133
8:15 AM	0	45	0	45	46	0	0	46	28	22	0	50	141
8:30 AM	0	38	0	38	50	0	0	50	19	22	0	41	129
8:45 AM	0	37	0	37	34	0	0	34	24	13	0	37	108
Total	0	172	0	172	182	0	0	182	84	73	0	157	511
Grand Total	0	378	0	378	388	0	0	388	157	181	0	338	1104
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		46.4	53.6	0.0		
Total %	0.0	34.2	0.0	34.2	35.1	0.0	0.0	35.1	14.2	16.4	0.0	30.6	
Exiting Leg Total				569				535				0	1104

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

7:00 AM	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	42	0	42	50	0	0	50	25	28	0	53	145
7:15 AM	0	41	0	41	60	0	0	60	19	30	0	49	150
7:30 AM	0	73	0	73	46	0	0	46	14	25	0	39	158
7:45 AM	0	50	0	50	50	0	0	50	15	25	0	40	140
Total Volume	0	206	0	206	206	0	0	206	73	108	0	181	593
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		40.3	59.7	0.0		
PHF	0.000	0.705	0.000	0.705	0.858	0.000	0.000	0.858	0.730	0.900	0.000	0.854	0.938
Entering Leg	0	206	0	206	206	0	0	206	73	108	0	181	593
Exiting Leg				314				279				0	593
Total				520				485				181	1186

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps 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	3	0	0	3	1	0	0	1	4
7:15 AM	0	2	0	2	1	0	0	1	3	2	0	5	8
7:30 AM	0	2	0	2	1	0	0	1	2	0	0	2	5
7:45 AM	0	0	0	0	1	0	0	1	2	0	0	2	3
Total	0	4	0	4	6	0	0	6	8	2	0	10	20
8:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	3
8:15 AM	0	3	0	3	2	0	0	2	3	0	0	3	8
8:30 AM	0	1	0	1	3	0	0	3	1	0	0	1	5
8:45 AM	0	2	0	2	0	0	0	0	1	1	0	2	4
Total	0	7	0	7	5	0	0	5	5	3	0	8	20
Grand Total	0	11	0	11	11	0	0	11	13	5	0	18	40
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		72.2	27.8	0.0		
Total %	0.0	27.5	0.0	27.5	27.5	0.0	0.0	27.5	32.5	12.5	0.0	45.0	
Exiting Leg Total				16				24				0	40
Buses	0	2	0	2	4	0	0	4	3	1	0	4	10
% Buses	0.0	18.2	0.0	18.2	36.4	0.0	0.0	36.4	23.1	20.0	0.0	22.2	25.0
Exiting Leg Total				5				5				0	10
Single-Unit Trucks	0	7	0	7	6	0	0	6	7	3	0	10	23
% Single-Unit	0.0	63.6	0.0	63.6	54.5	0.0	0.0	54.5	53.8	60.0	0.0	55.6	57.5
Exiting Leg Total				9				14				0	23
Articulated Trucks	0	2	0	2	1	0	0	1	3	1	0	4	7
% Articulated	0.0	18.2	0.0	18.2	9.1	0.0	0.0	9.1	23.1	20.0	0.0	22.2	17.5
Exiting Leg Total				2				5				0	7

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

7:00 AM	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps 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	3	0	0	3	1	0	0	1	4
7:15 AM	0	2	0	2	1	0	0	1	3	2	0	5	8
7:30 AM	0	2	0	2	1	0	0	1	2	0	0	2	5
7:45 AM	0	0	0	0	1	0	0	1	2	0	0	2	3
Total Volume	0	4	0	4	6	0	0	6	8	2	0	10	20
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		80.0	20.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.667	0.250	0.000	0.500	0.625
Buses	0	1	0	1	2	0	0	2	2	0	0	2	5
Buses %	0.0	25.0	0.0	25.0	33.3	0.0	0.0	33.3	25.0	0.0	0.0	20.0	25.0
Single-Unit Trucks	0	2	0	2	3	0	0	3	5	2	0	7	12
Single-Unit %	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	62.5	100.0	0.0	70.0	60.0
Articulated Trucks	0	1	0	1	1	0	0	1	1	0	0	1	3
Articulated %	0.0	25.0	0.0	25.0	16.7	0.0	0.0	16.7	12.5	0.0	0.0	10.0	15.0
Buses	0	1	0	1	2	0	0	2	2	0	0	2	5
Single-Unit Trucks	0	2	0	2	3	0	0	3	5	2	0	7	12
Articulated Trucks	0	1	0	1	1	0	0	1	1	0	0	1	3
Total Entering Leg	0	4	0	4	6	0	0	6	8	2	0	10	20
Buses				2				3				0	5
Single-Unit Trucks				5				7				0	12
Articulated Trucks				1				2				0	3
Total Exiting Leg				8				12				0	20

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps 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	1	0	0	1	0	0	0	0	1
7:15 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	1	2	0	0	2	2	0	0	2	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	1	1	0	0	1	1	0	0	1	3
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	2	0	0	2	1	1	0	2	5
Grand Total	0	2	0	2	4	0	0	4	3	1	0	4	10
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		75.0	25.0	0.0		
Total %	0.0	20.0	0.0	20.0	40.0	0.0	0.0	40.0	30.0	10.0	0.0	40.0	
Exiting Leg Total				5				5				0	10

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

7:00 AM	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps 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	1	0	0	1	0	0	0	0	1
7:15 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	1	0	1	2	0	0	2	2	0	0	2	5
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.625
Entering Leg	0	1	0	1	2	0	0	2	2	0	0	2	5
Exiting Leg				2				3				0	5
Total				3				5				2	10

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps 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	1	0	0	1	1	0	0	1	2
7:15 AM	0	1	0	1	0	0	0	0	2	2	0	4	5
7:30 AM	0	1	0	1	1	0	0	1	1	0	0	1	3
7:45 AM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	2	0	2	3	0	0	3	5	2	0	7	12
8:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
8:15 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
8:30 AM	0	1	0	1	2	0	0	2	1	0	0	1	4
8:45 AM	0	2	0	2	0	0	0	0	1	0	0	1	3
Total	0	5	0	5	3	0	0	3	2	1	0	3	11
Grand Total	0	7	0	7	6	0	0	6	7	3	0	10	23
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		70.0	30.0	0.0		
Total %	0.0	30.4	0.0	30.4	26.1	0.0	0.0	26.1	30.4	13.0	0.0	43.5	
Exiting Leg Total				9				14				0	23

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

7:00 AM	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps 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	1	0	0	1	1	0	0	1	2
7:15 AM	0	1	0	1	0	0	0	0	2	2	0	4	5
7:30 AM	0	1	0	1	1	0	0	1	1	0	0	1	3
7:45 AM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total Volume	0	2	0	2	3	0	0	3	5	2	0	7	12
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		71.4	28.6	0.0		
PHF	0.000	0.500	0.000	0.500	0.750	0.000	0.000	0.750	0.625	0.250	0.000	0.438	0.600
Entering Leg	0	2	0	2	3	0	0	3	5	2	0	7	12
Exiting Leg				5				7				0	12
Total				7				10				7	24

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Lees River Avenue				Lees River Avenue				I-195 Eastbound Ramps				
	from North				from South				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	1	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	1	0	1	0	0	0	0	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	1	0	0	1	1	0	0	1	3
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	1	0	1	0	0	0	0	2	0	0	2	3
8:30 AM	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
Total	0	1	0	1	0	0	0	0	2	1	0	3	4
Grand Total	0	2	0	2	1	0	0	1	3	1	0	4	7
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		75.0	25.0	0.0		
Total %	0.0	28.6	0.0	28.6	14.3	0.0	0.0	14.3	42.9	14.3	0.0	57.1	
Exiting Leg Total				2				5				0	7

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

7:30 AM	Lees River Avenue				Lees River Avenue				I-195 Eastbound Ramps				
	from North				from South				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	0	0	0	1
7:45 AM	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	1	0	1	1
8:15 AM	0	1	0	1	0	0	0	0	2	0	0	2	3
Total Volume	0	2	0	2	0	0	0	0	2	1	0	3	5
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		66.7	33.3	0.0		
PHF	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.375	0.417
Entering Leg	0	2	0	2	0	0	0	0	2	1	0	3	5
Exiting Leg				1				4				0	5
Total				3				4				3	10

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Lees River Avenue from North						Lees River Avenue from South						I-195 Eastbound Ramps 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	Lees River Avenue from North						Lees River Avenue from South						I-195 Eastbound Ramps 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 #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Lees River Avenue from North						Lees River Avenue from South						I-195 Eastbound Ramps 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		
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	Lees River Avenue from North						Lees River Avenue from South						I-195 Eastbound Ramps 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 #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Cars and Heavy Vehicles (Combined)

	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	54	1	55	98	0	0	98	35	59	0	94	247
4:15 PM	0	55	0	55	80	0	0	80	52	59	0	111	246
4:30 PM	0	45	0	45	65	0	0	65	41	52	0	93	203
4:45 PM	0	54	0	54	90	0	0	90	58	38	0	96	240
Total	0	208	1	209	333	0	0	333	186	208	0	394	936
5:00 PM	0	51	0	51	86	0	0	86	40	57	0	97	234
5:15 PM	0	48	0	48	76	0	0	76	40	59	0	99	223
5:30 PM	0	47	0	47	80	0	0	80	43	53	0	96	223
5:45 PM	0	55	0	55	72	0	0	72	36	35	0	71	198
Total	0	201	0	201	314	0	0	314	159	204	0	363	878
Grand Total	0	409	1	410	647	0	0	647	345	412	0	757	1814
Approach %	0.0	99.8	0.2		100.0	0.0	0.0		45.6	54.4	0.0		
Total %	0.0	22.5	0.1	22.6	35.7	0.0	0.0	35.7	19.0	22.7	0.0	41.7	
Exiting Leg Total				1060				754				0	1814
Cars	0	405	1	406	635	0	0	635	336	405	0	741	1782
% Cars	0.0	99.0	100.0	99.0	98.1	0.0	0.0	98.1	97.4	98.3	0.0	97.9	98.2
Exiting Leg Total				1041				741				0	1782
Heavy Vehicles	0	4	0	4	12	0	0	12	9	7	0	16	32
% Heavy Vehicles	0.0	1.0	0.0	1.0	1.9	0.0	0.0	1.9	2.6	1.7	0.0	2.1	1.8
Exiting Leg Total				19				13				0	32

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

4:00 PM	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	54	1	55	98	0	0	98	35	59	0	94	247
4:15 PM	0	55	0	55	80	0	0	80	52	59	0	111	246
4:30 PM	0	45	0	45	65	0	0	65	41	52	0	93	203
4:45 PM	0	54	0	54	90	0	0	90	58	38	0	96	240
Total Volume	0	208	1	209	333	0	0	333	186	208	0	394	936
% Approach Total	0.0	99.5	0.5		100.0	0.0	0.0		47.2	52.8	0.0		
PHF	0.000	0.945	0.250	0.950	0.849	0.000	0.000	0.849	0.802	0.881	0.000	0.887	0.947
Cars	0	205	1	206	325	0	0	325	182	204	0	386	917
Cars %	0.0	98.6	100.0	98.6	97.6	0.0	0.0	97.6	97.8	98.1	0.0	98.0	98.0
Heavy Vehicles	0	3	0	3	8	0	0	8	4	4	0	8	19
Heavy Vehicles %	0.0	1.4	0.0	1.4	2.4	0.0	0.0	2.4	2.2	1.9	0.0	2.0	2.0
Cars Enter Leg	0	205	1	206	325	0	0	325	182	204	0	386	917
Heavy Enter Leg	0	3	0	3	8	0	0	8	4	4	0	8	19
Total Entering Leg	0	208	1	209	333	0	0	333	186	208	0	394	936
Cars Exiting Leg				530				387				0	917
Heavy Exiting Leg				12				7				0	19
Total Exiting Leg				542				394				0	936

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	53	1	54	95	0	0	95	34	57	0	91	240
4:15 PM	0	55	0	55	80	0	0	80	52	58	0	110	245
4:30 PM	0	43	0	43	62	0	0	62	39	51	0	90	195
4:45 PM	0	54	0	54	88	0	0	88	57	38	0	95	237
Total	0	205	1	206	325	0	0	325	182	204	0	386	917
5:00 PM	0	50	0	50	85	0	0	85	39	55	0	94	229
5:15 PM	0	48	0	48	76	0	0	76	40	58	0	98	222
5:30 PM	0	47	0	47	78	0	0	78	40	53	0	93	218
5:45 PM	0	55	0	55	71	0	0	71	35	35	0	70	196
Total	0	200	0	200	310	0	0	310	154	201	0	355	865
Grand Total	0	405	1	406	635	0	0	635	336	405	0	741	1782
Approach %	0.0	99.8	0.2		100.0	0.0	0.0		45.3	54.7	0.0		
Total %	0.0	22.7	0.1	22.8	35.6	0.0	0.0	35.6	18.9	22.7	0.0	41.6	
Exiting Leg Total				1041				741				0	1782

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

4:00 PM	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	53	1	54	95	0	0	95	34	57	0	91	240
4:15 PM	0	55	0	55	80	0	0	80	52	58	0	110	245
4:30 PM	0	43	0	43	62	0	0	62	39	51	0	90	195
4:45 PM	0	54	0	54	88	0	0	88	57	38	0	95	237
Total Volume	0	205	1	206	325	0	0	325	182	204	0	386	917
% Approach Total	0.0	99.5	0.5		100.0	0.0	0.0		47.2	52.8	0.0		
PHF	0.000	0.932	0.250	0.936	0.855	0.000	0.000	0.855	0.798	0.879	0.000	0.877	0.936
Entering Leg	0	205	1	206	325	0	0	325	182	204	0	386	917
Exiting Leg				530				387				0	917
Total				736				712				386	1834

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps 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	3	0	0	3	1	2	0	3	7
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	2	0	2	3	0	0	3	2	1	0	3	8
4:45 PM	0	0	0	0	2	0	0	2	1	0	0	1	3
Total	0	3	0	3	8	0	0	8	4	4	0	8	19
5:00 PM	0	1	0	1	1	0	0	1	1	2	0	3	5
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	2	0	0	2	3	0	0	3	5
5:45 PM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	1	0	1	4	0	0	4	5	3	0	8	13
Grand Total	0	4	0	4	12	0	0	12	9	7	0	16	32
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		56.3	43.8	0.0		
Total %	0.0	12.5	0.0	12.5	37.5	0.0	0.0	37.5	28.1	21.9	0.0	50.0	
Exiting Leg Total				19				13				0	32
Buses	0	0	0	0	1	0	0	1	4	0	0	4	5
% Buses	0.0	0.0	0.0	0.0	8.3	0.0	0.0	8.3	44.4	0.0	0.0	25.0	15.6
Exiting Leg Total				1				4				0	5
Single-Unit Trucks	0	4	0	4	7	0	0	7	2	7	0	9	20
% Single-Unit	0.0	100.0	0.0	100.0	58.3	0.0	0.0	58.3	22.2	100.0	0.0	56.3	62.5
Exiting Leg Total				14				6				0	20
Articulated Trucks	0	0	0	0	4	0	0	4	3	0	0	3	7
% Articulated	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	18.8	21.9
Exiting Leg Total				4				3				0	7

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

4:00 PM	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps 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	3	0	0	3	1	2	0	3	7
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	2	0	2	3	0	0	3	2	1	0	3	8
4:45 PM	0	0	0	0	2	0	0	2	1	0	0	1	3
Total Volume	0	3	0	3	8	0	0	8	4	4	0	8	19
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		50.0	50.0	0.0		
PHF	0.000	0.375	0.000	0.375	0.667	0.000	0.000	0.667	0.500	0.500	0.000	0.667	0.594
Buses	0	0	0	0	1	0	0	1	2	0	0	2	3
Buses %	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	50.0	0.0	0.0	25.0	15.8
Single-Unit Trucks	0	3	0	3	4	0	0	4	1	4	0	5	12
Single-Unit %	0.0	100.0	0.0	100.0	50.0	0.0	0.0	50.0	25.0	100.0	0.0	62.5	63.2
Articulated Trucks	0	0	0	0	3	0	0	3	1	0	0	1	4
Articulated %	0.0	0.0	0.0	0.0	37.5	0.0	0.0	37.5	25.0	0.0	0.0	12.5	21.1
Buses	0	0	0	0	1	0	0	1	2	0	0	2	3
Single-Unit Trucks	0	3	0	3	4	0	0	4	1	4	0	5	12
Articulated Trucks	0	0	0	0	3	0	0	3	1	0	0	1	4
Total Entering Leg	0	3	0	3	8	0	0	8	4	4	0	8	19
Buses				1				2				0	3
Single-Unit Trucks				8				4				0	12
Articulated Trucks				3				1				0	4
Total Exiting Leg				12				7				0	19

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Lees River Avenue				Lees River Avenue				I-195 Eastbound Ramps				
	from North				from South				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	1	0	0	1	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	2	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	2	0	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
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	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	1	0	0	1	4	0	0	4	5
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	80.0	0.0	0.0	80.0	
Exiting Leg Total				1				4				0	5

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

4:00 PM	Lees River Avenue				Lees River Avenue				I-195 Eastbound Ramps				
	from North				from South				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	1	0	0	1	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	2	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	2	0	0	2	3
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.375
Entering Leg	0	0	0	0	1	0	0	1	2	0	0	2	3
Exiting Leg				1				2				0	3
Total				1				3				2	6

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps 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	1	0	0	1	1	2	0	3	5
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	2	0	2	3	0	0	3	0	1	0	1	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	4	0	0	4	1	4	0	5	12
5:00 PM	0	1	0	1	1	0	0	1	0	2	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	2	0	0	2	1	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	3	0	0	3	1	3	0	4	8
Grand Total	0	4	0	4	7	0	0	7	2	7	0	9	20
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		22.2	77.8	0.0		
Total %	0.0	20.0	0.0	20.0	35.0	0.0	0.0	35.0	10.0	35.0	0.0	45.0	
Exiting Leg Total				14				6				0	20

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

4:00 PM	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps 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	1	0	0	1	1	2	0	3	5
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	2	0	2	3	0	0	3	0	1	0	1	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	4	0	0	4	1	4	0	5	12
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		20.0	80.0	0.0		
PHF	0.000	0.375	0.000	0.375	0.333	0.000	0.000	0.333	0.250	0.500	0.000	0.417	0.500
Entering Leg	0	3	0	3	4	0	0	4	1	4	0	5	12
Exiting Leg				8				4				0	12
Total				11				8				5	24

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps 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	1	0	0	1	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	0	0	0	0
4:45 PM	0	0	0	0	2	0	0	2	1	0	0	1	3
Total	0	0	0	0	3	0	0	3	1	0	0	1	4
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	2	0	0	2	2
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	2	0	0	2	3
Grand Total	0	0	0	0	4	0	0	4	3	0	0	3	7
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	42.9	0.0	0.0	42.9	
Exiting Leg Total				4				3				0	7

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

4:45 PM	Lees River Avenue from North				Lees River Avenue from South				I-195 Eastbound Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:45 PM	0	0	0	0	2	0	0	2	1	0	0	1	3
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	2	0	0	2	2
Total Volume	0	0	0	0	2	0	0	2	3	0	0	3	5
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.375	0.000	0.000	0.375	0.417
Entering Leg	0	0	0	0	2	0	0	2	3	0	0	3	5
Exiting Leg				2				3				0	5
Total				2				5				3	10

PDI File #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Lees River Avenue from North						Lees River Avenue from South						I-195 Eastbound Ramps 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	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	Lees River Avenue from North						Lees River Avenue from South						I-195 Eastbound Ramps 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	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 #: **228671 B**
Location: **N: Lees River Avenue S: Lees River Avenue**
Location: **W: I-195 Eastbound Ramps**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Lees River Avenue from North						Lees River Avenue from South						I-195 Eastbound Ramps 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	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	Lees River Avenue from North						Lees River Avenue from South						I-195 Eastbound Ramps 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	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 #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Cars and Heavy Vehicles (Combined)

	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	55	0	62	36	63	0	0	99	1	1	1	0	3	1	162	16	0	179	343
7:15 AM	11	1	58	0	70	42	72	0	0	114	0	1	0	0	1	0	147	19	0	166	351
7:30 AM	8	0	79	0	87	29	87	0	0	116	4	0	0	0	4	1	184	17	0	202	409
7:45 AM	7	0	62	0	69	35	101	0	0	136	1	0	0	0	1	0	152	16	0	168	374
Total	33	1	254	0	288	142	323	0	0	465	6	2	1	0	9	2	645	68	0	715	1477
8:00 AM	10	0	55	0	65	35	94	3	0	132	2	0	0	0	2	0	148	17	0	165	364
8:15 AM	15	0	60	0	75	29	97	0	0	126	4	0	0	0	4	1	150	19	0	170	375
8:30 AM	14	1	45	0	60	32	92	0	0	124	3	0	1	0	4	0	143	22	0	165	353
8:45 AM	15	0	46	0	61	25	81	0	0	106	2	0	0	0	2	0	118	7	0	125	294
Total	54	1	206	0	261	121	364	3	0	488	11	0	1	0	12	1	559	65	0	625	1386
Grand Total	87	2	460	0	549	263	687	3	0	953	17	2	2	0	21	3	1204	133	0	1340	2863
Approach %	15.8	0.4	83.8	0.0		27.6	72.1	0.3	0.0		81.0	9.5	9.5	0.0		0.2	89.9	9.9	0.0		
Total %	3.0	0.1	16.1	0.0	19.2	9.2	24.0	0.1	0.0	33.3	0.6	0.1	0.1	0.0	0.7	0.1	42.1	4.6	0.0	46.8	
Exiting Leg Total					398					1681					8					776	2863
Cars	82	2	441	0	525	251	655	3	0	909	17	2	2	0	21	3	1181	133	0	1317	2772
% Cars	94.3	100.0	95.9	0.0	95.6	95.4	95.3	100.0	0.0	95.4	100.0	100.0	100.0	0.0	100.0	100.0	98.1	100.0	0.0	98.3	96.8
Exiting Leg Total					386					1639					8					739	2772
Heavy Vehicles	5	0	19	0	24	12	32	0	0	44	0	0	0	0	0	0	23	0	0	23	91
% Heavy Vehicles	5.7	0.0	4.1	0.0	4.4	4.6	4.7	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	3.2
Exiting Leg Total					12					42					0					37	91

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

7:30 AM	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	8	0	79	0	87	29	87	0	0	116	4	0	0	0	4	1	184	17	0	202	409
7:45 AM	7	0	62	0	69	35	101	0	0	136	1	0	0	0	1	0	152	16	0	168	374
8:00 AM	10	0	55	0	65	35	94	3	0	132	2	0	0	0	2	0	148	17	0	165	364
8:15 AM	15	0	60	0	75	29	97	0	0	126	4	0	0	0	4	1	150	19	0	170	375
Total Volume	40	0	256	0	296	128	379	3	0	510	11	0	0	0	11	2	634	69	0	705	1522
% Approach Total	13.5	0.0	86.5	0.0		25.1	74.3	0.6	0.0		100.0	0.0	0.0	0.0		0.3	89.9	9.8	0.0		
PHF	0.667	0.000	0.810	0.000	0.851	0.914	0.938	0.250	0.000	0.938	0.688	0.000	0.000	0.000	0.688	0.500	0.861	0.908	0.000	0.873	0.930
Cars	38	0	245	0	283	124	363	3	0	490	11	0	0	0	11	2	621	69	0	692	1476
Cars %	95.0	0.0	95.7	0.0	95.6	96.9	95.8	100.0	0.0	96.1	100.0	0.0	0.0	0.0	100.0	100.0	97.9	100.0	0.0	98.2	97.0
Heavy Vehicles	2	0	11	0	13	4	16	0	0	20	0	0	0	0	0	0	13	0	0	13	46
Heavy Vehicles %	5.0	0.0	4.3	0.0	4.4	3.1	4.2	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.8	3.0
Cars Enter Leg	38	0	245	0	283	124	363	3	0	490	11	0	0	0	11	2	621	69	0	692	1476
Heavy Enter Leg	2	0	11	0	13	4	16	0	0	20	0	0	0	0	0	0	13	0	0	13	46
Total Entering Leg	40	0	256	0	296	128	379	3	0	510	11	0	0	0	11	2	634	69	0	705	1522
Cars Exiting Leg					193					877					5					401	1476
Heavy Exiting Leg					4					24					0					18	46
Total Exiting Leg					197					901					5					419	1522

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	54	0	61	33	59	0	0	92	1	1	1	0	3	1	159	16	0	176	332
7:15 AM	10	1	54	0	65	40	69	0	0	109	0	1	0	0	1	0	146	19	0	165	340
7:30 AM	7	0	76	0	83	27	85	0	0	112	4	0	0	0	4	1	182	17	0	200	399
7:45 AM	7	0	60	0	67	34	96	0	0	130	1	0	0	0	1	0	150	16	0	166	364
Total	31	1	244	0	276	134	309	0	0	443	6	2	1	0	9	2	637	68	0	707	1435
8:00 AM	10	0	54	0	64	35	90	3	0	128	2	0	0	0	2	0	147	17	0	164	358
8:15 AM	14	0	55	0	69	28	92	0	0	120	4	0	0	0	4	1	142	19	0	162	355
8:30 AM	13	1	43	0	57	29	87	0	0	116	3	0	1	0	4	0	138	22	0	160	337
8:45 AM	14	0	45	0	59	25	77	0	0	102	2	0	0	0	2	0	117	7	0	124	287
Total	51	1	197	0	249	117	346	3	0	466	11	0	1	0	12	1	544	65	0	610	1337
Grand Total	82	2	441	0	525	251	655	3	0	909	17	2	2	0	21	3	1181	133	0	1317	2772
Approach %	15.6	0.4	84.0	0.0		27.6	72.1	0.3	0.0		81.0	9.5	9.5	0.0		0.2	89.7	10.1	0.0		
Total %	3.0	0.1	15.9	0.0	18.9	9.1	23.6	0.1	0.0	32.8	0.6	0.1	0.1	0.0	0.8	0.1	42.6	4.8	0.0	47.5	
Exiting Leg Total					386					1639					8					739	2772

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

7:30 AM	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	7	0	76	0	83	27	85	0	0	112	4	0	0	0	4	1	182	17	0	200	399
7:45 AM	7	0	60	0	67	34	96	0	0	130	1	0	0	0	1	0	150	16	0	166	364
8:00 AM	10	0	54	0	64	35	90	3	0	128	2	0	0	0	2	0	147	17	0	164	358
8:15 AM	14	0	55	0	69	28	92	0	0	120	4	0	0	0	4	1	142	19	0	162	355
Total Volume	38	0	245	0	283	124	363	3	0	490	11	0	0	0	11	2	621	69	0	692	1476
% Approach Total	13.4	0.0	86.6	0.0		25.3	74.1	0.6	0.0		100.0	0.0	0.0	0.0		0.3	89.7	10.0	0.0		
PHF	0.679	0.000	0.806	0.000	0.852	0.886	0.945	0.250	0.000	0.942	0.688	0.000	0.000	0.000	0.688	0.500	0.853	0.908	0.000	0.865	0.925
Entering Leg	38	0	245	0	283	124	363	3	0	490	11	0	0	0	11	2	621	69	0	692	1476
Exiting Leg					193					877					5					401	1476
Total					476					1367					16					1093	2952

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	1	0	1	3	4	0	0	7	0	0	0	0	0	0	3	0	0	3	11
7:15 AM	1	0	4	0	5	2	3	0	0	5	0	0	0	0	0	0	1	0	0	1	11
7:30 AM	1	0	3	0	4	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	10
7:45 AM	0	0	2	0	2	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	10
Total	2	0	10	0	12	8	14	0	0	22	0	0	0	0	0	0	8	0	0	8	42
8:00 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6
8:15 AM	1	0	5	0	6	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	20
8:30 AM	1	0	2	0	3	3	5	0	0	8	0	0	0	0	0	0	5	0	0	5	16
8:45 AM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	7
Total	3	0	9	0	12	4	18	0	0	22	0	0	0	0	0	0	15	0	0	15	49
Grand Total	5	0	19	0	24	12	32	0	0	44	0	0	0	0	0	0	23	0	0	23	91
Approach %	20.8	0.0	79.2	0.0		27.3	72.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	5.5	0.0	20.9	0.0	26.4	13.2	35.2	0.0	0.0	48.4	0.0	0.0	0.0	0.0	0.0	0.0	25.3	0.0	0.0	25.3	
Exiting Leg Total					12					42					0					37	91
Buses	0	0	5	0	5	6	3	0	0	9	0	0	0	0	0	0	4	0	0	4	18
% Buses	0.0	0.0	26.3	0.0	20.8	50.0	9.4	0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	17.4	0.0	0.0	17.4	19.8
Exiting Leg Total					6					9					0					3	18
Single-Unit Trucks	3	0	11	0	14	5	24	0	0	29	0	0	0	0	0	0	17	0	0	17	60
% Single-Unit	60.0	0.0	57.9	0.0	58.3	41.7	75.0	0.0	0.0	65.9	0.0	0.0	0.0	0.0	0.0	0.0	73.9	0.0	0.0	73.9	65.9
Exiting Leg Total					5					28					0					27	60
Articulated Trucks	2	0	3	0	5	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	13
% Articulated	40.0	0.0	15.8	0.0	20.8	8.3	15.6	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.7	14.3
Exiting Leg Total					1					5					0					7	13

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

7:45 AM	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	0	2	0	2	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	10
8:00 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6
8:15 AM	1	0	5	0	6	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	20
8:30 AM	1	0	2	0	3	3	5	0	0	8	0	0	0	0	0	0	5	0	0	5	16
Total Volume	2	0	10	0	12	5	19	0	0	24	0	0	0	0	0	0	16	0	0	16	52
% Approach Total	16.7	0.0	83.3	0.0		20.8	79.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.000	0.500	0.000	0.500	0.417	0.950	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.650
Buses	0	0	3	0	3	2	3	0	0	5	0	0	0	0	0	0	3	0	0	3	11
Buses %	0.0	0.0	30.0	0.0	25.0	40.0	15.8	0.0	0.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	0.0	18.8	21.2
Single-Unit Trucks	1	0	5	0	6	3	14	0	0	17	0	0	0	0	0	0	12	0	0	12	35
Single-Unit %	50.0	0.0	50.0	0.0	50.0	60.0	73.7	0.0	0.0	70.8	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	67.3
Articulated Trucks	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	6
Articulated %	50.0	0.0	20.0	0.0	25.0	0.0	10.5	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	6.3	11.5
Buses	0	0	3	0	3	2	3	0	0	5	0	0	0	0	0	0	3	0	0	3	11
Single-Unit Trucks	1	0	5	0	6	3	14	0	0	17	0	0	0	0	0	0	12	0	0	12	35
Articulated Trucks	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	6
Total Entering Leg	2	0	10	0	12	5	19	0	0	24	0	0	0	0	0	0	16	0	0	16	52
Buses					2					6					0					3	11
Single-Unit Trucks					3					17					0					15	35
Articulated Trucks					0					3					0					3	6
Total Exiting Leg					5					26					0					21	52

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Lees River Avenue					Wilbur Avenue (Route 103)					Gas Station Driveway					Wilbur Avenue (Route 103)					
	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	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:15 AM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	0	3	4	1	0	0	5	0	0	0	0	0	0	1	0	0	1	9
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	7
8:30 AM	0	0	0	0	0	1	0	0	0	1	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
Total	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	0	3	0	0	3	9
Grand Total	0	0	5	0	5	6	3	0	0	9	0	0	0	0	0	0	4	0	0	4	18
Approach %	0.0	0.0	100.0	0.0		66.7	33.3	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	27.8	0.0	27.8	33.3	16.7	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	22.2	
Exiting Leg Total					6					9					0					3	18

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

7:30 AM	Lees River Avenue					Wilbur Avenue (Route 103)					Gas Station Driveway					Wilbur Avenue (Route 103)					
	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	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	7
Total Volume	0	0	4	0	4	2	3	0	0	5	0	0	0	0	0	0	3	0	0	3	12
% Approach Total	0.0	0.0	100.0	0.0		40.0	60.0	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	0.500	0.000	0.500	0.500	0.750	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.429
Entering Leg	0	0	4	0	4	2	3	0	0	5	0	0	0	0	0	0	3	0	0	3	12
Exiting Leg					2					7					0					3	12
Total					6					12					0					6	24

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	1	0	1	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	6
7:15 AM	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	6
7:30 AM	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	7
7:45 AM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	8
Total	1	0	6	0	7	3	11	0	0	14	0	0	0	0	0	0	6	0	0	6	27
8:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	11
8:30 AM	0	0	2	0	2	2	4	0	0	6	0	0	0	0	0	0	5	0	0	5	13
8:45 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	6
Total	2	0	5	0	7	2	13	0	0	15	0	0	0	0	0	0	11	0	0	11	33
Grand Total	3	0	11	0	14	5	24	0	0	29	0	0	0	0	0	0	17	0	0	17	60
Approach %	21.4	0.0	78.6	0.0		17.2	82.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	5.0	0.0	18.3	0.0	23.3	8.3	40.0	0.0	0.0	48.3	0.0	0.0	0.0	0.0	0.0	0.0	28.3	0.0	0.0	28.3	
Exiting Leg Total					5					28					0					27	60

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

7:45 AM	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	8
8:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	11
8:30 AM	0	0	2	0	2	2	4	0	0	6	0	0	0	0	0	0	5	0	0	5	13
Total Volume	1	0	5	0	6	3	14	0	0	17	0	0	0	0	0	0	12	0	0	12	35
% Approach Total	16.7	0.0	83.3	0.0		17.6	82.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.625	0.000	0.750	0.375	0.875	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.600	0.673
Entering Leg	1	0	5	0	6	3	14	0	0	17	0	0	0	0	0	0	12	0	0	12	35
Exiting Leg					3					17					0					15	35
Total					9					34					0					27	70

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
7:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	6
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	7
Grand Total	2	0	3	0	5	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	13
Approach %	40.0	0.0	60.0	0.0		16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	15.4	0.0	23.1	0.0	38.5	7.7	38.5	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	15.4	
Exiting Leg Total					1					5					0					7	13

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

8:00 AM	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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 Volume	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	7
% Approach Total	33.3	0.0	66.7	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	0.250	0.000	0.250	0.000	0.375	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.875
Entering Leg	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	7
Exiting Leg					0					3					0					4	7
Total					3					6					0					5	14

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Lees River Avenue							Wilbur Avenue (Route 103)							Gas Station Driveway							Wilbur Avenue (Route 103)							
	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	1	0	0	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	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	1	0	0	0	0	1	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	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	1	0	0	0	0	1	1
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	100.0	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	100.0	0.0	0.0	0.0	0.0	100.0	
Exiting Leg Total							0							1							0							0	1

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

7:00 AM	Lees River Avenue							Wilbur Avenue (Route 103)							Gas Station Driveway							Wilbur Avenue (Route 103)							
	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	1	0	0	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	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	1	0	0	0	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	0.0	0.0	0.0	0.0	0.0		0.0	100.0	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	0.250	0.000	0.000	0.000	0.000	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	1	0	0	0	0	1	1
Exiting Leg							0							1							0							0	1
Total							0							1							0							1	2

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Pedestrians**

	Lees River Avenue							Wilbur Avenue (Route 103)							Gas Station Driveway							Wilbur Avenue (Route 103)							
	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	Lees River Avenue							Wilbur Avenue (Route 103)							Gas Station Driveway							Wilbur Avenue (Route 103)							
	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 #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	19	0	67	0	86	75	185	1	0	261	5	3	0	0	8	0	155	21	0	176	531
4:15 PM	32	1	72	0	105	65	199	1	0	265	2	0	0	0	2	0	140	15	0	155	527
4:30 PM	30	0	52	0	82	47	179	0	0	226	4	1	0	0	5	0	178	18	0	196	509
4:45 PM	41	0	74	0	115	71	201	1	0	273	1	0	1	0	2	0	153	17	0	170	560
Total	122	1	265	0	388	258	764	3	0	1025	12	4	1	0	17	0	626	71	0	697	2127
5:00 PM	39	0	51	0	90	70	236	2	0	308	3	0	0	0	3	0	125	15	0	140	541
5:15 PM	31	3	55	0	89	57	236	2	0	295	3	0	0	0	3	0	146	19	0	165	552
5:30 PM	37	0	54	0	91	58	203	1	0	262	2	1	0	0	3	0	141	19	0	160	516
5:45 PM	33	0	61	0	94	57	156	2	0	215	6	2	0	0	8	0	121	13	0	134	451
Total	140	3	221	0	364	242	831	7	0	1080	14	3	0	0	17	0	533	66	0	599	2060
Grand Total	262	4	486	0	752	500	1595	10	0	2105	26	7	1	0	34	0	1159	137	0	1296	4187
Approach %	34.8	0.5	64.6	0.0		23.8	75.8	0.5	0.0		76.5	20.6	2.9	0.0		0.0	89.4	10.6	0.0		
Total %	6.3	0.1	11.6	0.0	18.0	11.9	38.1	0.2	0.0	50.3	0.6	0.2	0.0	0.0	0.8	0.0	27.7	3.3	0.0	31.0	
Exiting Leg Total					644					1671					14					1858	4187
Cars	260	4	475	0	739	491	1580	10	0	2081	26	6	1	0	33	0	1141	135	0	1276	4129
% Cars	99.2	100.0	97.7	0.0	98.3	98.2	99.1	100.0	0.0	98.9	100.0	85.7	100.0	0.0	97.1	0.0	98.4	98.5	0.0	98.5	98.6
Exiting Leg Total					632					1642					14					1841	4129
Heavy Vehicles	2	0	11	0	13	9	15	0	0	24	0	1	0	0	1	0	18	2	0	20	58
% Heavy Vehicles	0.8	0.0	2.3	0.0	1.7	1.8	0.9	0.0	0.0	1.1	0.0	14.3	0.0	0.0	2.9	0.0	1.6	1.5	0.0	1.5	1.4
Exiting Leg Total					12					29					0					17	58

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

4:45 PM	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	41	0	74	0	115	71	201	1	0	273	1	0	1	0	2	0	153	17	0	170	560
5:00 PM	39	0	51	0	90	70	236	2	0	308	3	0	0	0	3	0	125	15	0	140	541
5:15 PM	31	3	55	0	89	57	236	2	0	295	3	0	0	0	3	0	146	19	0	165	552
5:30 PM	37	0	54	0	91	58	203	1	0	262	2	1	0	0	3	0	141	19	0	160	516
Total Volume	148	3	234	0	385	256	876	6	0	1138	9	1	1	0	11	0	565	70	0	635	2169
% Approach Total	38.4	0.8	60.8	0.0		22.5	77.0	0.5	0.0		81.8	9.1	9.1	0.0		0.0	89.0	11.0	0.0		
PHF	0.902	0.250	0.791	0.000	0.837	0.901	0.928	0.750	0.000	0.924	0.750	0.250	0.250	0.000	0.917	0.000	0.923	0.921	0.000	0.934	0.968
Cars	146	3	230	0	379	252	869	6	0	1127	9	1	1	0	11	0	559	69	0	628	2145
Cars %	98.6	100.0	98.3	0.0	98.4	98.4	99.2	100.0	0.0	99.0	100.0	100.0	100.0	0.0	100.0	0.0	98.9	98.6	0.0	98.9	98.9
Heavy Vehicles	2	0	4	0	6	4	7	0	0	11	0	0	0	0	0	0	6	1	0	7	24
Heavy Vehicles %	1.4	0.0	1.7	0.0	1.6	1.6	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.4	0.0	1.1	1.1
Cars Enter Leg	146	3	230	0	379	252	869	6	0	1127	9	1	1	0	11	0	559	69	0	628	2145
Heavy Enter Leg	2	0	4	0	6	4	7	0	0	11	0	0	0	0	0	0	6	1	0	7	24
Total Entering Leg	148	3	234	0	385	256	876	6	0	1138	9	1	1	0	11	0	565	70	0	635	2169
Cars Exiting Leg					322					798					9					1016	2145
Heavy Exiting Leg					5					10					0					9	24
Total Exiting Leg					327					808					9					1025	2169

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	19	0	66	0	85	73	183	1	0	257	5	3	0	0	8	0	149	20	0	169	519
4:15 PM	32	1	71	0	104	65	198	1	0	264	2	0	0	0	2	0	139	15	0	154	524
4:30 PM	30	0	48	0	78	45	175	0	0	220	4	0	0	0	4	0	176	18	0	194	496
4:45 PM	41	0	74	0	115	69	199	1	0	269	1	0	1	0	2	0	151	17	0	168	554
Total	122	1	259	0	382	252	755	3	0	1010	12	3	1	0	16	0	615	70	0	685	2093
5:00 PM	38	0	49	0	87	69	235	2	0	306	3	0	0	0	3	0	123	15	0	138	534
5:15 PM	31	3	55	0	89	56	232	2	0	290	3	0	0	0	3	0	144	19	0	163	545
5:30 PM	36	0	52	0	88	58	203	1	0	262	2	1	0	0	3	0	141	18	0	159	512
5:45 PM	33	0	60	0	93	56	155	2	0	213	6	2	0	0	8	0	118	13	0	131	445
Total	138	3	216	0	357	239	825	7	0	1071	14	3	0	0	17	0	526	65	0	591	2036
Grand Total	260	4	475	0	739	491	1580	10	0	2081	26	6	1	0	33	0	1141	135	0	1276	4129
Approach %	35.2	0.5	64.3	0.0		23.6	75.9	0.5	0.0		78.8	18.2	3.0	0.0		0.0	89.4	10.6	0.0		
Total %	6.3	0.1	11.5	0.0	17.9	11.9	38.3	0.2	0.0	50.4	0.6	0.1	0.0	0.0	0.8	0.0	27.6	3.3	0.0	30.9	
Exiting Leg Total					632					1642					14					1841	4129

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

4:45 PM	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	41	0	74	0	115	69	199	1	0	269	1	0	1	0	2	0	151	17	0	168	554
5:00 PM	38	0	49	0	87	69	235	2	0	306	3	0	0	0	3	0	123	15	0	138	534
5:15 PM	31	3	55	0	89	56	232	2	0	290	3	0	0	0	3	0	144	19	0	163	545
5:30 PM	36	0	52	0	88	58	203	1	0	262	2	1	0	0	3	0	141	18	0	159	512
Total Volume	146	3	230	0	379	252	869	6	0	1127	9	1	1	0	11	0	559	69	0	628	2145
% Approach Total	38.5	0.8	60.7	0.0		22.4	77.1	0.5	0.0		81.8	9.1	9.1	0.0		0.0	89.0	11.0	0.0		
PHF	0.890	0.250	0.777	0.000	0.824	0.913	0.924	0.750	0.000	0.921	0.750	0.250	0.250	0.000	0.917	0.000	0.925	0.908	0.000	0.935	0.968
Entering Leg	146	3	230	0	379	252	869	6	0	1127	9	1	1	0	11	0	559	69	0	628	2145
Exiting Leg					322					798					9					1016	2145
Total					701					1925					20					1644	4290

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	2	2	0	0	4	0	0	0	0	0	0	6	1	0	7	12
4:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
4:30 PM	0	0	4	0	4	2	4	0	0	6	0	1	0	0	1	0	2	0	0	2	13
4:45 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	6
Total	0	0	6	0	6	6	9	0	0	15	0	1	0	0	1	0	11	1	0	12	34
5:00 PM	1	0	2	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	7
5:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	7
5:30 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:45 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	6
Total	2	0	5	0	7	3	6	0	0	9	0	0	0	0	0	0	7	1	0	8	24
Grand Total	2	0	11	0	13	9	15	0	0	24	0	1	0	0	1	0	18	2	0	20	58
Approach %	15.4	0.0	84.6	0.0		37.5	62.5	0.0	0.0		0.0	100.0	0.0	0.0		0.0	90.0	10.0	0.0		
Total %	3.4	0.0	19.0	0.0	22.4	15.5	25.9	0.0	0.0	41.4	0.0	1.7	0.0	0.0	1.7	0.0	31.0	3.4	0.0	34.5	
Exiting Leg Total					12					29					0					17	58
Buses	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	9
% Buses	0.0	0.0	27.3	0.0	23.1	11.1	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	27.8	0.0	0.0	25.0	15.5
Exiting Leg Total					1					8					0					0	9
Single-Unit Trucks	1	0	6	0	7	5	14	0	0	19	0	1	0	0	1	0	10	1	0	11	38
% Single-Unit	50.0	0.0	54.5	0.0	53.8	55.6	93.3	0.0	0.0	79.2	0.0	100.0	0.0	0.0	100.0	0.0	55.6	50.0	0.0	55.0	65.5
Exiting Leg Total					7					16					0					15	38
Articulated Trucks	1	0	2	0	3	3	1	0	0	4	0	0	0	0	0	0	3	1	0	4	11
% Articulated	50.0	0.0	18.2	0.0	23.1	33.3	6.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16.7	50.0	0.0	20.0	19.0
Exiting Leg Total					4					5					0					2	11

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

4:00 PM	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	2	2	0	0	4	0	0	0	0	0	0	6	1	0	7	12
4:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
4:30 PM	0	0	4	0	4	2	4	0	0	6	0	1	0	0	1	0	2	0	0	2	13
4:45 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	6
Total Volume	0	0	6	0	6	6	9	0	0	15	0	1	0	0	1	0	11	1	0	12	34
% Approach Total	0.0	0.0	100.0	0.0		40.0	60.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	91.7	8.3	0.0		
PHF	0.000	0.000	0.375	0.000	0.375	0.750	0.563	0.000	0.000	0.625	0.000	0.250	0.000	0.000	0.250	0.000	0.458	0.250	0.000	0.429	0.654
Buses	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	5
Buses %	0.0	0.0	16.7	0.0	16.7	16.7	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	25.0	14.7
Single-Unit Trucks	0	0	5	0	5	3	8	0	0	11	0	1	0	0	1	0	7	0	0	7	24
Single-Unit %	0.0	0.0	83.3	0.0	83.3	50.0	88.9	0.0	0.0	73.3	0.0	100.0	0.0	0.0	100.0	0.0	63.6	0.0	0.0	58.3	70.6
Articulated Trucks	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	5
Articulated %	0.0	0.0	0.0	0.0	0.0	33.3	11.1	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	100.0	0.0	16.7	14.7
Buses	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	5
Single-Unit Trucks	0	0	5	0	5	3	8	0	0	11	0	1	0	0	1	0	7	0	0	7	24
Articulated Trucks	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	5
Total Entering Leg	0	0	6	0	6	6	9	0	0	15	0	1	0	0	1	0	11	1	0	12	34
Buses					1					4					0					0	5
Single-Unit Trucks					4					12					0					8	24
Articulated Trucks					3					1					0					1	5
Total Exiting Leg					8					17					0					9	34

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Lees River Avenue					Wilbur Avenue (Route 103)					Gas Station Driveway					Wilbur Avenue (Route 103)					
	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	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
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	1	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	0	1	0	0	1	1
Total	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	5
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Grand Total	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	9
Approach %	0.0	0.0	100.0	0.0		100.0	0.0	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	33.3	0.0	33.3	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	55.6	0.0	0.0	55.6	
Exiting Leg Total					1					8					0					0	9

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

4:00 PM	Lees River Avenue					Wilbur Avenue (Route 103)					Gas Station Driveway					Wilbur Avenue (Route 103)					
	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	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
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	1	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	0	1	0	0	1	1
Total Volume	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	5
% Approach Total	0.0	0.0	100.0	0.0		100.0	0.0	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	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.417
Entering Leg	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	5
Exiting Leg					1					4					0					0	5
Total					2					5					0					3	10

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	2	0	0	3	0	0	0	0	0	0	4	0	0	4	8
4:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	3	0	3	2	3	0	0	5	0	1	0	0	1	0	2	0	0	2	11
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	5	0	5	3	8	0	0	11	0	1	0	0	1	0	7	0	0	7	24
5:00 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
5:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	6
5:30 PM	0	0	1	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	1	0	2	2	6	0	0	8	0	0	0	0	0	0	3	1	0	4	14
Grand Total	1	0	6	0	7	5	14	0	0	19	0	1	0	0	1	0	10	1	0	11	38
Approach %	14.3	0.0	85.7	0.0		26.3	73.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	90.9	9.1	0.0		
Total %	2.6	0.0	15.8	0.0	18.4	13.2	36.8	0.0	0.0	50.0	0.0	2.6	0.0	0.0	2.6	0.0	26.3	2.6	0.0	28.9	
Exiting Leg Total					7					16					0					15	38

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

4:00 PM	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	2	0	0	3	0	0	0	0	0	0	4	0	0	4	8
4:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	3	0	3	2	3	0	0	5	0	1	0	0	1	0	2	0	0	2	11
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	5	0	5	3	8	0	0	11	0	1	0	0	1	0	7	0	0	7	24
% Approach Total	0.0	0.0	100.0	0.0		27.3	72.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.417	0.000	0.417	0.375	0.667	0.000	0.000	0.550	0.000	0.250	0.000	0.000	0.250	0.000	0.438	0.000	0.000	0.438	0.545
Entering Leg	0	0	5	0	5	3	8	0	0	11	0	1	0	0	1	0	7	0	0	7	24
Exiting Leg					4					12					0					8	24
Total					9					23					1					15	48

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	5
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
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	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	6
Grand Total	1	0	2	0	3	3	1	0	0	4	0	0	0	0	0	0	3	1	0	4	11
Approach %	33.3	0.0	66.7	0.0		75.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		
Total %	9.1	0.0	18.2	0.0	27.3	27.3	9.1	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	27.3	9.1	0.0	36.4	
Exiting Leg Total					4					5					0					2	11

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

4:15 PM	Lees River Avenue from North					Wilbur Avenue (Route 103) from East					Gas Station Driveway from South					Wilbur Avenue (Route 103) 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	6
% Approach Total	0.0	0.0	100.0	0.0		66.7	33.3	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	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.750
Entering Leg	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	6
Exiting Leg					2					3					0					1	6
Total					3					6					0					3	12

PDI File #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Bicycles (on Roadway and Crosswalks)

	Lees River Avenue							Wilbur Avenue (Route 103)							Gas Station Driveway							Wilbur Avenue (Route 103)							
	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	Lees River Avenue							Wilbur Avenue (Route 103)							Gas Station Driveway							Wilbur Avenue (Route 103)							
	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 #: **228671 C**
Location: **N: Lees River Avenue S: Gas Station Driveway**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Lees River Avenue (from North)							Wilbur Avenue (Route 103) (from East)							Gas Station Driveway (from South)							Wilbur Avenue (Route 103) (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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	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
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
Grand Total	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	1	1	2	3
Approach %	0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	50	50		
Total %	0	0	0	0	33.3	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	66.7	
Exiting Leg Total							1							0							0							2	3

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

4:15 PM	Lees River Avenue (from North)							Wilbur Avenue (Route 103) (from East)							Gas Station Driveway (from South)							Wilbur Avenue (Route 103) (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
4:15 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
5:00 PM	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	1	1	2	3
Total Volume	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	1	1	2	3
% Approach Total	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	50.0	50.0		
PHF	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	0.250	0.250	0.250	0.250
Entering Leg	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	1	1	2	3
Exiting Leg							1							0							0							2	3
Total							2							0							0							4	6

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Cars and Heavy Vehicles (Combined)

	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	1	0	5	4	151	1	0	156	7	0	1	0	8	0	215	4	0	219	388
7:15 AM	3	0	0	0	3	4	168	1	0	173	2	0	2	0	4	1	206	0	0	207	387
7:30 AM	5	0	0	0	5	3	174	2	0	179	5	0	2	0	7	0	267	1	0	268	459
7:45 AM	1	0	0	0	1	1	170	1	0	172	5	0	0	0	5	3	214	1	0	218	396
Total	13	0	1	0	14	12	663	5	0	680	19	0	5	0	24	4	902	6	0	912	1630
8:00 AM	2	0	0	0	2	2	176	1	0	179	1	0	0	0	1	0	203	0	0	203	385
8:15 AM	4	0	3	0	7	4	165	2	0	171	4	0	0	0	4	2	213	1	0	216	398
8:30 AM	1	0	0	0	1	1	159	2	0	162	2	0	3	0	5	0	192	0	0	192	360
8:45 AM	2	0	0	0	2	1	143	0	0	144	4	0	0	0	4	2	164	1	0	167	317
Total	9	0	3	0	12	8	643	5	0	656	11	0	3	0	14	4	772	2	0	778	1460
Grand Total	22	0	4	0	26	20	1306	10	0	1336	30	0	8	0	38	8	1674	8	0	1690	3090
Approach %	84.6	0.0	15.4	0.0		1.5	97.8	0.7	0.0		78.9	0.0	21.1	0.0		0.5	99.1	0.5	0.0		
Total %	0.7	0.0	0.1	0.0	0.8	0.6	42.3	0.3	0.0	43.2	1.0	0.0	0.3	0.0	1.2	0.3	54.2	0.3	0.0	54.7	
Exiting Leg Total					28					1708					18					1336	3090
Cars	17	0	3	0	20	16	1258	9	0	1283	29	0	6	0	35	6	1635	6	0	1647	2985
% Cars	77.3	0.0	75.0	0.0	76.9	80.0	96.3	90.0	0.0	96.0	96.7	0.0	75.0	0.0	92.1	75.0	97.7	75.0	0.0	97.5	96.6
Exiting Leg Total					22					1667					15					1281	2985
Heavy Vehicles	5	0	1	0	6	4	48	1	0	53	1	0	2	0	3	2	39	2	0	43	105
% Heavy Vehicles	22.7	0.0	25.0	0.0	23.1	20.0	3.7	10.0	0.0	4.0	3.3	0.0	25.0	0.0	7.9	25.0	2.3	25.0	0.0	2.5	3.4
Exiting Leg Total					6					41					3					55	105

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

7:30 AM	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	5	0	0	0	5	3	174	2	0	179	5	0	2	0	7	0	267	1	0	268	459
7:45 AM	1	0	0	0	1	1	170	1	0	172	5	0	0	0	5	3	214	1	0	218	396
8:00 AM	2	0	0	0	2	2	176	1	0	179	1	0	0	0	1	0	203	0	0	203	385
8:15 AM	4	0	3	0	7	4	165	2	0	171	4	0	0	0	4	2	213	1	0	216	398
Total Volume	12	0	3	0	15	10	685	6	0	701	15	0	2	0	17	5	897	3	0	905	1638
% Approach Total	80.0	0.0	20.0	0.0		1.4	97.7	0.9	0.0		88.2	0.0	11.8	0.0		0.6	99.1	0.3	0.0		
PHF	0.600	0.000	0.250	0.000	0.536	0.625	0.973	0.750	0.000	0.979	0.750	0.000	0.250	0.000	0.607	0.417	0.840	0.750	0.000	0.844	0.892
Cars	9	0	2	0	11	7	660	6	0	673	15	0	2	0	17	4	875	1	0	880	1581
Cars %	75.0	0.0	66.7	0.0	73.3	70.0	96.4	100.0	0.0	96.0	100.0	0.0	100.0	0.0	100.0	80.0	97.5	33.3	0.0	97.2	96.5
Heavy Vehicles	3	0	1	0	4	3	25	0	0	28	0	0	0	0	0	1	22	2	0	25	57
Heavy Vehicles %	25.0	0.0	33.3	0.0	26.7	30.0	3.6	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	20.0	2.5	66.7	0.0	2.8	3.5
Cars Enter Leg	9	0	2	0	11	7	660	6	0	673	15	0	2	0	17	4	875	1	0	880	1581
Heavy Enter Leg	3	0	1	0	4	3	25	0	0	28	0	0	0	0	0	1	22	2	0	25	57
Total Entering Leg	12	0	3	0	15	10	685	6	0	701	15	0	2	0	17	5	897	3	0	905	1638
Cars Exiting Leg					8					892					10					671	1581
Heavy Exiting Leg					5					23					1					28	57
Total Exiting Leg					13					915					11					699	1638

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	1	0	5	4	145	0	0	149	7	0	0	0	7	0	211	4	0	215	376
7:15 AM	2	0	0	0	2	3	163	1	0	167	1	0	2	0	3	0	202	0	0	202	374
7:30 AM	4	0	0	0	4	3	169	2	0	174	5	0	2	0	7	0	263	0	0	263	448
7:45 AM	1	0	0	0	1	1	160	1	0	162	5	0	0	0	5	3	209	1	0	213	381
Total	11	0	1	0	12	11	637	4	0	652	18	0	4	0	22	3	885	5	0	893	1579
8:00 AM	2	0	0	0	2	2	172	1	0	175	1	0	0	0	1	0	201	0	0	201	379
8:15 AM	2	0	2	0	4	1	159	2	0	162	4	0	0	0	4	1	202	0	0	203	373
8:30 AM	1	0	0	0	1	1	151	2	0	154	2	0	2	0	4	0	185	0	0	185	344
8:45 AM	1	0	0	0	1	1	139	0	0	140	4	0	0	0	4	2	162	1	0	165	310
Total	6	0	2	0	8	5	621	5	0	631	11	0	2	0	13	3	750	1	0	754	1406
Grand Total	17	0	3	0	20	16	1258	9	0	1283	29	0	6	0	35	6	1635	6	0	1647	2985
Approach %	85.0	0.0	15.0	0.0		1.2	98.1	0.7	0.0		82.9	0.0	17.1	0.0		0.4	99.3	0.4	0.0		
Total %	0.6	0.0	0.1	0.0	0.7	0.5	42.1	0.3	0.0	43.0	1.0	0.0	0.2	0.0	1.2	0.2	54.8	0.2	0.0	55.2	
Exiting Leg Total					22					1667					15					1281	2985

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

7:15 AM	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	3	163	1	0	167	1	0	2	0	3	0	202	0	0	202	374
7:30 AM	4	0	0	0	4	3	169	2	0	174	5	0	2	0	7	0	263	0	0	263	448
7:45 AM	1	0	0	0	1	1	160	1	0	162	5	0	0	0	5	3	209	1	0	213	381
8:00 AM	2	0	0	0	2	2	172	1	0	175	1	0	0	0	1	0	201	0	0	201	379
Total Volume	9	0	0	0	9	9	664	5	0	678	12	0	4	0	16	3	875	1	0	879	1582
% Approach Total	100.0	0.0	0.0	0.0		1.3	97.9	0.7	0.0		75.0	0.0	25.0	0.0		0.3	99.5	0.1	0.0		
PHF	0.563	0.000	0.000	0.000	0.563	0.750	0.965	0.625	0.000	0.969	0.600	0.000	0.500	0.000	0.571	0.250	0.832	0.250	0.000	0.836	0.883
Entering Leg	9	0	0	0	9	9	664	5	0	678	12	0	4	0	16	3	875	1	0	879	1582
Exiting Leg					10					887					8					677	1582
Total					19					1565					24					1556	3164

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	6	1	0	7	0	0	1	0	1	0	4	0	0	4	12
7:15 AM	1	0	0	0	1	1	5	0	0	6	1	0	0	0	1	1	4	0	0	5	13
7:30 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	11
7:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	15
Total	2	0	0	0	2	1	26	1	0	28	1	0	1	0	2	1	17	1	0	19	51
8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
8:15 AM	2	0	1	0	3	3	6	0	0	9	0	0	0	0	0	1	11	1	0	13	25
8:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	7	0	0	7	16
8:45 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	7
Total	3	0	1	0	4	3	22	0	0	25	0	0	1	0	1	1	22	1	0	24	54
Grand Total	5	0	1	0	6	4	48	1	0	53	1	0	2	0	3	2	39	2	0	43	105
Approach %	83.3	0.0	16.7	0.0		7.5	90.6	1.9	0.0		33.3	0.0	66.7	0.0		4.7	90.7	4.7	0.0		
Total %	4.8	0.0	1.0	0.0	5.7	3.8	45.7	1.0	0.0	50.5	1.0	0.0	1.9	0.0	2.9	1.9	37.1	1.9	0.0	41.0	
Exiting Leg Total					6					41					3					55	105
Buses	5	0	1	0	6	4	4	1	0	9	1	0	2	0	3	2	6	2	0	10	28
% Buses	100.0	0.0	100.0	0.0	100.0	100.0	8.3	100.0	0.0	17.0	100.0	0.0	100.0	0.0	100.0	100.0	15.4	100.0	0.0	23.3	26.7
Exiting Leg Total					6					8					3					11	28
Single-Unit Trucks	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	28	0	0	28	65
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	77.1	0.0	0.0	69.8	0.0	0.0	0.0	0.0	0.0	0.0	71.8	0.0	0.0	65.1	61.9
Exiting Leg Total					0					28					0					37	65
Articulated Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	12.8	0.0	0.0	11.6	11.4
Exiting Leg Total					0					5					0					7	12

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

7:45 AM	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	15
8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
8:15 AM	2	0	1	0	3	3	6	0	0	9	0	0	0	0	0	1	11	1	0	13	25
8:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	7	0	0	7	16
Total Volume	2	0	1	0	3	3	28	0	0	31	0	0	1	0	1	1	25	1	0	27	62
% Approach Total	66.7	0.0	33.3	0.0		9.7	90.3	0.0	0.0		0.0	0.0	100.0	0.0		3.7	92.6	3.7	0.0		
PHF	0.250	0.000	0.250	0.000	0.250	0.250	0.700	0.000	0.000	0.775	0.000	0.000	0.250	0.000	0.250	0.250	0.568	0.250	0.000	0.519	0.620
Buses	2	0	1	0	3	3	3	0	0	6	0	0	1	0	1	1	5	1	0	7	17
Buses %	100.0	0.0	100.0	0.0	100.0	100.0	10.7	0.0	0.0	19.4	0.0	0.0	100.0	0.0	100.0	100.0	20.0	100.0	0.0	25.9	27.4
Single-Unit Trucks	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	17	0	0	17	40
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	82.1	0.0	0.0	74.2	0.0	0.0	0.0	0.0	0.0	0.0	68.0	0.0	0.0	63.0	64.5
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	11.1	8.1
Buses	2	0	1	0	3	3	3	0	0	6	0	0	1	0	1	1	5	1	0	7	17
Single-Unit Trucks	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	17	0	0	17	40
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total Entering Leg	2	0	1	0	3	3	28	0	0	31	0	0	1	0	1	1	25	1	0	27	62
Buses					4					6					1					6	17
Single-Unit Trucks					0					17					0					23	40
Articulated Trucks					0					3					0					2	5
Total Exiting Leg					4					26					1					31	62

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	1	0	1	0	0	1	0	1	0	1	0	0	1	3
7:15 AM	1	0	0	0	1	1	1	0	0	2	1	0	0	0	1	1	0	0	0	1	5
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	2	0	0	0	2	1	2	1	0	4	1	0	1	0	2	1	3	1	0	5	13
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	2	0	1	0	3	3	1	0	0	4	0	0	0	0	0	1	3	1	0	5	12
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
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	3	0	1	0	4	3	2	0	0	5	0	0	1	0	1	1	3	1	0	5	15
Grand Total	5	0	1	0	6	4	4	1	0	9	1	0	2	0	3	2	6	2	0	10	28
Approach %	83.3	0.0	16.7	0.0		44.4	44.4	11.1	0.0		33.3	0.0	66.7	0.0		20.0	60.0	20.0	0.0		
Total %	17.9	0.0	3.6	0.0	21.4	14.3	14.3	3.6	0.0	32.1	3.6	0.0	7.1	0.0	10.7	7.1	21.4	7.1	0.0	35.7	
Exiting Leg Total					6					8					3					11	28

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

7:30 AM	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	2	0	1	0	3	3	1	0	0	4	0	0	0	0	0	1	3	1	0	5	12
Total Volume	3	0	1	0	4	3	3	0	0	6	0	0	0	0	0	1	5	2	0	8	18
% Approach Total	75.0	0.0	25.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		12.5	62.5	25.0	0.0		
PHF	0.375	0.000	0.250	0.000	0.333	0.250	0.750	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.250	0.417	0.500	0.000	0.400	0.375
Entering Leg	3	0	1	0	4	3	3	0	0	6	0	0	0	0	0	1	5	2	0	8	18
Exiting Leg					5					6					1					6	18
Total					9					12					1					14	36

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

	Park & Ride Lot					Wilbur Avenue (Route 103)					Home Street					Wilbur Avenue (Route 103)					
	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	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
7:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
7:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
7:45 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	12
Total	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	12	0	0	12	33
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
8:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	16	0	0	16	32
Grand Total	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	28	0	0	28	65
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	56.9	0.0	0.0	56.9	0.0	0.0	0.0	0.0	0.0	0.0	43.1	0.0	0.0	43.1	
Exiting Leg Total					0					28					0					37	65

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

7:45 AM	Park & Ride Lot					Wilbur Avenue (Route 103)					Home Street					Wilbur Avenue (Route 103)					
	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
7:45 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	12
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
8:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
Total Volume	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	17	0	0	17	40
% 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	0.639	0.000	0.000	0.639	0.000	0.000	0.000	0.000	0.000	0.000	0.607	0.000	0.000	0.607	0.714
Entering Leg	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	17	0	0	17	40
Exiting Leg					0					17					0					23	40
Total					0					40					0					40	80

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Park & Ride Lot					Wilbur Avenue (Route 103)					Home Street					Wilbur Avenue (Route 103)					
	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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
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	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Grand Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
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	58.3	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	0.0	41.7	0.0	0.0	41.7	
Exiting Leg Total					0					5					0					7	12

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

8:00 AM	Park & Ride Lot					Wilbur Avenue (Route 103)					Home Street					Wilbur Avenue (Route 103)					
	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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 Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
% 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	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.875
Entering Leg	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Exiting Leg					0					3					0					4	7
Total					0					7					0					7	14

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Park & Ride Lot							Wilbur Avenue (Route 103)							Home Street							Wilbur Avenue (Route 103)							
	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	Park & Ride Lot							Wilbur Avenue (Route 103)							Home Street							Wilbur Avenue (Route 103)							
	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 #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Park & Ride Lot							Wilbur Avenue (Route 103)							Home Street							Wilbur Avenue (Route 103)							
	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	Park & Ride Lot							Wilbur Avenue (Route 103)							Home Street							Wilbur Avenue (Route 103)							
	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 #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	9	0	3	0	12	5	331	4	0	340	5	0	1	0	6	1	216	5	0	222	580
4:15 PM	5	0	0	0	5	0	324	4	1	329	5	0	0	0	5	1	209	3	0	213	552
4:30 PM	2	0	0	0	2	3	282	7	0	292	2	0	0	0	2	1	235	1	0	237	533
4:45 PM	2	0	2	0	4	2	336	1	0	339	6	0	1	0	7	1	226	0	0	227	577
Total	18	0	5	0	23	10	1273	16	1	1300	18	0	2	0	20	4	886	9	0	899	2242
5:00 PM	1	0	0	0	1	0	328	8	0	336	2	0	0	0	2	0	172	1	0	173	512
5:15 PM	3	0	0	0	3	5	328	0	0	333	5	0	1	0	6	4	192	0	0	196	538
5:30 PM	6	0	0	0	6	2	289	4	0	295	2	0	0	0	2	2	198	0	0	200	503
5:45 PM	2	0	0	0	2	0	265	1	0	266	2	0	0	0	2	2	190	1	0	193	463
Total	12	0	0	0	12	7	1210	13	0	1230	11	0	1	0	12	8	752	2	0	762	2016
Grand Total	30	0	5	0	35	17	2483	29	1	2530	29	0	3	0	32	12	1638	11	0	1661	4258
Approach %	85.7	0.0	14.3	0.0		0.7	98.1	1.1	0.0		90.6	0.0	9.4	0.0		0.7	98.6	0.7	0.0		
Total %	0.7	0.0	0.1	0.0	0.8	0.4	58.3	0.7	0.0	59.4	0.7	0.0	0.1	0.0	0.8	0.3	38.5	0.3	0.0	39.0	
Exiting Leg Total					28					1673					41					2516	4258
Cars	27	0	5	0	32	17	2456	27	1	2501	28	0	3	0	31	12	1609	8	0	1629	4193
% Cars	90.0	0.0	100.0	0.0	91.4	100.0	98.9	93.1	100.0	98.9	96.6	0.0	100.0	0.0	96.9	100.0	98.2	72.7	0.0	98.1	98.5
Exiting Leg Total					25					1643					39					2486	4193
Heavy Vehicles	3	0	0	0	3	0	27	2	0	29	1	0	0	0	1	0	29	3	0	32	65
% Heavy Vehicles	10.0	0.0	0.0	0.0	8.6	0.0	1.1	6.9	0.0	1.1	3.4	0.0	0.0	0.0	3.1	0.0	1.8	27.3	0.0	1.9	1.5
Exiting Leg Total					3					30					2					30	65

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

4:00 PM	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	9	0	3	0	12	5	331	4	0	340	5	0	1	0	6	1	216	5	0	222	580
4:15 PM	5	0	0	0	5	0	324	4	1	329	5	0	0	0	5	1	209	3	0	213	552
4:30 PM	2	0	0	0	2	3	282	7	0	292	2	0	0	0	2	1	235	1	0	237	533
4:45 PM	2	0	2	0	4	2	336	1	0	339	6	0	1	0	7	1	226	0	0	227	577
Total Volume	18	0	5	0	23	10	1273	16	1	1300	18	0	2	0	20	4	886	9	0	899	2242
% Approach Total	78.3	0.0	21.7	0.0		0.8	97.9	1.2	0.1		90.0	0.0	10.0	0.0		0.4	98.6	1.0	0.0		
PHF	0.500	0.000	0.417	0.000	0.479	0.500	0.947	0.571	0.250	0.956	0.750	0.000	0.500	0.000	0.714	1.000	0.943	0.450	0.000	0.948	0.966
Cars	17	0	5	0	22	10	1260	14	1	1285	17	0	2	0	19	4	867	8	0	879	2205
Cars %	94.4	0.0	100.0	0.0	95.7	100.0	99.0	87.5	100.0	98.8	94.4	0.0	100.0	0.0	95.0	100.0	97.9	88.9	0.0	97.8	98.3
Heavy Vehicles	1	0	0	0	1	0	13	2	0	15	1	0	0	0	1	0	19	1	0	20	37
Heavy Vehicles %	5.6	0.0	0.0	0.0	4.3	0.0	1.0	12.5	0.0	1.2	5.6	0.0	0.0	0.0	5.0	0.0	2.1	11.1	0.0	2.2	1.7
Cars Enter Leg	17	0	5	0	22	10	1260	14	1	1285	17	0	2	0	19	4	867	8	0	879	2205
Heavy Enter Leg	1	0	0	0	1	0	13	2	0	15	1	0	0	0	1	0	19	1	0	20	37
Total Entering Leg	18	0	5	0	23	10	1273	16	1	1300	18	0	2	0	20	4	886	9	0	899	2242
Cars Exiting Leg					18					890					18					1279	2205
Heavy Exiting Leg					1					20					2					14	37
Total Exiting Leg					19					910					20					1293	2242

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	9	0	3	0	12	5	327	4	0	336	4	0	1	0	5	1	207	5	0	213	566
4:15 PM	5	0	0	0	5	0	323	3	1	327	5	0	0	0	5	1	207	3	0	211	548
4:30 PM	1	0	0	0	1	3	277	7	0	287	2	0	0	0	2	1	231	0	0	232	522
4:45 PM	2	0	2	0	4	2	333	0	0	335	6	0	1	0	7	1	222	0	0	223	569
Total	17	0	5	0	22	10	1260	14	1	1285	17	0	2	0	19	4	867	8	0	879	2205
5:00 PM	0	0	0	0	0	0	324	8	0	332	2	0	0	0	2	0	169	0	0	169	503
5:15 PM	3	0	0	0	3	5	321	0	0	326	5	0	1	0	6	4	191	0	0	195	530
5:30 PM	6	0	0	0	6	2	288	4	0	294	2	0	0	0	2	2	196	0	0	198	500
5:45 PM	1	0	0	0	1	0	263	1	0	264	2	0	0	0	2	2	186	0	0	188	455
Total	10	0	0	0	10	7	1196	13	0	1216	11	0	1	0	12	8	742	0	0	750	1988
Grand Total	27	0	5	0	32	17	2456	27	1	2501	28	0	3	0	31	12	1609	8	0	1629	4193
Approach %	84.4	0.0	15.6	0.0		0.7	98.2	1.1	0.0		90.3	0.0	9.7	0.0		0.7	98.8	0.5	0.0		
Total %	0.6	0.0	0.1	0.0	0.8	0.4	58.6	0.6	0.0	59.6	0.7	0.0	0.1	0.0	0.7	0.3	38.4	0.2	0.0	38.9	
Exiting Leg Total					25					1643					39					2486	4193

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

4:00 PM	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	9	0	3	0	12	5	327	4	0	336	4	0	1	0	5	1	207	5	0	213	566
4:15 PM	5	0	0	0	5	0	323	3	1	327	5	0	0	0	5	1	207	3	0	211	548
4:30 PM	1	0	0	0	1	3	277	7	0	287	2	0	0	0	2	1	231	0	0	232	522
4:45 PM	2	0	2	0	4	2	333	0	0	335	6	0	1	0	7	1	222	0	0	223	569
Total Volume	17	0	5	0	22	10	1260	14	1	1285	17	0	2	0	19	4	867	8	0	879	2205
% Approach Total	77.3	0.0	22.7	0.0		0.8	98.1	1.1	0.1		89.5	0.0	10.5	0.0		0.5	98.6	0.9	0.0		
PHF	0.472	0.000	0.417	0.000	0.458	0.500	0.946	0.500	0.250	0.956	0.708	0.000	0.500	0.000	0.679	1.000	0.938	0.400	0.000	0.947	0.969
Entering Leg	17	0	5	0	22	10	1260	14	1	1285	17	0	2	0	19	4	867	8	0	879	2205
Exiting Leg					18					890					18					1279	2205
Total					40					2175					37					2158	4410

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Park & Ride Lot					Wilbur Avenue (Route 103)					Home Street					Wilbur Avenue (Route 103)					
	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	4	0	0	4	1	0	0	0	1	0	9	0	0	9	14
4:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
4:30 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	11
4:45 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	8
Total	1	0	0	0	1	0	13	2	0	15	1	0	0	0	1	0	19	1	0	20	37
5:00 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	9
5:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	8
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
5:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	8
Total	2	0	0	0	2	0	14	0	0	14	0	0	0	0	0	0	10	2	0	12	28
Grand Total	3	0	0	0	3	0	27	2	0	29	1	0	0	0	1	0	29	3	0	32	65
Approach %	100.0	0.0	0.0	0.0		0.0	93.1	6.9	0.0		100.0	0.0	0.0	0.0		0.0	90.6	9.4	0.0		
Total %	4.6	0.0	0.0	0.0	4.6	0.0	41.5	3.1	0.0	44.6	1.5	0.0	0.0	0.0	1.5	0.0	44.6	4.6	0.0	49.2	
Exiting Leg Total					3					30					2					30	65
Buses	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	3	3	0	6	10
% Buses	100.0	0.0	0.0	0.0	100.0	0.0	3.7	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	10.3	100.0	0.0	18.8	15.4
Exiting Leg Total					3					3					0					4	10
Single-Unit Trucks	0	0	0	0	0	0	21	2	0	23	1	0	0	0	1	0	20	0	0	20	44
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	77.8	100.0	0.0	79.3	100.0	0.0	0.0	0.0	100.0	0.0	69.0	0.0	0.0	62.5	67.7
Exiting Leg Total					0					21					2					21	44
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	0.0	20.7	0.0	0.0	18.8	16.9
Exiting Leg Total					0					6					0					5	11

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

4:00 PM	Park & Ride Lot					Wilbur Avenue (Route 103)					Home Street					Wilbur Avenue (Route 103)					
	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	4	0	0	4	1	0	0	0	1	0	9	0	0	9	14
4:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
4:30 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	11
4:45 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	8
Total Volume	1	0	0	0	1	0	13	2	0	15	1	0	0	0	1	0	19	1	0	20	37
% Approach Total	100.0	0.0	0.0	0.0		0.0	86.7	13.3	0.0		100.0	0.0	0.0	0.0		0.0	95.0	5.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.650	0.500	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.000	0.528	0.250	0.000	0.556	0.661
Buses	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	6
Buses %	100.0	0.0	0.0	0.0	100.0	0.0	7.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	15.8	100.0	0.0	20.0	16.2
Single-Unit Trucks	0	0	0	0	0	0	9	2	0	11	1	0	0	0	1	0	14	0	0	14	26
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	69.2	100.0	0.0	73.3	100.0	0.0	0.0	0.0	100.0	0.0	73.7	0.0	0.0	70.0	70.3
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	10.0	13.5
Buses	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	6
Single-Unit Trucks	0	0	0	0	0	0	9	2	0	11	1	0	0	0	1	0	14	0	0	14	26
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total Entering Leg	1	0	0	0	1	0	13	2	0	15	1	0	0	0	1	0	19	1	0	20	37
Buses					1					3					0					2	6
Single-Unit Trucks					0					15					2					9	26
Articulated Trucks					0					2					0					3	5
Total Exiting Leg					1					20					2					14	37

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Buses

	Park & Ride Lot					Wilbur Avenue (Route 103)					Home Street					Wilbur Avenue (Route 103)					
	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	2	0	0	2	3
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	6
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
Grand Total	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	3	3	0	6	10
Approach %	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	50.0	50.0	0.0		
Total %	30.0	0.0	0.0	0.0	30.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	30.0	0.0	60.0	
Exiting Leg Total					3					3					0					4	10

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

4:00 PM	Park & Ride Lot					Wilbur Avenue (Route 103)					Home Street					Wilbur Avenue (Route 103)					
	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	2	0	0	2	3
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	6
% Approach Total	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	75.0	25.0	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	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.500	0.500
Entering Leg	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	6
Exiting Leg					1					3					0					2	6
Total					2					4					0					6	12

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

	Park & Ride Lot					Wilbur Avenue (Route 103)					Home Street					Wilbur Avenue (Route 103)					
	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	3	0	0	3	1	0	0	0	1	0	7	0	0	7	11
4:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
4:45 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	9	2	0	11	1	0	0	0	1	0	14	0	0	14	26
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
5:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	8
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	18
Grand Total	0	0	0	0	0	0	21	2	0	23	1	0	0	0	1	0	20	0	0	20	44
Approach %	0.0	0.0	0.0	0.0		0.0	91.3	8.7	0.0		100.0	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	47.7	4.5	0.0	52.3	2.3	0.0	0.0	0.0	2.3	0.0	45.5	0.0	0.0	45.5	
Exiting Leg Total					0					21					2					21	44

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

4:00 PM	Park & Ride Lot					Wilbur Avenue (Route 103)					Home Street					Wilbur Avenue (Route 103)					
	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	3	0	0	3	1	0	0	0	1	0	7	0	0	7	11
4:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
4:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
Total Volume	0	0	0	0	0	0	9	2	0	11	1	0	0	0	1	0	14	0	0	14	26
% Approach Total	0.0	0.0	0.0	0.0		0.0	81.8	18.2	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	0.563	0.500	0.000	0.688	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.591
Entering Leg	0	0	0	0	0	0	9	2	0	11	1	0	0	0	1	0	14	0	0	14	26
Exiting Leg					0					15					2					9	26
Total					0					26					3					23	52

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	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	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
Grand Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
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	45.5	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	0.0	54.5	0.0	0.0	54.5	
Exiting Leg Total					0					6					0					5	11

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

4:15 PM	Park & Ride Lot from North					Wilbur Avenue (Route 103) from East					Home Street from South					Wilbur Avenue (Route 103) 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
% 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	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.667
Entering Leg	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Exiting Leg					0					4					0					4	8
Total					0					8					0					8	16

PDI File #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Park & Ride Lot							Wilbur Avenue (Route 103)							Home Street							Wilbur Avenue (Route 103)							
	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	Park & Ride Lot							Wilbur Avenue (Route 103)							Home Street							Wilbur Avenue (Route 103)							
	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 #: **228671 D**
Location: **N: Park & Ride Lot S: Home Street**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Pedestrians**

	Park & Ride Lot from North							Wilbur Avenue (Route 103) from East							Home Street from South							Wilbur Avenue (Route 103) 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	1	0	1	0	0	0	0	0	0	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	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
Total	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4
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	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4
Approach %	0	0	0	0	0	100		0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	50	50		
Total %	0	0	0	0	0	25	25	0	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0	0	25	25	50	
Exiting Leg Total							1							1							0							2	4

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

4:00 PM	Park & Ride Lot from North							Wilbur Avenue (Route 103) from East							Home Street from South							Wilbur Avenue (Route 103) 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	1	0	1	0	0	0	0	0	0	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	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
Total Volume	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4
% Approach Total	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		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	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	0.250	0.333
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4
Exiting Leg							1							1							0							2	4
Total							2							2							0							4	8

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	107	0	0	107	46	0	0	46	1	94	0	95	248
7:15 AM	113	1	0	114	60	0	0	60	0	83	0	83	257
7:30 AM	115	1	0	116	48	0	0	48	1	71	0	72	236
7:45 AM	87	0	0	87	44	0	0	44	1	78	0	79	210
Total	422	2	0	424	198	0	0	198	3	326	0	329	951
8:00 AM	106	0	0	106	65	0	0	65	0	74	0	74	245
8:15 AM	110	0	0	110	49	0	0	49	2	88	0	90	249
8:30 AM	95	0	0	95	36	0	0	36	1	71	0	72	203
8:45 AM	87	0	0	87	55	1	0	56	0	76	0	76	219
Total	398	0	0	398	205	1	0	206	3	309	0	312	916
Grand Total	820	2	0	822	403	1	0	404	6	635	0	641	1867
Approach %	99.8	0.2	0.0		99.8	0.2	0.0		0.9	99.1	0.0		
Total %	43.9	0.1	0.0	44.0	21.6	0.1	0.0	21.6	0.3	34.0	0.0	34.3	
Exiting Leg Total				1038				8				821	1867
Cars	788	2	0	790	385	1	0	386	6	614	0	620	1796
% Cars	96.1	100.0	0.0	96.1	95.5	100.0	0.0	95.5	100.0	96.7	0.0	96.7	96.2
Exiting Leg Total				999				8				789	1796
Heavy Vehicles	32	0	0	32	18	0	0	18	0	21	0	21	71
% Heavy Vehicles	3.9	0.0	0.0	3.9	4.5	0.0	0.0	4.5	0.0	3.3	0.0	3.3	3.8
Exiting Leg Total				39				0				32	71

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

7:00 AM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	107	0	0	107	46	0	0	46	1	94	0	95	248
7:15 AM	113	1	0	114	60	0	0	60	0	83	0	83	257
7:30 AM	115	1	0	116	48	0	0	48	1	71	0	72	236
7:45 AM	87	0	0	87	44	0	0	44	1	78	0	79	210
Total Volume	422	2	0	424	198	0	0	198	3	326	0	329	951
% Approach Total	99.5	0.5	0.0		100.0	0.0	0.0		0.9	99.1	0.0		
PHF	0.917	0.500	0.000	0.914	0.825	0.000	0.000	0.825	0.750	0.867	0.000	0.866	0.925
Cars	408	2	0	410	190	0	0	190	3	317	0	320	920
Cars %	96.7	100.0	0.0	96.7	96.0	0.0	0.0	96.0	100.0	97.2	0.0	97.3	96.7
Heavy Vehicles	14	0	0	14	8	0	0	8	0	9	0	9	31
Heavy Vehicles %	3.3	0.0	0.0	3.3	4.0	0.0	0.0	4.0	0.0	2.8	0.0	2.7	3.3
Cars Enter Leg	408	2	0	410	190	0	0	190	3	317	0	320	920
Heavy Enter Leg	14	0	0	14	8	0	0	8	0	9	0	9	31
Total Entering Leg	422	2	0	424	198	0	0	198	3	326	0	329	951
Cars Exiting Leg				507				5				408	920
Heavy Exiting Leg				17				0				14	31
Total Exiting Leg				524				5				422	951

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	104	0	0	104	45	0	0	45	1	93	0	94	243
7:15 AM	110	1	0	111	59	0	0	59	0	79	0	79	249
7:30 AM	112	1	0	113	44	0	0	44	1	69	0	70	227
7:45 AM	82	0	0	82	42	0	0	42	1	76	0	77	201
Total	408	2	0	410	190	0	0	190	3	317	0	320	920
8:00 AM	102	0	0	102	62	0	0	62	0	74	0	74	238
8:15 AM	104	0	0	104	45	0	0	45	2	81	0	83	232
8:30 AM	90	0	0	90	35	0	0	35	1	66	0	67	192
8:45 AM	84	0	0	84	53	1	0	54	0	76	0	76	214
Total	380	0	0	380	195	1	0	196	3	297	0	300	876
Grand Total	788	2	0	790	385	1	0	386	6	614	0	620	1796
Approach %	99.7	0.3	0.0		99.7	0.3	0.0		1.0	99.0	0.0		
Total %	43.9	0.1	0.0	44.0	21.4	0.1	0.0	21.5	0.3	34.2	0.0	34.5	
Exiting Leg Total				999				8				789	1796

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

7:00 AM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	104	0	0	104	45	0	0	45	1	93	0	94	243
7:15 AM	110	1	0	111	59	0	0	59	0	79	0	79	249
7:30 AM	112	1	0	113	44	0	0	44	1	69	0	70	227
7:45 AM	82	0	0	82	42	0	0	42	1	76	0	77	201
Total Volume	408	2	0	410	190	0	0	190	3	317	0	320	920
% Approach Total	99.5	0.5	0.0		100.0	0.0	0.0		0.9	99.1	0.0		
PHF	0.911	0.500	0.000	0.907	0.805	0.000	0.000	0.805	0.750	0.852	0.000	0.851	0.924
Entering Leg	408	2	0	410	190	0	0	190	3	317	0	320	920
Exiting Leg				507				5				408	920
Total				917				195				728	1840

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	3	0	0	3	1	0	0	1	0	1	0	1	5
7:15 AM	3	0	0	3	1	0	0	1	0	4	0	4	8
7:30 AM	3	0	0	3	4	0	0	4	0	2	0	2	9
7:45 AM	5	0	0	5	2	0	0	2	0	2	0	2	9
Total	14	0	0	14	8	0	0	8	0	9	0	9	31
8:00 AM	4	0	0	4	3	0	0	3	0	0	0	0	7
8:15 AM	6	0	0	6	4	0	0	4	0	7	0	7	17
8:30 AM	5	0	0	5	1	0	0	1	0	5	0	5	11
8:45 AM	3	0	0	3	2	0	0	2	0	0	0	0	5
Total	18	0	0	18	10	0	0	10	0	12	0	12	40
Grand Total	32	0	0	32	18	0	0	18	0	21	0	21	71
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	45.1	0.0	0.0	45.1	25.4	0.0	0.0	25.4	0.0	29.6	0.0	29.6	
Exiting Leg Total				39				0				32	71
Buses	4	0	0	4	0	0	0	0	0	5	0	5	9
% Buses	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	23.8	0.0	23.8	12.7
Exiting Leg Total				5				0				4	9
Single-Unit Trucks	25	0	0	25	11	0	0	11	0	14	0	14	50
% Single-Unit	78.1	0.0	0.0	78.1	61.1	0.0	0.0	61.1	0.0	66.7	0.0	66.7	70.4
Exiting Leg Total				25				0				25	50
Articulated Trucks	3	0	0	3	7	0	0	7	0	2	0	2	12
% Articulated	9.4	0.0	0.0	9.4	38.9	0.0	0.0	38.9	0.0	9.5	0.0	9.5	16.9
Exiting Leg Total				9				0				3	12

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

7:45 AM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	5	0	0	5	2	0	0	2	0	2	0	2	9
8:00 AM	4	0	0	4	3	0	0	3	0	0	0	0	7
8:15 AM	6	0	0	6	4	0	0	4	0	7	0	7	17
8:30 AM	5	0	0	5	1	0	0	1	0	5	0	5	11
Total Volume	20	0	0	20	10	0	0	10	0	14	0	14	44
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.833	0.000	0.000	0.833	0.625	0.000	0.000	0.625	0.000	0.500	0.000	0.500	0.647
Buses	2	0	0	2	0	0	0	0	0	4	0	4	6
Buses %	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	28.6	13.6
Single-Unit Trucks	17	0	0	17	6	0	0	6	0	9	0	9	32
Single-Unit %	85.0	0.0	0.0	85.0	60.0	0.0	0.0	60.0	0.0	64.3	0.0	64.3	72.7
Articulated Trucks	1	0	0	1	4	0	0	4	0	1	0	1	6
Articulated %	5.0	0.0	0.0	5.0	40.0	0.0	0.0	40.0	0.0	7.1	0.0	7.1	13.6
Buses	2	0	0	2	0	0	0	0	0	4	0	4	6
Single-Unit Trucks	17	0	0	17	6	0	0	6	0	9	0	9	32
Articulated Trucks	1	0	0	1	4	0	0	4	0	1	0	1	6
Total Entering Leg	20	0	0	20	10	0	0	10	0	14	0	14	44
Buses				4				0				2	6
Single-Unit Trucks				15				0				17	32
Articulated Trucks				5				0				1	6
Total Exiting Leg				24				0				20	44

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:30 AM	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	1	0	1	1
Total	2	0	0	2	0	0	0	0	0	2	0	2	4
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
8:30 AM	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
Total	2	0	0	2	0	0	0	0	0	3	0	3	5
Grand Total	4	0	0	4	0	0	0	0	0	5	0	5	9
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	44.4	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	55.6	0.0	55.6	
Exiting Leg Total				5				0				4	9

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

7:30 AM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	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	1	0	1	1
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
Total Volume	2	0	0	2	0	0	0	0	0	4	0	4	6
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.333	0.375
Entering Leg	2	0	0	2	0	0	0	0	0	4	0	4	6
Exiting Leg				4				0				2	6
Total				6				0				6	12

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) 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	1	0	1	2
7:15 AM	2	0	0	2	1	0	0	1	0	2	0	2	5
7:30 AM	3	0	0	3	2	0	0	2	0	2	0	2	7
7:45 AM	5	0	0	5	1	0	0	1	0	1	0	1	7
Total	10	0	0	10	5	0	0	5	0	6	0	6	21
8:00 AM	2	0	0	2	1	0	0	1	0	0	0	0	3
8:15 AM	5	0	0	5	3	0	0	3	0	3	0	3	11
8:30 AM	5	0	0	5	1	0	0	1	0	5	0	5	11
8:45 AM	3	0	0	3	1	0	0	1	0	0	0	0	4
Total	15	0	0	15	6	0	0	6	0	8	0	8	29
Grand Total	25	0	0	25	11	0	0	11	0	14	0	14	50
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	22.0	0.0	0.0	22.0	0.0	28.0	0.0	28.0	
Exiting Leg Total				25				0				25	50

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

7:45 AM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	5	0	0	5	1	0	0	1	0	1	0	1	7
8:00 AM	2	0	0	2	1	0	0	1	0	0	0	0	3
8:15 AM	5	0	0	5	3	0	0	3	0	3	0	3	11
8:30 AM	5	0	0	5	1	0	0	1	0	5	0	5	11
Total Volume	17	0	0	17	6	0	0	6	0	9	0	9	32
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.850	0.000	0.000	0.850	0.500	0.000	0.000	0.500	0.000	0.450	0.000	0.450	0.727
Entering Leg	17	0	0	17	6	0	0	6	0	9	0	9	32
Exiting Leg				15				0				17	32
Total				32				6				26	64

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
7:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	2	0	0	2	3	0	0	3	0	1	0	1	6
8:00 AM	1	0	0	1	2	0	0	2	0	0	0	0	3
8:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	1	0	0	1	4	0	0	4	0	1	0	1	6
Grand Total	3	0	0	3	7	0	0	7	0	2	0	2	12
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	25.0	0.0	0.0	25.0	58.3	0.0	0.0	58.3	0.0	16.7	0.0	16.7	
Exiting Leg Total				9				0				3	12

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

7:30 AM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
7:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:00 AM	1	0	0	1	2	0	0	2	0	0	0	0	3
8:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
Total Volume	1	0	0	1	6	0	0	6	0	1	0	1	8
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.750	0.000	0.000	0.750	0.000	0.250	0.000	0.250	0.667
Entering Leg	1	0	0	1	6	0	0	6	0	1	0	1	8
Exiting Leg				7				0				1	8
Total				8				6				2	16

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Wilbur Avenue (Route 103) from East						I-195 Westbound Ramps from South						Wilbur Avenue (Route 103) 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	Wilbur Avenue (Route 103) from East						I-195 Westbound Ramps from South						Wilbur Avenue (Route 103) 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 #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Wilbur Avenue (Route 103) from East						I-195 Westbound Ramps from South						Wilbur Avenue (Route 103) 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	Wilbur Avenue (Route 103) from East						I-195 Westbound Ramps from South						Wilbur Avenue (Route 103) 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 #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	222	0	0	222	74	0	0	74	3	89	0	92	388
4:15 PM	183	0	0	183	81	0	0	81	2	95	0	97	361
4:30 PM	176	2	0	178	68	1	0	69	4	105	0	109	356
4:45 PM	204	1	0	205	73	0	0	73	1	116	0	117	395
Total	785	3	0	788	296	1	0	297	10	405	0	415	1500
5:00 PM	213	7	0	220	66	0	0	66	0	80	0	80	366
5:15 PM	200	2	1	203	75	1	0	76	2	91	0	93	372
5:30 PM	157	0	0	157	68	0	0	68	0	92	0	92	317
5:45 PM	158	0	0	158	70	0	0	70	0	86	0	86	314
Total	728	9	1	738	279	1	0	280	2	349	0	351	1369
Grand Total	1513	12	1	1526	575	2	0	577	12	754	0	766	2869
Approach %	99.1	0.8	0.1		99.7	0.3	0.0		1.6	98.4	0.0		
Total %	52.7	0.4	0.0	53.2	20.0	0.1	0.0	20.1	0.4	26.3	0.0	26.7	
Exiting Leg Total				1330				24				1515	2869
Cars	1494	12	1	1507	573	2	0	575	12	738	0	750	2832
% Cars	98.7	100.0	100.0	98.8	99.7	100.0	0.0	99.7	100.0	97.9	0.0	97.9	98.7
Exiting Leg Total				1312				24				1496	2832
Heavy Vehicles	19	0	0	19	2	0	0	2	0	16	0	16	37
% Heavy Vehicles	1.3	0.0	0.0	1.2	0.3	0.0	0.0	0.3	0.0	2.1	0.0	2.1	1.3
Exiting Leg Total				18				0				19	37

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

4:00 PM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	222	0	0	222	74	0	0	74	3	89	0	92	388
4:15 PM	183	0	0	183	81	0	0	81	2	95	0	97	361
4:30 PM	176	2	0	178	68	1	0	69	4	105	0	109	356
4:45 PM	204	1	0	205	73	0	0	73	1	116	0	117	395
Total Volume	785	3	0	788	296	1	0	297	10	405	0	415	1500
% Approach Total	99.6	0.4	0.0		99.7	0.3	0.0		2.4	97.6	0.0		
PHF	0.884	0.375	0.000	0.887	0.914	0.250	0.000	0.917	0.625	0.873	0.000	0.887	0.949
Cars	778	3	0	781	296	1	0	297	10	397	0	407	1485
Cars %	99.1	100.0	0.0	99.1	100.0	100.0	0.0	100.0	100.0	98.0	0.0	98.1	99.0
Heavy Vehicles	7	0	0	7	0	0	0	0	0	8	0	8	15
Heavy Vehicles %	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	2.0	0.0	1.9	1.0
Cars Enter Leg	778	3	0	781	296	1	0	297	10	397	0	407	1485
Heavy Enter Leg	7	0	0	7	0	0	0	0	0	8	0	8	15
Total Entering Leg	785	3	0	788	296	1	0	297	10	405	0	415	1500
Cars Exiting Leg				693				13				779	1485
Heavy Exiting Leg				8				0				7	15
Total Exiting Leg				701				13				786	1500

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	220	0	0	220	74	0	0	74	3	84	0	87	381
4:15 PM	183	0	0	183	81	0	0	81	2	95	0	97	361
4:30 PM	173	2	0	175	68	1	0	69	4	103	0	107	351
4:45 PM	202	1	0	203	73	0	0	73	1	115	0	116	392
Total	778	3	0	781	296	1	0	297	10	397	0	407	1485
5:00 PM	210	7	0	217	65	0	0	65	0	79	0	79	361
5:15 PM	194	2	1	197	74	1	0	75	2	89	0	91	363
5:30 PM	156	0	0	156	68	0	0	68	0	90	0	90	314
5:45 PM	156	0	0	156	70	0	0	70	0	83	0	83	309
Total	716	9	1	726	277	1	0	278	2	341	0	343	1347
Grand Total	1494	12	1	1507	573	2	0	575	12	738	0	750	2832
Approach %	99.1	0.8	0.1		99.7	0.3	0.0		1.6	98.4	0.0		
Total %	52.8	0.4	0.0	53.2	20.2	0.1	0.0	20.3	0.4	26.1	0.0	26.5	
Exiting Leg Total				1312				24				1496	2832

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

4:00 PM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	220	0	0	220	74	0	0	74	3	84	0	87	381
4:15 PM	183	0	0	183	81	0	0	81	2	95	0	97	361
4:30 PM	173	2	0	175	68	1	0	69	4	103	0	107	351
4:45 PM	202	1	0	203	73	0	0	73	1	115	0	116	392
Total Volume	778	3	0	781	296	1	0	297	10	397	0	407	1485
% Approach Total	99.6	0.4	0.0		99.7	0.3	0.0		2.5	97.5	0.0		
PHF	0.884	0.375	0.000	0.888	0.914	0.250	0.000	0.917	0.625	0.863	0.000	0.877	0.947
Entering Leg	778	3	0	781	296	1	0	297	10	397	0	407	1485
Exiting Leg				693				13				779	1485
Total				1474				310				1186	2970

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	2	0	0	2	0	0	0	0	0	5	0	5	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	7	0	0	7	0	0	0	0	0	8	0	8	15
5:00 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
5:15 PM	6	0	0	6	1	0	0	1	0	2	0	2	9
5:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:45 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total	12	0	0	12	2	0	0	2	0	8	0	8	22
Grand Total	19	0	0	19	2	0	0	2	0	16	0	16	37
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	51.4	0.0	0.0	51.4	5.4	0.0	0.0	5.4	0.0	43.2	0.0	43.2	
Exiting Leg Total				18				0				19	37
Buses	1	0	0	1	2	0	0	2	0	4	0	4	7
% Buses	5.3	0.0	0.0	5.3	100.0	0.0	0.0	100.0	0.0	25.0	0.0	25.0	18.9
Exiting Leg Total				6				0				1	7
Single-Unit Trucks	14	0	0	14	0	0	0	0	0	9	0	9	23
% Single-Unit	73.7	0.0	0.0	73.7	0.0	0.0	0.0	0.0	0.0	56.3	0.0	56.3	62.2
Exiting Leg Total				9				0				14	23
Articulated Trucks	4	0	0	4	0	0	0	0	0	3	0	3	7
% Articulated	21.1	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	18.8	0.0	18.8	18.9
Exiting Leg Total				3				0				4	7

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

4:30 PM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:00 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
5:15 PM	6	0	0	6	1	0	0	1	0	2	0	2	9
Total Volume	14	0	0	14	2	0	0	2	0	6	0	6	22
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.583	0.000	0.000	0.583	0.500	0.000	0.000	0.500	0.000	0.750	0.000	0.750	0.611
Buses	0	0	0	0	2	0	0	2	0	3	0	3	5
Buses %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	50.0	0.0	50.0	22.7
Single-Unit Trucks	11	0	0	11	0	0	0	0	0	2	0	2	13
Single-Unit %	78.6	0.0	0.0	78.6	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	59.1
Articulated Trucks	3	0	0	3	0	0	0	0	0	1	0	1	4
Articulated %	21.4	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	16.7	0.0	16.7	18.2
Buses	0	0	0	0	2	0	0	2	0	3	0	3	5
Single-Unit Trucks	11	0	0	11	0	0	0	0	0	2	0	2	13
Articulated Trucks	3	0	0	3	0	0	0	0	0	1	0	1	4
Total Entering Leg	14	0	0	14	2	0	0	2	0	6	0	6	22
Buses				5				0				0	5
Single-Unit Trucks				2				0				11	13
Articulated Trucks				1				0				3	4
Total Exiting Leg				8				0				14	22

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) 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	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	1	0	1	1
Total	1	0	0	1	0	0	0	0	0	2	0	2	3
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	1	0	1	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	0	0	0	0	1	0	1	1
Total	0	0	0	0	2	0	0	2	0	2	0	2	4
Grand Total	1	0	0	1	2	0	0	2	0	4	0	4	7
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	14.3	0.0	0.0	14.3	28.6	0.0	0.0	28.6	0.0	57.1	0.0	57.1	
Exiting Leg Total				6				0				1	7

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

4:30 PM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
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	1	0	1	1
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
Total Volume	0	0	0	0	2	0	0	2	0	3	0	3	5
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.750	0.000	0.750	0.625
Entering Leg	0	0	0	0	2	0	0	2	0	3	0	3	5
Exiting Leg				5				0				0	5
Total				5				2				3	10

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) 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	0	5	0	5	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	4	0	0	0	0	0	6	0	6	10
5:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:15 PM	6	0	0	6	0	0	0	0	0	1	0	1	7
5:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	10	0	0	10	0	0	0	0	0	3	0	3	13
Grand Total	14	0	0	14	0	0	0	0	0	9	0	9	23
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	60.9	0.0	0.0	60.9	0.0	0.0	0.0	0.0	0.0	39.1	0.0	39.1	
Exiting Leg Total				9				0				14	23

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

4:30 PM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:15 PM	6	0	0	6	0	0	0	0	0	1	0	1	7
Total Volume	11	0	0	11	0	0	0	0	0	2	0	2	13
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.458	0.000	0.000	0.458	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.464
Entering Leg	11	0	0	11	0	0	0	0	0	2	0	2	13
Exiting Leg				2				0				11	13
Total				13				0				13	26

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
5:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
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	1	0	1	1
5:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	2	0	0	2	0	0	0	0	0	3	0	3	5
Grand Total	4	0	0	4	0	0	0	0	0	3	0	3	7
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	42.9	0.0	42.9	
Exiting Leg Total				3				0				4	7

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

4:45 PM	Wilbur Avenue (Route 103) from East				I-195 Westbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
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	1	0	1	1
Total Volume	3	0	0	3	0	0	0	0	0	2	0	2	5
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.625
Entering Leg	3	0	0	3	0	0	0	0	0	2	0	2	5
Exiting Leg				2				0				3	5
Total				5				0				5	10

PDI File #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Bicycles (on Roadway and Crosswalks)**

	Wilbur Avenue (Route 103) from East						I-195 Westbound Ramps from South						Wilbur Avenue (Route 103) 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	Wilbur Avenue (Route 103) from East						I-195 Westbound Ramps from South						Wilbur Avenue (Route 103) 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 #: **228671 E**
Location: **S: I-195 Westbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Pedestrians

	Wilbur Avenue (Route 103) from East						I-195 Westbound Ramps from South						Wilbur Avenue (Route 103) 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		
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	Wilbur Avenue (Route 103) from East						I-195 Westbound Ramps from South						Wilbur Avenue (Route 103) 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 #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	158	0	0	158	0	0	0	0	124	98	0	222	380
7:15 AM	172	0	0	172	0	0	0	0	127	81	0	208	380
7:30 AM	179	0	0	179	0	0	0	0	202	73	0	275	454
7:45 AM	173	0	0	173	0	0	0	0	144	77	0	221	394
Total	682	0	0	682	0	0	0	0	597	329	0	926	1608
8:00 AM	182	0	0	182	0	0	0	0	126	76	0	202	384
8:15 AM	169	1	0	170	0	0	0	0	130	90	0	220	390
8:30 AM	162	0	0	162	0	0	0	0	120	74	0	194	356
8:45 AM	142	0	0	142	0	0	0	0	96	72	0	168	310
Total	655	1	0	656	0	0	0	0	472	312	0	784	1440
Grand Total	1337	1	0	1338	0	0	0	0	1069	641	0	1710	3048
Approach %	99.9	0.1	0.0		0.0	0.0	0.0		62.5	37.5	0.0		
Total %	43.9	0.0	0.0	43.9	0.0	0.0	0.0	0.0	35.1	21.0	0.0	56.1	
Exiting Leg Total				641				1070				1337	3048
Cars	1284	1	0	1285	0	0	0	0	1052	619	0	1671	2956
% Cars	96.0	100.0	0.0	96.0	0.0	0.0	0.0	0.0	98.4	96.6	0.0	97.7	97.0
Exiting Leg Total				619				1053				1284	2956
Heavy Vehicles	53	0	0	53	0	0	0	0	17	22	0	39	92
% Heavy Vehicles	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	1.6	3.4	0.0	2.3	3.0
Exiting Leg Total				22				17				53	92

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

7:30 AM	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	179	0	0	179	0	0	0	0	202	73	0	275	454
7:45 AM	173	0	0	173	0	0	0	0	144	77	0	221	394
8:00 AM	182	0	0	182	0	0	0	0	126	76	0	202	384
8:15 AM	169	1	0	170	0	0	0	0	130	90	0	220	390
Total Volume	703	1	0	704	0	0	0	0	602	316	0	918	1622
% Approach Total	99.9	0.1	0.0		0.0	0.0	0.0		65.6	34.4	0.0		
PHF	0.966	0.250	0.000	0.967	0.000	0.000	0.000	0.000	0.745	0.878	0.000	0.835	0.893
Cars	675	1	0	676	0	0	0	0	592	304	0	896	1572
Cars %	96.0	100.0	0.0	96.0	0.0	0.0	0.0	0.0	98.3	96.2	0.0	97.6	96.9
Heavy Vehicles	28	0	0	28	0	0	0	0	10	12	0	22	50
Heavy Vehicles %	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	1.7	3.8	0.0	2.4	3.1
Cars Enter Leg	675	1	0	676	0	0	0	0	592	304	0	896	1572
Heavy Enter Leg	28	0	0	28	0	0	0	0	10	12	0	22	50
Total Entering Leg	703	1	0	704	0	0	0	0	602	316	0	918	1622
Cars Exiting Leg				304				593				675	1572
Heavy Exiting Leg				12				10				28	50
Total Exiting Leg				316				603				703	1622

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	151	0	0	151	0	0	0	0	121	97	0	218	369
7:15 AM	165	0	0	165	0	0	0	0	127	77	0	204	369
7:30 AM	174	0	0	174	0	0	0	0	200	71	0	271	445
7:45 AM	163	0	0	163	0	0	0	0	142	75	0	217	380
Total	653	0	0	653	0	0	0	0	590	320	0	910	1563
8:00 AM	178	0	0	178	0	0	0	0	124	75	0	199	377
8:15 AM	160	1	0	161	0	0	0	0	126	83	0	209	370
8:30 AM	155	0	0	155	0	0	0	0	118	69	0	187	342
8:45 AM	138	0	0	138	0	0	0	0	94	72	0	166	304
Total	631	1	0	632	0	0	0	0	462	299	0	761	1393
Grand Total	1284	1	0	1285	0	0	0	0	1052	619	0	1671	2956
Approach %	99.9	0.1	0.0		0.0	0.0	0.0		63.0	37.0	0.0		
Total %	43.4	0.0	0.0	43.5	0.0	0.0	0.0	0.0	35.6	20.9	0.0	56.5	
Exiting Leg Total				619				1053				1284	2956

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

7:30 AM	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	174	0	0	174	0	0	0	0	200	71	0	271	445
7:45 AM	163	0	0	163	0	0	0	0	142	75	0	217	380
8:00 AM	178	0	0	178	0	0	0	0	124	75	0	199	377
8:15 AM	160	1	0	161	0	0	0	0	126	83	0	209	370
Total Volume	675	1	0	676	0	0	0	0	592	304	0	896	1572
% Approach Total	99.9	0.1	0.0		0.0	0.0	0.0		66.1	33.9	0.0		
PHF	0.948	0.250	0.000	0.949	0.000	0.000	0.000	0.000	0.740	0.916	0.000	0.827	0.883
Entering Leg	675	1	0	676	0	0	0	0	592	304	0	896	1572
Exiting Leg				304				593				675	1572
Total				980				593				1571	3144

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	7	0	0	7	0	0	0	0	3	1	0	4	11
7:15 AM	7	0	0	7	0	0	0	0	0	4	0	4	11
7:30 AM	5	0	0	5	0	0	0	0	2	2	0	4	9
7:45 AM	10	0	0	10	0	0	0	0	2	2	0	4	14
Total	29	0	0	29	0	0	0	0	7	9	0	16	45
8:00 AM	4	0	0	4	0	0	0	0	2	1	0	3	7
8:15 AM	9	0	0	9	0	0	0	0	4	7	0	11	20
8:30 AM	7	0	0	7	0	0	0	0	2	5	0	7	14
8:45 AM	4	0	0	4	0	0	0	0	2	0	0	2	6
Total	24	0	0	24	0	0	0	0	10	13	0	23	47
Grand Total	53	0	0	53	0	0	0	0	17	22	0	39	92
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		43.6	56.4	0.0		
Total %	57.6	0.0	0.0	57.6	0.0	0.0	0.0	0.0	18.5	23.9	0.0	42.4	
Exiting Leg Total				22				17				53	92
Buses	9	0	0	9	0	0	0	0	2	5	0	7	16
% Buses	17.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	11.8	22.7	0.0	17.9	17.4
Exiting Leg Total				5				2				9	16
Single-Unit Trucks	38	0	0	38	0	0	0	0	11	15	0	26	64
% Single-Unit	71.7	0.0	0.0	71.7	0.0	0.0	0.0	0.0	64.7	68.2	0.0	66.7	69.6
Exiting Leg Total				15				11				38	64
Articulated Trucks	6	0	0	6	0	0	0	0	4	2	0	6	12
% Articulated	11.3	0.0	0.0	11.3	0.0	0.0	0.0	0.0	23.5	9.1	0.0	15.4	13.0
Exiting Leg Total				2				4				6	12

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

7:45 AM	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	10	0	0	10	0	0	0	0	2	2	0	4	14
8:00 AM	4	0	0	4	0	0	0	0	2	1	0	3	7
8:15 AM	9	0	0	9	0	0	0	0	4	7	0	11	20
8:30 AM	7	0	0	7	0	0	0	0	2	5	0	7	14
Total Volume	30	0	0	30	0	0	0	0	10	15	0	25	55
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		40.0	60.0	0.0		
PHF	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.625	0.536	0.000	0.568	0.688
Buses	6	0	0	6	0	0	0	0	1	4	0	5	11
Buses %	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	10.0	26.7	0.0	20.0	20.0
Single-Unit Trucks	22	0	0	22	0	0	0	0	7	10	0	17	39
Single-Unit %	73.3	0.0	0.0	73.3	0.0	0.0	0.0	0.0	70.0	66.7	0.0	68.0	70.9
Articulated Trucks	2	0	0	2	0	0	0	0	2	1	0	3	5
Articulated %	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	20.0	6.7	0.0	12.0	9.1
Buses	6	0	0	6	0	0	0	0	1	4	0	5	11
Single-Unit Trucks	22	0	0	22	0	0	0	0	7	10	0	17	39
Articulated Trucks	2	0	0	2	0	0	0	0	2	1	0	3	5
Total Entering Leg	30	0	0	30	0	0	0	0	10	15	0	25	55
Buses				4				1				6	11
Single-Unit Trucks				10				7				22	39
Articulated Trucks				1				2				2	5
Total Exiting Leg				15				10				30	55

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
7:15 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	4	0	0	4	0	0	0	0	1	2	0	3	7
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	4	0	0	4	0	0	0	0	1	3	0	4	8
8:30 AM	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
Total	5	0	0	5	0	0	0	0	1	3	0	4	9
Grand Total	9	0	0	9	0	0	0	0	2	5	0	7	16
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		28.6	71.4	0.0		
Total %	56.3	0.0	0.0	56.3	0.0	0.0	0.0	0.0	12.5	31.3	0.0	43.8	
Exiting Leg Total				5				2				9	16

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

7:30 AM	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	4	0	0	4	0	0	0	0	1	3	0	4	8
Total Volume	6	0	0	6	0	0	0	0	1	4	0	5	11
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		20.0	80.0	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.250	0.333	0.000	0.313	0.344
Entering Leg	6	0	0	6	0	0	0	0	1	4	0	5	11
Exiting Leg				4				1				6	11
Total				10				1				11	22

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) 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	1	1	0	2	6
7:15 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
7:30 AM	5	0	0	5	0	0	0	0	2	2	0	4	9
7:45 AM	9	0	0	9	0	0	0	0	2	1	0	3	12
Total	22	0	0	22	0	0	0	0	5	6	0	11	33
8:00 AM	2	0	0	2	0	0	0	0	1	1	0	2	4
8:15 AM	5	0	0	5	0	0	0	0	2	3	0	5	10
8:30 AM	6	0	0	6	0	0	0	0	2	5	0	7	13
8:45 AM	3	0	0	3	0	0	0	0	1	0	0	1	4
Total	16	0	0	16	0	0	0	0	6	9	0	15	31
Grand Total	38	0	0	38	0	0	0	0	11	15	0	26	64
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		42.3	57.7	0.0		
Total %	59.4	0.0	0.0	59.4	0.0	0.0	0.0	0.0	17.2	23.4	0.0	40.6	
Exiting Leg Total				15				11				38	64

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

7:45 AM	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	9	0	0	9	0	0	0	0	2	1	0	3	12
8:00 AM	2	0	0	2	0	0	0	0	1	1	0	2	4
8:15 AM	5	0	0	5	0	0	0	0	2	3	0	5	10
8:30 AM	6	0	0	6	0	0	0	0	2	5	0	7	13
Total Volume	22	0	0	22	0	0	0	0	7	10	0	17	39
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		41.2	58.8	0.0		
PHF	0.611	0.000	0.000	0.611	0.000	0.000	0.000	0.000	0.875	0.500	0.000	0.607	0.750
Entering Leg	22	0	0	22	0	0	0	0	7	10	0	17	39
Exiting Leg				10				7				22	39
Total				32				7				39	78

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	2	0	0	2	0	0	0	0	1	0	0	1	3
7:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:30 AM	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
Total	3	0	0	3	0	0	0	0	1	1	0	2	5
8:00 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	2
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
Total	3	0	0	3	0	0	0	0	3	1	0	4	7
Grand Total	6	0	0	6	0	0	0	0	4	2	0	6	12
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		66.7	33.3	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	33.3	16.7	0.0	50.0	
Exiting Leg Total				2				4				6	12

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

8:00 AM	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	2
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
Total Volume	3	0	0	3	0	0	0	0	3	1	0	4	7
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		75.0	25.0	0.0		
PHF	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.500	0.875
Entering Leg	3	0	0	3	0	0	0	0	3	1	0	4	7
Exiting Leg				1				3				3	7
Total				4				3				7	14

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Wilbur Avenue (Route 103) from East						I-195 Eastbound Ramps from South						Wilbur Avenue (Route 103) 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	Wilbur Avenue (Route 103) from East						I-195 Eastbound Ramps from South						Wilbur Avenue (Route 103) 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 #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Wilbur Avenue (Route 103)						I-195 Eastbound Ramps						Wilbur Avenue (Route 103)						
	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		
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	Wilbur Avenue (Route 103)						I-195 Eastbound Ramps						Wilbur Avenue (Route 103)						
	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 #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	347	2	0	349	0	0	0	0	131	93	0	224	573
4:15 PM	318	0	0	318	0	0	0	0	116	97	0	213	531
4:30 PM	297	0	0	297	0	0	0	0	129	110	0	239	536
4:45 PM	343	0	0	343	0	0	0	0	114	117	0	231	574
Total	1305	2	0	1307	0	0	0	0	490	417	0	907	2214
5:00 PM	334	0	0	334	0	0	0	0	108	78	0	186	520
5:15 PM	335	0	0	335	0	0	0	0	110	94	0	204	539
5:30 PM	289	0	0	289	0	0	0	0	109	96	0	205	494
5:45 PM	268	0	0	268	0	0	0	0	104	83	0	187	455
Total	1226	0	0	1226	0	0	0	0	431	351	0	782	2008
Grand Total	2531	2	0	2533	0	0	0	0	921	768	0	1689	4222
Approach %	99.9	0.1	0.0		0.0	0.0	0.0		54.5	45.5	0.0		
Total %	59.9	0.0	0.0	60.0	0.0	0.0	0.0	0.0	21.8	18.2	0.0	40.0	
Exiting Leg Total				768				923				2531	4222
Cars	2501	2	0	2503	0	0	0	0	907	753	0	1660	4163
% Cars	98.8	100.0	0.0	98.8	0.0	0.0	0.0	0.0	98.5	98.0	0.0	98.3	98.6
Exiting Leg Total				753				909				2501	4163
Heavy Vehicles	30	0	0	30	0	0	0	0	14	15	0	29	59
% Heavy Vehicles	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	1.5	2.0	0.0	1.7	1.4
Exiting Leg Total				15				14				30	59

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

4:00 PM	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	347	2	0	349	0	0	0	0	131	93	0	224	573
4:15 PM	318	0	0	318	0	0	0	0	116	97	0	213	531
4:30 PM	297	0	0	297	0	0	0	0	129	110	0	239	536
4:45 PM	343	0	0	343	0	0	0	0	114	117	0	231	574
Total Volume	1305	2	0	1307	0	0	0	0	490	417	0	907	2214
% Approach Total	99.8	0.2	0.0		0.0	0.0	0.0		54.0	46.0	0.0		
PHF	0.940	0.250	0.000	0.936	0.000	0.000	0.000	0.000	0.935	0.891	0.000	0.949	0.964
Cars	1289	2	0	1291	0	0	0	0	478	408	0	886	2177
Cars %	98.8	100.0	0.0	98.8	0.0	0.0	0.0	0.0	97.6	97.8	0.0	97.7	98.3
Heavy Vehicles	16	0	0	16	0	0	0	0	12	9	0	21	37
Heavy Vehicles %	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	2.4	2.2	0.0	2.3	1.7
Cars Enter Leg	1289	2	0	1291	0	0	0	0	478	408	0	886	2177
Heavy Enter Leg	16	0	0	16	0	0	0	0	12	9	0	21	37
Total Entering Leg	1305	2	0	1307	0	0	0	0	490	417	0	907	2214
Cars Exiting Leg				408				480				1289	2177
Heavy Exiting Leg				9				12				16	37
Total Exiting Leg				417				492				1305	2214

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	343	2	0	345	0	0	0	0	126	88	0	214	559
4:15 PM	316	0	0	316	0	0	0	0	114	97	0	211	527
4:30 PM	291	0	0	291	0	0	0	0	125	108	0	233	524
4:45 PM	339	0	0	339	0	0	0	0	113	115	0	228	567
Total	1289	2	0	1291	0	0	0	0	478	408	0	886	2177
5:00 PM	331	0	0	331	0	0	0	0	106	78	0	184	515
5:15 PM	327	0	0	327	0	0	0	0	110	92	0	202	529
5:30 PM	288	0	0	288	0	0	0	0	109	94	0	203	491
5:45 PM	266	0	0	266	0	0	0	0	104	81	0	185	451
Total	1212	0	0	1212	0	0	0	0	429	345	0	774	1986
Grand Total	2501	2	0	2503	0	0	0	0	907	753	0	1660	4163
Approach %	99.9	0.1	0.0		0.0	0.0	0.0		54.6	45.4	0.0		
Total %	60.1	0.0	0.0	60.1	0.0	0.0	0.0	0.0	21.8	18.1	0.0	39.9	
Exiting Leg Total				753				909				2501	4163

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

4:00 PM	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	343	2	0	345	0	0	0	0	126	88	0	214	559
4:15 PM	316	0	0	316	0	0	0	0	114	97	0	211	527
4:30 PM	291	0	0	291	0	0	0	0	125	108	0	233	524
4:45 PM	339	0	0	339	0	0	0	0	113	115	0	228	567
Total Volume	1289	2	0	1291	0	0	0	0	478	408	0	886	2177
% Approach Total	99.8	0.2	0.0		0.0	0.0	0.0		54.0	46.0	0.0		
PHF	0.940	0.250	0.000	0.936	0.000	0.000	0.000	0.000	0.948	0.887	0.000	0.951	0.960
Entering Leg	1289	2	0	1291	0	0	0	0	478	408	0	886	2177
Exiting Leg				408				480				1289	2177
Total				1699				480				2175	4354

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	4	0	0	4	0	0	0	0	5	5	0	10	14
4:15 PM	2	0	0	2	0	0	0	0	2	0	0	2	4
4:30 PM	6	0	0	6	0	0	0	0	4	2	0	6	12
4:45 PM	4	0	0	4	0	0	0	0	1	2	0	3	7
Total	16	0	0	16	0	0	0	0	12	9	0	21	37
5:00 PM	3	0	0	3	0	0	0	0	2	0	0	2	5
5:15 PM	8	0	0	8	0	0	0	0	0	2	0	2	10
5:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:45 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total	14	0	0	14	0	0	0	0	2	6	0	8	22
Grand Total	30	0	0	30	0	0	0	0	14	15	0	29	59
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		48.3	51.7	0.0		
Total %	50.8	0.0	0.0	50.8	0.0	0.0	0.0	0.0	23.7	25.4	0.0	49.2	
Exiting Leg Total				15				14				30	59
Buses	1	0	0	1	0	0	0	0	2	4	0	6	7
% Buses	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	14.3	26.7	0.0	20.7	11.9
Exiting Leg Total				4				2				1	7
Single-Unit Trucks	24	0	0	24	0	0	0	0	10	10	0	20	44
% Single-Unit	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	71.4	66.7	0.0	69.0	74.6
Exiting Leg Total				10				10				24	44
Articulated Trucks	5	0	0	5	0	0	0	0	2	1	0	3	8
% Articulated	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	14.3	6.7	0.0	10.3	13.6
Exiting Leg Total				1				2				5	8

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

4:00 PM	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	4	0	0	4	0	0	0	0	5	5	0	10	14
4:15 PM	2	0	0	2	0	0	0	0	2	0	0	2	4
4:30 PM	6	0	0	6	0	0	0	0	4	2	0	6	12
4:45 PM	4	0	0	4	0	0	0	0	1	2	0	3	7
Total Volume	16	0	0	16	0	0	0	0	12	9	0	21	37
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		57.1	42.9	0.0		
PHF	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.600	0.450	0.000	0.525	0.661
Buses	1	0	0	1	0	0	0	0	2	2	0	4	5
Buses %	6.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	16.7	22.2	0.0	19.0	13.5
Single-Unit Trucks	12	0	0	12	0	0	0	0	9	7	0	16	28
Single-Unit %	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	75.0	77.8	0.0	76.2	75.7
Articulated Trucks	3	0	0	3	0	0	0	0	1	0	0	1	4
Articulated %	18.8	0.0	0.0	18.8	0.0	0.0	0.0	0.0	8.3	0.0	0.0	4.8	10.8
Buses	1	0	0	1	0	0	0	0	2	2	0	4	5
Single-Unit Trucks	12	0	0	12	0	0	0	0	9	7	0	16	28
Articulated Trucks	3	0	0	3	0	0	0	0	1	0	0	1	4
Total Entering Leg	16	0	0	16	0	0	0	0	12	9	0	21	37
Buses				2				2				1	5
Single-Unit Trucks				7				9				12	28
Articulated Trucks				0				1				3	4
Total Exiting Leg				9				12				16	37

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) 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	0	0	2	3
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	1	0	1	1
Total	1	0	0	1	0	0	0	0	2	2	0	4	5
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	1	0	1	1
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	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	1	0	0	1	0	0	0	0	2	4	0	6	7
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		33.3	66.7	0.0		
Total %	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	28.6	57.1	0.0	85.7	
Exiting Leg Total				4				2				1	7

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

4:00 PM	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) 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	0	0	2	3
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	1	0	1	1
Total Volume	1	0	0	1	0	0	0	0	2	2	0	4	5
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		50.0	50.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.500	0.417
Entering Leg	1	0	0	1	0	0	0	0	2	2	0	4	5
Exiting Leg				2				2				1	5
Total				3				2				5	10

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
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City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
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PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

	Wilbur Avenue (Route 103)				I-195 Eastbound Ramps				Wilbur Avenue (Route 103)				
	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	3	0	0	3	0	0	0	0	3	5	0	8	11
4:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
4:30 PM	6	0	0	6	0	0	0	0	4	1	0	5	11
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	9	7	0	16	28
5:00 PM	2	0	0	2	0	0	0	0	1	0	0	1	3
5:15 PM	8	0	0	8	0	0	0	0	0	1	0	1	9
5:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	12	0	0	12	0	0	0	0	1	3	0	4	16
Grand Total	24	0	0	24	0	0	0	0	10	10	0	20	44
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		50.0	50.0	0.0		
Total %	54.5	0.0	0.0	54.5	0.0	0.0	0.0	0.0	22.7	22.7	0.0	45.5	
Exiting Leg Total				10				10				24	44

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

4:00 PM	Wilbur Avenue (Route 103)				I-195 Eastbound Ramps				Wilbur Avenue (Route 103)				
	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	3	0	0	3	0	0	0	0	3	5	0	8	11
4:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
4:30 PM	6	0	0	6	0	0	0	0	4	1	0	5	11
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	9	7	0	16	28
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		56.3	43.8	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.563	0.350	0.000	0.500	0.636
Entering Leg	12	0	0	12	0	0	0	0	9	7	0	16	28
Exiting Leg				7				9				12	28
Total				19				9				28	56

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
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PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	0	0	1	0	0	1	4
5:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
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	1	0	1	1
5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	1	1	0	2	4
Grand Total	5	0	0	5	0	0	0	0	2	1	0	3	8
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		66.7	33.3	0.0		
Total %	62.5	0.0	0.0	62.5	0.0	0.0	0.0	0.0	25.0	12.5	0.0	37.5	
Exiting Leg Total				1				2				5	8

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

4:15 PM	Wilbur Avenue (Route 103) from East				I-195 Eastbound Ramps from South				Wilbur Avenue (Route 103) from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
Total Volume	4	0	0	4	0	0	0	0	2	0	0	2	6
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.750
Entering Leg	4	0	0	4	0	0	0	0	2	0	0	2	6
Exiting Leg				0				2				4	6
Total				4				2				6	12

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
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PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Wilbur Avenue (Route 103) from East						I-195 Eastbound Ramps from South						Wilbur Avenue (Route 103) 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	1	0	0	0	1	1
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	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Approach %	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	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total						2						0						0	2

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

5:00 PM	Wilbur Avenue (Route 103) from East						I-195 Eastbound Ramps from South						Wilbur Avenue (Route 103) 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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
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	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	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	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	0.500	0.000	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Exiting Leg						2						0						0	2
Total						2						0						2	4

PDI File #: **228671 F**
Location: **S: I-195 Eastbound Ramps**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Wilbur Avenue (Route 103) from East						I-195 Eastbound Ramps from South						Wilbur Avenue (Route 103) 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		
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	Wilbur Avenue (Route 103) from East						I-195 Eastbound Ramps from South						Wilbur Avenue (Route 103) 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 #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	48	7	6	0	61	2	43	2	0	47	7	10	17	0	34	6	77	48	0	131	273
7:15 AM	46	5	4	0	55	2	46	1	0	49	4	14	15	0	33	12	73	55	0	140	277
7:30 AM	57	5	5	0	67	11	44	1	0	56	10	18	8	0	36	4	48	60	0	112	271
7:45 AM	39	5	5	0	49	5	36	3	0	44	2	8	12	0	22	5	63	51	0	119	234
Total	190	22	20	0	232	20	169	7	0	196	23	50	52	0	125	27	261	214	0	502	1055
8:00 AM	54	11	5	0	70	0	44	4	0	48	3	6	13	0	22	8	61	59	0	128	268
8:15 AM	33	4	5	0	42	9	58	1	0	68	5	18	14	0	37	5	61	71	0	137	284
8:30 AM	47	4	3	0	54	5	38	3	0	46	2	8	11	0	21	5	49	51	0	105	226
8:45 AM	29	13	5	0	47	2	39	2	0	43	2	10	11	0	23	5	58	67	0	130	243
Total	163	32	18	0	213	16	179	10	0	205	12	42	49	0	103	23	229	248	0	500	1021
Grand Total	353	54	38	0	445	36	348	17	0	401	35	92	101	0	228	50	490	462	0	1002	2076
Approach %	79.3	12.1	8.5	0.0		9.0	86.8	4.2	0.0		15.4	40.4	44.3	0.0		5.0	48.9	46.1	0.0		
Total %	17.0	2.6	1.8	0.0	21.4	1.7	16.8	0.8	0.0	19.3	1.7	4.4	4.9	0.0	11.0	2.4	23.6	22.3	0.0	48.3	
Exiting Leg Total					590					563					121					802	2076
Cars	338	52	35	0	425	35	331	15	0	381	31	89	100	0	220	49	473	441	0	963	1989
% Cars	95.8	96.3	92.1	0.0	95.5	97.2	95.1	88.2	0.0	95.0	88.6	96.7	99.0	0.0	96.5	98.0	96.5	95.5	0.0	96.1	95.8
Exiting Leg Total					565					539					116					769	1989
Heavy Vehicles	15	2	3	0	20	1	17	2	0	20	4	3	1	0	8	1	17	21	0	39	87
% Heavy Vehicles	4.2	3.7	7.9	0.0	4.5	2.8	4.9	11.8	0.0	5.0	11.4	3.3	1.0	0.0	3.5	2.0	3.5	4.5	0.0	3.9	4.2
Exiting Leg Total					25					24					5					33	87

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

7:30 AM	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	57	5	5	0	67	11	44	1	0	56	10	18	8	0	36	4	48	60	0	112	271
7:45 AM	39	5	5	0	49	5	36	3	0	44	2	8	12	0	22	5	63	51	0	119	234
8:00 AM	54	11	5	0	70	0	44	4	0	48	3	6	13	0	22	8	61	59	0	128	268
8:15 AM	33	4	5	0	42	9	58	1	0	68	5	18	14	0	37	5	61	71	0	137	284
Total Volume	183	25	20	0	228	25	182	9	0	216	20	50	47	0	117	22	233	241	0	496	1057
% Approach Total	80.3	11.0	8.8	0.0		11.6	84.3	4.2	0.0		17.1	42.7	40.2	0.0		4.4	47.0	48.6	0.0		
PHF	0.803	0.568	1.000	0.000	0.814	0.568	0.784	0.563	0.000	0.794	0.500	0.694	0.839	0.000	0.791	0.688	0.925	0.849	0.000	0.905	0.930
Cars	176	25	19	0	220	24	171	7	0	202	17	49	47	0	113	22	222	228	0	472	1007
Cars %	96.2	100.0	95.0	0.0	96.5	96.0	94.0	77.8	0.0	93.5	85.0	98.0	100.0	0.0	96.6	100.0	95.3	94.6	0.0	95.2	95.3
Heavy Vehicles	7	0	1	0	8	1	11	2	0	14	3	1	0	0	4	0	11	13	0	24	50
Heavy Vehicles %	3.8	0.0	5.0	0.0	3.5	4.0	6.0	22.2	0.0	6.5	15.0	2.0	0.0	0.0	3.4	0.0	4.7	5.4	0.0	4.8	4.7
Cars Enter Leg	176	25	19	0	220	24	171	7	0	202	17	49	47	0	113	22	222	228	0	472	1007
Heavy Enter Leg	7	0	1	0	8	1	11	2	0	14	3	1	0	0	4	0	11	13	0	24	50
Total Entering Leg	183	25	20	0	228	25	182	9	0	216	20	50	47	0	117	22	233	241	0	496	1057
Cars Exiting Leg					301					258					54					394	1007
Heavy Exiting Leg					15					15					2					18	50
Total Exiting Leg					316					273					56					412	1057

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	47	6	6	0	59	2	42	2	0	46	7	9	16	0	32	6	76	47	0	129	266
7:15 AM	44	4	4	0	52	2	45	1	0	48	3	14	15	0	32	11	73	52	0	136	268
7:30 AM	56	5	4	0	65	10	42	1	0	53	10	18	8	0	36	4	45	57	0	106	260
7:45 AM	37	5	5	0	47	5	33	3	0	41	2	8	12	0	22	5	62	48	0	115	225
Total	184	20	19	0	223	19	162	7	0	188	22	49	51	0	122	26	256	204	0	486	1019
8:00 AM	53	11	5	0	69	0	39	2	0	41	3	6	13	0	22	8	60	57	0	125	257
8:15 AM	30	4	5	0	39	9	57	1	0	67	2	17	14	0	33	5	55	66	0	126	265
8:30 AM	42	4	3	0	49	5	36	3	0	44	2	8	11	0	21	5	45	49	0	99	213
8:45 AM	29	13	3	0	45	2	37	2	0	41	2	9	11	0	22	5	57	65	0	127	235
Total	154	32	16	0	202	16	169	8	0	193	9	40	49	0	98	23	217	237	0	477	970
Grand Total	338	52	35	0	425	35	331	15	0	381	31	89	100	0	220	49	473	441	0	963	1989
Approach %	79.5	12.2	8.2	0.0		9.2	86.9	3.9	0.0		14.1	40.5	45.5	0.0		5.1	49.1	45.8	0.0		
Total %	17.0	2.6	1.8	0.0	21.4	1.8	16.6	0.8	0.0	19.2	1.6	4.5	5.0	0.0	11.1	2.5	23.8	22.2	0.0	48.4	
Exiting Leg Total					565					539					116					769	1989

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

7:00 AM	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	47	6	6	0	59	2	42	2	0	46	7	9	16	0	32	6	76	47	0	129	266
7:15 AM	44	4	4	0	52	2	45	1	0	48	3	14	15	0	32	11	73	52	0	136	268
7:30 AM	56	5	4	0	65	10	42	1	0	53	10	18	8	0	36	4	45	57	0	106	260
7:45 AM	37	5	5	0	47	5	33	3	0	41	2	8	12	0	22	5	62	48	0	115	225
Total Volume	184	20	19	0	223	19	162	7	0	188	22	49	51	0	122	26	256	204	0	486	1019
% Approach Total	82.5	9.0	8.5	0.0		10.1	86.2	3.7	0.0		18.0	40.2	41.8	0.0		5.3	52.7	42.0	0.0		
PHF	0.821	0.833	0.792	0.000	0.858	0.475	0.900	0.583	0.000	0.887	0.550	0.681	0.797	0.000	0.847	0.591	0.842	0.895	0.000	0.893	0.951
Entering Leg	184	20	19	0	223	19	162	7	0	188	22	49	51	0	122	26	256	204	0	486	1019
Exiting Leg					272					297					53					397	1019
Total					495					485					175					883	2038

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	0	0	2	0	1	0	0	1	0	1	1	0	2	0	1	1	0	2	7
7:15 AM	2	1	0	0	3	0	1	0	0	1	1	0	0	0	1	1	0	3	0	4	9
7:30 AM	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	0	3	3	0	6	11
7:45 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	1	3	0	4	9
Total	6	2	1	0	9	1	7	0	0	8	1	1	1	0	3	1	5	10	0	16	36
8:00 AM	1	0	0	0	1	0	5	2	0	7	0	0	0	0	0	0	1	2	0	3	11
8:15 AM	3	0	0	0	3	0	1	0	0	1	3	1	0	0	4	0	6	5	0	11	19
8:30 AM	5	0	0	0	5	0	2	0	0	2	0	0	0	0	0	0	4	2	0	6	13
8:45 AM	0	0	2	0	2	0	2	0	0	2	0	1	0	0	1	0	1	2	0	3	8
Total	9	0	2	0	11	0	10	2	0	12	3	2	0	0	5	0	12	11	0	23	51
Grand Total	15	2	3	0	20	1	17	2	0	20	4	3	1	0	8	1	17	21	0	39	87
Approach %	75.0	10.0	15.0	0.0		5.0	85.0	10.0	0.0		50.0	37.5	12.5	0.0		2.6	43.6	53.8	0.0		
Total %	17.2	2.3	3.4	0.0	23.0	1.1	19.5	2.3	0.0	23.0	4.6	3.4	1.1	0.0	9.2	1.1	19.5	24.1	0.0	44.8	
Exiting Leg Total					25					24					5					33	87
Buses	1	1	3	0	5	0	2	0	0	2	1	1	1	0	3	0	3	2	0	5	15
% Buses	6.7	50.0	100.0	0.0	25.0	0.0	11.8	0.0	0.0	10.0	25.0	33.3	100.0	0.0	37.5	0.0	17.6	9.5	0.0	12.8	17.2
Exiting Leg Total					3					7					1					4	15
Single-Unit Trucks	14	1	0	0	15	1	12	2	0	15	3	2	0	0	5	1	13	12	0	26	61
% Single-Unit	93.3	50.0	0.0	0.0	75.0	100.0	70.6	100.0	0.0	75.0	75.0	66.7	0.0	0.0	62.5	100.0	76.5	57.1	0.0	66.7	70.1
Exiting Leg Total					15					16					4					26	61
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	7	0	8	11
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	33.3	0.0	20.5	12.6
Exiting Leg Total					7					1					0					3	11

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

7:45 AM	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	1	3	0	4	9
8:00 AM	1	0	0	0	1	0	5	2	0	7	0	0	0	0	0	0	1	2	0	3	11
8:15 AM	3	0	0	0	3	0	1	0	0	1	3	1	0	0	4	0	6	5	0	11	19
8:30 AM	5	0	0	0	5	0	2	0	0	2	0	0	0	0	0	0	4	2	0	6	13
Total Volume	11	0	0	0	11	0	11	2	0	13	3	1	0	0	4	0	12	12	0	24	52
% Approach Total	100.0	0.0	0.0	0.0		0.0	84.6	15.4	0.0		75.0	25.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.550	0.000	0.000	0.000	0.550	0.000	0.550	0.250	0.000	0.464	0.250	0.250	0.000	0.000	0.250	0.000	0.500	0.600	0.000	0.545	0.684
Buses	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	0	3	1	0	4	8
Buses %	9.1	0.0	0.0	0.0	9.1	0.0	9.1	0.0	0.0	7.7	33.3	100.0	0.0	0.0	50.0	0.0	25.0	8.3	0.0	16.7	15.4
Single-Unit Trucks	10	0	0	0	10	0	9	2	0	11	2	0	0	0	2	0	8	8	0	16	39
Single-Unit %	90.9	0.0	0.0	0.0	90.9	0.0	81.8	100.0	0.0	84.6	66.7	0.0	0.0	0.0	50.0	0.0	66.7	66.7	0.0	66.7	75.0
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	5
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8.3	25.0	0.0	16.7	9.6
Buses	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	0	3	1	0	4	8
Single-Unit Trucks	10	0	0	0	10	0	9	2	0	11	2	0	0	0	2	0	8	8	0	16	39
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	5
Total Entering Leg	11	0	0	0	11	0	11	2	0	13	3	1	0	0	4	0	12	12	0	24	52
Buses					2					4					0					2	8
Single-Unit Trucks					8					10					2					19	39
Articulated Trucks					3					1					0					1	5
Total Exiting Leg					13					15					2					22	52

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Brayton Point Road					Wilbur Avenue (Route 103)					Brayton Point Road					Wilbur Avenue (Route 103)					
	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	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	1	0	2	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	6
8:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	1	0	3	5
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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	2	0	3	0	1	0	0	1	1	1	0	0	2	0	2	1	0	3	9
Grand Total	1	1	3	0	5	0	2	0	0	2	1	1	1	0	3	0	3	2	0	5	15
Approach %	20.0	20.0	60.0	0.0		0.0	100.0	0.0	0.0		33.3	33.3	33.3	0.0		0.0	60.0	40.0	0.0		
Total %	6.7	6.7	20.0	0.0	33.3	0.0	13.3	0.0	0.0	13.3	6.7	6.7	6.7	0.0	20.0	0.0	20.0	13.3	0.0	33.3	
Exiting Leg Total					3					7					1					4	15

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

7:30 AM	Brayton Point Road					Wilbur Avenue (Route 103)					Brayton Point Road					Wilbur Avenue (Route 103)					
	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	1	0	3	5
Total Volume	1	0	1	0	2	0	1	0	0	1	1	1	0	0	2	0	3	1	0	4	9
% Approach Total	50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	75.0	25.0	0.0		
PHF	0.250	0.000	0.250	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.375	0.250	0.000	0.333	0.450
Entering Leg	1	0	1	0	2	0	1	0	0	1	1	1	0	0	2	0	3	1	0	4	9
Exiting Leg					2					5					0					2	9
Total					4					6					2					6	18

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

	Brayton Point Road					Wilbur Avenue (Route 103)					Brayton Point Road					Wilbur Avenue (Route 103)					
	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	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	5
7:15 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	5
7:30 AM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	3	1	0	4	8
7:45 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	7
Total	6	1	0	0	7	1	5	0	0	6	1	1	0	0	2	1	4	5	0	10	25
8:00 AM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	6
8:15 AM	3	0	0	0	3	0	1	0	0	1	2	0	0	0	2	0	3	4	0	7	13
8:30 AM	5	0	0	0	5	0	2	0	0	2	0	0	0	0	0	0	4	2	0	6	13
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	4
Total	8	0	0	0	8	0	7	2	0	9	2	1	0	0	3	0	9	7	0	16	36
Grand Total	14	1	0	0	15	1	12	2	0	15	3	2	0	0	5	1	13	12	0	26	61
Approach %	93.3	6.7	0.0	0.0		6.7	80.0	13.3	0.0		60.0	40.0	0.0	0.0		3.8	50.0	46.2	0.0		
Total %	23.0	1.6	0.0	0.0	24.6	1.6	19.7	3.3	0.0	24.6	4.9	3.3	0.0	0.0	8.2	1.6	21.3	19.7	0.0	42.6	
Exiting Leg Total					15					16					4					26	61

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

7:45 AM	Brayton Point Road					Wilbur Avenue (Route 103)					Brayton Point Road					Wilbur Avenue (Route 103)					
	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
7:45 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	7
8:00 AM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	6
8:15 AM	3	0	0	0	3	0	1	0	0	1	2	0	0	0	2	0	3	4	0	7	13
8:30 AM	5	0	0	0	5	0	2	0	0	2	0	0	0	0	0	0	4	2	0	6	13
Total Volume	10	0	0	0	10	0	9	2	0	11	2	0	0	0	2	0	8	8	0	16	39
% Approach Total	100.0	0.0	0.0	0.0		0.0	81.8	18.2	0.0		100.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.750	0.250	0.000	0.550	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.500	0.000	0.571	0.750
Entering Leg	10	0	0	0	10	0	9	2	0	11	2	0	0	0	2	0	8	8	0	16	39
Exiting Leg					8					10					2					19	39
Total					18					21					4					35	78

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Brayton Point Road					Wilbur Avenue (Route 103)					Brayton Point Road					Wilbur Avenue (Route 103)					
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	5
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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	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	0	0	0	0	0	1	3	0	4	6
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	7	0	8	11
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	12.5	87.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	9.1	63.6	0.0	72.7	
Exiting Leg Total					7					1					0					3	11

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

7:15 AM	Brayton Point Road					Wilbur Avenue (Route 103)					Brayton Point Road					Wilbur Avenue (Route 103)					
	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	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	7
% 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	0.0	100.0	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	0.000	0.750	0.000	0.750	0.583
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	7
Exiting Leg					6					0					0					1	7
Total					6					1					0					7	14

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Bicycles (on Roadway and Crosswalks)

	Brayton Point Road							Wilbur Avenue (Route 103)							Brayton Point Road							Wilbur Avenue (Route 103)							
	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	Brayton Point Road							Wilbur Avenue (Route 103)							Brayton Point Road							Wilbur Avenue (Route 103)							
	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 #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Pedestrians**

	Brayton Point Road from North							Wilbur Avenue (Route 103) from East							Brayton Point Road from South							Wilbur Avenue (Route 103) 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	Brayton Point Road from North							Wilbur Avenue (Route 103) from East							Brayton Point Road from South							Wilbur Avenue (Route 103) 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 #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	83	12	4	0	99	13	118	8	0	139	6	15	10	0	31	11	63	77	0	151	420
4:15 PM	74	18	13	0	105	10	101	8	0	119	2	13	10	0	25	11	76	78	0	165	414
4:30 PM	65	13	7	0	85	7	86	4	0	97	3	12	10	0	25	16	64	91	0	171	378
4:45 PM	83	12	9	0	104	7	96	3	0	106	2	10	22	0	34	20	53	102	0	175	419
Total	305	55	33	0	393	37	401	23	0	461	13	50	52	0	115	58	256	348	0	662	1631
5:00 PM	92	18	9	0	119	5	121	6	0	132	6	10	12	0	28	14	55	83	0	152	431
5:15 PM	91	16	6	0	113	7	82	8	0	97	4	7	15	0	26	24	44	84	0	152	388
5:30 PM	65	11	4	0	80	12	79	7	0	98	8	11	5	0	24	18	58	81	0	157	359
5:45 PM	70	14	6	0	90	5	66	10	0	81	6	14	13	0	33	23	53	75	0	151	355
Total	318	59	25	0	402	29	348	31	0	408	24	42	45	0	111	79	210	323	0	612	1533
Grand Total	623	114	58	0	795	66	749	54	0	869	37	92	97	0	226	137	466	671	0	1274	3164
Approach %	78.4	14.3	7.3	0.0		7.6	86.2	6.2	0.0		16.4	40.7	42.9	0.0		10.8	36.6	52.7	0.0		
Total %	19.7	3.6	1.8	0.0	25.1	2.1	23.7	1.7	0.0	27.5	1.2	2.9	3.1	0.0	7.1	4.3	14.7	21.2	0.0	40.3	
Exiting Leg Total					829					561					305					1469	3164
Cars	619	113	56	0	788	63	738	52	0	853	36	92	94	0	222	135	458	664	0	1257	3120
% Cars	99.4	99.1	96.6	0.0	99.1	95.5	98.5	96.3	0.0	98.2	97.3	100.0	96.9	0.0	98.2	98.5	98.3	99.0	0.0	98.7	98.6
Exiting Leg Total					819					550					300					1451	3120
Heavy Vehicles	4	1	2	0	7	3	11	2	0	16	1	0	3	0	4	2	8	7	0	17	44
% Heavy Vehicles	0.6	0.9	3.4	0.0	0.9	4.5	1.5	3.7	0.0	1.8	2.7	0.0	3.1	0.0	1.8	1.5	1.7	1.0	0.0	1.3	1.4
Exiting Leg Total					10					11					5					18	44

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

4:15 PM	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	74	18	13	0	105	10	101	8	0	119	2	13	10	0	25	11	76	78	0	165	414
4:30 PM	65	13	7	0	85	7	86	4	0	97	3	12	10	0	25	16	64	91	0	171	378
4:45 PM	83	12	9	0	104	7	96	3	0	106	2	10	22	0	34	20	53	102	0	175	419
5:00 PM	92	18	9	0	119	5	121	6	0	132	6	10	12	0	28	14	55	83	0	152	431
Total Volume	314	61	38	0	413	29	404	21	0	454	13	45	54	0	112	61	248	354	0	663	1642
% Approach Total	76.0	14.8	9.2	0.0		6.4	89.0	4.6	0.0		11.6	40.2	48.2	0.0		9.2	37.4	53.4	0.0		
PHF	0.853	0.847	0.731	0.000	0.868	0.725	0.835	0.656	0.000	0.860	0.542	0.865	0.614	0.000	0.824	0.763	0.816	0.868	0.000	0.947	0.952
Cars	313	60	38	0	411	27	398	21	0	446	13	45	52	0	110	60	245	352	0	657	1624
Cars %	99.7	98.4	100.0	0.0	99.5	93.1	98.5	100.0	0.0	98.2	100.0	100.0	96.3	0.0	98.2	98.4	98.8	99.4	0.0	99.1	98.9
Heavy Vehicles	1	1	0	0	2	2	6	0	0	8	0	0	2	0	2	1	3	2	0	6	18
Heavy Vehicles %	0.3	1.6	0.0	0.0	0.5	6.9	1.5	0.0	0.0	1.8	0.0	0.0	3.7	0.0	1.8	1.6	1.2	0.6	0.0	0.9	1.1
Cars Enter Leg	313	60	38	0	411	27	398	21	0	446	13	45	52	0	110	60	245	352	0	657	1624
Heavy Enter Leg	1	1	0	0	2	2	6	0	0	8	0	0	2	0	2	1	3	2	0	6	18
Total Entering Leg	314	61	38	0	413	29	404	21	0	454	13	45	54	0	112	61	248	354	0	663	1642
Cars Exiting Leg					424					296					141					763	1624
Heavy Exiting Leg					4					3					2					9	18
Total Exiting Leg					428					299					143					772	1642

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars

	Brayton Point Road					Wilbur Avenue (Route 103)					Brayton Point Road					Wilbur Avenue (Route 103)					
	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	83	12	4	0	99	13	116	8	0	137	5	15	10	0	30	10	60	76	0	146	412
4:15 PM	74	18	13	0	105	9	101	8	0	118	2	13	9	0	24	11	76	78	0	165	412
4:30 PM	64	13	7	0	84	7	83	4	0	94	3	12	10	0	25	16	63	90	0	169	372
4:45 PM	83	11	9	0	103	7	95	3	0	105	2	10	22	0	34	19	53	102	0	174	416
Total	304	54	33	0	391	36	395	23	0	454	12	50	51	0	113	56	252	346	0	654	1612
5:00 PM	92	18	9	0	119	4	119	6	0	129	6	10	11	0	27	14	53	82	0	149	424
5:15 PM	89	16	6	0	111	7	80	8	0	95	4	7	14	0	25	24	43	83	0	150	381
5:30 PM	65	11	3	0	79	11	79	7	0	97	8	11	5	0	24	18	58	78	0	154	354
5:45 PM	69	14	5	0	88	5	65	8	0	78	6	14	13	0	33	23	52	75	0	150	349
Total	315	59	23	0	397	27	343	29	0	399	24	42	43	0	109	79	206	318	0	603	1508
Grand Total	619	113	56	0	788	63	738	52	0	853	36	92	94	0	222	135	458	664	0	1257	3120
Approach %	78.6	14.3	7.1	0.0		7.4	86.5	6.1	0.0		16.2	41.4	42.3	0.0		10.7	36.4	52.8	0.0		
Total %	19.8	3.6	1.8	0.0	25.3	2.0	23.7	1.7	0.0	27.3	1.2	2.9	3.0	0.0	7.1	4.3	14.7	21.3	0.0	40.3	
Exiting Leg Total					819					550					300					1451	3120

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

4:15 PM	Brayton Point Road					Wilbur Avenue (Route 103)					Brayton Point Road					Wilbur Avenue (Route 103)					
	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	74	18	13	0	105	9	101	8	0	118	2	13	9	0	24	11	76	78	0	165	412
4:30 PM	64	13	7	0	84	7	83	4	0	94	3	12	10	0	25	16	63	90	0	169	372
4:45 PM	83	11	9	0	103	7	95	3	0	105	2	10	22	0	34	19	53	102	0	174	416
5:00 PM	92	18	9	0	119	4	119	6	0	129	6	10	11	0	27	14	53	82	0	149	424
Total Volume	313	60	38	0	411	27	398	21	0	446	13	45	52	0	110	60	245	352	0	657	1624
% Approach Total	76.2	14.6	9.2	0.0		6.1	89.2	4.7	0.0		11.8	40.9	47.3	0.0		9.1	37.3	53.6	0.0		
PHF	0.851	0.833	0.731	0.000	0.863	0.750	0.836	0.656	0.000	0.864	0.542	0.865	0.591	0.000	0.809	0.789	0.806	0.863	0.000	0.944	0.958
Entering Leg	313	60	38	0	411	27	398	21	0	446	13	45	52	0	110	60	245	352	0	657	1624
Exiting Leg					424					296					141					763	1624
Total					835					742					251					1420	3248

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	1	3	1	0	5	8
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
4:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	6
4:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
Total	1	1	0	0	2	1	6	0	0	7	1	0	1	0	2	2	4	2	0	8	19
5:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	2	1	0	3	7
5:15 PM	2	0	0	0	2	0	2	0	0	2	0	0	1	0	1	0	1	1	0	2	7
5:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	5
5:45 PM	1	0	1	0	2	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	6
Total	3	0	2	0	5	2	5	2	0	9	0	0	2	0	2	0	4	5	0	9	25
Grand Total	4	1	2	0	7	3	11	2	0	16	1	0	3	0	4	2	8	7	0	17	44
Approach %	57.1	14.3	28.6	0.0		18.8	68.8	12.5	0.0		25.0	0.0	75.0	0.0		11.8	47.1	41.2	0.0		
Total %	9.1	2.3	4.5	0.0	15.9	6.8	25.0	4.5	0.0	36.4	2.3	0.0	6.8	0.0	9.1	4.5	18.2	15.9	0.0	38.6	
Exiting Leg Total					10					11					5					18	44
Buses	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	5	0	0	5	7
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	6.3	100.0	0.0	0.0	0.0	25.0	0.0	62.5	0.0	0.0	29.4	15.9
Exiting Leg Total					0					6					0					1	7
Single-Unit Trucks	2	1	1	0	4	2	8	2	0	12	0	0	3	0	3	2	3	5	0	10	29
% Single-Unit	50.0	100.0	50.0	0.0	57.1	66.7	72.7	100.0	0.0	75.0	0.0	0.0	100.0	0.0	75.0	100.0	37.5	71.4	0.0	58.8	65.9
Exiting Leg Total					7					4					5					13	29
Articulated Trucks	2	0	1	0	3	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	8
% Articulated	50.0	0.0	50.0	0.0	42.9	33.3	18.2	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	11.8	18.2
Exiting Leg Total					3					1					0					4	8

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

5:00 PM	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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
5:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	2	1	0	3	7
5:15 PM	2	0	0	0	2	0	2	0	0	2	0	0	1	0	1	0	1	1	0	2	7
5:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	5
5:45 PM	1	0	1	0	2	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	6
Total Volume	3	0	2	0	5	2	5	2	0	9	0	0	2	0	2	0	4	5	0	9	25
% Approach Total	60.0	0.0	40.0	0.0		22.2	55.6	22.2	0.0		0.0	0.0	100.0	0.0		0.0	44.4	55.6	0.0		
PHF	0.375	0.000	0.500	0.000	0.625	0.500	0.625	0.250	0.000	0.750	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.417	0.000	0.750	0.893
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
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	100.0	0.0	0.0	44.4	16.0
Single-Unit Trucks	2	0	1	0	3	1	4	2	0	7	0	0	2	0	2	0	0	3	0	3	15
Single-Unit %	66.7	0.0	50.0	0.0	60.0	50.0	80.0	100.0	0.0	77.8	0.0	0.0	100.0	0.0	100.0	0.0	0.0	60.0	0.0	33.3	60.0
Articulated Trucks	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	6
Articulated %	33.3	0.0	50.0	0.0	40.0	50.0	20.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	22.2	24.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Single-Unit Trucks	2	0	1	0	3	1	4	2	0	7	0	0	2	0	2	0	0	3	0	3	15
Articulated Trucks	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	6
Total Entering Leg	3	0	2	0	5	2	5	2	0	9	0	0	2	0	2	0	4	5	0	9	25
Buses					0					4					0					0	4
Single-Unit Trucks					4					1					2					8	15
Articulated Trucks					3					1					0					2	6
Total Exiting Leg					7					6					2					10	25

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	1	0	0	0	1	0	0	0	0	0	2
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	1	0	0	1	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	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Grand Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	5	0	0	5	7
Approach %	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		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3	14.3	0.0	0.0	0.0	14.3	0.0	71.4	0.0	0.0	71.4	
Exiting Leg Total					0					6					0					1	7

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

4:30 PM	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	0	0	0	0	0	0	0	0	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	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	2	0	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% 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		
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	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Exiting Leg					0					4					0					0	4
Total					0					4					0					4	8

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Single-Unit Trucks

	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	1	3	1	0	5	6
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	4
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	1	0	0	1	1	4	0	0	5	0	0	1	0	1	2	3	2	0	7	14
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
5:15 PM	2	0	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	6
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
5:45 PM	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	2	0	1	0	3	1	4	2	0	7	0	0	2	0	2	0	0	3	0	3	15
Grand Total	2	1	1	0	4	2	8	2	0	12	0	0	3	0	3	2	3	5	0	10	29
Approach %	50.0	25.0	25.0	0.0		16.7	66.7	16.7	0.0		0.0	0.0	100.0	0.0		20.0	30.0	50.0	0.0		
Total %	6.9	3.4	3.4	0.0	13.8	6.9	27.6	6.9	0.0	41.4	0.0	0.0	10.3	0.0	10.3	6.9	10.3	17.2	0.0	34.5	
Exiting Leg Total					7					4					5					13	29

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

5:00 PM	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
5:15 PM	2	0	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	6
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
5:45 PM	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	4
Total Volume	2	0	1	0	3	1	4	2	0	7	0	0	2	0	2	0	0	3	0	3	15
% Approach Total	66.7	0.0	33.3	0.0		14.3	57.1	28.6	0.0		0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.000	0.250	0.000	0.375	0.250	0.500	0.250	0.000	0.583	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.375	0.000	0.375	0.625
Entering Leg	2	0	1	0	3	1	4	2	0	7	0	0	2	0	2	0	0	3	0	3	15
Exiting Leg					4					1					2					8	15
Total					7					8					4					11	30

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	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	1	0	0	1	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	0	0	0	0	2
5:00 PM	0	0	0	0	0	1	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
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	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	6
Grand Total	2	0	1	0	3	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	8
Approach %	66.7	0.0	33.3	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	25.0	0.0	12.5	0.0	37.5	12.5	25.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	
Exiting Leg Total					3					1					0					4	8

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

4:45 PM	Brayton Point Road from North					Wilbur Avenue (Route 103) from East					Brayton Point Road from South					Wilbur Avenue (Route 103) 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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	6
% Approach Total	0.0	0.0	100.0	0.0		33.3	66.7	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	0.250	0.000	0.250	0.250	0.500	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	6
Exiting Leg					3					1					0					2	6
Total					4					4					0					4	12

PDI File #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Brayton Point Road							Wilbur Avenue (Route 103)							Brayton Point Road							Wilbur Avenue (Route 103)							
	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	Brayton Point Road							Wilbur Avenue (Route 103)							Brayton Point Road							Wilbur Avenue (Route 103)							
	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 #: **228671 G**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: Wilbur Ave (Route 103) W: Wilbur Ave (Route 103)**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Brayton Point Road							Wilbur Avenue (Route 103)							Brayton Point Road							Wilbur Avenue (Route 103)							
	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	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	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	1	0	1	1
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	2	0	2	2
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	1	0	1	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	1	1	1
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	1	1	2	2
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	3	1	4	4
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	75	25		
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	75	25	100	
Exiting Leg Total							0							0							0							4	4

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

4:00 PM	Brayton Point Road							Wilbur Avenue (Route 103)							Brayton Point Road							Wilbur Avenue (Route 103)							
	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	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	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	1	0	1	1
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	2	0	2	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	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
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	2	0	2	2
Exiting Leg							0							0							0							2	2
Total							0							0							0							4	4

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Cars and Heavy Vehicles (Combined)

	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	8	0	8	19	0	0	0	19	0	1	0	0	1	0	0	0	0	0	28
7:15 AM	0	2	5	0	7	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	31
7:30 AM	0	2	3	0	5	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	23
7:45 AM	0	1	3	0	4	10	0	0	1	11	0	0	0	0	0	0	0	0	0	0	15
Total	0	5	19	0	24	71	0	0	1	72	0	1	0	0	1	0	0	0	0	0	97
8:00 AM	0	0	10	0	10	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	21
8:15 AM	0	1	5	1	7	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	21
8:30 AM	0	0	1	0	1	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	11
8:45 AM	0	0	7	0	7	9	0	0	0	9	0	1	0	0	1	0	0	0	0	0	17
Total	0	1	23	1	25	44	0	0	0	44	0	1	0	0	1	0	0	0	0	0	70
Grand Total	0	6	42	1	49	115	0	0	1	116	0	2	0	0	2	0	0	0	0	0	167
Approach %	0.0	12.2	85.7	2.0		99.1	0.0	0.0	0.9		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	3.6	25.1	0.6	29.3	68.9	0.0	0.0	0.6	69.5	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					118					43					6					0	167
Cars	0	6	37	1	44	110	0	0	1	111	0	2	0	0	2	0	0	0	0	0	157
% Cars	0.0	100.0	88.1	100.0	89.8	95.7	0.0	0.0	100.0	95.7	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	94.0
Exiting Leg Total					113					38					6					0	157
Heavy Vehicles	0	0	5	0	5	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
% Heavy Vehicles	0.0	0.0	11.9	0.0	10.2	4.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
Exiting Leg Total					5					5					0					0	10

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

7:00 AM	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	8	0	8	19	0	0	0	19	0	1	0	0	1	0	0	0	0	0	28
7:15 AM	0	2	5	0	7	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	31
7:30 AM	0	2	3	0	5	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	23
7:45 AM	0	1	3	0	4	10	0	0	1	11	0	0	0	0	0	0	0	0	0	0	15
Total Volume	0	5	19	0	24	71	0	0	1	72	0	1	0	0	1	0	0	0	0	0	97
% Approach Total	0.0	20.8	79.2	0.0		98.6	0.0	0.0	1.4		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.594	0.000	0.750	0.740	0.000	0.000	0.250	0.750	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.782
Cars	0	5	17	0	22	69	0	0	1	70	0	1	0	0	1	0	0	0	0	0	93
Cars %	0.0	100.0	89.5	0.0	91.7	97.2	0.0	0.0	100.0	97.2	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95.9
Heavy Vehicles	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Heavy Vehicles %	0.0	0.0	10.5	0.0	8.3	2.8	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1
Cars Enter Leg	0	5	17	0	22	69	0	0	1	70	0	1	0	0	1	0	0	0	0	0	93
Heavy Enter Leg	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total Entering Leg	0	5	19	0	24	71	0	0	1	72	0	1	0	0	1	0	0	0	0	0	97
Cars Exiting Leg					70					18					5					0	93
Heavy Exiting Leg					2					2					0					0	4
Total Exiting Leg					72					20					5					0	97

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	7	0	7	18	0	0	0	18	0	1	0	0	1	0	0	0	0	0	26
7:15 AM	0	2	4	0	6	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	29
7:30 AM	0	2	3	0	5	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	23
7:45 AM	0	1	3	0	4	10	0	0	1	11	0	0	0	0	0	0	0	0	0	0	15
Total	0	5	17	0	22	69	0	0	1	70	0	1	0	0	1	0	0	0	0	0	93
8:00 AM	0	0	7	0	7	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	18
8:15 AM	0	1	5	1	7	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	18
8:30 AM	0	0	1	0	1	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	11
8:45 AM	0	0	7	0	7	9	0	0	0	9	0	1	0	0	1	0	0	0	0	0	17
Total	0	1	20	1	22	41	0	0	0	41	0	1	0	0	1	0	0	0	0	0	64
Grand Total	0	6	37	1	44	110	0	0	1	111	0	2	0	0	2	0	0	0	0	0	157
Approach %	0.0	13.6	84.1	2.3		99.1	0.0	0.0	0.9		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	3.8	23.6	0.6	28.0	70.1	0.0	0.0	0.6	70.7	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					113					38					6					0	157

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

7:00 AM	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	7	0	7	18	0	0	0	18	0	1	0	0	1	0	0	0	0	0	26
7:15 AM	0	2	4	0	6	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	29
7:30 AM	0	2	3	0	5	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	23
7:45 AM	0	1	3	0	4	10	0	0	1	11	0	0	0	0	0	0	0	0	0	0	15
Total Volume	0	5	17	0	22	69	0	0	1	70	0	1	0	0	1	0	0	0	0	0	93
% Approach Total	0.0	22.7	77.3	0.0		98.6	0.0	0.0	1.4		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.607	0.000	0.786	0.750	0.000	0.000	0.250	0.761	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.802
Entering Leg	0	5	17	0	22	69	0	0	1	70	0	1	0	0	1	0	0	0	0	0	93
Exiting Leg					70					18					5					0	93
Total					92					88					6					0	186

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	3	0	0	0	3	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	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	3	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Grand Total	0	0	5	0	5	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
Approach %	0.0	0.0	100.0	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		
Total %	0.0	0.0	50.0	0.0	50.0	50.0	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	
Exiting Leg Total					5					5					0					0	10
Buses	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
% Buses	0.0	0.0	40.0	0.0	40.0	40.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0
Exiting Leg Total					2					2					0					0	4
Single-Unit Trucks	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
% Single-Unit	0.0	0.0	40.0	0.0	40.0	60.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0
Exiting Leg Total					3					2					0					0	5
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
Exiting Leg Total					0					1					0					0	1

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

7:30 AM	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	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
8:00 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
% Approach Total	0.0	0.0	100.0	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		
PHF	0.000	0.000	0.250	0.000	0.250	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	0.500
Buses	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Buses %	0.0	0.0	33.3	0.0	33.3	33.3	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	33.3
Single-Unit Trucks	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Single-Unit %	0.0	0.0	33.3	0.0	33.3	66.7	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	50.0
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7
Buses	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Buses					1					1					0					0	2
Single-Unit Trucks					2					1					0					0	3
Articulated Trucks					0					1					0					0	1
Total Exiting Leg					3					3					0					0	6

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	1	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	1	0	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	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.0	0.0	100.0	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		
Total %	0.0	0.0	50.0	0.0	50.0	50.0	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	
Exiting Leg Total					2					2					0					0	4

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

7:15 AM	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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
7:15 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	100.0	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		
PHF	0.000	0.000	0.500	0.000	0.500	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	0.375
Entering Leg	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg					1					2					0					0	3
Total					3					3					0					0	6

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

	Brayton Point Road					O'Neil Road					Brayton Point Road					Access 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	0	0	1	0	1	1	0	0	0	1	0	0	0	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
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	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	1	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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
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	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.0	0.0	100.0	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		
Total %	0.0	0.0	40.0	0.0	40.0	60.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					2					0					0	5

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

7:30 AM	Brayton Point Road					O'Neil Road					Brayton Point Road					Access 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
7:30 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
8:00 AM	0	0	1	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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	100.0	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		
PHF	0.000	0.000	0.250	0.000	0.250	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	0.375
Entering Leg	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg					2					1					0					0	3
Total					3					3					0					0	6

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	1	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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	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		
Total %	0.0	0.0	100.0	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	
Exiting Leg Total					0					1					0					0	1

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

7:15 AM	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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
7:15 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
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	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	0.250	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	0.250
Entering Leg	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					1					0					0	1
Total					1					1					0					0	2

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Bicycles (on Roadway and Crosswalks)

	Brayton Point Road from North							O'Neil Road from East							Brayton Point Road from South							Access 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	0	0	0	0	0	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	Brayton Point Road from North							O'Neil Road from East							Brayton Point Road from South							Access 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	0	0	0	0	0	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 #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Pedestrians

	Brayton Point Road from North							O'Neil Road from East							Brayton Point Road from South							Access 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	0	0	0	0	0	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	Brayton Point Road from North							O'Neil Road from East							Brayton Point Road from South							Access 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	0	0	0	0	0	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 #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	1	15	0	16	7	0	0	0	7	0	1	0	0	1	0	0	0	0	0	24
4:15 PM	0	0	13	0	13	8	0	0	0	8	0	1	0	0	1	0	0	0	0	0	22
4:30 PM	0	1	18	0	19	14	0	0	0	14	0	1	0	0	1	0	0	0	0	0	34
4:45 PM	0	0	18	0	18	11	0	0	0	11	0	1	0	0	1	0	0	0	0	0	30
Total	0	2	64	0	66	40	0	0	0	40	0	4	0	0	4	0	0	0	0	0	110
5:00 PM	0	0	27	0	27	14	0	0	0	14	0	1	0	0	1	0	0	0	0	0	42
5:15 PM	0	2	27	0	29	12	0	0	0	12	2	1	0	0	3	0	0	0	0	0	44
5:30 PM	0	0	9	0	9	12	0	0	0	12	0	1	0	0	1	0	0	0	0	0	22
5:45 PM	0	2	13	1	16	14	0	0	0	14	0	2	0	0	2	0	0	0	0	0	32
Total	0	4	76	1	81	52	0	0	0	52	2	5	0	0	7	0	0	0	0	0	140
Grand Total	0	6	140	1	147	92	0	0	0	92	2	9	0	0	11	0	0	0	0	0	250
Approach %	0.0	4.1	95.2	0.7		100.0	0.0	0.0	0.0		18.2	81.8	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	2.4	56.0	0.4	58.8	36.8	0.0	0.0	0.0	36.8	0.8	3.6	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					102					142					6					0	250
Cars	0	6	140	1	147	91	0	0	0	91	2	8	0	0	10	0	0	0	0	0	248
% Cars	0.0	100.0	100.0	100.0	100.0	98.9	0.0	0.0	0.0	98.9	100.0	88.9	0.0	0.0	90.9	0.0	0.0	0.0	0.0	0.0	99.2
Exiting Leg Total					100					142					6					0	248
Heavy Vehicles	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.1	0.0	11.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.8
Exiting Leg Total					2					0					0					0	2

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

4:30 PM	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	0	1	18	0	19	14	0	0	0	14	0	1	0	0	1	0	0	0	0	0	34
4:45 PM	0	0	18	0	18	11	0	0	0	11	0	1	0	0	1	0	0	0	0	0	30
5:00 PM	0	0	27	0	27	14	0	0	0	14	0	1	0	0	1	0	0	0	0	0	42
5:15 PM	0	2	27	0	29	12	0	0	0	12	2	1	0	0	3	0	0	0	0	0	44
Total Volume	0	3	90	0	93	51	0	0	0	51	2	4	0	0	6	0	0	0	0	0	150
% Approach Total	0.0	3.2	96.8	0.0		100.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.833	0.000	0.802	0.911	0.000	0.000	0.000	0.911	0.250	1.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.852
Cars	0	3	90	0	93	50	0	0	0	50	2	3	0	0	5	0	0	0	0	0	148
Cars %	0.0	100.0	100.0	0.0	100.0	98.0	0.0	0.0	0.0	98.0	100.0	75.0	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	98.7
Heavy Vehicles	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	25.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	1.3
Cars Enter Leg	0	3	90	0	93	50	0	0	0	50	2	3	0	0	5	0	0	0	0	0	148
Heavy Enter Leg	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Entering Leg	0	3	90	0	93	51	0	0	0	51	2	4	0	0	6	0	0	0	0	0	150
Cars Exiting Leg					53					92					3					0	148
Heavy Exiting Leg					2					0					0					0	2
Total Exiting Leg					55					92					3					0	150

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	1	15	0	16	7	0	0	0	7	0	1	0	0	1	0	0	0	0	0	24
4:15 PM	0	0	13	0	13	8	0	0	0	8	0	1	0	0	1	0	0	0	0	0	22
4:30 PM	0	1	18	0	19	14	0	0	0	14	0	1	0	0	1	0	0	0	0	0	34
4:45 PM	0	0	18	0	18	11	0	0	0	11	0	1	0	0	1	0	0	0	0	0	30
Total	0	2	64	0	66	40	0	0	0	40	0	4	0	0	4	0	0	0	0	0	110
5:00 PM	0	0	27	0	27	13	0	0	0	13	0	1	0	0	1	0	0	0	0	0	41
5:15 PM	0	2	27	0	29	12	0	0	0	12	2	0	0	0	2	0	0	0	0	0	43
5:30 PM	0	0	9	0	9	12	0	0	0	12	0	1	0	0	1	0	0	0	0	0	22
5:45 PM	0	2	13	1	16	14	0	0	0	14	0	2	0	0	2	0	0	0	0	0	32
Total	0	4	76	1	81	51	0	0	0	51	2	4	0	0	6	0	0	0	0	0	138
Grand Total	0	6	140	1	147	91	0	0	0	91	2	8	0	0	10	0	0	0	0	0	248
Approach %	0.0	4.1	95.2	0.7		100.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	2.4	56.5	0.4	59.3	36.7	0.0	0.0	0.0	36.7	0.8	3.2	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					100					142					6					0	248

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

4:30 PM	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	0	1	18	0	19	14	0	0	0	14	0	1	0	0	1	0	0	0	0	0	34
4:45 PM	0	0	18	0	18	11	0	0	0	11	0	1	0	0	1	0	0	0	0	0	30
5:00 PM	0	0	27	0	27	13	0	0	0	13	0	1	0	0	1	0	0	0	0	0	41
5:15 PM	0	2	27	0	29	12	0	0	0	12	2	0	0	0	2	0	0	0	0	0	43
Total Volume	0	3	90	0	93	50	0	0	0	50	2	3	0	0	5	0	0	0	0	0	148
% Approach Total	0.0	3.2	96.8	0.0		100.0	0.0	0.0	0.0		40.0	60.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.833	0.000	0.802	0.893	0.000	0.000	0.000	0.893	0.250	0.750	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.860
Entering Leg	0	3	90	0	93	50	0	0	0	50	2	3	0	0	5	0	0	0	0	0	148
Exiting Leg					53					92					3					0	148
Total					146					142					8					0	296

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
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	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Approach %	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		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					2					0					0					0	2
Buses	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	0.0	0.0	0.0	0.0	0.0	0.0	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
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Single-Unit	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total					2					0					0					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 04:00 PM to 06:00 PM begins at:

4:30 PM	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	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
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	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	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Buses	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	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
Total Entering Leg	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Buses					0					0					0					0	0
Single-Unit Trucks					2					0					0					0	2
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					2					0					0					0	2

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	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	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	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 #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
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	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Approach %	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		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					2					0					0					0	2

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

4:30 PM	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	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
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	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	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg					2					0					0					0	2
Total					2					1					1					0	4

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	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	Brayton Point Road from North					O'Neil Road from East					Brayton Point Road from South					Access 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	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 #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Bicycles (on Roadway and Crosswalks)

	Brayton Point Road from North							O'Neil Road from East							Brayton Point Road from South							Access 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	1	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
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	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	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		
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	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	
Exiting Leg Total							1							0							0							0	1

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

4:00 PM	Brayton Point Road from North							O'Neil Road from East							Brayton Point Road from South							Access 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	1	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	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
% Approach Total	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	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	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							1							0							0							0	1
Total							1							1							0							0	2

PDI File #: **228671 H**
Location: **N: Brayton Point Road S: Brayton Point Road**
Location: **E: O'Neil Road W: Access Road**
City, State: **Somerset, MA**
Client: **VHB/Z. Tiang**
Site Code: **15542.00**
Count Date: **Thursday, June 9, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Brayton Point Road from North							O'Neil Road from East							Brayton Point Road from South							Access 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	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	1	1	0	0	0	0	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	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	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	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0	0	0	0	0	0		0	0	0	0	0	100		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	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							1							0							0	1

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

4:45 PM	Brayton Point Road from North							O'Neil Road from East							Brayton Point Road from South							Access 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
4:45 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
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	1	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	0	0	0	0	0	1	1	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	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		
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	0.250	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	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							1							0							0	1
Total							0							2							0							0	2

Appendix 2 – SRTA - Route 14 Swansea Mall Schedule

Route 14 Swansea Mall

14

Fall River Route

Map on reverse side

Fares

	Cash	CharlieCard**
Regular	$1.50	$1.25
Reduced*	$0.75	$0.60

- Children age five and younger ride for free. Up to two free children are allowed with each adult.
- Free transfers are valid for 90 minutes from time of boarding first bus to time of boarding second bus.
- * To find out if you qualify for a reduced fare, and for more information on fares, go to www.srtabus.com.
- ** One two-hour transfer from any bus to any bus, in any direction.

Information

No Sunday service

All buses are wheelchair accessible

Rules of Riding

- No smoking on buses.
- No eating or drinking on buses.
- SRTA reserves the right to refuse transportation to anyone under the influence of drugs or alcohol, who is incapable of taking care of themselves, or who is behaving in a way that will make them objectionable to passengers.
- Please keep your conversations quiet to not bother passengers or the driver.

Contact SRTA

SRTA
700 Pleasant St, Suite 530
New Bedford, MA 02740
508-999-5211
www.srtabus.com

Weekday Outbound

A	B	C	D
SRTA Terminal	Commonwealth Landing	Somerset Stop&Shop	Swansea Walmart
8:30 AM	8:37 AM	8:44 AM	8:59 AM
9:30 AM	9:37 AM	9:44 AM	9:59 AM
10:30 AM	10:37 AM	10:44 AM	10:59 AM
11:30 AM	11:37 AM	11:44 AM	11:59 AM
12:30 PM	12:37 PM	12:44 PM	12:59 PM
1:30 PM	1:37 PM	1:44 PM	1:59 PM
2:30 PM	2:37 PM	2:44 PM	2:59 PM
3:30 PM	3:37 PM	3:44 PM	3:59 PM
4:30 PM	4:37 PM	4:44 PM	4:59 PM
5:30 PM	5:37 PM	5:44 PM	5:59 PM
6:30 PM	6:37 PM	6:44 PM	6:59 PM
7:30 PM	7:37 PM	7:44 PM	7:59 PM
8:30 PM	8:37 PM	8:44 PM	8:59 PM

Weekday Inbound

D	C	B	A
Swansea Walmartv	Somerset Stop&Shop	Commonwealth Landing	SRTA Terminal
9:00 AM	9:13 AM	9:18 AM	9:24 AM
10:00 AM	10:13 AM	10:18 AM	10:24 AM
11:00 AM	11:13 AM	11:18 AM	11:24 AM
12:00 PM	12:13 PM	12:18 PM	12:24 PM
1:00 PM	1:13 PM	1:18 PM	1:24 PM
2:00 PM	2:13 PM	2:18 PM	2:24 PM
3:00 PM	3:13 PM	3:18 PM	3:24 PM
4:00 PM	4:13 PM	4:18 PM	4:24 PM
5:00 PM	5:13 PM	5:18 PM	5:24 PM
6:00 PM	6:13 PM	6:18 PM	6:24 PM
7:00 PM	7:13 PM	7:18 PM	7:24 PM
8:00 PM	8:13 PM	8:18 PM	8:24 PM
9:00 PM	9:13 PM	9:18 PM	9:24 PM

Saturday Outbound

A	B	C	D
SRTA Terminal	Commonwealth Landing	Somerset Stop&Shop	Swansea Walmart
8:30 AM	8:37 AM	8:44 AM	8:59 AM
9:30 AM	9:37 AM	9:44 AM	9:59 AM
10:30 AM	10:37 AM	10:44 AM	10:59 AM
11:30 AM	11:37 AM	11:44 AM	11:59 AM
12:30 PM	12:37 PM	12:44 PM	12:59 PM
1:30 PM	1:37 PM	1:44 PM	1:59 PM
2:30 PM	2:37 PM	2:44 PM	2:59 PM
3:30 PM	3:37 PM	3:44 PM	3:59 PM
4:30 PM	4:37 PM	4:44 PM	4:59 PM
5:30 PM	5:37 PM	5:44 PM	5:59 PM

Saturday Inbound

D	C	B	A
Swansea Walmartv	Somerset Stop&Shop	Commonwealth Landing	SRTA Terminal
9:00 AM	9:13 AM	9:18 AM	9:24 AM
10:00 AM	10:13 AM	10:18 AM	10:24 AM
11:00 AM	11:13 AM	11:18 AM	11:24 AM
12:00 PM	12:13 PM	12:18 PM	12:24 PM
1:00 PM	1:13 PM	1:18 PM	1:24 PM
2:00 PM	2:13 PM	2:18 PM	2:24 PM
3:00 PM	3:13 PM	3:18 PM	3:24 PM
4:00 PM	4:13 PM	4:18 PM	4:24 PM
5:00 PM	5:13 PM	5:18 PM	5:24 PM
6:00 PM	6:13 PM	6:18 PM	6:24 PM

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Holiday service operates on a Saturday schedule

Route 14 Swansea Mall

Fall River Route

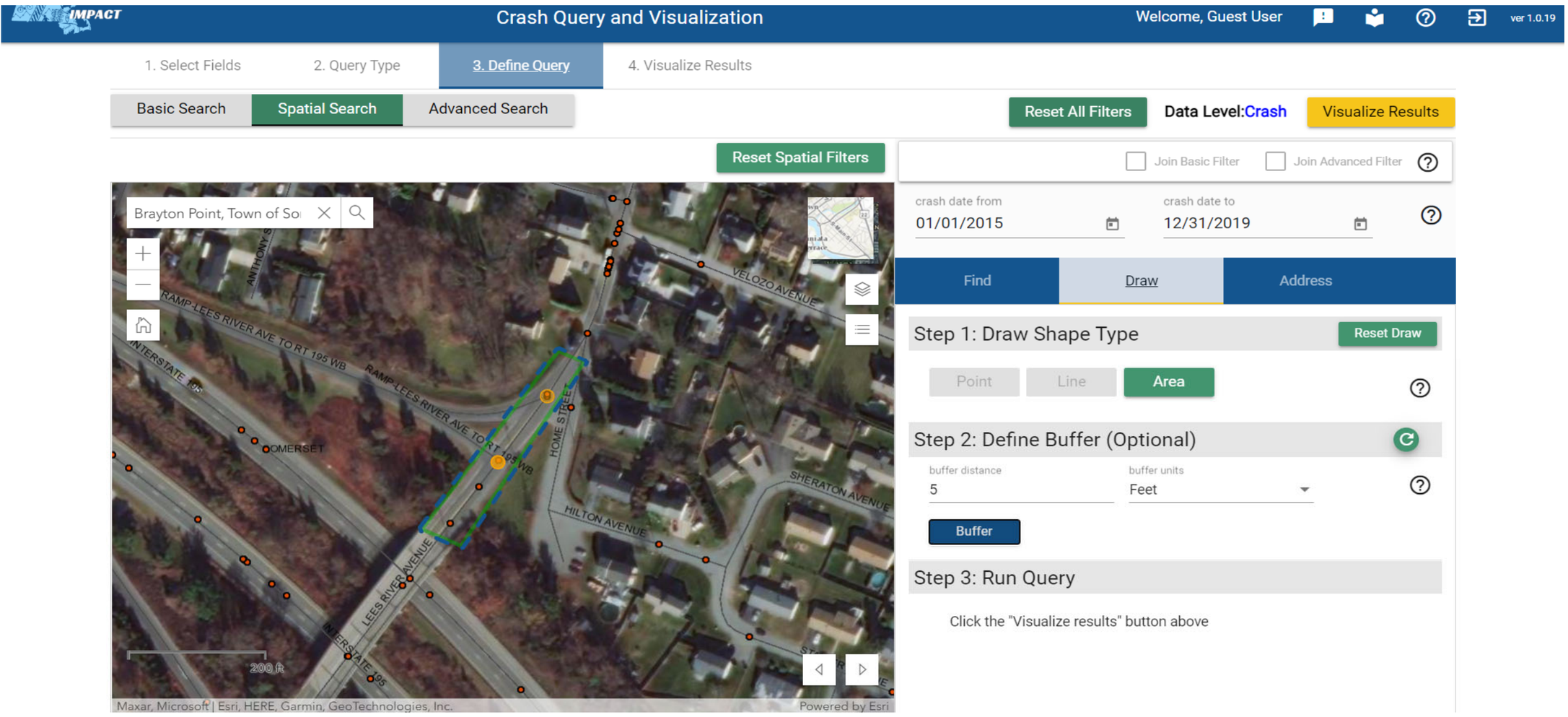
Timetable on reverse side

Effective 06/27/2022

Appendix 3 – Crash Data

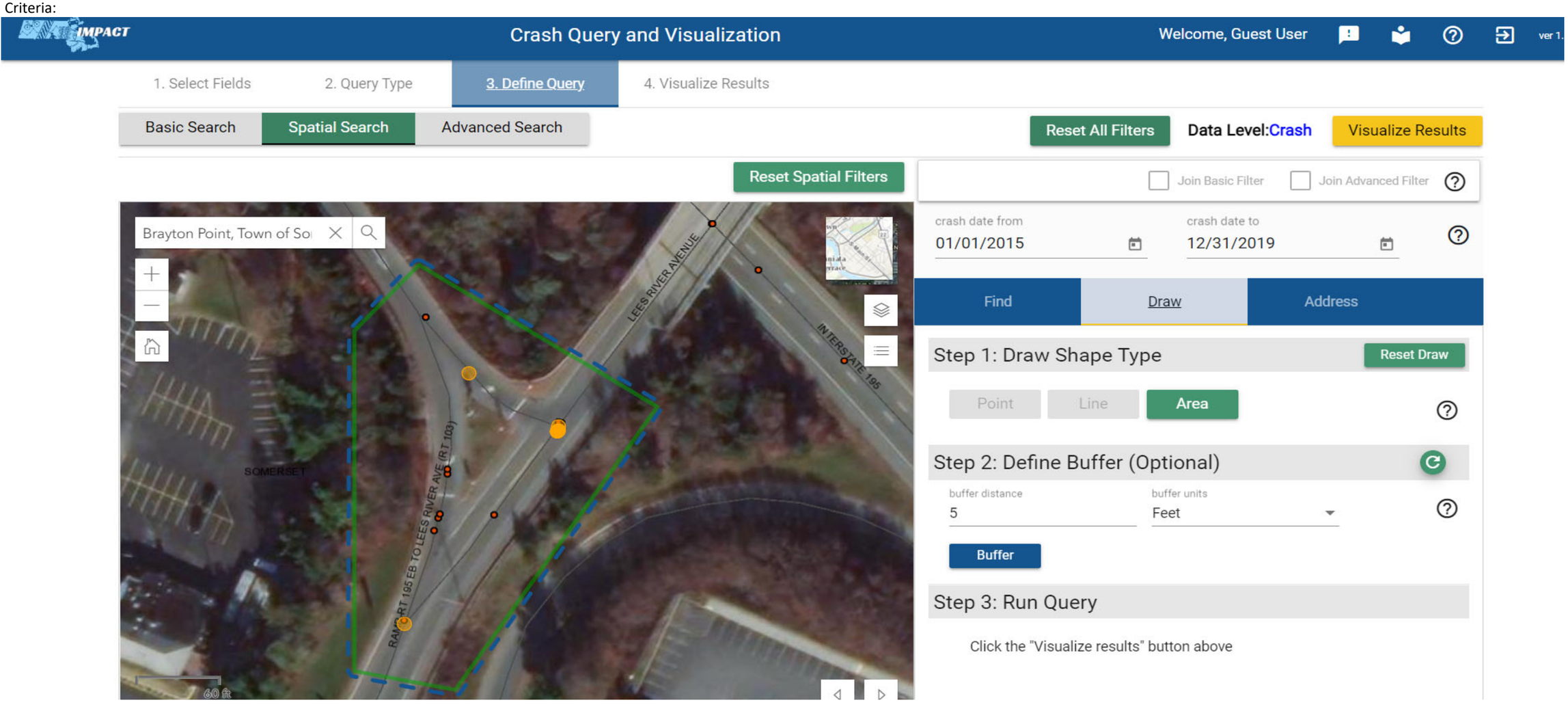
Crash Num	Crash Date	Crash Seve	Crash Time	Max Injury	Numb	Age of D	Age of	Driver Con	Driver Dist	First Harmf	Light Condi	Manner of	Road Surfa	Roadway Junc	Fatali	Non-Fa	Traffic Con	Trafficway	Vehicle Act	Vehicle Tra	Weather C	Crash Repc	First Harmf	Hit & Run
4031939	04/03/2015	Property da	8:04 PM	No injury	2	18-20	75-84	D1: (Follow	D1: Not Dis	Collision w	Dark - light	Rear-end	Wet	Not at junctio	0	0	No control	Two-way, r	V1: Travelli	V1: N / V2	Rain	15-133-AC	Roadway	No hit and
4220285	06/14/2016	Property da	2:20 AM	No injury	1	25-34	25-34	D1: (Opera		Collision w	Dark - light	Single vehi	Dry	On-ramp	0	0	No control	Two-way, r	V1: Turning	V1: W	Clear	2016-0D3-	Outside ro	No hit and
4739935	08/17/2019	Non-fatal in	3:32 PM	Non-fatal in	1	55-64	55-64	D1: (No im	D1: Not Dis	Collision w	Daylight	Single vehi	Sand, mud,	Y-intersection	0	1	No control	One-way, r	V1: Turning	V1: W	Clear	19-288-AC	Roadway	No hit and

Data Level:
Query Type:
Criteria:



Crash Num	Crash Date	Crash Seve	Crash Time	Max Injury	Number	Age of	Age of	Driver Con	Driver Dist	First Harm	Light Cond	Manner of	Road Surfa	Roadway Ju	Fatali	Total	Traffic Con	Trafficway	Vehicle Act	Vehicle Tra	Weather	Crash Repo	First Harm	Hit and Run
4037829	05/01/2015	Non-fatal in	2:34 PM	Non-fatal in	2	18-20	65-74	D1: (Failed	D1: Not Dis	Collision w	Daylight	Angle	Dry	T-intersect	0	1	Stop signs	Two-way, n	V1: Turning	V1: E / V2	Clear	15-165-AC	Roadway	No hit and run
4093131	10/02/2015	Non-fatal in	6:49 PM	Non-fatal in	1	75-84	75-84	D1: (Inatte	D1: Not Dis	Collision w	Dark - roa	Angle	Wet	Off-ramp	0	1	No control	Two-way, n	V1: Turning	V1: N	Rain/Clou	15-354-AC	Roadway	No hit and run
4099884	10/19/2015	Property da	2:28 PM	No injury	2	25-34	45-54	D1: (Failed	D1: Not Dis	Collision w	Daylight	Angle	Dry	Off-ramp	0	0	No control	Two-way, n	V1: Enterin	V1: E / V2	Clear	15-379-AC	Roadway	No hit and run
4113378	11/16/2015	Property da	8:22 PM	No injury	2	25-34	65-74	D1: (Failed	D1: Not Dis	Collision w	Dark - ligh	Angle	Dry	Off-ramp	0	0	Stop signs	Two-way, n	V1: Slowing	V1: E / V2	Clear	15-426-AC	Roadway	No hit and run
4333425	03/02/2017	Property da	2:50 PM	No injury	2	35-44	35-44	D1: (Failed	D2: Not Dis	Collision w	Daylight	Single vehi	Dry	Off-ramp	0	0	Stop signs	Two-way, n	V1: Enterin	V1: W / V:	Clear	17-75-AC	Outside ro	No hit and run
4354720	04/18/2017	Non-fatal in	5:52 PM	Non-fatal in	2	25-34	25-34	D1: (Failed	D1: Not Dis	Collision w	Daylight	Angle	Dry	Y-intersect	0	2	Yield signs	Two-way, n	V1: Travelli	V1: E / V2	Clear	17-138-AC	Roadway	No hit and run
4354795	04/23/2017	Property da	7:40 PM	No injury	1	21-24	21-24	D1: (Opera		Collision w	Daylight	Single vehi	Dry	Off-ramp	0	0	Stop signs	One-way, n	V1: Travelli	V1: E	Clear	17-147-AC	Outside ro	No hit and run
4560843	06/28/2018	Property da	3:33 PM	No injury	3	18-20	25-34	D1: (Follow	D2: Not Dis	Collision w	Daylight	Rear-end	Dry	On-ramp	0	0	No control	Two-way, n	V1: Travelli	V1: N / V2	Clear	18-228-AC	Roadway	No hit and run
4670848	02/28/2019	Non-fatal in	6:07 PM	Non-fatal in	2	35-44	45-54	D1: (Failed	D1: Passen	Collision w	Dark - ligh	Angle	Dry	Y-intersect	0	2	Yield signs	Two-way, n	V1: Turning	V1: E / V2	Clear	19-74-AC	Roadway	No hit and run
4728119	07/19/2019	Property da	5:05 PM	No injury	2	25-34	25-34	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end		Off-ramp	0	0	Yield signs	One-way, n	V1: Travelli	V1: E / V2	Clear	19-253-AC	Roadway	No hit and run

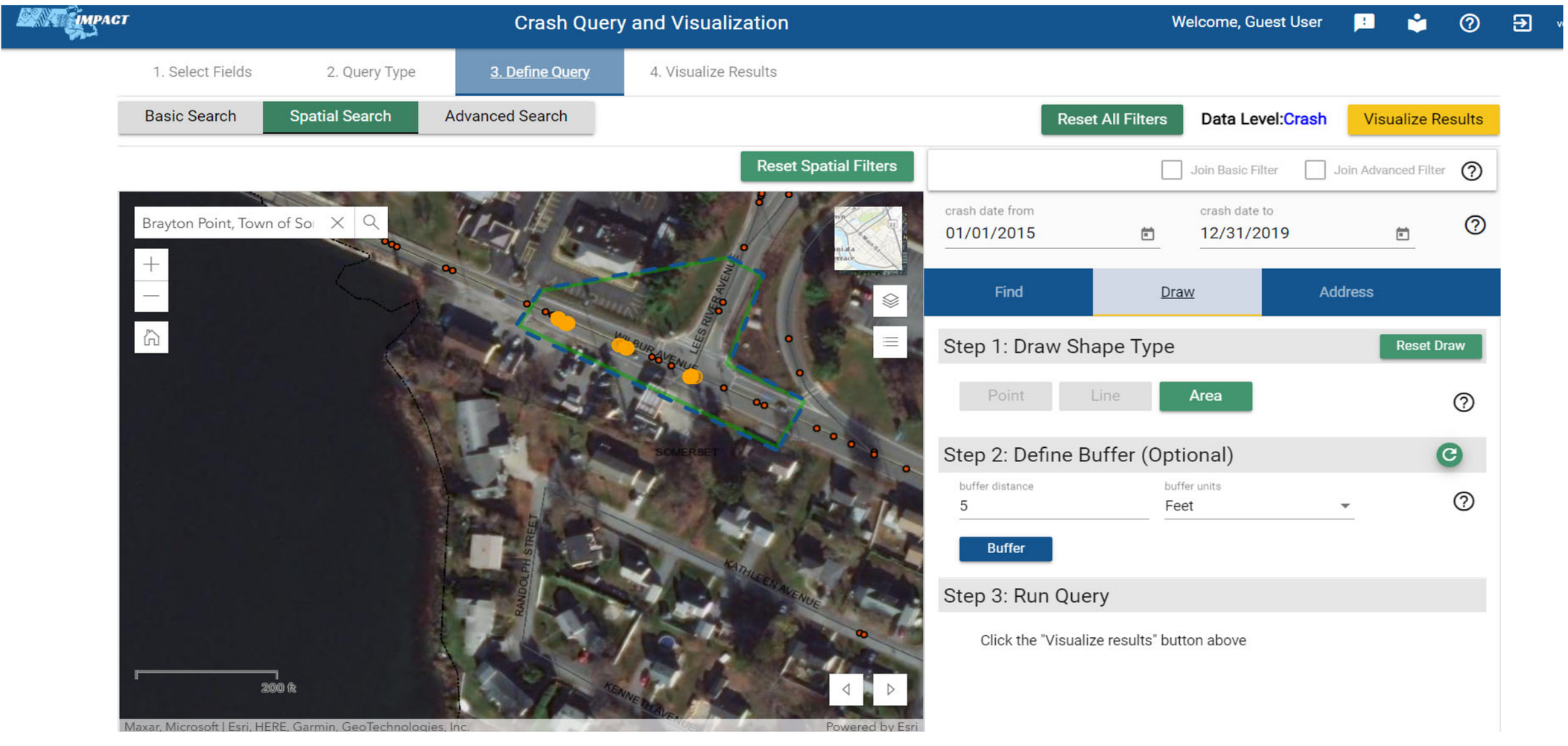
Data Level:
Query Type:
Criteria:



Crash Num	Crash Date	Crash Sev	Crash Time	Max Injur	Numb	Age of	Age of	Driver Cor	Driver Dist	First Harr	Light Condi	Manner of	Road Surfa	Roadway Ju	Fatali	Non-	Traffic Co	Trafficway	Vehicle Act	Vehicle Tra	Weather C	Crash Repc	First Harmf	Hit and Run
4022705	03/20/2015	Non-fatal	7:59 PM	Non-fatal	2	25-34	35-44	D1: (Inatte	D1: Not Dis	Collision	Dark - light	Rear-end	Snow	Four-way i	0	1	Traffic cor	Two-way,	V1: Travelli	V1: E / V2:	Snow	15-117-AC	Roadway	No hit and run
4031940	04/04/2015	Property (	8:11 AM	No injury	3	35-44	65-74	D1: (Other	D1: Not Dis	Collision	Daylight	Angle	Wet	T-intersect	0	0	Traffic cor	Two-way,	V1: Travelli	V1: E / V2:	Rain	15-134-AC	Roadway	No hit and run
4031942	04/10/2015	Property (	12:37 AM	No injury	1	25-34	25-34	D1: (Fatigu	D1: Not Dis	Collision	Dark - light	Single vehi	Wet	Not at junc	0	0	No contro	Two-way,	V1: Travelli	V1: E	Cloudy/Rai	15-139-AC	Roadside	No hit and run
4063354	07/17/2015	Property (	10:08 PM	No injury	2	25-34	25-34	D2: (Inatte	D2: Not Dis	Collision	Dark - road	Angle	Dry	Not at junc	0	0	No contro	Two-way,	V1: Parked	V1: Not Re	Clear	15-246-AC	Roadway	No hit and run
4070796	08/06/2015	Property (	6:03 PM	No injury	2	35-44	35-44	D1: (Follov		Collision	Daylight	Rear-end	Dry	T-intersect	0	0	Traffic cor	Two-way,	V1: Travelli	V1: W / V2	Clear	15-268-AC	Roadway	No hit and run
4092257	09/25/2015	Non-fatal	7:38 PM	Non-fatal	1	25-34	25-34	D1: (No in	D1: Not Dis	Collision	Dark - light	Rear-end	Dry	T-intersect	0	1	Traffic cor	Two-way,	V1: Slowing	V1: W	Clear	15-339-AC	Roadway	No hit and run
4099889	10/21/2015	Non-fatal	6:25 PM	Non-fatal	3	45-54	55-64	D1: (Follov	D2: Not Dis	Collision	Dark - light	Rear-end	Dry	Not at junc	0	2	Traffic cor	Two-way,	V1: Travelli	V1: W / V2	Clear/Othe	15-384-AC	Roadway	No hit and run
4117644	12/01/2015	Non-fatal	8:35 PM	Non-fatal	2	25-34	25-34	D1: (Follov		Collision	Daylight	Rear-end	Dry	T-intersect	0	1	Traffic cor	Two-way,	V1: Travelli	V1: W / V2	Clear/Unkr	15-455-AC	Roadway	No hit and run
4165099	03/16/2016	Property (	6:10 PM	No injury	2	35-44	45-54	D1: (Failec	D1: Not Dis	Collision	Dusk	Angle	Dry	Not at junc	0	0	No contro	Two-way,	V1: Turning	V1: W / V2	Cloudy	16-108-AC	Roadway	No hit and run
4188293	05/09/2016	Property (	5:39 AM	No injury	2	35-44	55-64	D1: (No in	D1: Not Dis	Collision	Daylight	Angle	Dry	T-intersect	0	0	Traffic cor	Two-way,	V1: Travelli	V1: W / V2	Clear	16-179-AC	Roadway	No hit and run
4198694	05/28/2016	Property (	10:56 PM	No injury	2	25-34	45-54	D1: (Follov	D1: Not Dis	Collision	Dark - light	Rear-end	Dry	T-intersect	0	0	Traffic cor	Two-way,	V1: Travelli	V1: W / V2	Clear	16-210-AC	Roadway	No hit and run
4200926	06/03/2016	Non-fatal	5:19 PM	Non-fatal	2	25-34	35-44	D1: (Failec	D1: Not Dis	Collision	Daylight	Angle	Dry	Y-intersect	0	1	Traffic cor	Two-way,	V1: Travelli	V1: N / V2	Clear	16-214-AC	Roadway	No hit and run
4211483	06/24/2016	Property (	4:25 PM	No injury	2	16-17	25-34	D1: (Inatte	D1: Not Dis	Collision	Daylight	Rear-end	Dry	Not at junc	0	0	No contro	Two-way,	V1: Travelli	V1: E / V2:	Clear	16-244-AC	Roadway	No hit and run
4212260	06/30/2016	Non-fatal	3:45 PM	Non-fatal	3	21-24	65-74	D1: (Inatte	D1: Not Dis	Collision	Daylight	Rear-end	Dry	Not at junc	0	1	No contro	Two-way,	V1: Travelli	V1: E / V2:	Clear	16-258-AC	Roadway	No hit and run
4213409	07/02/2016	Not Repor	10:09 AM	Not repor	2			D1: (Unkn		Collision	Unknown	Unknown	Wet	Not at junc	0	0	No contro	Two-way,	V1: Unknov	V1: Not Re	Cloudy/Rai	16-263-AC	Roadway	No hit and run
4221820	07/19/2016	Property (	5:04 PM	No injury	3	35-44	55-64	D1: (Oper	D2: Not Dis	Collision	Daylight	Rear-end	Dry	Not at junc	0	0	No contro	Two-way,	V1: Travelli	V1: W / V2	Clear	16-283-AC	Roadway	No hit and run
4228646	08/03/2016	Property (	1:20 AM	No injury	2	35-44	35-44	D1: (Inatte		Collision	Dark - light	Sideswipe,	Dry	Not at junc	0	0	No contro	Two-way,	V1: Backing	V1: N / V2	Clear	16-304-AC	Outside ro	No hit and run
4257998	10/02/2016	Property (	11:11 AM	No injury	1	25-34	25-34	D1: (Swer		Collision	Daylight	Single vehi	Dry	Not at junc	0	0	No contro	Two-way,	V1: Travelli	V1: W	Cloudy	16-372-AC	Roadway	No hit and run
4262577	10/03/2016	Property (	3:49 PM	No injury	2	21-24	55-64	D1: (Follov	D1: Not Dis	Collision	Daylight	Rear-end	Dry	Not at junc	0	0	Traffic cor	Two-way,	V1: Travelli	V1: W / V2	Clear	16-376-AC	Roadway	No hit and run
4264862	10/02/2016	Property (	7:07 PM	No injury	2	45-54	45-54	D1: (Inatte	D1: Not Dis	Collision	Dark - light	Angle	Dry	T-intersect	0	0	Traffic cor	Two-way,	V1: Turning	V1: W / V2	Clear	16-374-AC	Roadway	No hit and run
4264863	10/04/2016	Property (	1:12 PM	No injury	2	21-24	25-34	D1: (Failec	D1: Not Dis	Collision	Daylight	Angle	Dry	T-intersect	0	0	Traffic cor	Two-way,	V1: Turning	V1: W / V2	Clear	16-378-AC	Roadway	No hit and run
4292622	11/24/2016	Property (	4:50 PM	No injury	2	45-54	55-64	D1: (Inatte	D1: Not Dis	Collision	Dark - light	Rear-end	Dry	T-intersect	0	0	Traffic cor	Two-way,	V1: Travelli	V1: W / V2	Clear	16-437-AC	Roadway	No hit and run
4308549	01/04/2017	Non-fatal	2:01 PM	Non-fatal	2	25-34	35-44	D1: (Failec	D1: Not Dis	Collision	Daylight	Angle	Dry	Not at junc	0	2	Traffic cor	Two-way,	V1: Enterin	V1: S / V2:	Cloudy	17-5-AC /	Roadway	No hit and run
4309474	01/06/2017	Property (	3:22 PM	No injury	2	21-24	35-44	D1: (Failur	D1: Not Dis	Collision	Daylight	Angle	Wet	Not at junc	0	0	No contro	Two-way,	V1: Travelli	V1: E / V2:	Clear	17-12-AC /	Roadway	No hit and run
4318162	01/24/2017	Property (	11:46 AM	No injury	2	21-24	25-34	D1: (Failec	D1: Not Dis	Collision	Daylight	Angle	Wet	T-intersect	0	0	Traffic cor	Two-way,	V1: Turning	V1: E / V2:	Rain	17-33-AC /	Roadway	No hit and run
4331549	02/21/2017	Property (	8:35 PM	No injury	2	21-24	25-34	D1: (Disre	D1: Not Dis	Collision	Dark - light	Angle	Dry	T-intersect	0	0	Traffic cor	Two-way,	V1: Travelli	V1: S / V2:	Cloudy	17-63-AC /	Roadway	No hit and run
4339105	03/10/2017	Property (	6:12 PM	No injury	1	35-44	35-44	D1: (No in	D1: Not Dis	Collision	Daylight	Rear-end	Wet	T-intersect	0	0	Traffic cor	Two-way,	V1: Travelli	V1: S	Snow	17-91-AC /	Roadway	No hit and run
4341557	03/19/2017	Property (	12:28 PM	No injury	2	25-34	55-64	D1: (Inatte	D2: Not Dis	Collision	Daylight	Sideswipe,	Dry	T-intersect	0	0	Traffic cor	Two-way,	V1: Travelli	V1: S / V2:	Clear	17-99-AC /	Roadway	No hit and run
4353027	04/15/2017	Property (	7:35 PM	No injury	2	21-24	35-44	D1: (Failec	D1: Not Dis	Collision	Dark - light	Angle	Wet	T-intersect	0	0	Traffic cor	Two-way,	V1: Turning	V1: E / V2:	Rain	17-133-AC	Roadway	No hit and run
4367587	05/19/2017	Non-fatal	12:32 PM	Non-fatal	2	45-54	55-64	D1: (Follov	D1: Not Dis	Collision	Daylight	Rear-end	Dry	Not at junc	0	1	No contro	Two-way,	V1: Travelli	V1: W / V2	Clear	17-180-AC	Roadway	No hit and run
4378769	06/17/2017	Property (	9:39 AM	No injury	2	35-44	45-54	D1: (Failec	D1: Not Dis	Collision	Daylight	Angle	Wet	T-intersect	0	0	Traffic cor	Two-way,	V1: Turning	V1: W / V2	Cloudy	17-229-AC	Roadway	No hit and run
4428393	09/09/2017	Non-fatal	12:33 PM	Non-fatal	2	35-44	45-54	D1: (Inatte	D2: Not Dis	Collision	Daylight	Rear-end	Dry	Not at junc	0	1	No contro	Two-way,	V1: Travelli	V1: W / V2	Clear	17-322-AC	Roadway	No hit and run
4451978	11/11/2017	Non-fatal	2:39 PM	Non-fatal	2	25-34	25-34	D1: (Oper	D2: Not Dis	Collision	Daylight	Head-on	Dry	T-intersect	0	2	No contro	Two-way,	V1: Turning	V1: W / V2	Clear	17-414-AC	Roadway	No hit and run
4485515	01/16/2018	Property (	1:11 PM	No injury	3	21-24	65-74	D1: (Follov	D2: Not Dis	Collision	Daylight	Rear-end	Dry	T-intersect	0	0	Traffic cor	Two-way,	V1: Travelli	V1: W / V2	Clear	18-31-AC	Roadway	Yes, hit and run
4505272	02/22/2018	Property (	11:00 PM	No injury	2	25-34	45-54	D1: (Oper	D2: Not Dis	Collision	Dark - light	Angle	Wet	T-intersect	0	0	Traffic cor	Two-way,	V1: Turning	V1: N / V2	Clear	18-77-AC	Roadway	No hit and run
4533981	05/04/2018	Non-fatal	12:31 PM	Non-fatal	2	55-64	>84	D1: (Follov	D2: Not Dis	Collision	Daylight	Rear-end	Dry	T-intersect	0	2	Traffic cor	Two-way,	V1: Travelli	V1: W / V2	Cloudy	18-155-AC	Roadway	No hit and run
4536648	05/04/2018	Non-fatal	8:55 PM	Non-fatal	2	21-24	65-74	D1: (Failec	D1: Not Dis	Collision	Dark - light	Angle	Dry	T-intersect	0	2	Traffic cor	Two-way,	V1: Turning	V1: S / V2:	Clear	18-156-AC	Roadway	No hit and run
4536651	05/08/2018	Non-fatal	5:36 PM	Non-fatal	4	18-20	65-74	D1: (Failec	D2: Not Dis	Collision	Daylight	Angle	Dry	T-intersect	0	4	Traffic cor	Two-way,	V1: Enterin	V1: N / V2	Clear/Othe	18-160-AC	Roadway	No hit and run
4562733	06/30/2018	Property (	3:25 PM	Not repor	1					Collision	Daylight	Single vehi	Dry	Not at junc	0	0	No contro	Two-way,	V1: Backing	V1: N	Clear	18-232-AC	Outside ro	No hit and run
4564644	07/13/2018	Non-fatal	9:10 PM	Non-fatal	1	45-54	45-54	D1: (Oper	D1: Not Dis	Collision	Dark - light	Single vehi	Dry	T-intersect	0	1	Traffic cor	Two-way,	V1: Turning	V1: E	Clear	18-252-AC	Roadside	No hit and run
4586245	08/16/2018	Property (	12:21 PM	No injury	2	35-44	45-54	D1: (Inatte	D2: Not Dis	Collision	Daylight	Sideswipe,	Dry	Not at junc	0	0	No contro	Two-way,	V1: Travelli	V1: W / V2	Clear	18-287-AC	Roadway	No hit and run
4600641	09/25/2018	Property (	11:02 AM	No injury	2	35-44	45-54	D1: (Follov	D1: Not Dis	Collision	Daylight	Rear-end	Wet	T-intersect	0	0	Traffic cor	Two-way,	V1: Travelli	V1: E / V2:	Cloudy/Rai	18-345-AC	Roadway	No hit and run
4614858	10/25/2018	Non-fatal	6:37 AM	Non-fatal	1	35-44	35-44	D1: (No in	D1: Not Dis	Collision	Dawn	Single vehi	Dry	T-intersect	0	1	Traffic cor	Two-way,	V1: Turning	V1: N	Clear	18-377-AC	Roadway	No hit and run
4623452	11/15/2018	Property (	6:17 PM	No injury	2	25-34	55-64	D1: (No in	D1: Not Dis	Collision	Dark - light	Sideswipe,	Snow	Not at junc	0	0	No contro	Two-way,	V1: Travelli	V1: W / V2	Snow	18-410-AC	Roadway	No hit and run
4652911	01/19/2019	Property (	6:50 PM	No injury	2	21-24	35-44	D1: (Failur	D2: Not Dis	Collision	Dark - light	Angle	Wet	T-intersect	0	0	Traffic cor	Two-way,	V1: Turning	V1: E / V2:	Cloudy/Snc	19-18-AC	Roadway	No hit and run
4664443	02/12/2019	Property (	1:27 PM	No injury	2	45-54	45-54	D1: (Drivir	D1: Not Dis	Collision	Daylight	Angle	Snow	T-intersect	0	0	Traffic cor	Two-way,	V1: Turning	V1: S / V2:	Cloudy/Snc	19-43-AC	Roadway	No hit and run

4665961	02/10/2019	Property (	4:45 PM	No injury	2	18-20	65-74	D1: (Failec		Collision	Daylight	Angle	Dry	T-intersect	0	0	Traffic cor	Two-way,	V1: Turning	V1: W / V2	Clear	19-41-AC Roadway	No hit and run
4691179	04/16/2019	Unknown	12:18 PM	No injury	2	65-74	65-74	D1: (Failec	D2: Not Dis	Collision	Daylight	Angle	Dry	T-intersect	0	0	Traffic cor	Two-way,	V1: Enterin	V1: N / V2	Clear	19-117-AC Roadway	Yes, hit and run
4729549	07/23/2019	Property (	10:38 PM	No injury	2	21-24	25-34	D1: (Follov	D1: Not Dis	Collision	Dark - light	Rear-end		T-intersect	0	0	Traffic cor	Two-way,	V1: Slowing	V1: S / V2:	Clear	19-258-AC Roadway	No hit and run
4731142	07/27/2019	Non-fatal	12:35 AM	Non-fatal	3	21-24	45-54	D1: (Oper	D2: Not Dis	Collision	Dark - light	Rear-end		T-intersect	0	4	Traffic cor	Two-way,	V1: Travelli	V1: S / V2:	Clear	19-261-AC Roadway	No hit and run
4732363	07/27/2019	Property (	4:22 PM	No injury	2	21-24	25-34	D1: (Inatte	D2: Not Dis	Collision	Daylight	Angle		Not at junc	0	0	No contro	Two-way,	V1: Overtal	V1: W / V2	Clear	19-262-AC Roadway	No hit and run
4737528	08/13/2019	Non-fatal	6:12 PM	Non-fatal	3	18-20	45-54	D1: (Follov	D2: Not Dis	Collision	Dusk	Rear-end	Dry	T-intersect	0	2	Traffic cor	Two-way,	V1: Travelli	V1: W / V2	Clear	19-280-AC Roadway	No hit and run
4765736	10/21/2019	Property (	4:42 PM	No Appar	3	18-20	35-44	D1: (Follov	D1: Other a	Collision	Daylight	Rear-end	Dry	Not at junc	0	0	No contro	Two-way,	V1: Travelli	V1: E / V2:	Clear	19-355-AC Roadway	No hit and run
4788003	12/09/2019	Non-fatal	9:12 PM	Possible Ir	2	45-54	45-54	D1: (Follov	D2: Not Dis	Collision	Dark - light	Rear-end	Wet	T-intersect	0	0	Traffic cor	Two-way,	V1: Slowing	V1: W / V2	Rain	19-415-AC Roadway	No hit and run

Data Level:
Query Type:
Criteria:



Crash Num	Crash Date	Crash Seve	Crash Time	Max Injury	Numb	Age of	Age of	Driver Con	Driver Dist	First Harmf	Light Condi	Manner of	Road Surfa	Roadway Ju	Fatali	Non-F	Traffic Con	Trafficway	Vehicle Act	Vehicle Tra	Weather C	Crash Repc	First Harmf	Hit and Rur
4042054	05/11/2015	Non-fatal i	11:53 AM	Non-fatal ii	2	35-44	35-44	D1: (Follow	D2: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	2	Stop signs	Two-way, r	V1: Enterin	V1: W / V2	Clear	15-174-AC	Roadway	No hit and
4050576	06/05/2015	Non-fatal i	10:03 AM	Non-fatal ii	2	25-34	55-64	D1: (Failed	D1: Not Dis	Collision w	Daylight	Sideswipe,	Dry	Off-ramp	0	1	Stop signs	Two-way, r	V1: Slowing	V1: W / V2	Clear	15-197-AC	Roadway	No hit and
4063356	07/18/2015	Non-fatal i	8:48 PM	Non-fatal ii	2	21-24	45-54	D1: (Disreg		Collision w	Dark - light	Rear-end	Dry	Off-ramp	0	1	Stop signs	Two-way, r	V1: Travelli	V1: W / V2	Clear/Othe	15-250-AC	Roadway	No hit and
4073365	08/10/2015	Non-fatal i	2:07 PM	Non-fatal ii	2	35-44	35-44	D1: (Follow	D2: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	1	Stop signs	One-way, r	V1: Slowing	V1: Not Re	Clear	15-277-AC	Roadway	No hit and
4073370	08/12/2015	Property d	2:56 PM	No injury	2	21-24	65-74	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Stop signs	One-way, r	V1: Travelli	V1: W / V2	Clear	15-283-AC	Roadway	No hit and
4073396	08/04/2015	Property d	4:23 PM	No injury	2	18-20	45-54	D1: (Failed		Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	Two-way, c	V1: Slowing	V1: W / V2	Clear	2015-0D3-	Roadway	No hit and
4075496	08/12/2015	Property d	5:08 PM	No injury	2	21-24	45-54	D1: (Inatte	D2: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Stop signs	One-way, r	V1: Travelli	V1: W / V2	Clear	15-284-AC	Roadway	No hit and
4075529	08/05/2015	Property d	6:33 PM	No injury	2	18-20	25-34	D1: (No im		Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	One-way, r	V1: Slowing	V1: W / V2	Clear	2015-0D3-	Roadway	No hit and
4085291	09/04/2015	Property d	2:00 PM	No injury	2	45-54	55-64	D1: (No im		Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Stop signs	One-way, r	V1: Slowing	V1: W / V2	Clear	2015-0D3-	Roadway	No hit and
4088161	09/17/2015	Property d	4:47 PM	No injury	2	25-34	55-64	D1: (Inatte	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Stop signs	One-way, r	V1: Travelli	V1: W / V2	Clear	15-327-AC	Roadway	No hit and
4102101	10/28/2015	Property d	6:09 PM	No injury	2	35-44	35-44	D1: (Follow	D2: Not Dis	Collision w	Dark - road	Rear-end	Wet	Off-ramp	0	0	Stop signs	One-way, r	V1: Travelli	V1: W / V2	Rain	15-394-AC	Roadway	No hit and
4128621	12/29/2015	Non-fatal i	3:56 PM	Non-fatal ii	2	18-20	35-44	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end	Wet	Off-ramp	0	1	Yield signs	One-way, r	V1: Travelli	V1: W / V2	Cloudy/Rai	15-502-AC	Roadway	No hit and
4201943	06/07/2016	Property d	8:01 AM	No injury	2	35-44	35-44	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	One-way, r	V1: Slowing	V1: W / V2	Clear	16-219-AC	Roadway	No hit and
4226141	07/30/2016	Non-fatal i	1:46 AM	Non-fatal ii	2	21-24	55-64	D1: (Opera	D1: Not Dis	Collision w	Dark - light	Rear-end	Dry	Not at junct	0	4	No control	Two-way, r	V1: Travelli	V1: W / V2	Clear	16-301-AC	Roadway	No hit and
4231612	08/09/2016	Property d	4:35 PM	No injury	2	21-24	55-64	D1: (Follow	D2: Not Dis	Collision w	Daylight	Rear-end	Dry	Y-intersecti	0	0	Yield signs	Two-way, r	V1: Travelli	V1: W / V2	Clear/Othe	16-315-AC	Roadway	No hit and
4382302	06/19/2017	Property d	4:46 PM	No injury	2	35-44	65-74	D1: (Made	D1: Not Dis	Collision w	Daylight	Angle	Dry	Off-ramp	0	0	Yield signs	Two-way, r	V1: Turning	V1: E / V2:	Clear	17-235-AC	Roadway	No hit and
4441552	10/13/2017	Non-fatal i	8:40 AM	Non-fatal ii	1	35-44	35-44	D1: (No im	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	1	Yield signs	Two-way, r	V1: Slowing	V1: W	Clear	17-377-AC	Roadway	No hit and
4499191	02/10/2018	Property d	8:54 PM	No injury	1	18-20	18-20	D1: (Drivin		Collision w	Dark - road	Single vehi	Wet	Off-ramp	0	0	No control	One-way, r	V1: Turning	V1: W	Rain	2018-0D3-	Shoulder -	No hit and
4544157	05/21/2018	Property d	11:41 AM	No injury	2	25-34	45-54	D1: (Follow	D1: Externa	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	One-way, r	V1: Slowing	V1: W / V2	Clear	18-174-AC	Roadway	No hit and
4600640	09/22/2018	Property d	7:38 PM	No injury	2	25-34	55-64	D1: (Follow	D1: Not Dis	Collision w	Dark - light	Rear-end	Dry	Off-ramp	0	0	Yield signs	One-way, r	V1: Travelli	V1: E / V2:	Clear	18-342-AC	Roadway	No hit and
4606546	10/05/2018	Property d	3:52 PM	No injury	2	21-24	65-74		D1: Not Dis	Collision w	Daylight	Rear-end	Dry	On-ramp	0	0	Yield signs	One-way, r	V1: Travelli	V1: S / V2:	Clear	2018-0D3-	Roadway	No hit and
4609615	10/14/2018	Property d	9:05 AM	No injury	2	55-64	75-84	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	Two-way, r	V1: Slowing	V1: W / V2	Cloudy	18-363-AC	Roadway	No hit and
4614946	10/25/2018	Non-fatal i	12:44 PM	Non-fatal ii	2	35-44	35-44	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	1	No control	One-way, r	V1: Slowing	V1: W / V2	Clear	2018-0D3-	Roadway	No hit and
4655702	01/23/2019	Property d	5:35 PM	No injury	3	21-24	35-44	D1: (Follow	D1: Not Dis	Collision w	Dark - road	Rear-end	Wet	Off-ramp	0	0	Yield signs	Two-way, r	V1: Travelli	V1: W / V2	Clear	2019-0D3-	Roadway	No hit and
4706991	05/23/2019	Property d	3:08 PM	No injury	2	25-34	55-64	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	One-way, r	V1: Travelli	V1: W / V2	Cloudy	19-171-AC	Roadway	No hit and
4707503	05/31/2019	Property d	4:10 PM	No injury	2	25-34	35-44	D1: (Follow	D2: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	Two-way, r	V1: Travelli	V1: W / V2	Clear/Othe	19-181-AC	Roadway	No hit and
4743615	08/26/2019	Property d	5:55 PM	No injury	2	25-34	35-44	D1: (Follow	D2: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	Two-way, r	V1: Travelli	V1: W / V2	Clear	19-295-AC	Roadway	No hit and
4750405	09/14/2019	Non-fatal i	7:35 PM	Non-fatal ii	1	45-54	45-54	D1: (Failure		Collision w	Dark - road	Single vehi	Dry	Off-ramp	0	1	No control	One-way, r	V1: Travelli	V1: W	Cloudy	19-317-AC	Outside ro	No hit and

Data Level:
Query Type:
Criteria:

IMPACT

Crash Query and Visualization

Welcom

1. Select Fields | 2. Query Type | 3. Define Query | 4. Visualize Results

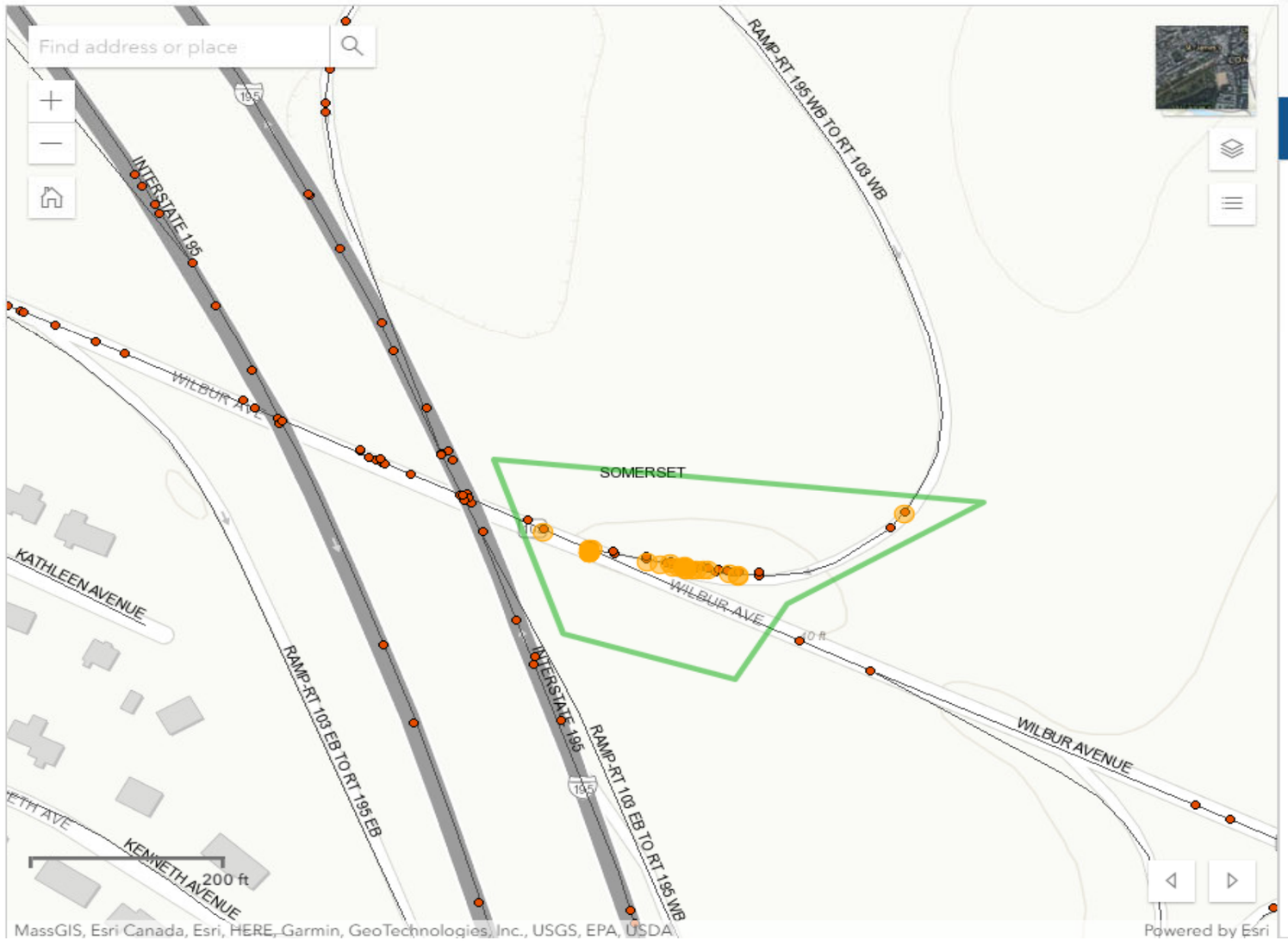
Basic Search | Spatial Search | Advanced Search

Reset All Filters

Data Level:C

Reset Spatial Filters

Join Basic Filt



crash date from: 01/01/2015

crash date to: 12/31/2019

Find | Draw | Add

Step 1: Draw Shape Type

Point | Line | Area

Step 2: Define Buffer (Optional)

buffer distance: 1000

buffer units: Feet

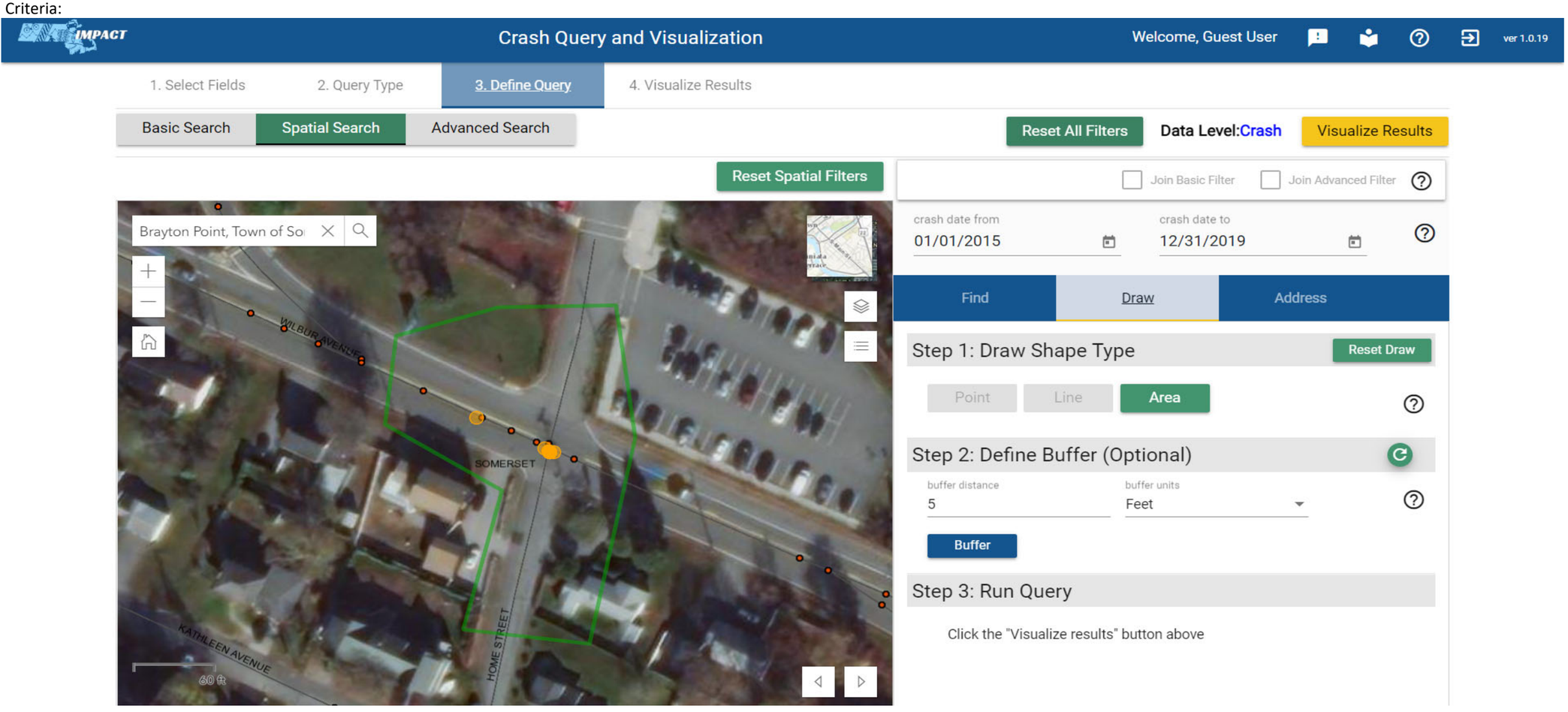
Buffer

Step 3: Run Query

Click the "Visualize results" button above

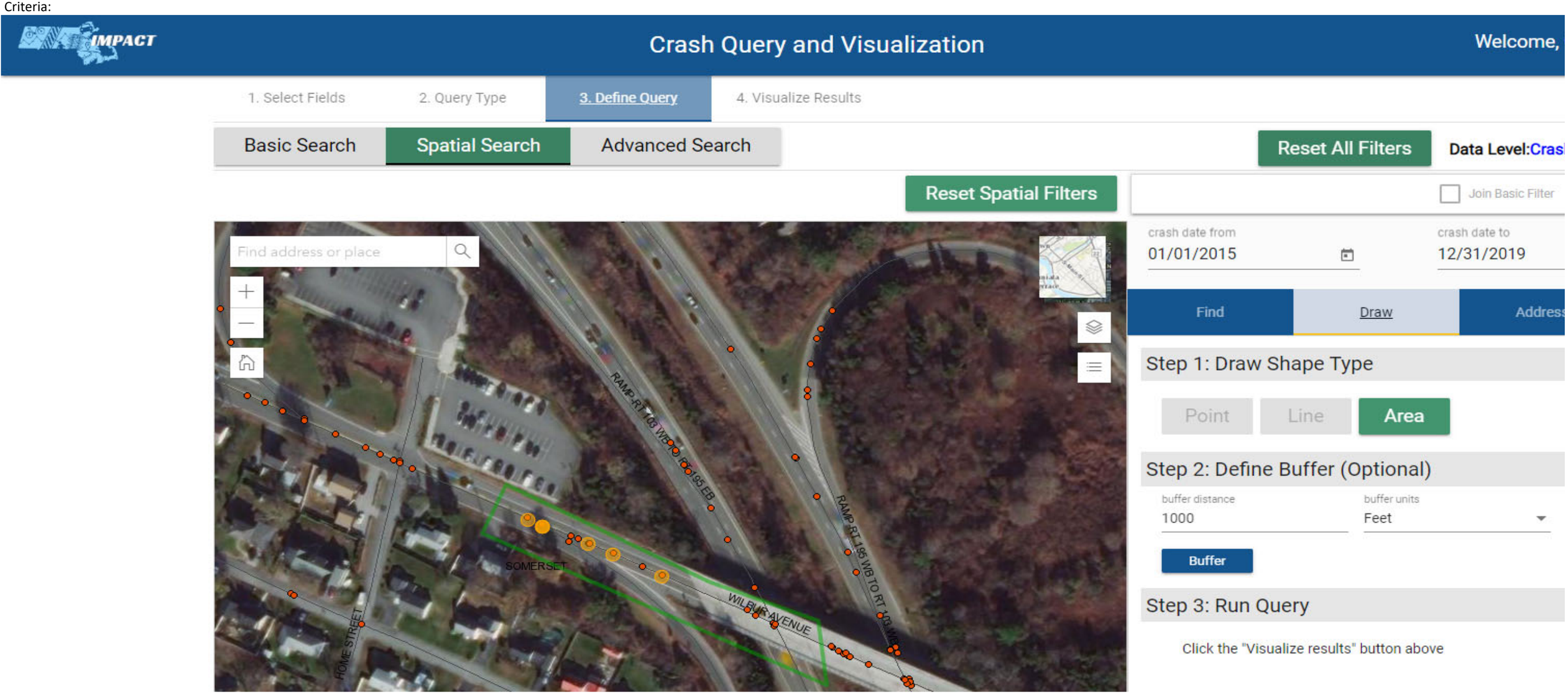
Crash Num	Crash Date	Crash Sev	Crash Time	Max Injury	Numb	Age of	Age of	Driver Con	Driver Dist	First Harmf	Light Condi	Manner of	Road Surfa	Roadway Ju	Fatali	Non-F	Traffic Con	Trafficway	Vehicle Act	Vehicle Tra	Weather C	County Nar	Crash Repc	First Harmf
4122602	12/09/2015	Property c	4:47 PM	No injury	1	55-64	55-64	D1: (No im	D1: Not Dis	Collision w	Dark - light	Rear-end	Dry	Not at junct	0	0	No control	Two-way, r	V1: Slowin	V1: W	Clear	BRISTOL	15-463-AC	Roadway
4235830	08/22/2016	Property c	5:22 PM	No injury	2	25-34	55-64	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	Not at junct	0	0	No control	Two-way, r	V1: Travelli	V1: E / V2:	Clear	BRISTOL	16-330-AC	Roadway
4247875	09/09/2016	Property c	6:47 PM	No injury	2	25-34	25-34	D1: (Inatte	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	Not at junct	0	0	No control	Two-way, r	V1: Travelli	V1: W / V2	Clear	BRISTOL	16-343-AC	Roadway
4378006	06/03/2017	Property c	3:53 PM	No injury	2	45-54	65-74	D1: (Failure	D1: Not Dis	Collision w	Daylight	Angle	Dry	Four-way in	0	0	No control	Two-way, r	V1: Travelli	V1: W / V2	Clear	BRISTOL	17-202-AC	Roadway
4378007	06/04/2017	Property c	3:15 PM	No injury	2	55-64	55-64	D1: (Follow	D1: Externa	Collision w	Daylight	Sideswipe,	Dry	Four-way in	0	0	No control	Two-way, r	V1: Travelli	V1: W / V2	Clear	BRISTOL	17-204-AC	Roadway
4407619	08/05/2017	Non-fatal	12:33 PM	Non-fatal ii	1	25-34	25-34	D1: (Opera		Collision w	Daylight	Single vehi	Wet	Not at junct	0	2	No control	Two-way, r	V1: Travelli	V1: E	Cloudy/Rai	BRISTOL	17-284-AC	Shoulder -
4444956	10/24/2017	Property c	8:47 PM	No injury	2	25-34	35-44	D1: (Failed	D2: Not Dis	Collision w	Dark - light	Angle	Dry	T-intersecti	0	0	Stop signs	Two-way, r	V1: Turning	V1: N / V2	Clear	BRISTOL	17-393-AC	Roadway
4461781	12/01/2017	Non-fatal	12:29 AM	Non-fatal ii	2	21-24	25-34	D1: (Failed	D1: Not Dis	Collision w	Dark - light	Angle	Dry	T-intersecti	0	2	Stop signs	Two-way, r	V1: Turning	V1: E / V2:	Clear	BRISTOL	17-435-AC	Roadway
4465581	12/05/2017	Property c	4:44 PM	No injury	2	21-24	25-34	D1: (Follow	D1: Not Dis	Collision w	Dark - light	Rear-end	Wet	Not at junct	0	0	No control	Two-way, r	V1: Travelli	V1: W / V2	Rain	BRISTOL	17-443-AC	Roadway
4476336	12/20/2017	Property c	5:54 PM	No injury	2	45-54	55-64	D1: (Failure	D1: Not Dis	Collision w	Dark - light	Angle	Dry	T-intersecti	0	0	No control	Two-way, r	V1: Travelli	V1: W / V2	Clear	BRISTOL	17-463-AC	Roadway
4499806	02/13/2018	Non-fatal	6:17 AM	Non-fatal ii	2	35-44	55-64	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	T-intersecti	0	3	No control	Two-way, r	V1: Travelli	V1: W / V2	Clear	BRISTOL	18-64-AC	Roadway
4615765	10/29/2018	Non-fatal	4:17 PM	Non-fatal ii	2	21-24	35-44	D1: (Opera	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	T-intersecti	0	1	Traffic cont	Two-way, r	V1: Travelli	V1: W / V2	Clear	BRISTOL	18-382-AC	Roadway

Data Level:
Query Type:
Criteria:



Crash Num	Crash Date	Crash Seve	Crash Time	Max Injury	Numb	Age of	Age of	Driver Con	Driver Dist	First Harmf	Light Condi	Manner of	Road Surfa	Roadway Ju	Fatal	Non-I	Traffic Con	Trafficway	Vehicle Act	Vehicle Tra	Weather C	Crash Repc	First Harmf	Hit and Rur
4000790	01/29/2015	Property da	7:31 AM	No injury	1	45-54	45-54	D1: (Glare)	D1: Externa	Collision w	Daylight	Single vehi	Other	Not at junc	0	0	Warning si	Two-way, r	V1: Travelli	V1: E	Clear	15-35-AC	Roadway	No hit and
4176555	04/08/2016	Non-fatal in	12:08 PM	Non-fatal i	2	18-20	21-24	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	On-ramp	0	1	No control	Two-way, r	V1: Travelli	V1: E / V2:	Clear	16-139-AC	Roadway	No hit and
4244668	08/31/2016	Property da	10:39 PM	No injury	2	25-34	35-44	D1: (Inatte	D2: Not Dis	Collision w	Dark - light	Angle	Dry	Not at junc	0	0	No control	Two-way, r	V1: Travelli	V1: E / V2:	Clear	16-337-AC	Roadway	No hit and
4346216	04/01/2017	Non-fatal in	1:35 PM	Non-fatal i	2	18-20	45-54	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end	Wet	Not at junc	0	2	No control	Two-way, r	V1: Travelli	V1: W / V2	Cloudy/Snc	17-115-AC	Roadway	No hit and
4544256	05/21/2018	Property da	10:24 AM	No injury	2	25-34	25-34	D1: (Wrong	D2: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	One-way, r	V1: Backing	V1: W / V2	Clear	18-173-AC	Roadway	Yes, hit anc
4559022	06/29/2018	Property da	5:26 PM	No injury	2	35-44	45-54	D1: (Follow	D1: Not Dis	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	Two-way, r	V1: Slowing	V1: W / V2	Clear	18-230-AC	Roadway	No hit and
4729550	07/24/2019	Property da	4:20 PM	No injury	2	35-44	75-84	D1: (Follow	D2: Not Dis	Collision w	Daylight	Rear-end		Not at junc	0	0	No control	Two-way, r	V1: Travelli	V1: W / V2	Clear/Othe	19-259-AC	Roadway	No hit and

Data Level:
Query Type:
Criteria:

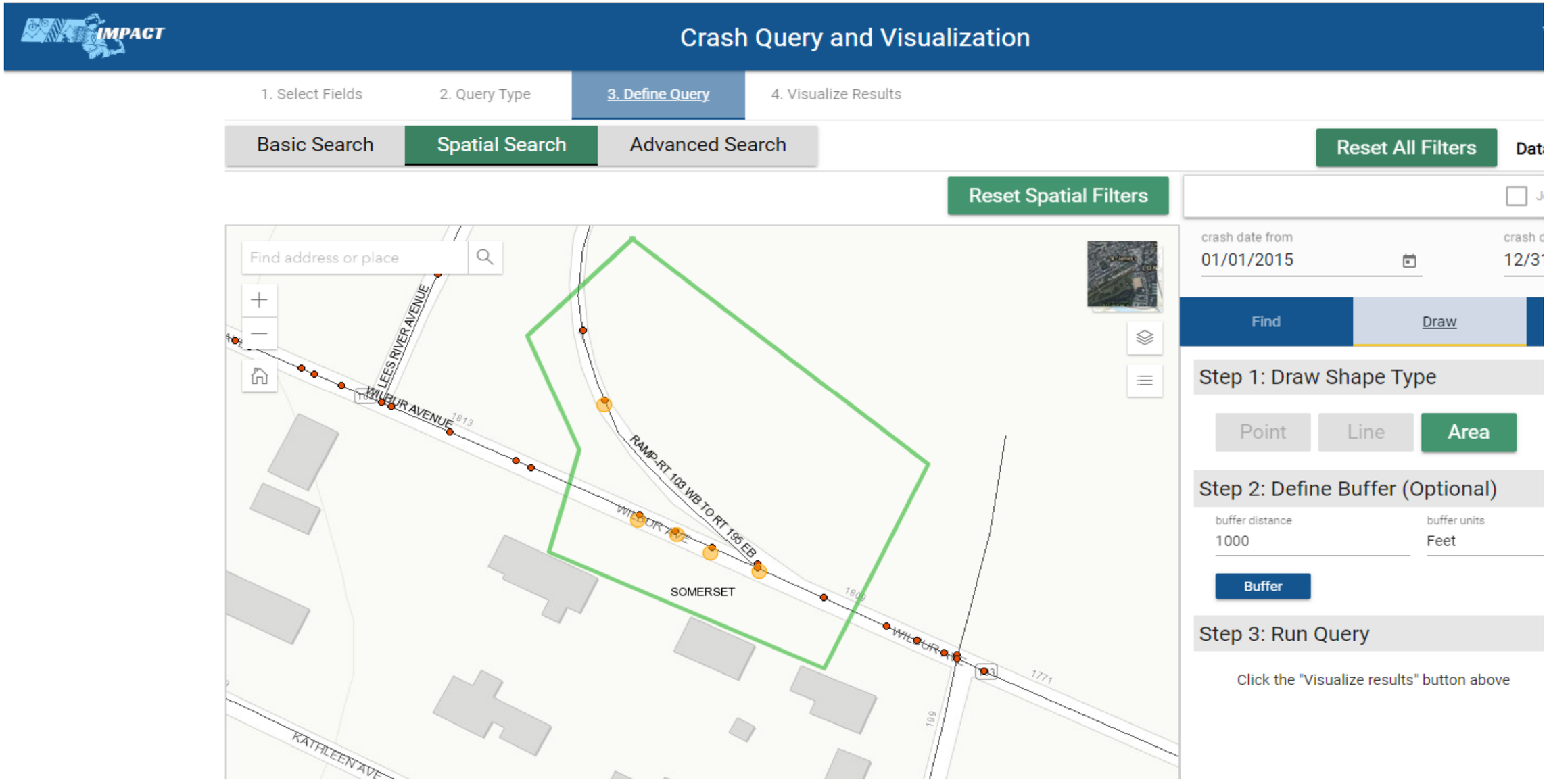


Crash Num	Crash Date	Crash Seve	Crash Time	Max Injury	Numb	Age of	Age of	Driver Con	Driver Dist	First Harm	Light Cond	Manner of	Road Surfa	Roadway J	Fatal	Non-F	Traffic Con	Trafficway	Vehicle Ac	Vehicle Tra	Weather C	Crash Rep	First Harm
4002394	01/31/2015	Property d	4:13 PM	No injury	2	18-20	25-34	D1: (Inatte	D1: Other	Collision w	Daylight	Rear-end	Wet	Not at junc	0	0	No control	Two-way,	V1: Travell	V1: E / V2	Clear	15-37-AC	Roadway
4053771	06/17/2015	Property d	3:59 PM	No injury	2	21-24	65-74	D1: (Follov	D2: Not Di	Collision w	Daylight	Rear-end	Dry	Not at junc	0	0	No control	Two-way,	V1: Travell	V1: W / V:	Clear	15-212-AC	Roadway
4109948	11/12/2015	Property d	10:45 AM	No injury	3	18-20	35-44	D1: (No im		Collision w	Daylight	Rear-end	Wet	On-ramp	0	0	No control	One-way,	V1: Slowin	V1: W / V:	Cloudy	2015-0D3	Roadway
4153849	02/17/2016	Property d	5:41 PM	No injury	2	25-34	35-44	D1: (Follov	D2: Not Di	Collision w	Dark - ligh	Rear-end	Dry	T-intersect	0	0	Traffic con	Two-way,	V1: Travell	V1: W / V:	Clear/Othe	16-71-AC	Roadway
4206822	06/17/2016	Property d	4:46 PM	No injury	2	18-20	21-24	D1: (Follov	D2: Not Di	Collision w	Daylight	Rear-end	Dry	Not at junc	0	0	No control	Two-way,	V1: Travell	V1: W / V:	Clear	16-231-AC	Roadway

Data Level:

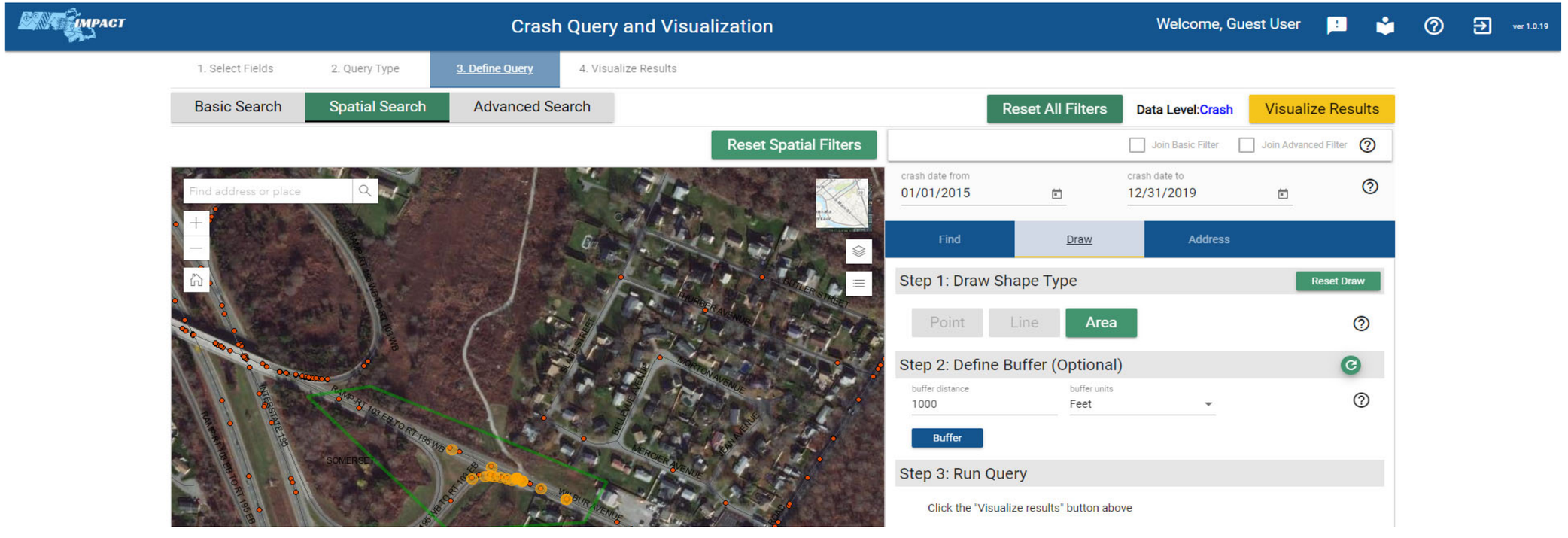
Query Type:

Criteria:



Crash Num	Crash Date	Crash Seve	Crash Time	Max Injury	Number of	Age of	Age of	Driver Con	Driver Dist	First Harm	Light Cond	Manner of	Road Surfa	Roadway J	Fatal	Non-F	Traffic Con	Trafficway	Vehicle Ac	Vehicle Tra	Weather C	Crash Rep	First Harm
4044979	05/20/2015	Property d	3:49 PM	No injury	2	21-24	55-64	D1: (Inatte	D2: Not Di	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	One-way,	V1: Enterir	V1: W / V2	Clear	15-186-AC	Roadway
4058918	07/11/2015	Property d	11:27 AM	No injury	2	21-24	45-54	D1: (Follov	D1: Not Di	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Stop signs	One-way,	V1: Travell	V1: E / V2	Clear	15-237-AC	Roadway
4106325	10/20/2015	Property d	9:30 AM	No injury	2	18-20	35-44	D1: (Follov	D1: Not Di	Collision w	Daylight	Rear-end	Unknown	Not at junc	0	0	No control	Two-way,	V1: Travell	V1: E / V2	Unknown	15-397-AC	Roadway
4114773	11/20/2015	Property d	9:23 PM	No injury	1	25-34	25-34	D1: (No im	D1: Not Di	Collision w	Dark - roac	Single vehi	Dry	Not at junc	0	0	No control	Two-way,	V1: Travell	V1: W	Clear	15-435-AC	Roadway
4193308	05/02/2016	Property d	3:15 PM	No injury	2	25-34	45-54	D1: (Inatte	D1: Not Di	Collision w	Daylight	Angle	Dry	Not at junc	0	0	No control	Two-way,	V1: Backin	V1: S / V2	Cloudy	16-169-AC	Roadway
4200927	06/04/2016	Non-fatal i	9:53 AM	Non-fatal i	1	55-64	55-64	D1: (Failed	D1: Not Di	Overturn/r	Daylight	Single vehi	Dry	Not at junc	0	1	No control	Two-way,	V1: Overta	V1: W	Clear	16-215-AC	Shoulder -
4293917	11/28/2016	Property d	4:51 PM	No injury	2	25-34	35-44	D1: (Inatte	D1: Not Di	Collision w	Daylight	Rear-end	Dry	Not at junc	0	0	Yield signs	One-way,	V1: Travell	V1: W / V2	Clear	16-446-AC	Roadway
4303754	12/19/2016	Property d	4:38 PM	No injury	1	65-74	65-74	D1: (No im	D1: Not Di	Collision w	Dusk	Single vehi	Dry	Not at junc	0	0	No control	Two-way,	V1: Travell	V1: E	Clear	16-475-AC	Roadway
4318163	01/27/2017	Property d	7:14 AM	No injury	3	18-20	55-64	D1: (Inatte	D1: Extern	Collision w	Daylight	Rear-end	Dry	Not at junc	0	0	No control	Two-way,	V1: Travell	V1: E / V2	Clear	17-36-AC	Roadway
4336811	03/07/2017	Property d	5:20 PM	No injury	2	18-20	21-24	D1: (Follov	D2: Not Di	Collision w	Dark - light	Rear-end	Wet	Not at junc	0	0	No control	Two-way,	V1: Travell	V1: W / V2	Rain/Othe	17-81-AC	Roadway
4415708	08/23/2017	Property d	10:13 PM	No injury	1	21-24	21-24	D1: (Failur		Collision w	Dark - light	Single vehi	Dry	Off-ramp	0	0	Yield signs	One-way,	V1: Turnin	V1: E	Clear	17-305-AC	Roadside
4439776	10/13/2017	Property d	2:38 PM	No injury	2	18-20	18-20	D1: (Other	D1: Not Di	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	One-way,	V1: Travell	V1: E / V2	Clear	17-378-AC	Roadway
4499617	02/13/2018	Property d	5:14 PM	No injury	2	18-20	25-34	D1: (Follov	D1: Other	Collision w	Dusk	Rear-end	Dry	Not at junc	0	0	No control	Two-way,	V1: Travell	V1: W / V2	Clear/Othe	18-66-AC	Roadway
4555007	06/15/2018	Property d	4:50 PM	No injury	2	35-44	45-54	D1: (Follov	D2: Not Di	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	One-way,	V1: Slowin	V1: W / V2	Cloudy	2018-0D3	Roadway
4598840	09/20/2018	Property d	9:47 PM	No injury	1	55-64	55-64	D1: (No im	D1: Not Di	Collision w	Dark - roac	Single vehi	Dry	Not at junc	0	0	No control	Two-way,	V1: Travell	V1: E	Clear	18-340-AC	Roadway
4647779	01/05/2019	Property d	4:33 PM	No injury	1	16-17	16-17	D1: (Failur		Collision w	Dark - roac	Single vehi	Wet	Off-ramp	0	0	Yield signs	One-way,	V1: Leavin	V1: W	Rain	2019-0D3	Roadside
4704172	05/21/2019	Property d	2:34 PM	No injury	2	18-20	35-44	D1: (Inatte	D2: Not Di	Collision w	Daylight	Rear-end	Dry	Off-ramp	0	0	Yield signs	One-way,	V1: Travell	V1: E / V2	Clear	19-169-AC	Roadway
4741329	08/22/2019	Property d	9:45 AM	No injury	2	45-54	65-74	D1: (Failed	D1: Not Di	Collision w	Daylight	Angle	Dry	Not at junc	0	0	No control	Two-way,	V1: Enterir	V1: S / V2	Cloudy	19-291-AC	Roadway
4789025	12/13/2019	Non-fatal i	4:43 PM	Suspected	2	35-44	45-54	D1: (Follov	D2: Not Di	Collision w	Dusk	Rear-end	Dry	Not at junc	0	0	No control	Two-way,	V1: Travell	V1: W / V2	Clear	19-425-AC	Roadway
4804039	12/30/2019	Property d	7:48 AM	No Appare	2	25-34	45-54	D1: (Inatte	D2: Not Di	Collision w	Daylight	Sideswipe,	Wet	Off-ramp	0	0	Yield signs	One-way,	V1: Overta	V1: E / V2	Rain	19-458-AC	Roadway

Data Level:
Query Type:
Criteria:



Crash Num	Crash Date	Crash Sev	Crash Time	Numb	Age of	Age of	Driver Con	Driver Dis	First Harm	Light Condi	Manner o	Road Surfa	Roadway Jur	Fatali	Non-Fa	Traffic Co	Trafficway	Vehicle Act	Vehicle Tra	Weather	Crash Repo	First Harm	Hit and Run
4004247	02/02/2015	Property	8:24 AM	2	21-24	21-24	D1: (No im	D2: Not D	Collision v	Daylight	Angle	Wet	Four-way int	0	0	Traffic cor	Two-way,	V1: Turning	V1: E / V2	Cloudy	15-40-AC	Roadway	No hit and
4012922	02/20/2015	Property	1:49 PM	2	25-34	25-34	D1: (Unkn	D2: Not D	Collision v	Daylight	Rear-end	Dry	Not at junct	0	0	No contro	Two-way,	V1: Travelli	V1: E / V2	Clear	15-70-AC	Roadway	No hit and
4012923	02/22/2015	Not Repo	11:22 AM	1					Collision v	Daylight	Angle	Snow	Not at junct	0	0	No contro	Two-way,	V1: Parked	V1: W	Snow/Sle	15-74-AC	Outside rc	No hit and
4028197	03/29/2015	Property	4:29 PM	2	16-17	35-44	D1: (Inatte	D1: Not D	Collision v	Daylight	Angle	Dry	Not at junct	0	0	No contro	Two-way,	V1: Backing	V1: S / V2	Clear	15-126-AC	Roadway	No hit and
4048967	06/02/2015	Property	12:33 PM	3	18-20	25-34	D1: (Follov	D1: Not D	Collision v	Daylight	Rear-end	Wet	Not at junct	0	0	No contro	Two-way,	V1: Travelli	V1: W / V	Cloudy/Ra	15-195-AC	Roadway	No hit and
4064643	07/08/2015	Property	9:50 PM	2	45-54	55-64	D1: (Inatte		Collision v	Dark - light	Rear-end	Wet	Four-way int	0	0	Traffic cor	Two-way,	V1: Backing	V1: E / V2	Cloudy	15-236-AC	Roadway	No hit and
4092259	09/26/2015	Non-fatal	3:20 PM	2	45-54	55-64	D1: (Inatte	D2: Not D	Collision v	Daylight	Rear-end	Dry	Not at junct	0	1	No contro	Two-way,	V1: Travelli	V1: E / V2	Clear	15-342-AC	Roadway	No hit and
4109182	11/09/2015	Property	6:46 AM	2	25-34	55-64	D1: (Glare)	D1: Not D	Collision v	Daylight	Rear-end	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Travelli	V1: E / V2	Clear	15-412-AC	Roadway	No hit and
4110326	11/09/2015	Property	6:47 AM	2	25-34	35-44	D1: (Visibil	D2: Not D	Collision v	Daylight	Rear-end	Dry	Not at junct	0	0	No contro	Two-way,	V1: Travelli	V1: E / V2	Clear	15-413-AC	Roadway	No hit and
4117645	12/04/2015	Non-fatal	2:47 PM	3	35-44	55-64	D1: (Follov	D1: Not D	Collision v	Daylight	Rear-end	Dry	Four-way int	0	1	Flashing ti	Two-way,	V1: Travelli	V1: E / V2	Clear	15-456-AC	Roadway	No hit and
4131979	01/06/2016	Property	5:54 PM	2	25-34	45-54	D1: (Inatte	D1: Not D	Collision v	Dark - light	Angle	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Turning	V1: E / V2	Clear	16-7-AC	Roadway	No hit and
4133536	12/27/2015	Non-fatal	11:15 PM	2	25-34	45-54	D1: (Unkn		Collision v	Dark - light	Angle	Wet	Not at junct	0	2	No contro	Two-way,	V1: Travelli	V1: E / V2	Rain/Clou	15-499-AC	Roadway	No hit and
4154708	02/24/2016	Non-fatal	9:05 AM	2	55-64	55-64	D1: (Failed	D2: Not D	Collision v	Daylight	Angle	Wet	Four-way int	0	1	Traffic cor	Two-way,	V1: Turning	V1: E / V2	Rain	16-81-AC	Roadway	No hit and
4193315	05/19/2016	Non-fatal	8:02 AM	2	21-24	25-34	D1: (Failed	D1: Not D	Collision v	Daylight	Angle	Dry	Not at junct	0	1	No contro	Two-way,	V1: Turning	V1: E / V2	Clear	16-191-AC	Roadway	No hit and
4217933	07/16/2016	Property	12:12 PM	2	25-34	35-44	D1: (Inatte	D1: Not D	Collision v	Daylight	Angle	Dry	Not at junct	0	0	No contro	Two-way,	V1: Backing	V1: S / V2	Clear	16-276-AC	Outside rc	No hit and
4235828	08/16/2016	Property	6:00 AM	2	25-34	25-34	D1: (Unkn	D1: Not D	Collision v	Daylight	Rear-to-re	Dry	Not at junct	0	0	No contro	Two-way,	V1: Backing	V1: S / V2	Cloudy	16-324-AC	Outside rc	No hit and
4235829	08/22/2016	Property	2:25 PM	2	18-20	25-34	D1: (Failed	D1: Not D	Collision v	Daylight	Angle	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Turning	V1: E / V2	Clear	16-329-AC	Roadway	No hit and
4241186	08/31/2016	Property	11:18 AM	2	18-20	45-54	D1: (Failed	D2: Not D	Collision v	Daylight	Angle	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Turning	V1: N / V2	Cloudy	16-336-AC	Roadway	No hit and
4281394	11/10/2016	Property	6:59 AM	2	35-44	45-54	D1: (Disreg	D1: Not D	Collision v	Daylight	Angle	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Travelli	V1: S / V2	Clear	16-408-AC	Roadway	No hit and
4299671	12/14/2016	Property	2:24 PM	2	45-54	45-54	D1: (Glare)	D1: Not D	Collision v	Daylight	Angle	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Turning	V1: N / V2	Clear	16-468-AC	Roadway	No hit and
4300260	12/15/2016	Non-fatal	4:14 PM	3	45-54	55-64	D1: (Disreg	D1: Not D	Collision v	Dusk	Angle	Dry	Four-way int	0	2	Traffic cor	Two-way,	V1: Overtal	V1: W / V	Clear	16-471-AC	Roadway	No hit and
4336812	03/08/2017	Property	6:46 PM	2	18-20	21-24	D1: (Unkn	D2: Not D	Collision v	Dark - light	Angle	Dry	Driveway	0	0	No contro	Two-way,	V1: Backing	V1: N / V2	Clear/Unk	17-82-AC	Outside rc	No hit and
4358256	04/16/2017	Non-fatal	2:12 PM	3	25-34	65-74	D1: (Follov	D1: Not D	Collision v	Daylight	Rear-end	Dry	Four-way int	0	1	Traffic cor	Two-way,	V1: Travelli	V1: E / V2	Clear	17-136-AC	Roadway	No hit and
4360322	05/03/2017	Property	10:03 AM	2	65-74	65-74	D1: (Failed	D2: Not D	Collision v	Daylight	Angle	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Overtal	V1: S / V2	Clear	17-158-AC	Roadway	No hit and
4378008	06/06/2017	Property	2:45 PM	1	75-84	75-84	D1: (Failed		Collision v	Daylight	Angle	Wet	Not at junct	0	0	No contro	Two-way,	V1: Turning	V1: W	Cloudy	17-207-AC	Roadway	No hit and
4391371	07/14/2017	Property	9:50 AM	2	35-44	55-64	D1: (Failed	D1: Not D	Collision v	Daylight	Angle	Dry	Not at junct	0	0	No contro	Two-way,	V1: Enterin	V1: E / V2	Cloudy	17-256-AC	Roadway	No hit and
4427152	09/12/2017	Property	1:32 PM	2	35-44	45-54	D1: (Failed	D1: Not D	Collision v	Daylight	Sideswipe	Dry	Not at junct	0	0	No contro	Two-way,	V1: Overtal	V1: S / V2	Clear	17-328-AC	Roadway	No hit and
4439676	10/12/2017	Property	2:22 PM	2	25-34	55-64	D1: (Failed	D1: Not D	Collision v	Daylight	Angle	Dry	Not at junct	0	0	No contro	Two-way,	V1: Turning	V1: E / V2	Clear	17-374-AC	Roadway	No hit and
4442737	10/19/2017	Non-fatal	5:05 PM	2	25-34	55-64	D1: (Other	D1: Not D	Collision v	Daylight	Angle	Dry	Four-way int	0	2	Traffic cor	Two-way,	V1: Travelli	V1: E / V2	Clear	17-388-AC	Roadway	No hit and
4464246	12/01/2017	Non-fatal	9:38 AM	2	45-54	55-64	D1: (Failed	D1: Not D	Collision v	Daylight	Angle	Dry	Not at junct	0	1	Traffic cor	Two-way,	V1: Turning	V1: S / V2	Clear	17-436-AC	Roadway	No hit and
4502189	02/16/2018	Property	8:21 AM	2	25-34	65-74	D1: (Follov	D2: Not D	Collision v	Daylight	Rear-end	Wet	Four-way int	0	0	Traffic cor	Two-way,	V1: Travelli	V1: E / V2	Rain/Clou	18-67-AC	Roadway	No hit and
4518748	03/24/2018	Property	2:18 PM	2	16-17	16-17	D1: (Inatte	D1: Not D	Collision v	Daylight	Rear-end	Dry	Not at junct	0	0	No contro	Two-way,	V1: Backing	V1: S / V2	Cloudy	18-112-AC	Outside rc	No hit and
4558996	06/25/2018	Property	6:47 PM	2	25-34	65-74	D1: (Other		Collision v	Daylight	Angle	Dry	Not at junct	0	0	No contro	Two-way,	V1: Backing	V1: E / V2	Clear	18-222-AC	Roadway	No hit and
4561413	07/06/2018	Property	10:13 AM	2	25-34	35-44	D1: (Made	D2: Not D	Collision v	Daylight	Angle	Dry	Four-way int	0	0	Traffic cor	Two-way,	V2: Travelli	V2: E / V1	Clear	18-239-AC	Roadway	No hit and
4581379	08/13/2018	Non-fatal	7:51 PM	2	25-34	45-54	D1: (Failed	D1: Not D	Collision v	Dark - light	Angle	Wet	Four-way int	0	3	Traffic cor	Two-way,	V1: Turning	V1: E / V2	Rain	18-286-AC	Roadway	No hit and
4583442	08/20/2018	Non-fatal	12:25 PM	2	55-64	65-74	D1: (Failed	D1: Not D	Collision v	Daylight	Angle	Dry	Four-way int	0	1	Traffic cor	Two-way,	V1: Turning	V1: E / V2	Clear	18-295-AC	Roadway	No hit and
4615768	10/30/2018	Non-fatal	6:16 AM	2	18-20	25-34	D1: (Fatigu	D1: Other	Collision v	Dawn	Rear-end	Dry	Not at junct	0	2	Traffic cor	Two-way,	V1: Travelli	V1: E / V2	Clear	18-385-AC	Roadway	No hit and
4616949	11/01/2018	Property	4:04 PM	2	25-34	65-74	D1: (Failur	D1: Not D	Collision v	Daylight	Angle	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Overtal	V1: E / V2	Clear	18-391-AC	Roadway	No hit and
4619773	11/07/2018	Property	6:52 AM	2	25-34	55-64	D1: (Glare)	D1: Not D	Collision v	Daylight	Sideswipe	Wet	Four-way int	0	0	Traffic cor	Two-way,	V1: Travelli	V1: E / V2	Clear	18-401-AC	Roadway	No hit and
4625788	11/17/2018	Non-fatal	1:04 PM	2	45-54	55-64	D1: (No im	D1: Not D	Collision v	Daylight	Angle	Dry	Not at junct	0	1	No contro	Two-way,	V1: Enterin	V1: E / V2	Cloudy	18-416-AC	Roadway	No hit and
4642573	12/26/2018	Property	11:33 AM	2	25-34	55-64	D1: (Failed	D2: Not D	Collision v	Daylight	Sideswipe	Dry	Driveway	0	0	No contro	Two-way,	V1: Enterin	V1: N / V2	Clear	18-465-AC	Roadway	No hit and
4658552	01/26/2019	Property	3:18 PM	2	25-34	35-44	D1: (Failed	D1: Not D	Collision v	Daylight	Angle	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Turning	V1: N / V2	Clear	19-22-AC	Roadway	No hit and
4661812	02/04/2019	Property	11:06 AM	2	25-34	35-44	D1: (Follov	D2: Not D	Collision v	Daylight	Rear-end	Dry	Not at junct	0	0	No contro	Two-way,	V1: Travelli	V1: W / V	Clear	19-32-AC	Roadway	No hit and
4661814	02/05/2019	Non-fatal	8:46 AM	3	25-34	75-84	D1: (Made	D1: Not D	Collision v	Daylight	Angle	Dry	Not at junct	0	1	No contro	Two-way,	V1: Turning	V1: E / V2	Clear	19-34-AC	Shoulder -	No hit and
4694097	04/22/2019	Property	3:06 PM	2	16-17	55-64	D1: (Follov	D2: Not D	Collision v	Daylight	Rear-end	Wet	Not at junct	0	0	No contro	Two-way,	V1: Travelli	V1: N / V2	Cloudy/Ra	19-131-AC	Roadway	No hit and
4703608	05/19/2019	Property	7:05 PM	2	45-54	45-54	D1: (Follov		Collision v	Daylight	Rear-end	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Turning	V1: W / V	Clear	19-163-AC	Roadway	No hit and

4709883	06/02/2019	Property	2:50 PM	2	45-54	65-74	D1: (Failur	D1: Not D	Collision v	Daylight	Rear-end	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Slowing	V1: S	/ V2	Clear	19-189-AC	Roadway	No hit and
4711936	06/12/2019	Property	12:49 AM	1	25-34	25-34	D1: (Opera	D1: Manu	Collision v	Dark - light	Single veh	Dry	Four-way int	0	0	Traffic cor	Two-way,	V1: Turning	V1: N		Clear	19-202-AC	Roadway	No hit and
4724104	07/15/2019	Non-fatal	8:21 PM	2	25-34	>84	D1: (Failed	D2: Not D	Collision v	Dark - light	Angle		Four-way int	0	2	Traffic cor	Two-way,	V1: Turning	V1: N	/ V2	Clear/Oth	19-247-AC	Roadway	No hit and
4739866	08/17/2019	Non-fatal	10:01 AM	2	25-34	25-34	D1: (Distra	D1: Other	Collision v	Daylight	Rear-end	Dry	Not at juncti	0	2	No contro	Two-way,	V1: Travelli	V1: E	/ V2	Clear	19-286-AC	Roadway	No hit and
4760221	10/09/2019	Property	10:43 AM	2	25-34	55-64	D1: (Disreg	D1: Not D	Collision v	Daylight	Angle	Wet	Not at juncti	0	0	No contro	Two-way,	V1: Overtal	V1: E	/ V2	Cloudy/Ra	19-347-AC	Roadway	No hit and
4760776	10/11/2019	Property	4:47 PM	2	55-64	65-74	D1: (Failur	D2: Not D	Collision v	Daylight	Sideswipe	Wet	Four-way int	0	0	Traffic cor	Two-way,	V1: Overtal	V1: E	/ V2	Rain	19-350-AC	Roadway	No hit and
4762555	10/17/2019	Property	5:07 PM	2	35-44	65-74	D1: (Follov	D2: Not D	Collision v	Daylight	Angle	Dry	Not at juncti	0	0	No contro	Two-way,	V1: Travelli	V1: E	/ V2	Clear	19-353-AC	Roadway	No hit and
4773945	11/05/2019	Property	12:48 PM	2	18-20	55-64	D1: (Inatte	D2: Not D	Collision v	Daylight	Angle	Wet	Four-way int	0	0	Traffic cor	Two-way,	V1: Turning	V1: E	/ V2	Rain	19-370-AC	Roadway	No hit and

Data Level:
Query Type:
Criteria:

1. Select Fields | 2. Query Type | 3. Define Query | 4. Visualize Results

Basic Search | Spatial Search | Advanced Search

Reset All Filters | Data Level:Crash | Visualiz

Reset Spatial Filters

Join Basic Filter | Join Advanced F

crash date from: 01/01/2015 | crash date to: 12/31/2019

Find | Draw | Address

Step 1: Draw Shape Type

Resc

Point | Line | Area

Step 2: Define Buffer (Optional)

buffer distance: 5 | buffer units: Feet

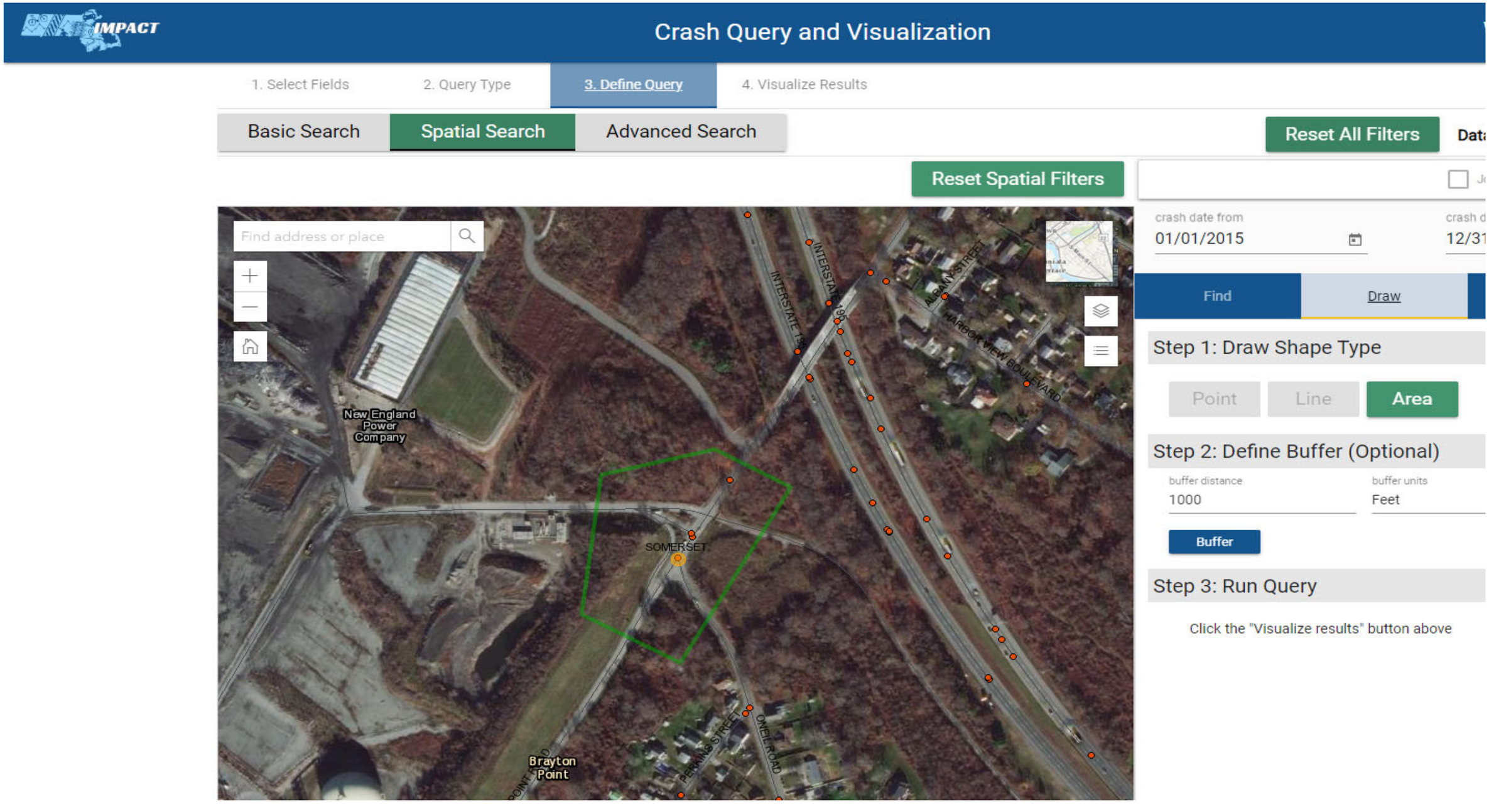
Buffer

Step 3: Run Query

Click the "Visualize results" button above

Crash Num	Crash Date	Crash Sev	Crash Statu	Crash Time	Number	Age of	Age of	Driver Con	Driver Distı	First Harm	Light Condi	Manner o	Road Surfa	Roadway Ju	Fatali	Non-Fa	Traffic Cor	Trafficway	Vehicle Act	Vehicle Tra	Weather	Crash Repc	First Harm
4354722	04/18/2017	Property	Closed	3:00 AM	1	21-24	21-24	D1: (Drivin	D1: Not Dis	Collision w	Dark - light	Single veh	Dry	T-intersecti	0	0	No contro	Two-way, r	V1: Travelli	V1: S	Clear	17-140-AC	Outside rc

Data Level:
Query Type:
Criteria:



Appendix 4 – Crash Rate Sheets

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerset | COUNT DATE : June 2022

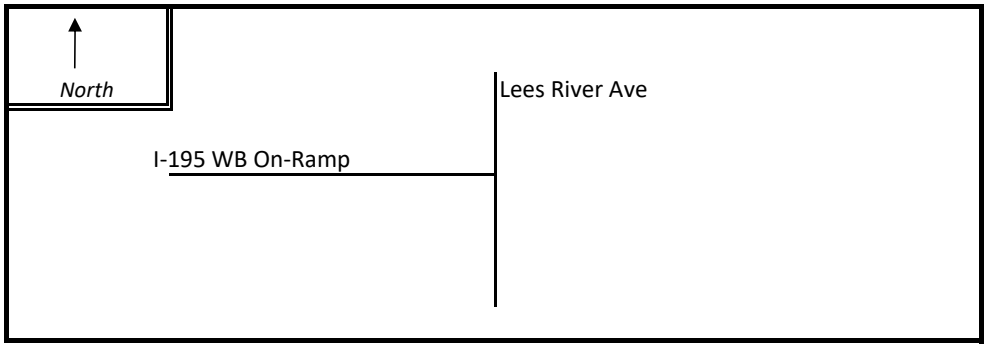
DISTRICT : 5 | UNSIGNALIZED : X (0.61) | SIGNALIZED : (0.89)

~ INTERSECTION DATA ~

MAJOR STREET : Lees River Ave

MINOR STREET(S) : I-195 WB On-Ramp

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/**PM**) :	540	405	0	0		**945**

I-195 WB

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **10,500**

TOTAL # OF CRASHES : 3 | # OF YEARS : 5 | AVERAGE # OF CRASHES PER YEAR (**A**) : **0.60**

CRASH RATE CALCULATION : **0.16**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Accident Data (2015-2019)

Project Title & Date: 15542 Prysmian Brayton Point 8/22/2022

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerset | COUNT DATE : June 2022

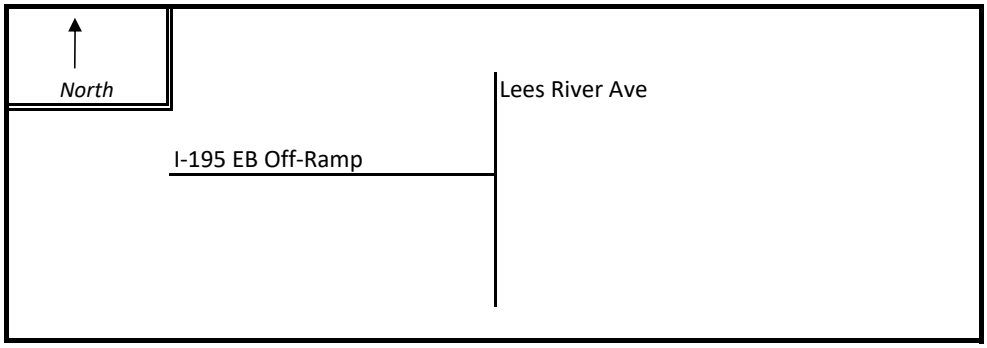
DISTRICT : 3 | UNSIGNALIZED : X (0.61) | SIGNALIZED : (0.89)

~ INTERSECTION DATA ~

MAJOR STREET : Lees River Ave

MINOR STREET(S) : I-195 EB Off-Ramp

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/**PM**) :	335	210	400	0		**945**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **10,500**

TOTAL # OF CRASHES : 10 | # OF YEARS : 5 | AVERAGE # OF CRASHES PER YEAR (**A**) : **2.00**

CRASH RATE CALCULATION : **0.52**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Accident Data (2015-2019)

Project Title & Date: 15542 Prysmian Brayton Point 8/22/2022

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerset | COUNT DATE : June 2022

DISTRICT : 5 | UNSIGNALIZED : | SIGNALIZED : X

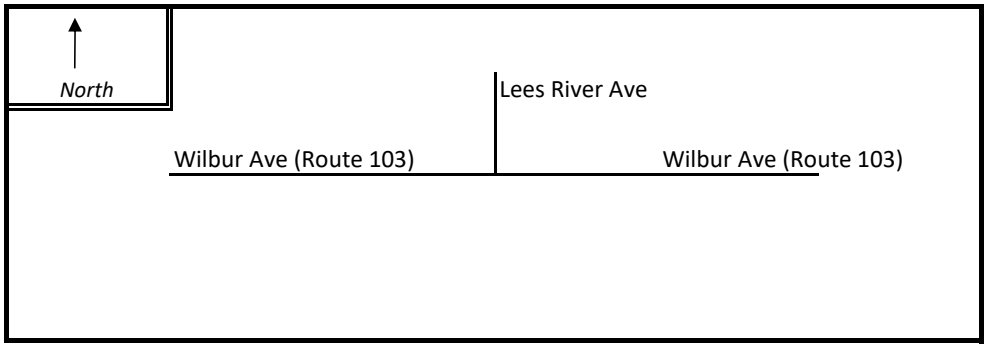
0.61 | 0.89

~ INTERSECTION DATA ~

MAJOR STREET : Wilbur Ave (Route 103)

MINOR STREET(S) : Lees River Ave

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :		SB	EB	WB		
PEAK HOURLY VOLUMES (AM/**PM**) :		390	705	1,025		**2,120**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **23,556**

TOTAL # OF CRASHES : 54 | # OF YEARS : 5 | AVERAGE # OF CRASHES PER YEAR (**A**) : **10.80**

CRASH RATE CALCULATION : **1.26**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Accident Data (2015-2019)

Project Title & Date: 15542 Prysmian Brayton Point 8/22/2022

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerset | COUNT DATE : June 2022

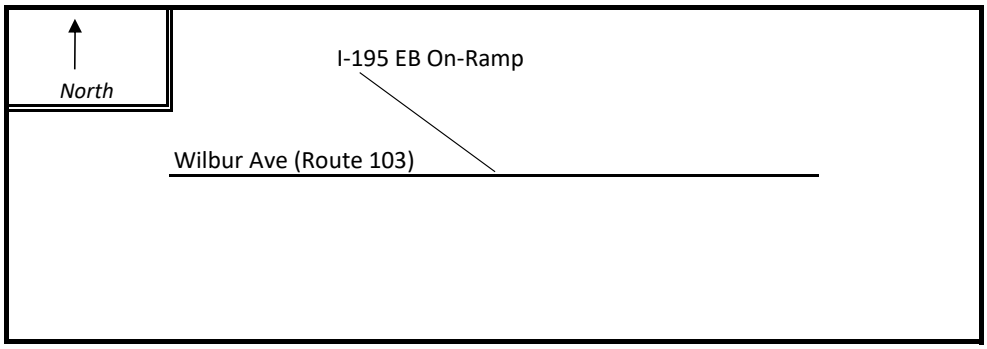
DISTRICT : 5 | UNSIGNALIZED : X (0.61) | SIGNALIZED : (0.89)

~ INTERSECTION DATA ~

MAJOR STREET : Wilbur Ave (Route 103)

MINOR STREET(S) : I-195 EB On-Ramp

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :		SB	EB	WB		
PEAK HOURLY VOLUMES (AM/**PM**) :		0	905	1,295		**2,200**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **24,444**

TOTAL # OF CRASHES : 12 | # OF YEARS : 5 | AVERAGE # OF CRASHES PER YEAR (**A**) : **2.40**

CRASH RATE CALCULATION : **0.27**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Accident Data (2015-2019)

Project Title & Date: 15542 Prysmian Brayton Point 8/22/2022

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerset | COUNT DATE : June 2022

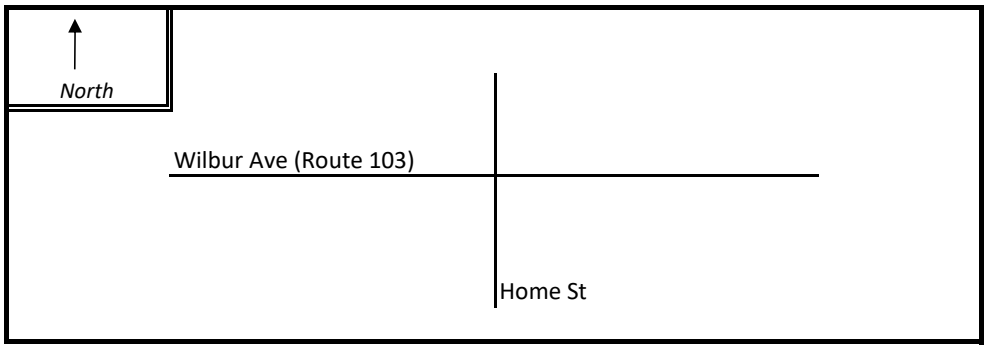
DISTRICT : 3 | UNSIGNALIZED : X (0.61) | SIGNALIZED : (0.89)

~ INTERSECTION DATA ~

MAJOR STREET : Wilbur Ave (Route 103)

MINOR STREET(S) : Home St

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/**PM**) :	25	25	905	1,305		**2,260**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **25,111**

TOTAL # OF CRASHES : 12 | # OF YEARS : 5 | AVERAGE # OF CRASHES PER YEAR (**A**) : **2.40**

CRASH RATE CALCULATION : **0.26**

$$RATE = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Accident Data (2015-2019)

Project Title & Date: 15542 Prysmian Brayton Point 8/22/2022

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerset COUNT DATE : June 2022

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

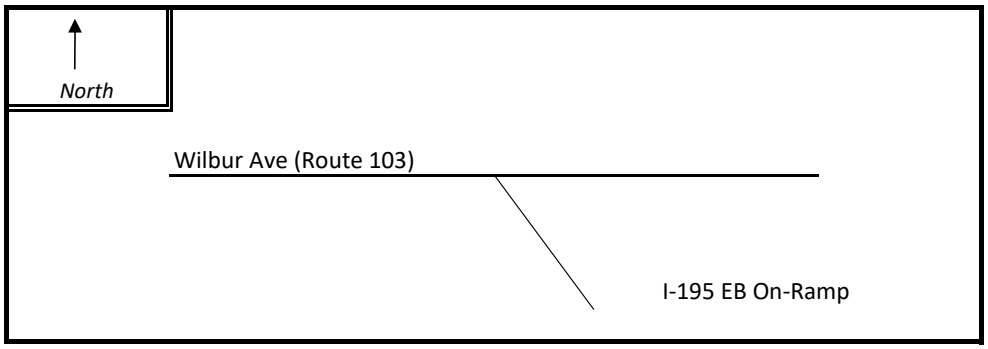
0.61 0.89

~ INTERSECTION DATA ~

MAJOR STREET : Wilbur Ave (Route 103)

MINOR STREET(S) : I-195 EB On-Ramp

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/**PM**) :	0	0	910	1,310		**2,220**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **24,667**

TOTAL # OF CRASHES : 7 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **1.40**

CRASH RATE CALCULATION : **0.16**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Accident Data (2015-2019)

Project Title & Date: 15542 Prysmian Brayton Point 8/22/2022

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Worcester

COUNT DATE : June 2022

DISTRICT : 5

UNSIGNALIZED : X (0.61)

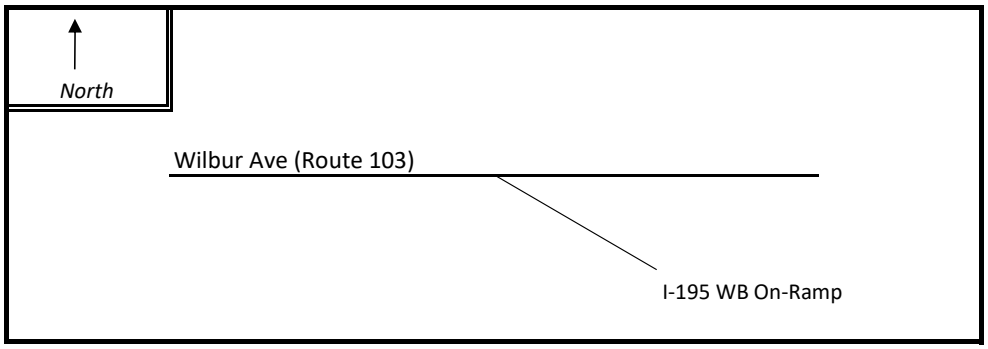
SIGNALIZED : (0.89)

~ INTERSECTION DATA ~

MAJOR STREET : Wilbur Ave (Route 103)

MINOR STREET(S) : I-195 WB Off-Ramp

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/**PM**) :		520	420	785		**1,725**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **19,167**

TOTAL # OF CRASHES : 28

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **5.60**

CRASH RATE CALCULATION : **0.80**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Accident Data (2015-2019)

Project Title & Date: 15542 Prysmian Brayton Point 8/22/2022

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerset | COUNT DATE : June 2022

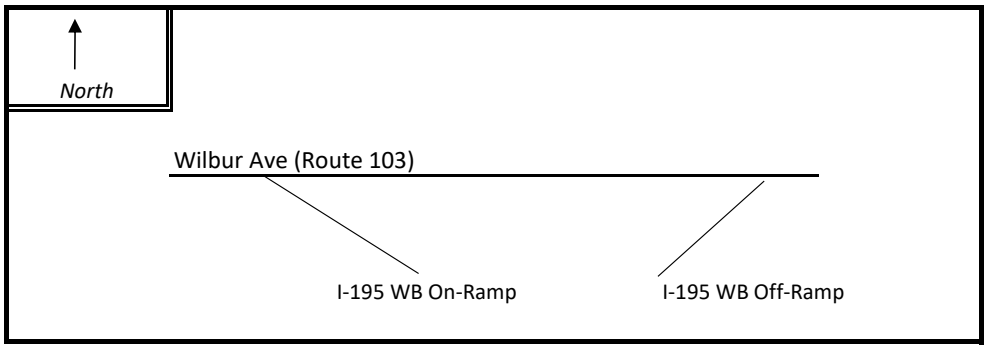
DISTRICT : 5 | UNSIGNALIZED : X (0.61) | SIGNALIZED : (0.89)

~ INTERSECTION DATA ~

MAJOR STREET : Wilbur Ave (Route 103)

MINOR STREET(S) : I-195 WB Off-Ramp

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/**PM**) :	300	0	415	790		**1,505**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **16,722**

TOTAL # OF CRASHES : 20 | # OF YEARS : 5 | AVERAGE # OF CRASHES PER YEAR (**A**) : **4.00**

CRASH RATE CALCULATION : **0.66**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Accident Data (2015-2019)

Project Title & Date: 15542 Prysmian Brayton Point 8/22/2022

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerset | COUNT DATE : June 2022

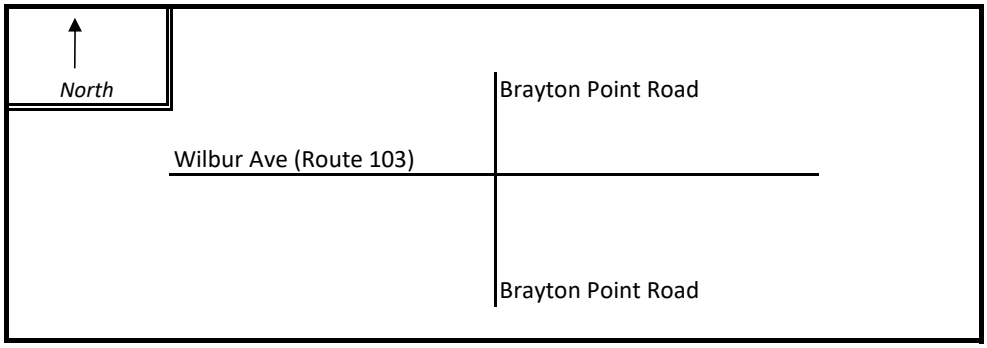
DISTRICT : 5 | UNSIGNALIZED : [ ] 0.61 | SIGNALIZED : [X] 0.89

~ INTERSECTION DATA ~

MAJOR STREET : Wilbur Ave (Route 103)

MINOR STREET(S) : Brayton Point Road

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/**PM**) :	120	395	670	470		**1,655**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **18,389**

TOTAL # OF CRASHES : 54 | # OF YEARS : 5 | AVERAGE # OF CRASHES PER YEAR (**A**) : **10.80**

CRASH RATE CALCULATION : **1.61**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Accident Data (2015-2019)

Project Title & Date: 15542 Prysmian Brayton Point 8/22/2022

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerset | COUNT DATE : June 2022

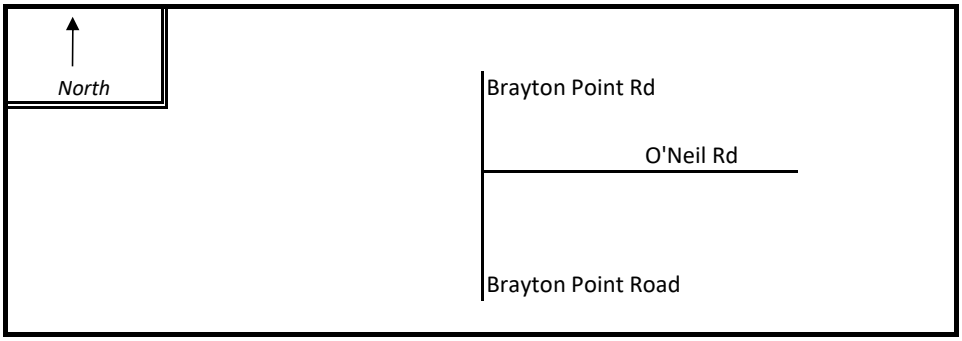
DISTRICT : 5 | UNSIGNALIZED : X (0.61) | SIGNALIZED : (0.89)

~ INTERSECTION DATA ~

MAJOR STREET : Brayton Point Road

MINOR STREET(S) : O'Neil Rd

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB		WB		
PEAK HOURLY VOLUMES (AM/**PM**) :	5	70		40		**115**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **1,278**

TOTAL # OF CRASHES : 1 | # OF YEARS : 5 | AVERAGE # OF CRASHES PER YEAR (**A**) : **0.20**

CRASH RATE CALCULATION : **0.43**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Accident Data (2015-2019)

Project Title & Date: 15542 Prysmian Brayton Point 8/22/2022

* Some movements at this intersection were back-calculated from other study area intersections to determine the approach volume.

Appendix 5 – Trip Generation

Manufacturing
(140)

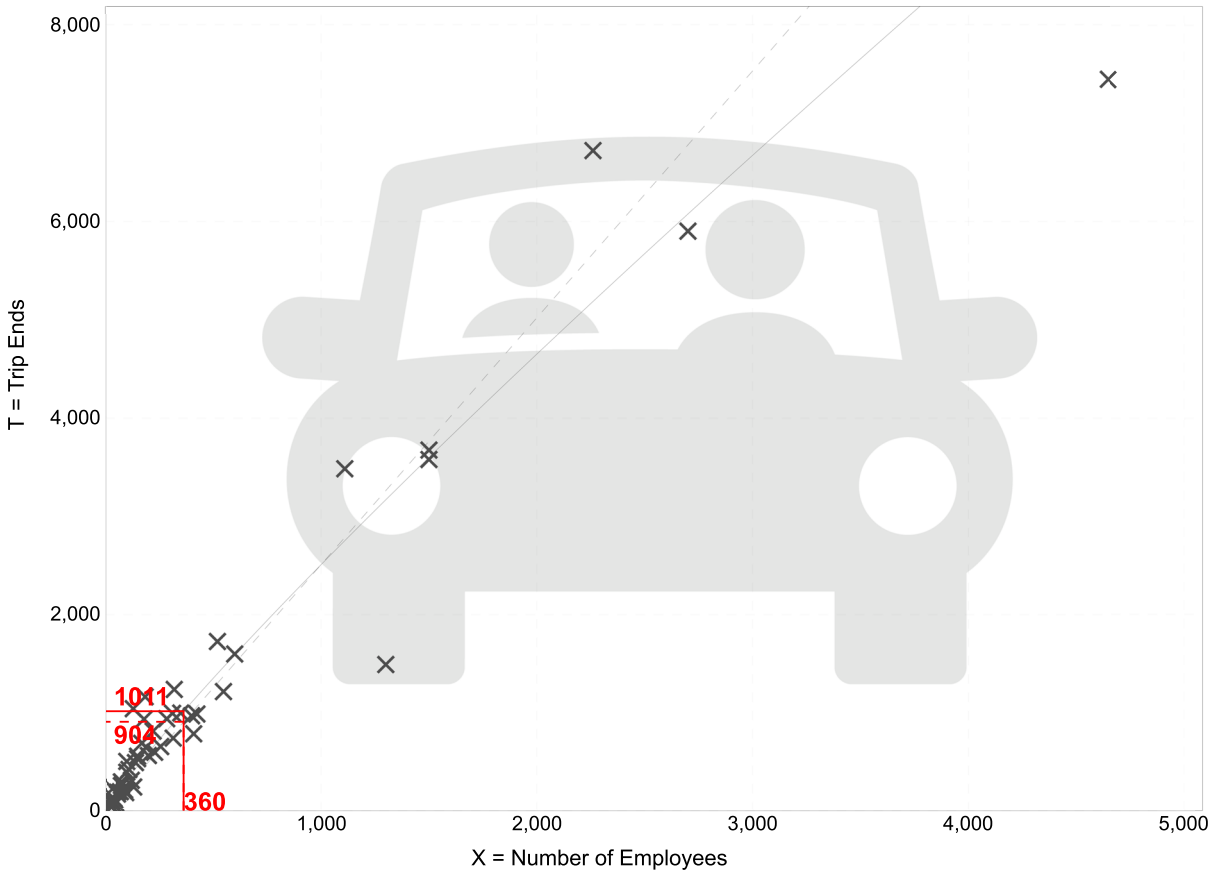
Vehicle Trip Ends vs: **Employees**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Employees: 437
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.51	1.15 - 8.05	0.96

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.89 Ln(X) + 1.68 **R^2= 0.93**

Manufacturing
(140)

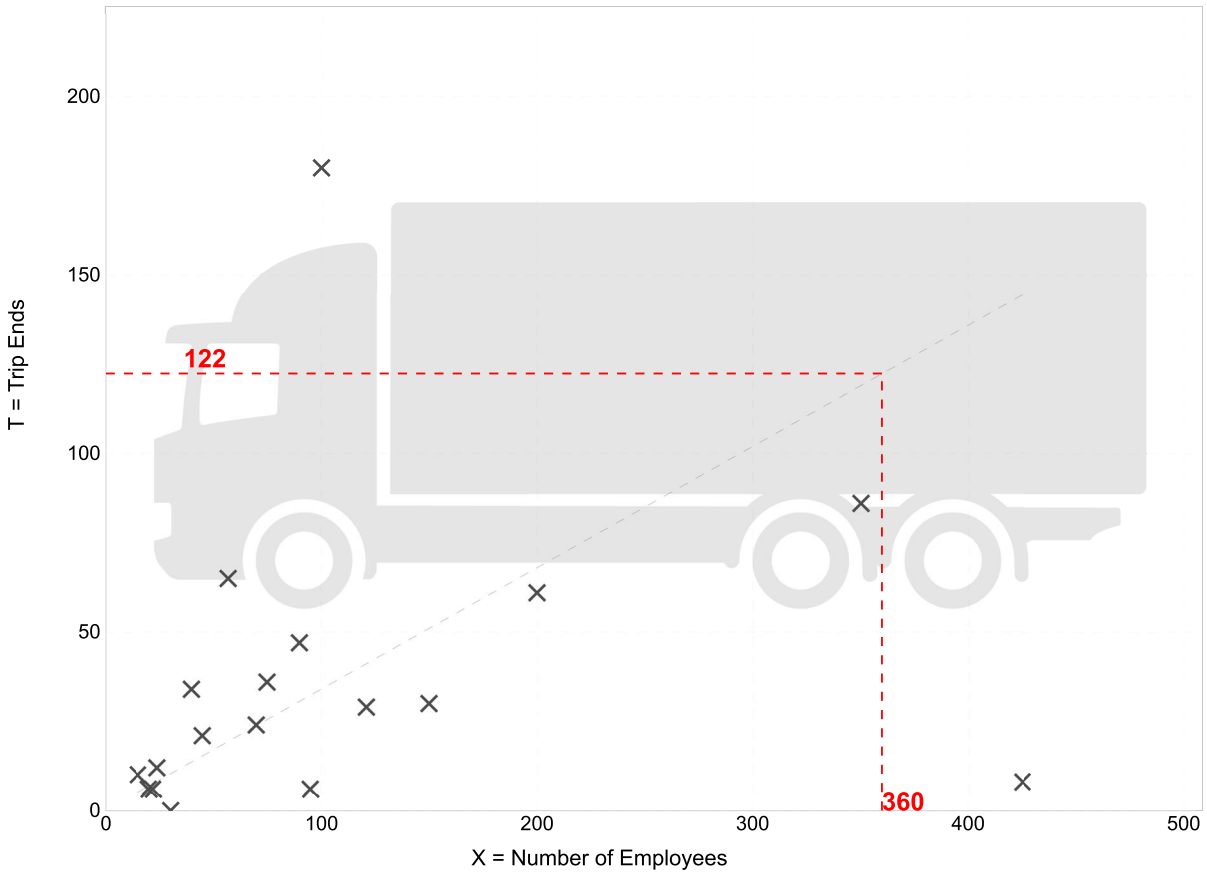
Truck Trip Ends vs: **Employees**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 18
Avg. Num. of Employees: 107
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.34	0.00 - 1.80	0.43

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

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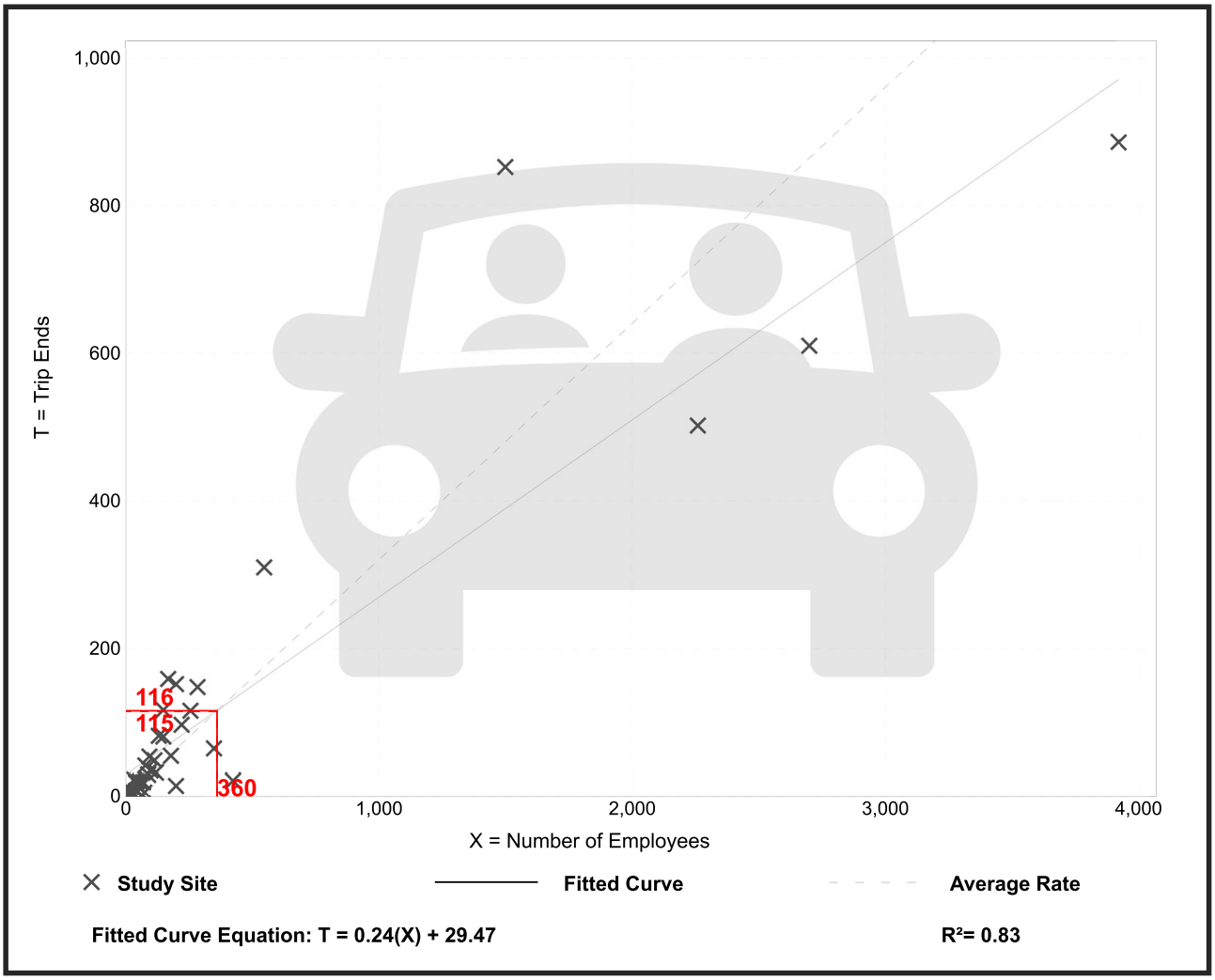
Manufacturing
(140)

Vehicle Trip Ends vs:	**Employees**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	37
Avg. Num. of Employees:	400
Directional Distribution:	73% entering, 27% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.32	0.03 - 0.94	0.18

Data Plot and Equation



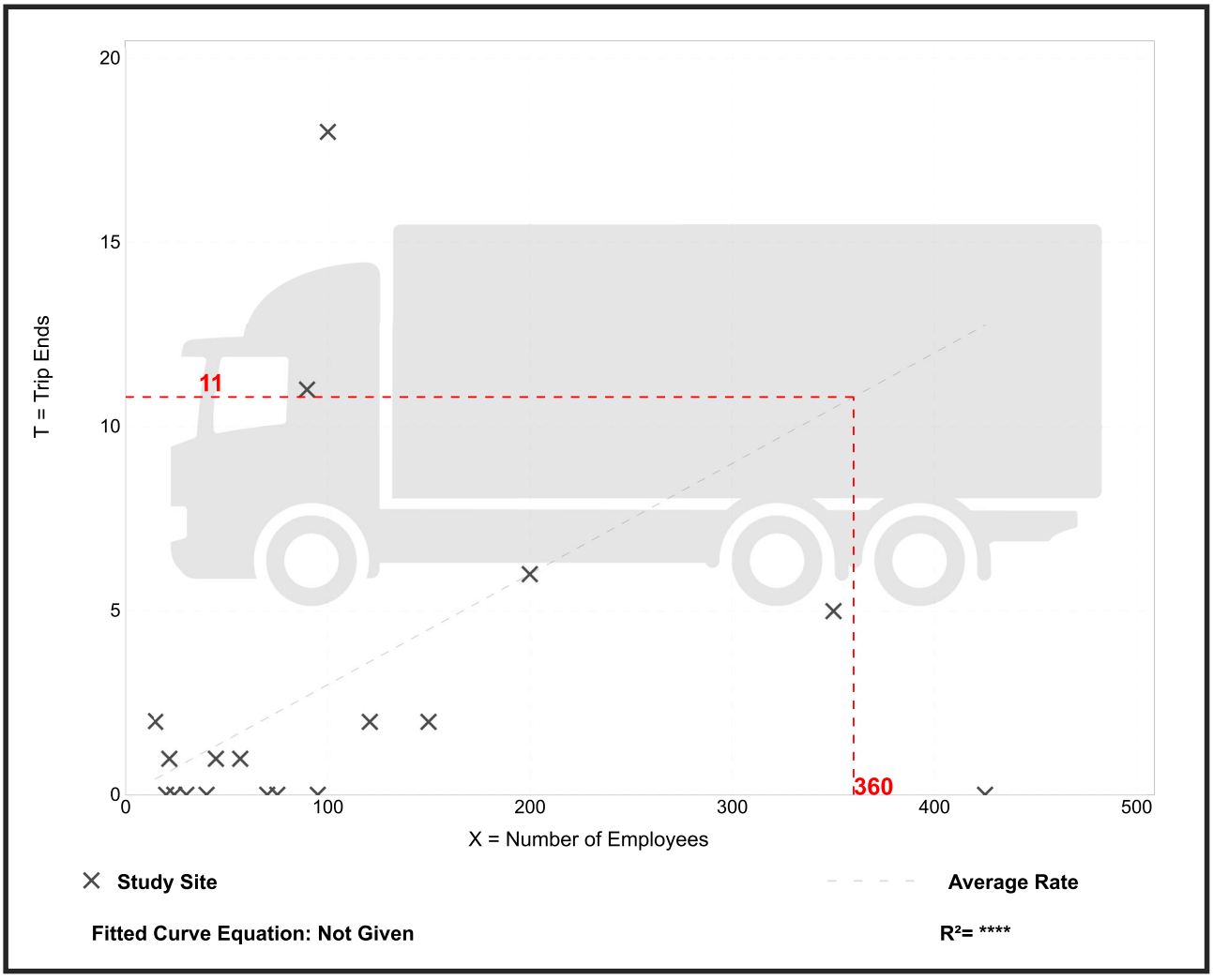
Manufacturing
(140)

Truck Trip Ends vs:	**Employees**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	18
Avg. Num. of Employees:	107
Directional Distribution:	59% entering, 41% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.18	0.05

Data Plot and Equation



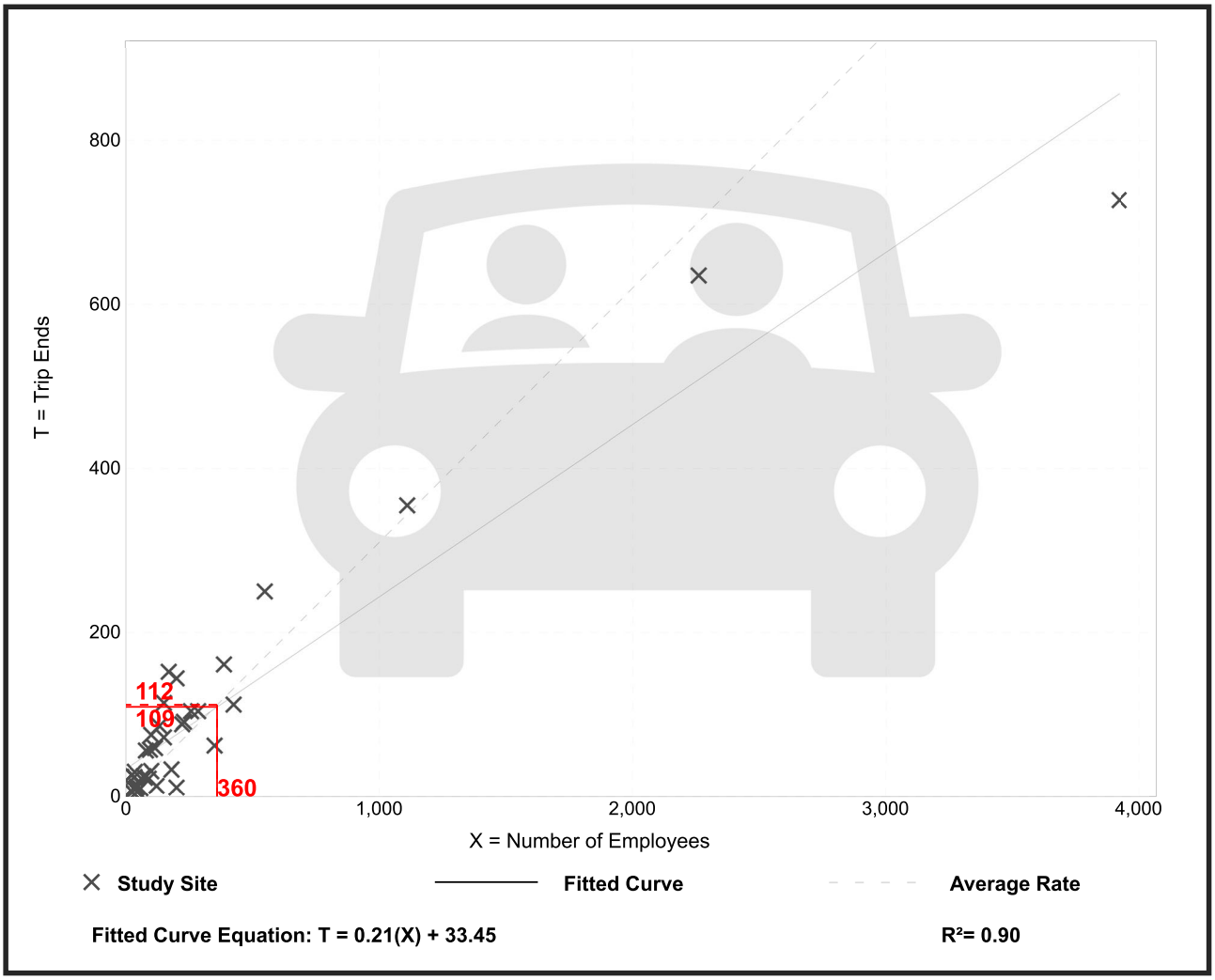
Manufacturing
(140)

Vehicle Trip Ends vs:	**Employees**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	37
Avg. Num. of Employees:	334
Directional Distribution:	37% entering, 63% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.31	0.06 - 1.18	0.17

Data Plot and Equation



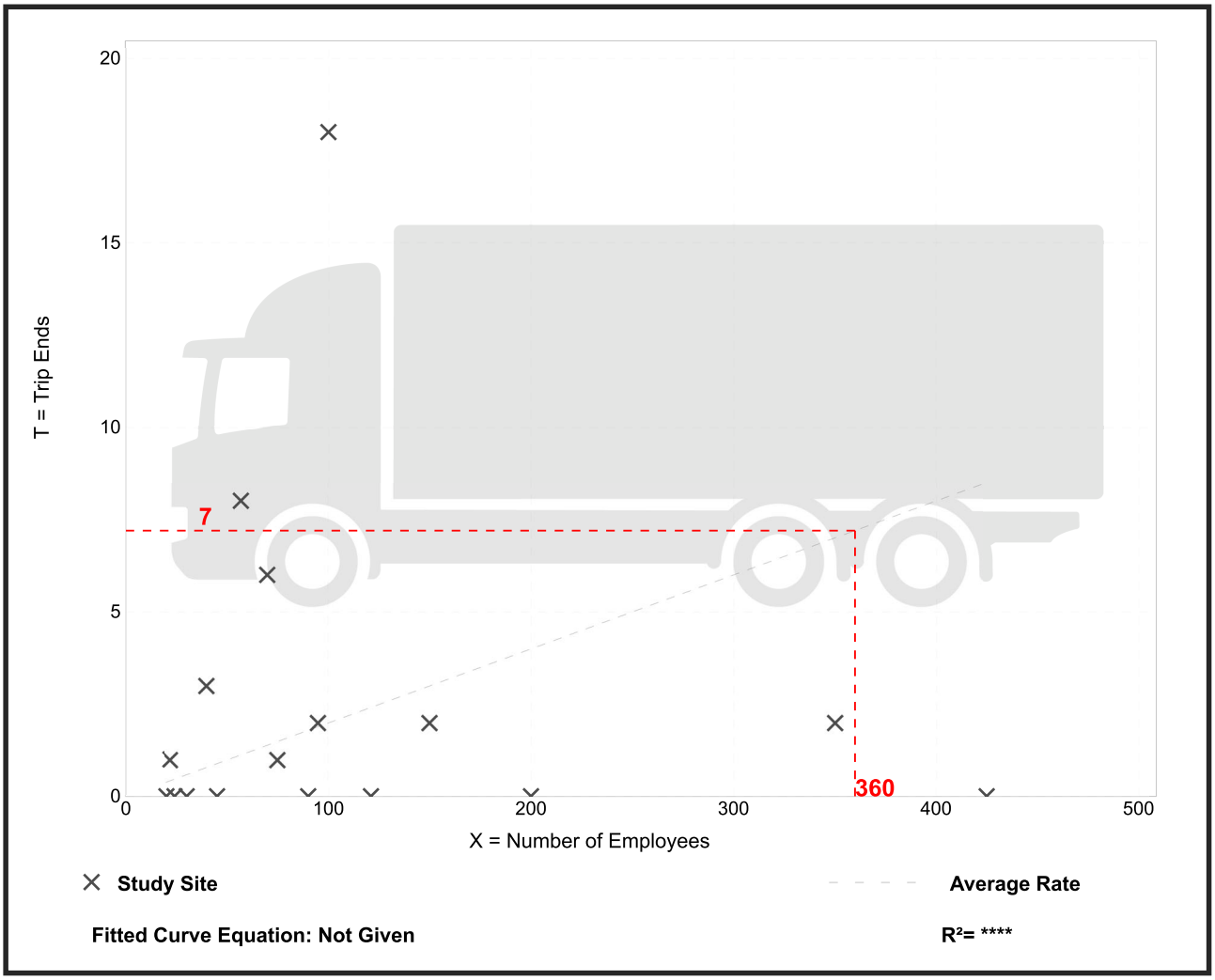
Manufacturing
(140)

Truck Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 17
Avg. Num. of Employees: 113
Directional Distribution: 37% entering, 63% exiting

Truck Trip Generation per Employee

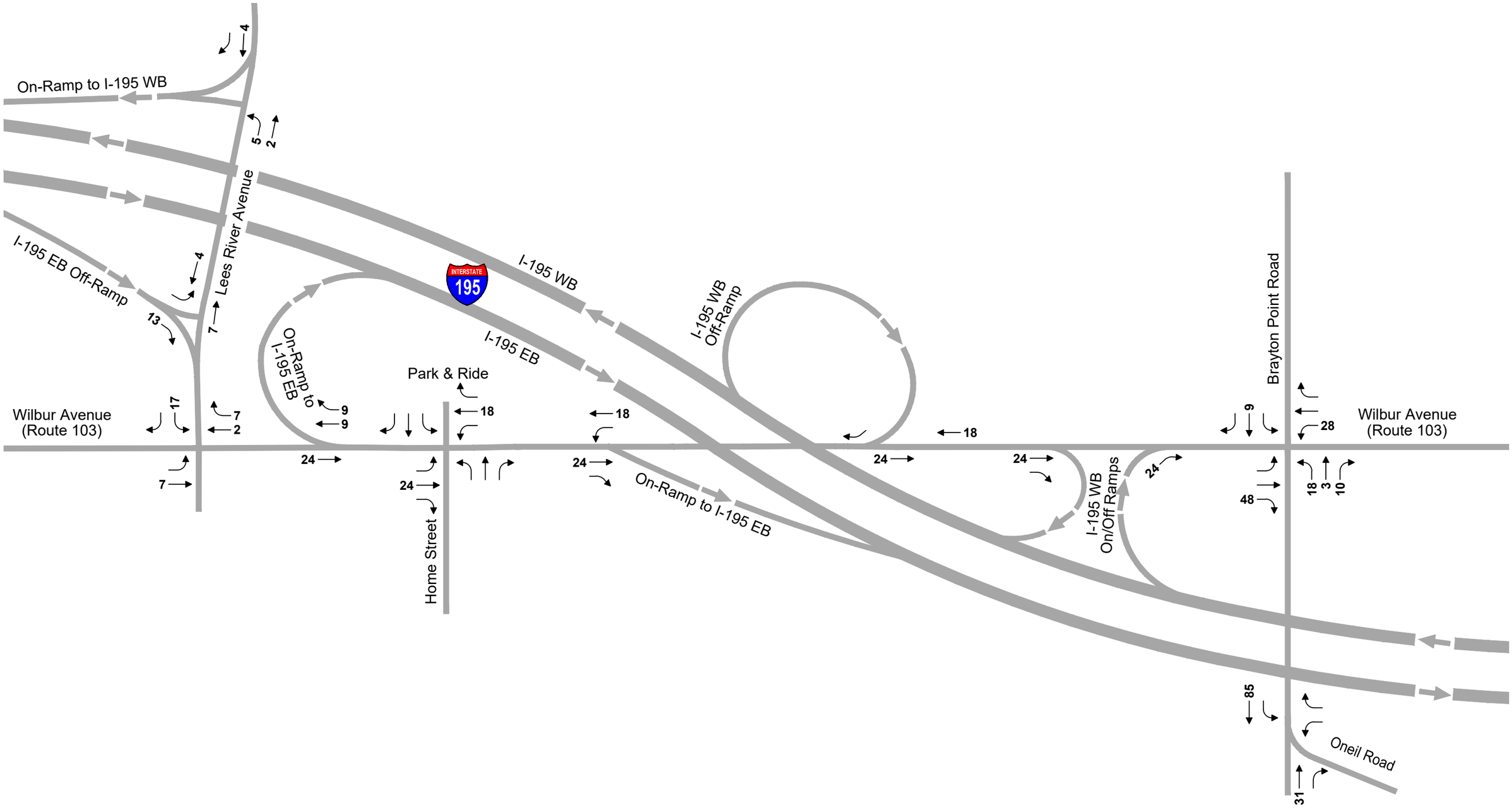
Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.18	0.05

Data Plot and Equation



Appendix 6 – Site Generated Traffic

\\vhb\gbl\proj\Boston\15542.00\Graphics\FIGURES\Prysmian DEIR Figures Folder\CAD\BRAYTON_Volumes.dwg



Not to Scale

Site Generated Traffic
Weekday Morning Peak Hour
Traffic Volumes

Prysmian Brayton Point
Somerset, Massachusetts

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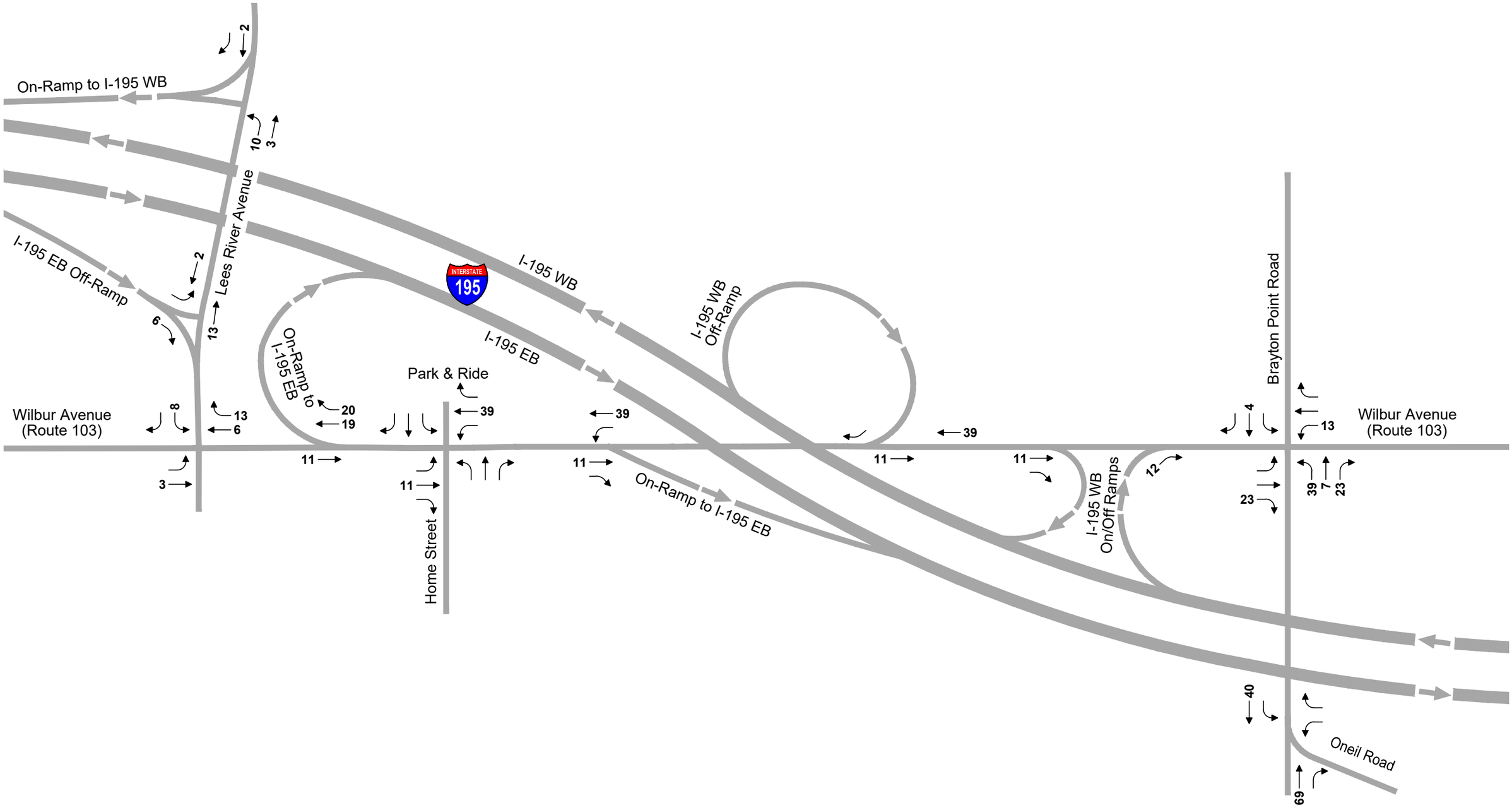


Not to Scale

Site Generated Traffic
Weekday Evening Peak Hour
Traffic Volumes

Prysmian Brayton Point
Somerset, Massachusetts

Appendix 7 – SYNCHRO Capacity Analysis

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	85	0	220	210	0
Future Volume (Veh/h)	110	85	0	220	210	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.87	0.87	0.70	0.70
Hourly flow rate (vph)	125	97	0	253	300	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				359		
pX, platoon unblocked						
vC, conflicting volume	553	300	300			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	553	300	300			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	87	100			
cM capacity (veh/h)	489	733	1255			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	222	253	300
Volume Left	125	0	0
Volume Right	97	0	0
cSH	572	1700	1700
Volume to Capacity	0.39	0.15	0.18
Queue Length 95th (ft)	46	0	0
Control Delay (s)	15.2	0.0	0.0
Lane LOS	C		
Approach Delay (s)	15.2	0.0	0.0
Approach LOS	C		

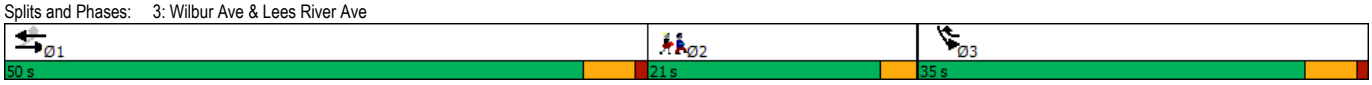
Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		

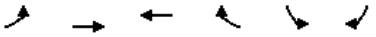
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	70	645	325	145	255	35	
Future Volume (vph)	70	645	325	145	255	35	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Right Turn on Red				Yes		Yes	
Link Speed (mph)		47	47		37		
Link Distance (ft)		198	256		359		
Travel Time (s)		2.9	3.7		6.6		
Peak Hour Factor	0.88	0.88	0.85	0.85	0.83	0.83	
Heavy Vehicles (%)	1%	1%	5%	5%	4%	4%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	80	733	382	171	349	0	
Turn Type	Perm	NA	NA	pm+ov	Prot		
Protected Phases		1	1	3	3		2
Permitted Phases	1			1			
Detector Phase	1	1	1	3	3		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0		1.0
Minimum Split (s)	12.0	12.0	12.0	10.0	10.0		21.0
Total Split (s)	50.0	50.0	50.0	35.0	35.0		21.0
Total Split (%)	47.2%	47.2%	47.2%	33.0%	33.0%		20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead	Lead	Lead				Lag
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	Min	Min	Min	None	None		None
v/c Ratio	0.16	0.71	0.38	0.11	0.67		
Control Delay	9.8	17.1	11.0	0.1	29.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	9.8	17.1	11.0	0.1	29.1		
Queue Length 50th (ft)	15	207	83	0	143		
Queue Length 95th (ft)	44	408	164	0	208		
Internal Link Dist (ft)		118	176		279		
Turn Bay Length (ft)							
Base Capacity (vph)	615	1259	1212	1538	772		
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	0.13	0.58	0.32	0.11	0.45		

Intersection Summary

Area Type: Other
Cycle Length: 106
Actuated Cycle Length: 70
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

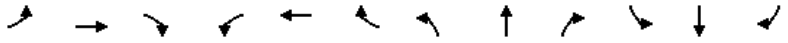
Splits and Phases: 3: Wilbur Ave & Lees River Ave





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	70	645	325	145	255	35
Future Volume (vph)	70	645	325	145	255	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.98	
Flt Protected	0.95	1.00	1.00	1.00	0.96	
Satd. Flow (prot)	1787	1881	1810	1538	1722	
Flt Permitted	0.49	1.00	1.00	1.00	0.96	
Satd. Flow (perm)	919	1881	1810	1538	1722	
Peak-hour factor, PHF	0.88	0.88	0.85	0.85	0.83	0.83
Adj. Flow (vph)	80	733	382	171	307	42
RTOR Reduction (vph)	0	0	0	25	4	0
Lane Group Flow (vph)	80	733	382	146	345	0
Heavy Vehicles (%)	1%	1%	5%	5%	4%	4%
Turn Type	Perm	NA	NA	pm+ov	Prot	
Protected Phases		1	1	3	3	
Permitted Phases	1			1		
Actuated Green, G (s)	38.5	38.5	38.5	59.6	21.1	
Effective Green, g (s)	38.5	38.5	38.5	59.6	21.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.86	0.30	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	508	1040	1001	1538	522	
v/s Ratio Prot		c0.39	0.21	0.03	c0.20	
v/s Ratio Perm	0.09			0.07		
v/c Ratio	0.16	0.70	0.38	0.10	0.66	
Uniform Delay, d1	7.6	11.4	8.8	0.8	21.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	2.4	0.3	0.0	3.4	
Delay (s)	7.8	13.7	9.1	0.8	24.6	
Level of Service	A	B	A	A	C	
Approach Delay (s)		13.2	6.6		24.6	
Approach LOS		B	A		C	

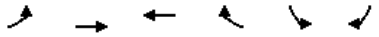
Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	69.6	Sum of lost time (s)	13.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	895	5	5	665	15	20	0	5	15	0	5
Future Volume (Veh/h)	10	895	5	5	665	15	20	0	5	15	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.75	0.75	0.75	0.70	0.70	0.70
Hourly flow rate (vph)	12	1053	6	5	700	16	27	0	7	21	0	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		442										
pX, platoon unblocked												
vC, conflicting volume	716			1059			1805	1806	530	1276	1801	708
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	716			1059			1805	1806	530	1276	1801	708
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			44	100	99	83	100	98
cM capacity (veh/h)	880			653			48	77	494	120	77	377

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	538	532	721	34	28
Volume Left	12	0	5	27	21
Volume Right	0	6	16	7	7
cSH	880	1700	653	59	145
Volume to Capacity	0.01	0.31	0.01	0.58	0.19
Queue Length 95th (ft)	1	0	1	58	17
Control Delay (s)	0.4	0.0	0.2	128.8	35.8
Lane LOS	A		A	F	E
Approach Delay (s)	0.2		0.2	128.8	35.8
Approach LOS				F	E

Intersection Summary					
Average Delay	3.1				
Intersection Capacity Utilization	49.9%	ICU Level of Service		A	
Analysis Period (min)	15				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	330	425	0	0	260
Future Volume (Veh/h)	0	330	425	0	0	260
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.95	0.95	0.80	0.80
Hourly flow rate (vph)	0	384	447	0	0	325
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	447				831	447
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	447				831	447
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	46
cM capacity (veh/h)	1108				336	605

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	384	447	325
Volume Left	0	0	0
Volume Right	0	0	325
cSH	1700	1700	605
Volume to Capacity	0.23	0.26	0.54
Queue Length 95th (ft)	0	0	80
Control Delay (s)	0.0	0.0	17.6
Lane LOS			C
Approach Delay (s)	0.0	0.0	17.6
Approach LOS			C

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	325	0	0	430	0	200
Future Volume (Veh/h)	325	0	0	430	0	200
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.91	0.91	0.83	0.83
Hourly flow rate (vph)	374	0	0	473	0	241
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				934		
pX, platoon unblocked						
vC, conflicting volume			374		847	374
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			374		847	374
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	64
cM capacity (veh/h)			1179		330	668

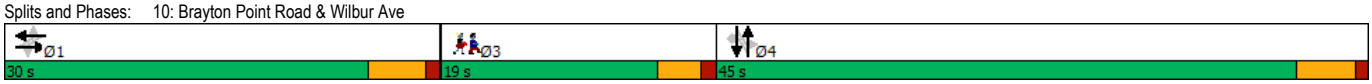
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	374	473	241
Volume Left	0	0	0
Volume Right	0	0	241
cSH	1700	1700	668
Volume to Capacity	0.22	0.28	0.36
Queue Length 95th (ft)	0	0	41
Control Delay (s)	0.0	0.0	13.4
Lane LOS			B
Approach Delay (s)	0.0	0.0	13.4
Approach LOS			B

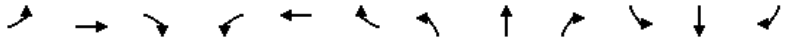
Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø3
Lane Configurations													
Traffic Volume (vph)	215	265	30	10	170	20	55	50	25	20	25	190	
Future Volume (vph)	215	265	30	10	170	20	55	50	25	20	25	190	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	9	9	12	9	10	12	10	11	12	12	11	11	
Right Turn on Red			Yes			Yes			Yes			Yes	
Link Speed (mph)		47			47			32			37		
Link Distance (ft)		934			535			2810			448		
Travel Time (s)		13.5			7.8			59.9			8.3		
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87	
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	1%	1%	1%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	239	327	0	11	216	0	63	86	0	0	52	218	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm	
Protected Phases		1			1			4			4		3
Permitted Phases	1			1			4			4		4	
Detector Phase	1	1		1	1		4	4		4	4	4	
Switch Phase													
Minimum Initial (s)	9.0	9.0		9.0	9.0		10.0	10.0		10.0	10.0	10.0	1.0
Minimum Split (s)	14.0	14.0		14.0	14.0		15.0	15.0		15.0	15.0	15.0	19.0
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	45.0	19.0
Total Split (%)	31.9%	31.9%		31.9%	31.9%		47.9%	47.9%		47.9%	47.9%	47.9%	20%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0	
Lead/Lag							Lag	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None		None	None	None	None
v/c Ratio	0.41	0.35		0.02	0.23		0.22	0.21			0.15	0.42	
Control Delay	8.7	7.0		5.0	6.0		16.4	11.8			15.2	5.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Delay	8.7	7.0		5.0	6.0		16.4	11.8			15.2	5.7	
Queue Length 50th (ft)	30	39		1	23		13	12			11	0	
Queue Length 95th (ft)	74	82		6	51		36	36			30	36	
Internal Link Dist (ft)		854			455			2730			368		
Turn Bay Length (ft)													
Base Capacity (vph)	582	923		521	947		1246	1695			1505	1509	
Starvation Cap Reductn	0	0		0	0		0	0			0	0	
Spillback Cap Reductn	0	0		0	0		0	0			0	0	
Storage Cap Reductn	0	0		0	0		0	0			0	0	
Reduced v/c Ratio	0.41	0.35		0.02	0.23		0.05	0.05			0.03	0.14	

Intersection Summary	
Area Type:	Other
Cycle Length: 94	
Actuated Cycle Length: 45.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: Brayton Point Road & Wilbur Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	265	30	10	170	20	55	50	25	20	25	190
Future Volume (vph)	215	265	30	10	170	20	55	50	25	20	25	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	10	12	10	11	12	12	11	11
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1608	1667		1593	1711		1685	1744			1779	1546
Flt Permitted	0.62	1.00		0.56	1.00		0.72	1.00			0.85	1.00
Satd. Flow (perm)	1055	1667		944	1711		1282	1744			1548	1546
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	239	294	33	11	193	23	63	57	29	23	29	218
RTOR Reduction (vph)	0	3	0	0	3	0	0	22	0	0	0	168
Lane Group Flow (vph)	239	324	0	11	213	0	63	64	0	0	52	50
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		1			1			4			4	
Permitted Phases	1			1			4			4		4
Actuated Green, G (s)	25.0	25.0		25.0	25.0		10.3	10.3			10.3	10.3
Effective Green, g (s)	25.0	25.0		25.0	25.0		10.3	10.3			10.3	10.3
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.23	0.23			0.23	0.23
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	582	919		520	944		291	396			351	351
v/s Ratio Prot		0.19			0.12			0.04				
v/s Ratio Perm	c0.23			0.01			c0.05				0.03	0.03
v/c Ratio	0.41	0.35		0.02	0.23		0.22	0.16			0.15	0.14
Uniform Delay, d1	5.9	5.6		4.6	5.2		14.2	14.0			14.0	14.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.5	0.2		0.0	0.1		0.4	0.2			0.2	0.2
Delay (s)	6.4	5.9		4.6	5.3		14.6	14.2			14.2	14.2
Level of Service	A	A		A	A		B	B			B	B
Approach Delay (s)		6.1			5.3			14.4			14.2	
Approach LOS		A			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	45.3	Sum of lost time (s)	14.0	
Intersection Capacity Utilization	45.5%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	0	0	75	20	5
Future Volume (Veh/h)	5	0	0	75	20	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.25	0.25	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	20	0	0	100	27	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	130	30	34			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	130	30	34			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	868	1050	1571			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	20	100	34
Volume Left	20	0	0
Volume Right	0	0	7
cSH	868	1571	1700
Volume to Capacity	0.02	0.00	0.02
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.2	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.2	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	13.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	210	190	0	335	210	0
Future Volume (Veh/h)	210	190	0	335	210	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.85	0.85	0.95	0.95
Hourly flow rate (vph)	236	213	0	394	221	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				359		
pX, platoon unblocked						
vC, conflicting volume	615	221	221			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	615	221	221			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	48	74	100			
cM capacity (veh/h)	455	819	1348			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	449	394	221
Volume Left	236	0	0
Volume Right	213	0	0
cSH	576	1700	1700
Volume to Capacity	0.78	0.23	0.13
Queue Length 95th (ft)	182	0	0
Control Delay (s)	29.8	0.0	0.0
Lane LOS	D		
Approach Delay (s)	29.8	0.0	0.0
Approach LOS	D		

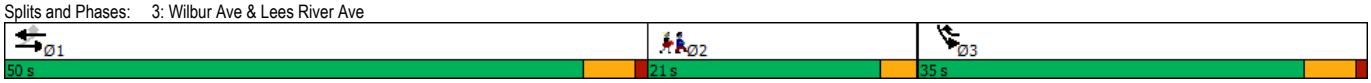
Intersection Summary			
Average Delay	12.6		
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

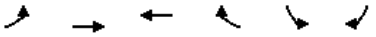
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	75	630	765	260	265	125	
Future Volume (vph)	75	630	765	260	265	125	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Right Turn on Red				Yes		Yes	
Link Speed (mph)		47	47		37		
Link Distance (ft)		198	256		359		
Travel Time (s)		2.9	3.7		6.6		
Peak Hour Factor	0.89	0.89	0.94	0.94	0.84	0.84	
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	84	708	814	277	464	0	
Turn Type	Perm	NA	NA	pm+ov	Prot		
Protected Phases		1	1	3	3		2
Permitted Phases	1			1			
Detector Phase	1	1	1	3	3		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0		1.0
Minimum Split (s)	12.0	12.0	12.0	10.0	10.0		21.0
Total Split (s)	50.0	50.0	50.0	35.0	35.0		21.0
Total Split (%)	47.2%	47.2%	47.2%	33.0%	33.0%		20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead	Lead	Lead				Lag
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	Min	Min	Min	None	None		None
v/c Ratio	0.56	0.70	0.80	0.17	0.78		
Control Delay	31.5	19.2	23.5	0.2	34.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	31.5	19.2	23.5	0.2	34.0		
Queue Length 50th (ft)	28	270	339	0	204		
Queue Length 95th (ft)	#99	398	#525	0	288		
Internal Link Dist (ft)		118	176		279		
Turn Bay Length (ft)							
Base Capacity (vph)	151	1011	1020	1589	637		
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	0.56	0.70	0.80	0.17	0.73		

Intersection Summary	
Area Type:	Other
Cycle Length: 106	
Actuated Cycle Length: 83	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Wilbur Ave & Lees River Ave





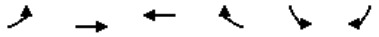
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	630	765	260	265	125
Future Volume (vph)	75	630	765	260	265	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.96	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1770	1863	1881	1599	1723	
Flt Permitted	0.15	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	279	1863	1881	1599	1723	
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.84	0.84
Adj. Flow (vph)	84	708	814	277	315	149
RTOR Reduction (vph)	0	0	0	33	15	0
Lane Group Flow (vph)	84	708	814	244	449	0
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Turn Type	Perm	NA	NA	pm+ov	Prot	
Protected Phases		1	1	3	3	
Permitted Phases	1			1		
Actuated Green, G (s)	45.1	45.1	45.1	73.0	27.9	
Effective Green, g (s)	45.1	45.1	45.1	73.0	27.9	
Actuated g/C Ratio	0.54	0.54	0.54	0.88	0.34	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	151	1012	1022	1599	579	
v/s Ratio Prot		0.38	c0.43	0.05	c0.26	
v/s Ratio Perm	0.30			0.10		
v/c Ratio	0.56	0.70	0.80	0.15	0.78	
Uniform Delay, d1	12.4	14.0	15.3	0.7	24.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.4	2.3	4.6	0.1	6.8	
Delay (s)	17.8	16.3	19.9	0.8	31.6	
Level of Service	B	B	B	A	C	
Approach Delay (s)		16.4	15.0		31.6	
Approach LOS		B	B		C	

Intersection Summary				
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	83.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	890	5	20	1275	10	5	0	20	20	0	5
Future Volume (Veh/h)	10	890	5	20	1275	10	5	0	20	20	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.71	0.71	0.71	0.48	0.48	0.48
Hourly flow rate (vph)	11	937	5	21	1328	10	7	0	28	42	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		442										
pX, platoon unblocked												
vC, conflicting volume	1338			942			2346	2342	471	1894	2339	1333
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1338			942			2346	2342	471	1894	2339	1333
tC, single (s)	4.1			4.1			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			57	100	95	0	100	93
cM capacity (veh/h)	511			730			16	33	531	38	33	142

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	480	474	1359	35	52
Volume Left	11	0	21	7	42
Volume Right	0	5	10	28	10
cSH	511	1700	730	73	44
Volume to Capacity	0.02	0.28	0.03	0.48	1.18
Queue Length 95th (ft)	2	0	2	49	123
Control Delay (s)	0.6	0.0	1.5	93.0	338.5
Lane LOS	A		A	F	F
Approach Delay (s)	0.3		1.5	93.0	338.5
Approach LOS				F	F

Intersection Summary				
Average Delay	9.7			
Intersection Capacity Utilization	94.8%	ICU Level of Service	F	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Volume (veh/h)	0	420	785	0	0	520
Future Volume (Veh/h)	0	420	785	0	0	520
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.89	0.89	0.95	0.95
Hourly flow rate (vph)	0	462	882	0	0	547
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	882				1344	882
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	882				1344	882
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	767				167	345

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	462	882	547
Volume Left	0	0	0
Volume Right	0	0	547
cSH	1700	1700	345
Volume to Capacity	0.27	0.52	1.58
Queue Length 95th (ft)	0	0	792
Control Delay (s)	0.0	0.0	304.0
Lane LOS			F
Approach Delay (s)	0.0	0.0	304.0
Approach LOS			F

Intersection Summary			
Average Delay	87.9		
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	405	0	0	790	0	300
Future Volume (Veh/h)	405	0	0	790	0	300
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	455	0	0	888	0	330
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				934		
pX, platoon unblocked					0.80	
vC, conflicting volume			455		1343	455
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			455		1303	455
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	46
cM capacity (veh/h)			1111		142	609

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	455	888	330
Volume Left	0	0	0
Volume Right	0	0	330
cSH	1700	1700	609
Volume to Capacity	0.27	0.52	0.54
Queue Length 95th (ft)	0	0	81
Control Delay (s)	0.0	0.0	17.7
Lane LOS			C
Approach Delay (s)	0.0	0.0	17.7
Approach LOS			C

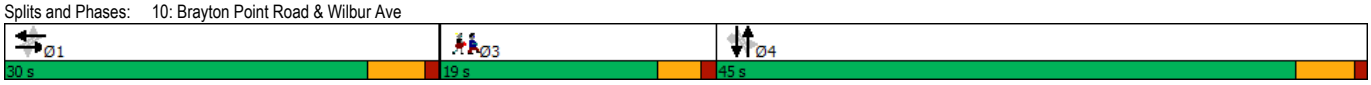
Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

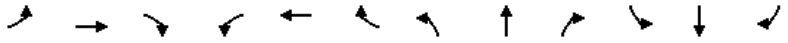
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø3
Lane Configurations													
Traffic Volume (vph)	350	260	60	25	405	40	55	50	15	35	55	305	
Future Volume (vph)	350	260	60	25	405	40	55	50	15	35	55	305	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	9	9	12	9	10	12	10	11	12	12	11	11	
Right Turn on Red			Yes			Yes			Yes			Yes	
Link Speed (mph)		47			47			32			37		
Link Distance (ft)		934			535			2810			448		
Travel Time (s)		13.5			7.8			59.9			8.3		
Confl. Peds. (#/hr)							2					2	
Peak Hour Factor	0.95	0.95	0.95	0.88	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94	
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	368	337	0	28	536	0	65	77	0	0	96	324	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm	
Protected Phases		1			1			4			4		3
Permitted Phases	1			1			4			4		4	
Detector Phase	1	1		1	1		4	4		4	4	4	
Switch Phase													
Minimum Initial (s)	9.0	9.0		9.0	9.0		10.0	10.0		10.0	10.0	10.0	1.0
Minimum Split (s)	14.0	14.0		14.0	14.0		15.0	15.0		15.0	15.0	15.0	19.0
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	45.0	19.0
Total Split (%)	31.9%	31.9%		31.9%	31.9%		47.9%	47.9%		47.9%	47.9%	47.9%	20%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0	
Lead/Lag							Lag	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None		None	None	None	None
v/c Ratio	1.23	0.40		0.06	0.61		0.24	0.19			0.27	0.55	
Control Delay	149.2	11.4		10.4	16.0		20.3	15.6			20.0	6.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Delay	149.2	11.4		10.4	16.0		20.3	15.6			20.0	6.9	
Queue Length 50th (ft)	~117	39		3	75		14	12			21	0	
Queue Length 95th (ft)	#397	189		24	#335		51	49			72	59	
Internal Link Dist (ft)		854			455			2730			368		
Turn Bay Length (ft)													
Base Capacity (vph)	300	851		455	884		1072	1547			1389	1379	
Starvation Cap Reductn	0	0		0	0		0	0			0	0	
Spillback Cap Reductn	0	0		0	0		0	0			0	0	
Storage Cap Reductn	0	0		0	0		0	0			0	0	
Reduced v/c Ratio	1.23	0.40		0.06	0.61		0.06	0.05			0.07	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 94
Actuated Cycle Length: 50.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ 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: 10: Brayton Point Road & Wilbur Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	260	60	25	405	40	55	50	15	35	55	305
Future Volume (vph)	350	260	60	25	405	40	55	50	15	35	55	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	10	12	10	11	12	12	11	11
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	0.99		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1608	1646		1593	1715		1645	1738			1784	1508
Flt Permitted	0.34	1.00		0.53	1.00		0.69	1.00			0.86	1.00
Satd. Flow (perm)	583	1646		887	1715		1203	1738			1562	1508
Peak-hour factor, PHF	0.95	0.95	0.95	0.88	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94
Adj. Flow (vph)	368	274	63	28	488	48	65	59	18	37	59	324
RTOR Reduction (vph)	0	6	0	0	3	0	0	14	0	0	0	255
Lane Group Flow (vph)	368	331	0	28	533	0	65	63	0	0	96	69
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		1			1			4			4	
Permitted Phases	1			1			4			4		4
Actuated Green, G (s)	25.8	25.8		25.8	25.8		11.4	11.4			11.4	11.4
Effective Green, g (s)	25.8	25.8		25.8	25.8		11.4	11.4			11.4	11.4
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.21	0.21			0.21	0.21
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	282	796		429	830		257	371			334	322
v/s Ratio Prot		0.20			0.31			0.04				
v/s Ratio Perm	c0.63			0.03			0.05				c0.06	0.05
v/c Ratio	1.30	0.42		0.07	0.64		0.25	0.17			0.29	0.22
Uniform Delay, d1	13.7	8.9		7.3	10.3		17.4	17.1			17.5	17.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	160.6	0.4		0.1	1.7		0.5	0.2			0.5	0.3
Delay (s)	174.3	9.2		7.4	12.0		17.9	17.3			18.0	17.6
Level of Service	F	A		A	B		B	B			B	B
Approach Delay (s)		95.4			11.8			17.6			17.7	
Approach LOS		F			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	45.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.94			
Actuated Cycle Length (s)	53.3	Sum of lost time (s)	14.0	
Intersection Capacity Utilization	67.1%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	0	0	40	65	5
Future Volume (Veh/h)	5	0	0	40	65	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	0.71	0.71	0.87	0.87
Hourly flow rate (vph)	5	0	0	56	75	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	134	78	81			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	134	78	81			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	864	988	1529			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	5	56	81
Volume Left	5	0	0
Volume Right	0	0	6
cSH	864	1529	1700
Volume to Capacity	0.01	0.00	0.05
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.2	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.2	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	13.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	115	90	0	230	220	0
Future Volume (Veh/h)	115	90	0	230	220	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.87	0.87	0.70	0.70
Hourly flow rate (vph)	131	102	0	264	314	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				359		
pX, platoon unblocked						
vC, conflicting volume	578	314	314			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	578	314	314			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	86	100			
cM capacity (veh/h)	473	719	1241			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	233	264	314
Volume Left	131	0	0
Volume Right	102	0	0
cSH	556	1700	1700
Volume to Capacity	0.42	0.16	0.18
Queue Length 95th (ft)	51	0	0
Control Delay (s)	16.1	0.0	0.0
Lane LOS	C		
Approach Delay (s)	16.1	0.0	0.0
Approach LOS	C		

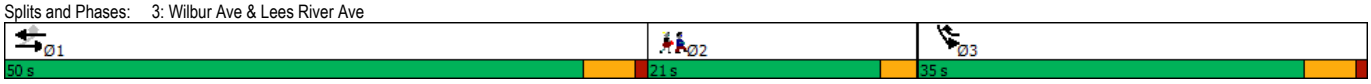
Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

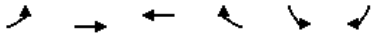
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	75	670	340	155	265	40	
Future Volume (vph)	75	670	340	155	265	40	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Right Turn on Red				Yes		Yes	
Link Speed (mph)		47	47		37		
Link Distance (ft)		198	256		359		
Travel Time (s)		2.9	3.7		6.6		
Peak Hour Factor	0.88	0.88	0.85	0.85	0.83	0.83	
Heavy Vehicles (%)	1%	1%	5%	5%	4%	4%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	85	761	400	182	367	0	
Turn Type	Perm	NA	NA	pm+ov	Prot		
Protected Phases		1	1	3	3		2
Permitted Phases	1			1			
Detector Phase	1	1	1	3	3		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0		1.0
Minimum Split (s)	12.0	12.0	12.0	10.0	10.0		21.0
Total Split (s)	50.0	50.0	50.0	35.0	35.0		21.0
Total Split (%)	47.2%	47.2%	47.2%	33.0%	33.0%		20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead	Lead	Lead				Lag
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	Min	Min	Min	None	None		None
v/c Ratio	0.17	0.73	0.40	0.12	0.70		
Control Delay	10.2	18.0	11.4	0.2	30.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	10.2	18.0	11.4	0.2	30.8		
Queue Length 50th (ft)	17	232	93	0	155		
Queue Length 95th (ft)	47	434	174	0	220		
Internal Link Dist (ft)		118	176		279		
Turn Bay Length (ft)							
Base Capacity (vph)	558	1180	1136	1533	723		
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	0.15	0.64	0.35	0.12	0.51		

Intersection Summary

Area Type: Other
Cycle Length: 106
Actuated Cycle Length: 73.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Wilbur Ave & Lees River Ave





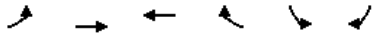
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	670	340	155	265	40
Future Volume (vph)	75	670	340	155	265	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.98	
Flt Protected	0.95	1.00	1.00	1.00	0.96	
Satd. Flow (prot)	1787	1881	1810	1538	1720	
Flt Permitted	0.47	1.00	1.00	1.00	0.96	
Satd. Flow (perm)	889	1881	1810	1538	1720	
Peak-hour factor, PHF	0.88	0.88	0.85	0.85	0.83	0.83
Adj. Flow (vph)	85	761	400	182	319	48
RTOR Reduction (vph)	0	0	0	25	5	0
Lane Group Flow (vph)	85	761	400	157	362	0
Heavy Vehicles (%)	1%	1%	5%	5%	4%	4%
Turn Type	Perm	NA	NA	pm+ov	Prot	
Protected Phases		1	1	3	3	
Permitted Phases	1			1		
Actuated Green, G (s)	41.0	41.0	41.0	63.2	22.2	
Effective Green, g (s)	41.0	41.0	41.0	63.2	22.2	
Actuated g/C Ratio	0.56	0.56	0.56	0.86	0.30	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	497	1053	1013	1538	521	
v/s Ratio Prot		c0.40	0.22	0.03	c0.21	
v/s Ratio Perm	0.10			0.07		
v/c Ratio	0.17	0.72	0.39	0.10	0.70	
Uniform Delay, d1	7.8	11.9	9.1	0.7	22.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	2.7	0.3	0.0	4.3	
Delay (s)	8.1	14.6	9.4	0.8	26.8	
Level of Service	A	B	A	A	C	
Approach Delay (s)		13.9	6.7		26.8	
Approach LOS		B	A		C	

Intersection Summary				
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	73.2	Sum of lost time (s)	13.0	
Intersection Capacity Utilization	60.7%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	930	10	10	690	20	25	0	10	20	0	10
Future Volume (Veh/h)	15	930	10	10	690	20	25	0	10	20	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.75	0.75	0.75	0.70	0.70	0.70
Hourly flow rate (vph)	18	1094	12	11	726	21	33	0	13	29	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		442										
pX, platoon unblocked												
vC, conflicting volume	747			1106			1908	1905	553	1354	1900	736
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	747			1106			1908	1905	553	1354	1900	736
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			15	100	97	72	100	96
cM capacity (veh/h)	857			627			39	65	477	102	66	361

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	565	559	758	46	43
Volume Left	18	0	11	33	29
Volume Right	0	12	21	13	14
cSH	857	1700	627	52	133
Volume to Capacity	0.02	0.33	0.02	0.88	0.32
Queue Length 95th (ft)	2	0	1	94	32
Control Delay (s)	0.6	0.0	0.5	214.2	44.4
Lane LOS	A		A	F	E
Approach Delay (s)	0.3		0.5	214.2	44.4
Approach LOS				F	E

Intersection Summary					
Average Delay			6.3		
Intersection Capacity Utilization			55.5%	ICU Level of Service	B
Analysis Period (min)			15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	345	445	0	0	270
Future Volume (Veh/h)	0	345	445	0	0	270
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.95	0.95	0.80	0.80
Hourly flow rate (vph)	0	401	468	0	0	338
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	468				869	468
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	468				869	468
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	43
cM capacity (veh/h)	1088				319	589

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	401	468	338
Volume Left	0	0	0
Volume Right	0	0	338
cSH	1700	1700	589
Volume to Capacity	0.24	0.28	0.57
Queue Length 95th (ft)	0	0	91
Control Delay (s)	0.0	0.0	19.0
Lane LOS			C
Approach Delay (s)	0.0	0.0	19.0
Approach LOS			C

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	340	0	0	455	0	210
Future Volume (Veh/h)	340	0	0	455	0	210
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.91	0.91	0.83	0.83
Hourly flow rate (vph)	391	0	0	500	0	253
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				934		
pX, platoon unblocked						
vC, conflicting volume			391		891	391
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			391		891	391
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	61
cM capacity (veh/h)			1162		310	653

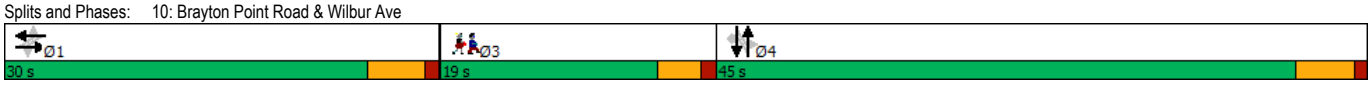
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	391	500	253
Volume Left	0	0	0
Volume Right	0	0	253
cSH	1700	1700	653
Volume to Capacity	0.23	0.29	0.39
Queue Length 95th (ft)	0	0	46
Control Delay (s)	0.0	0.0	14.0
Lane LOS			B
Approach Delay (s)	0.0	0.0	14.0
Approach LOS			B

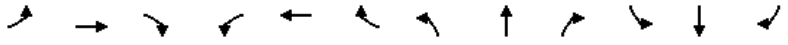
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø3
Lane Configurations													
Traffic Volume (vph)	225	275	35	15	180	25	60	55	30	25	30	200	
Future Volume (vph)	225	275	35	15	180	25	60	55	30	25	30	200	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	9	9	12	9	10	12	10	11	12	12	11	11	
Right Turn on Red			Yes			Yes			Yes			Yes	
Link Speed (mph)		47			47			32			37		
Link Distance (ft)		934			535			2810			448		
Travel Time (s)		13.5			7.8			59.9			8.3		
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87	
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	1%	1%	1%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	250	345	0	17	233	0	69	97	0	0	63	230	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm	
Protected Phases		1			1			4			4		3
Permitted Phases	1			1			4			4		4	
Detector Phase	1	1		1	1		4	4		4	4	4	
Switch Phase													
Minimum Initial (s)	9.0	9.0		9.0	9.0		10.0	10.0		10.0	10.0	10.0	1.0
Minimum Split (s)	14.0	14.0		14.0	14.0		15.0	15.0		15.0	15.0	15.0	19.0
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	45.0	19.0
Total Split (%)	31.9%	31.9%		31.9%	31.9%		47.9%	47.9%		47.9%	47.9%	47.9%	20%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0	
Lead/Lag							Lag	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None		None	None	None	None
v/c Ratio	0.44	0.38		0.03	0.25		0.24	0.23			0.18	0.43	
Control Delay	9.3	7.3		5.2	6.1		16.7	11.7			15.5	5.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Delay	9.3	7.3		5.2	6.1		16.7	11.7			15.5	5.7	
Queue Length 50th (ft)	32	41		2	25		15	13			13	0	
Queue Length 95th (ft)	81	90		8	56		38	39			35	36	
Internal Link Dist (ft)		854			455			2730			368		
Turn Bay Length (ft)													
Base Capacity (vph)	571	920		512	943		1233	1689			1473	1507	
Starvation Cap Reductn	0	0		0	0		0	0			0	0	
Spillback Cap Reductn	0	0		0	0		0	0			0	0	
Storage Cap Reductn	0	0		0	0		0	0			0	0	
Reduced v/c Ratio	0.44	0.38		0.03	0.25		0.06	0.06			0.04	0.15	

Intersection Summary	
Area Type:	Other
Cycle Length: 94	
Actuated Cycle Length: 45.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: Brayton Point Road & Wilbur Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	275	35	15	180	25	60	55	30	25	30	200
Future Volume (vph)	225	275	35	15	180	25	60	55	30	25	30	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	10	12	10	11	12	12	11	11
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1608	1664		1593	1707		1685	1740			1778	1546
Flt Permitted	0.61	1.00		0.55	1.00		0.72	1.00			0.84	1.00
Satd. Flow (perm)	1039	1664		928	1707		1270	1740			1519	1546
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	250	306	39	17	205	28	69	63	34	29	34	230
RTOR Reduction (vph)	0	3	0	0	3	0	0	26	0	0	0	177
Lane Group Flow (vph)	250	342	0	17	230	0	69	71	0	0	63	53
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		1			1			4			4	
Permitted Phases	1			1			4			4		4
Actuated Green, G (s)	25.0	25.0		25.0	25.0		10.4	10.4			10.4	10.4
Effective Green, g (s)	25.0	25.0		25.0	25.0		10.4	10.4			10.4	10.4
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.23	0.23			0.23	0.23
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	572	916		511	939		290	398			347	354
v/s Ratio Prot		0.21			0.13			0.04				
v/s Ratio Perm	c0.24			0.02			c0.05				0.04	0.03
v/c Ratio	0.44	0.37		0.03	0.24		0.24	0.18			0.18	0.15
Uniform Delay, d1	6.0	5.8		4.7	5.3		14.3	14.1			14.1	14.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.5	0.3		0.0	0.1		0.4	0.2			0.3	0.2
Delay (s)	6.6	6.0		4.7	5.4		14.7	14.3			14.3	14.2
Level of Service	A	A		A	A		B	B			B	B
Approach Delay (s)		6.3			5.4			14.5			14.2	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	45.4	Sum of lost time (s)	14.0
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	0	0	80	25	10
Future Volume (Veh/h)	10	0	0	80	25	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.25	0.25	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	40	0	0	107	33	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	146	40	46			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	146	40	46			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	100	100			
cM capacity (veh/h)	851	1038	1555			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	40	107	46
Volume Left	40	0	0
Volume Right	0	0	13
cSH	851	1555	1700
Volume to Capacity	0.05	0.00	0.03
Queue Length 95th (ft)	4	0	0
Control Delay (s)	9.4	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.4	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	14.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	220	200	0	350	220	0
Future Volume (Veh/h)	220	200	0	350	220	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.85	0.85	0.95	0.95
Hourly flow rate (vph)	247	225	0	412	232	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				359		
pX, platoon unblocked						
vC, conflicting volume	644	232	232			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	644	232	232			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	44	72	100			
cM capacity (veh/h)	437	807	1336			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	472	412	232
Volume Left	247	0	0
Volume Right	225	0	0
cSH	559	1700	1700
Volume to Capacity	0.84	0.24	0.14
Queue Length 95th (ft)	223	0	0
Control Delay (s)	36.9	0.0	0.0
Lane LOS	E		
Approach Delay (s)	36.9	0.0	0.0
Approach LOS	E		

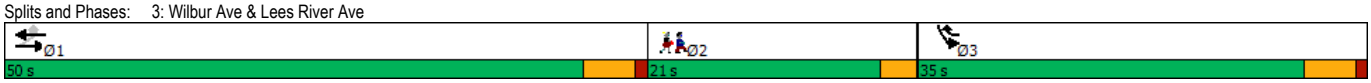
Intersection Summary			
Average Delay	15.6		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

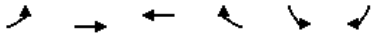
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	80	655	795	270	275	130	
Future Volume (vph)	80	655	795	270	275	130	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Right Turn on Red				Yes		Yes	
Link Speed (mph)		47	47		37		
Link Distance (ft)		198	256		359		
Travel Time (s)		2.9	3.7		6.6		
Peak Hour Factor	0.89	0.89	0.94	0.94	0.84	0.84	
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	90	736	846	287	482	0	
Turn Type	Perm	NA	NA	pm+ov	Prot		
Protected Phases		1	1	3	3		2
Permitted Phases	1			1			
Detector Phase	1	1	1	3	3		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0		1.0
Minimum Split (s)	12.0	12.0	12.0	10.0	10.0		21.0
Total Split (s)	50.0	50.0	50.0	35.0	35.0		21.0
Total Split (%)	47.2%	47.2%	47.2%	33.0%	33.0%		20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead	Lead	Lead				Lag
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	Min	Min	Min	None	None		None
v/c Ratio	0.75	0.74	0.84	0.18	0.79		
Control Delay	57.7	20.8	26.4	0.2	34.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	57.7	20.8	26.4	0.2	34.8		
Queue Length 50th (ft)	36	288	363	0	216		
Queue Length 95th (ft)	#126	423	#611	0	302		
Internal Link Dist (ft)		118	176		279		
Turn Bay Length (ft)							
Base Capacity (vph)	120	999	1008	1599	630		
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	0.75	0.74	0.84	0.18	0.77		

Intersection Summary

Area Type: Other
Cycle Length: 106
Actuated Cycle Length: 84
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

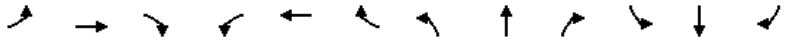
Splits and Phases: 3: Wilbur Ave & Lees River Ave





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	80	655	795	270	275	130
Future Volume (vph)	80	655	795	270	275	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.96	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1770	1863	1881	1599	1723	
Flt Permitted	0.12	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	223	1863	1881	1599	1723	
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.84	0.84
Adj. Flow (vph)	90	736	846	287	327	155
RTOR Reduction (vph)	0	0	0	34	14	0
Lane Group Flow (vph)	90	736	846	253	468	0
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Turn Type	Perm	NA	NA	pm+ov	Prot	
Protected Phases		1	1	3	3	
Permitted Phases	1			1		
Actuated Green, G (s)	45.0	45.0	45.0	73.9	28.9	
Effective Green, g (s)	45.0	45.0	45.0	73.9	28.9	
Actuated g/C Ratio	0.54	0.54	0.54	0.88	0.34	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	119	999	1008	1599	593	
v/s Ratio Prot		0.40	c0.45	0.05	c0.27	
v/s Ratio Perm	0.40			0.10		
v/c Ratio	0.76	0.74	0.84	0.16	0.79	
Uniform Delay, d1	15.2	14.9	16.4	0.7	24.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	24.9	3.1	6.5	0.1	7.3	
Delay (s)	40.0	18.0	22.9	0.8	32.0	
Level of Service	D	B	C	A	C	
Approach Delay (s)		20.4	17.3		32.0	
Approach LOS		C	B		C	

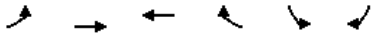
Intersection Summary			
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	83.9	Sum of lost time (s)	13.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	925	10	25	1325	15	10	0	25	25	0	10
Future Volume (Veh/h)	15	925	10	25	1325	15	10	0	25	25	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.71	0.71	0.71	0.48	0.48	0.48
Hourly flow rate (vph)	16	974	11	26	1380	16	14	0	35	52	0	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		442										
pX, platoon unblocked												
vC, conflicting volume	1396			985			2472	2460	492	1994	2457	1388
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1396			985			2472	2460	492	1994	2457	1388
tC, single (s)	4.1			4.1			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			96			0	100	93	0	100	84
cM capacity (veh/h)	486			703			12	27	514	31	27	130

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	503	498	1422	49	73
Volume Left	16	0	26	14	52
Volume Right	0	11	16	35	21
cSH	486	1700	703	39	39
Volume to Capacity	0.03	0.29	0.04	1.27	1.85
Queue Length 95th (ft)	3	0	3	125	193
Control Delay (s)	1.0	0.0	2.3	398.3	623.6
Lane LOS	A		A	F	F
Approach Delay (s)	0.5		2.3	398.3	623.6
Approach LOS				F	F

Intersection Summary				
Average Delay	27.0			
Intersection Capacity Utilization	101.8%	ICU Level of Service	G	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Volume (veh/h)	0	435	815	0	0	540
Future Volume (Veh/h)	0	435	815	0	0	540
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.89	0.89	0.95	0.95
Hourly flow rate (vph)	0	478	916	0	0	568
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	916				1394	916
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	916				1394	916
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	745				156	330

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	478	916	568
Volume Left	0	0	0
Volume Right	0	0	568
cSH	1700	1700	330
Volume to Capacity	0.28	0.54	1.72
Queue Length 95th (ft)	0	0	893
Control Delay (s)	0.0	0.0	364.5
Lane LOS			F
Approach Delay (s)	0.0	0.0	364.5
Approach LOS			F

Intersection Summary			
Average Delay	105.5		
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	420	0	0	825	0	315
Future Volume (Veh/h)	420	0	0	825	0	315
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	472	0	0	927	0	346
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				934		
pX, platoon unblocked					0.78	
vC, conflicting volume			472		1399	472
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			472		1370	472
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	42
cM capacity (veh/h)			1095		127	596

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	472	927	346
Volume Left	0	0	0
Volume Right	0	0	346
cSH	1700	1700	596
Volume to Capacity	0.28	0.55	0.58
Queue Length 95th (ft)	0	0	93
Control Delay (s)	0.0	0.0	19.1
Lane LOS			C
Approach Delay (s)	0.0	0.0	19.1
Approach LOS			C

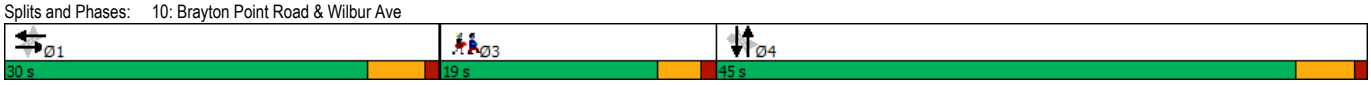
Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

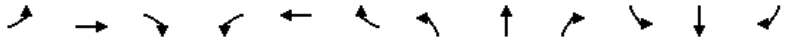
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø3
Lane Configurations													
Traffic Volume (vph)	365	270	65	30	420	45	60	55	20	40	60	320	
Future Volume (vph)	365	270	65	30	420	45	60	55	20	40	60	320	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	9	9	12	9	10	12	10	11	12	12	11	11	
Right Turn on Red			Yes			Yes			Yes			Yes	
Link Speed (mph)		47			47			32			37		
Link Distance (ft)		934			535			2810			448		
Travel Time (s)		13.5			7.8			59.9			8.3		
Confl. Peds. (#/hr)							2					2	
Peak Hour Factor	0.95	0.95	0.95	0.88	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94	
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	384	352	0	34	560	0	71	89	0	0	107	340	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm	
Protected Phases		1			1			4			4		3
Permitted Phases	1			1			4			4		4	
Detector Phase	1	1		1	1		4	4		4	4	4	
Switch Phase													
Minimum Initial (s)	9.0	9.0		9.0	9.0		10.0	10.0		10.0	10.0	10.0	1.0
Minimum Split (s)	14.0	14.0		14.0	14.0		15.0	15.0		15.0	15.0	15.0	19.0
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	45.0	19.0
Total Split (%)	31.9%	31.9%		31.9%	31.9%		47.9%	47.9%		47.9%	47.9%	47.9%	20%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0	
Lead/Lag							Lag	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None		None	None	None	None
v/c Ratio	1.38	0.42		0.08	0.64		0.26	0.21			0.30	0.56	
Control Delay	210.2	11.9		10.8	17.1		20.4	15.0			20.2	6.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Delay	210.2	11.9		10.8	17.1		20.4	15.0			20.2	6.8	
Queue Length 50th (ft)	~132	42		4	80		15	14			23	0	
Queue Length 95th (ft)	#358	205		28	#369		55	53			79	60	
Internal Link Dist (ft)		854			455			2730			368		
Turn Bay Length (ft)													
Base Capacity (vph)	279	847		439	879		1057	1533			1361	1377	
Starvation Cap Reductn	0	0		0	0		0	0			0	0	
Spillback Cap Reductn	0	0		0	0		0	0			0	0	
Storage Cap Reductn	0	0		0	0		0	0			0	0	
Reduced v/c Ratio	1.38	0.42		0.08	0.64		0.07	0.06			0.08	0.25	

Intersection Summary

Area Type: Other
Cycle Length: 94
Actuated Cycle Length: 50.5
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ 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: 10: Brayton Point Road & Wilbur Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	270	65	30	420	45	60	55	20	40	60	320
Future Volume (vph)	365	270	65	30	420	45	60	55	20	40	60	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	10	12	10	11	12	12	11	11
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	0.99		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1608	1644		1593	1713		1645	1728			1783	1508
Flt Permitted	0.32	1.00		0.51	1.00		0.69	1.00			0.84	1.00
Satd. Flow (perm)	546	1644		861	1713		1191	1728			1536	1508
Peak-hour factor, PHF	0.95	0.95	0.95	0.88	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94
Adj. Flow (vph)	384	284	68	34	506	54	71	65	24	43	64	340
RTOR Reduction (vph)	0	6	0	0	3	0	0	19	0	0	0	266
Lane Group Flow (vph)	384	346	0	34	557	0	71	70	0	0	107	74
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		1			1			4			4	
Permitted Phases	1			1			4			4		4
Actuated Green, G (s)	25.9	25.9		25.9	25.9		11.6	11.6			11.6	11.6
Effective Green, g (s)	25.9	25.9		25.9	25.9		11.6	11.6			11.6	11.6
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.22	0.22			0.22	0.22
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	263	794		416	827		257	373			332	326
v/s Ratio Prot		0.21			0.33			0.04				
v/s Ratio Perm	c0.70			0.04			0.06				c0.07	0.05
v/c Ratio	1.46	0.44		0.08	0.67		0.28	0.19			0.32	0.23
Uniform Delay, d1	13.9	9.1		7.5	10.6		17.5	17.2			17.7	17.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	226.9	0.4		0.1	2.2		0.6	0.2			0.6	0.4
Delay (s)	240.7	9.4		7.5	12.8		18.1	17.4			18.3	17.7
Level of Service	F	A		A	B		B	B			B	B
Approach Delay (s)		130.1			12.5			17.7			17.8	
Approach LOS		F			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	58.8	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.05			
Actuated Cycle Length (s)	53.6	Sum of lost time (s)	14.0	
Intersection Capacity Utilization	69.6%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	0	0	45	70	10
Future Volume (Veh/h)	10	0	0	45	70	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	0.71	0.71	0.87	0.87
Hourly flow rate (vph)	10	0	0	63	80	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	148	86	91			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	148	86	91			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	848	979	1517			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	10	63	91
Volume Left	10	0	0
Volume Right	0	0	11
cSH	848	1517	1700
Volume to Capacity	0.01	0.00	0.05
Queue Length 95th (ft)	1	0	0
Control Delay (s)	9.3	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.3	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	14.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	115	105	0	235	225	0
Future Volume (Veh/h)	115	105	0	235	225	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.87	0.87	0.70	0.70
Hourly flow rate (vph)	131	119	0	270	321	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				359		
pX, platoon unblocked						
vC, conflicting volume	591	321	321			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	591	321	321			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	83	100			
cM capacity (veh/h)	465	713	1233			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	250	270	321
Volume Left	131	0	0
Volume Right	119	0	0
cSH	557	1700	1700
Volume to Capacity	0.45	0.16	0.19
Queue Length 95th (ft)	58	0	0
Control Delay (s)	16.6	0.0	0.0
Lane LOS	C		
Approach Delay (s)	16.6	0.0	0.0
Approach LOS	C		

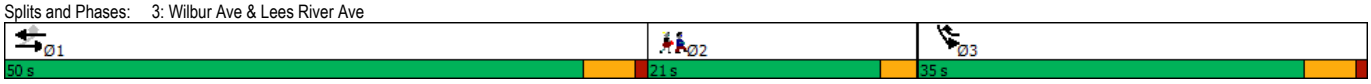
Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

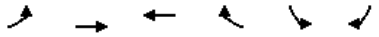
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	75	675	340	160	285	40	
Future Volume (vph)	75	675	340	160	285	40	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Right Turn on Red				Yes		Yes	
Link Speed (mph)		47	47		37		
Link Distance (ft)		198	256		359		
Travel Time (s)		2.9	3.7		6.6		
Peak Hour Factor	0.88	0.88	0.85	0.85	0.83	0.83	
Heavy Vehicles (%)	1%	1%	5%	5%	4%	4%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	85	767	400	188	391	0	
Turn Type	Perm	NA	NA	pm+ov	Prot		
Protected Phases		1	1	3	3		2
Permitted Phases	1			1			
Detector Phase	1	1	1	3	3		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0		1.0
Minimum Split (s)	12.0	12.0	12.0	10.0	10.0		21.0
Total Split (s)	50.0	50.0	50.0	35.0	35.0		21.0
Total Split (%)	47.2%	47.2%	47.2%	33.0%	33.0%		20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead	Lead	Lead				Lag
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	Min	Min	Min	None	None		None
v/c Ratio	0.18	0.74	0.40	0.12	0.72		
Control Delay	10.8	19.2	12.0	0.2	31.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	10.8	19.2	12.0	0.2	31.4		
Queue Length 50th (ft)	19	261	103	0	169		
Queue Length 95th (ft)	47	440	174	0	236		
Internal Link Dist (ft)		118	176		279		
Turn Bay Length (ft)							
Base Capacity (vph)	531	1136	1093	1526	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	0.16	0.68	0.37	0.12	0.56		

Intersection Summary

Area Type: Other
Cycle Length: 106
Actuated Cycle Length: 76
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Wilbur Ave & Lees River Ave





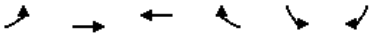
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	675	340	160	285	40
Future Volume (vph)	75	675	340	160	285	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.98	
Flt Protected	0.95	1.00	1.00	1.00	0.96	
Satd. Flow (prot)	1787	1881	1810	1538	1721	
Flt Permitted	0.47	1.00	1.00	1.00	0.96	
Satd. Flow (perm)	880	1881	1810	1538	1721	
Peak-hour factor, PHF	0.88	0.88	0.85	0.85	0.83	0.83
Adj. Flow (vph)	85	767	400	188	343	48
RTOR Reduction (vph)	0	0	0	25	5	0
Lane Group Flow (vph)	85	767	400	163	386	0
Heavy Vehicles (%)	1%	1%	5%	5%	4%	4%
Turn Type	Perm	NA	NA	pm+ov	Prot	
Protected Phases		1	1	3	3	
Permitted Phases	1			1		
Actuated Green, G (s)	41.9	41.9	41.9	65.8	23.9	
Effective Green, g (s)	41.9	41.9	41.9	65.8	23.9	
Actuated g/C Ratio	0.55	0.55	0.55	0.87	0.32	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	486	1039	1000	1538	542	
v/s Ratio Prot		c0.41	0.22	0.03	c0.22	
v/s Ratio Perm	0.10			0.07		
v/c Ratio	0.17	0.74	0.40	0.11	0.71	
Uniform Delay, d1	8.4	12.8	9.7	0.7	22.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	3.0	0.4	0.0	4.7	
Delay (s)	8.6	15.8	10.1	0.8	27.6	
Level of Service	A	B	B	A	C	
Approach Delay (s)		15.1	7.1		27.6	
Approach LOS		B	A		C	

Intersection Summary				
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	75.8	Sum of lost time (s)	13.0	
Intersection Capacity Utilization	62.1%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	955	10	10	710	20	25	0	10	20	0	10
Future Volume (Veh/h)	15	955	10	10	710	20	25	0	10	20	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.75	0.75	0.75	0.70	0.70	0.70
Hourly flow rate (vph)	18	1124	12	11	747	21	33	0	13	29	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		442										
pX, platoon unblocked												
vC, conflicting volume	768			1136			1960	1956	568	1390	1952	758
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	768			1136			1960	1956	568	1390	1952	758
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			7	100	97	70	100	96
cM capacity (veh/h)	842			611			35	61	466	96	61	350

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	580	574	779	46	43
Volume Left	18	0	11	33	29
Volume Right	0	12	21	13	14
cSH	842	1700	611	48	126
Volume to Capacity	0.02	0.34	0.02	0.96	0.34
Queue Length 95th (ft)	2	0	1	101	34
Control Delay (s)	0.6	0.0	0.5	252.5	47.9
Lane LOS	A		A	F	E
Approach Delay (s)	0.3		0.5	252.5	47.9
Approach LOS				F	E

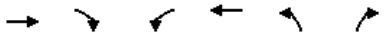
Intersection Summary			
Average Delay	7.1		
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	370	460	0	0	270
Future Volume (Veh/h)	0	370	460	0	0	270
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.95	0.95	0.80	0.80
Hourly flow rate (vph)	0	430	484	0	0	338
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	484				914	484
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	484				914	484
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	41
cM capacity (veh/h)	1074				299	577

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	430	484	338
Volume Left	0	0	0
Volume Right	0	0	338
cSH	1700	1700	577
Volume to Capacity	0.25	0.28	0.59
Queue Length 95th (ft)	0	0	94
Control Delay (s)	0.0	0.0	19.7
Lane LOS			C
Approach Delay (s)	0.0	0.0	19.7
Approach LOS			C

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	365	0	0	470	0	235
Future Volume (Veh/h)	365	0	0	470	0	235
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.91	0.91	0.83	0.83
Hourly flow rate (vph)	420	0	0	516	0	283
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				934		
pX, platoon unblocked						
vC, conflicting volume			420		936	420
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			420		936	420
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	55
cM capacity (veh/h)			1134		292	629

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	420	516	283
Volume Left	0	0	0
Volume Right	0	0	283
cSH	1700	1700	629
Volume to Capacity	0.25	0.30	0.45
Queue Length 95th (ft)	0	0	58
Control Delay (s)	0.0	0.0	15.3
Lane LOS			C
Approach Delay (s)	0.0	0.0	15.3
Approach LOS			C

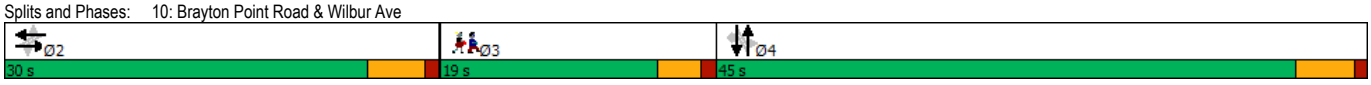
Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		

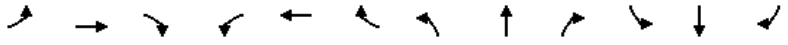
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø3
Lane Configurations													
Traffic Volume (vph)	225	275	80	40	180	25	75	55	40	25	35	200	
Future Volume (vph)	225	275	80	40	180	25	75	55	40	25	35	200	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	9	9	12	9	10	12	10	11	12	12	11	11	
Storage Length (ft)	75		0	0		0	75		0	0		0	
Storage Lanes	1		0	1		0	1		0	0		1	
Taper Length (ft)	25			25			25			25			
Right Turn on Red			Yes			Yes			Yes			Yes	
Link Speed (mph)		47			47			32			37		
Link Distance (ft)		934			535			2810			448		
Travel Time (s)		13.5			7.8			59.9			8.3		
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87	
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	1%	1%	1%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	250	395	0	45	233	0	86	109	0	0	69	230	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm	
Protected Phases		2			2			4			4		3
Permitted Phases	2			2			4			4		4	
Detector Phase	2	2		2	2		4	4		4	4	4	
Switch Phase													
Minimum Initial (s)	9.0	9.0		9.0	9.0		10.0	10.0		10.0	10.0	10.0	1.0
Minimum Split (s)	14.0	14.0		14.0	14.0		15.0	15.0		15.0	15.0	15.0	19.0
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	45.0	19.0
Total Split (%)	31.9%	31.9%		31.9%	31.9%		47.9%	47.9%		47.9%	47.9%	47.9%	20%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0	
Lead/Lag							Lag	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None		None	None	None	None
v/c Ratio	0.44	0.44		0.10	0.25		0.29	0.25			0.19	0.43	
Control Delay	9.8	8.2		6.1	6.5		17.2	10.8			15.3	5.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Delay	9.8	8.2		6.1	6.5		17.2	10.8			15.3	5.4	
Queue Length 50th (ft)	32	48		5	25		19	13			15	0	
Queue Length 95th (ft)	90	116		18	62		45	40			37	35	
Internal Link Dist (ft)		854			455			2730			368		
Turn Bay Length (ft)	75						75						
Base Capacity (vph)	566	900		468	935		1188	1621			1446	1468	
Starvation Cap Reductn	0	0		0	0		0	0			0	0	
Spillback Cap Reductn	0	0		0	0		0	0			0	0	
Storage Cap Reductn	0	0		0	0		0	0			0	0	
Reduced v/c Ratio	0.44	0.44		0.10	0.25		0.07	0.07			0.05	0.16	

Intersection Summary

Area Type: Other
Cycle Length: 94
Actuated Cycle Length: 45.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Brayton Point Road & Wilbur Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	275	80	40	180	25	75	55	40	25	35	200
Future Volume (vph)	225	275	80	40	180	25	75	55	40	25	35	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	10	12	10	11	12	12	11	11
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	0.98		1.00	0.94			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1608	1636		1593	1707		1685	1720			1781	1546
Flt Permitted	0.61	1.00		0.51	1.00		0.71	1.00			0.85	1.00
Satd. Flow (perm)	1039	1636		857	1707		1263	1720			1537	1546
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	250	306	89	45	205	28	86	63	46	29	40	230
RTOR Reduction (vph)	0	7	0	0	3	0	0	35	0	0	0	176
Lane Group Flow (vph)	250	388	0	45	230	0	86	74	0	0	69	54
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		4
Actuated Green, G (s)	25.0	25.0		25.0	25.0		10.8	10.8			10.8	10.8
Effective Green, g (s)	25.0	25.0		25.0	25.0		10.8	10.8			10.8	10.8
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.24	0.24			0.24	0.24
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	567	893		467	931		297	405			362	364
v/s Ratio Prot		0.24			0.13			0.04				
v/s Ratio Perm	c0.24			0.05			c0.07				0.04	0.04
v/c Ratio	0.44	0.43		0.10	0.25		0.29	0.18			0.19	0.15
Uniform Delay, d1	6.2	6.2		5.0	5.5		14.4	14.0			14.0	13.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.5	0.3		0.1	0.1		0.5	0.2			0.3	0.2
Delay (s)	6.8	6.5		5.1	5.6		14.9	14.2			14.3	14.1
Level of Service	A	A		A	A		B	B			B	B
Approach Delay (s)		6.6			5.5			14.5			14.1	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	45.8	Sum of lost time (s)	14.0
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	0	0	80	25	95
Future Volume (Veh/h)	40	0	0	80	25	95
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.25	0.25	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	160	0	0	107	33	127
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	204	96	160			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	204	96	160			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	100	100			
cM capacity (veh/h)	790	965	1413			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	160	107	160
Volume Left	160	0	0
Volume Right	0	0	127
cSH	790	1413	1700
Volume to Capacity	0.20	0.00	0.09
Queue Length 95th (ft)	19	0	0
Control Delay (s)	10.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.7	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	220	205	0	365	220	0
Future Volume (Veh/h)	220	205	0	365	220	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.85	0.85	0.95	0.95
Hourly flow rate (vph)	247	230	0	429	232	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				359		
pX, platoon unblocked						
vC, conflicting volume	661	232	232			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	661	232	232			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	42	72	100			
cM capacity (veh/h)	427	807	1336			

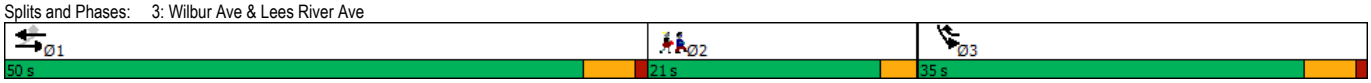
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	477	429	232
Volume Left	247	0	0
Volume Right	230	0	0
cSH	553	1700	1700
Volume to Capacity	0.86	0.25	0.14
Queue Length 95th (ft)	236	0	0
Control Delay (s)	39.7	0.0	0.0
Lane LOS	E		
Approach Delay (s)	39.7	0.0	0.0
Approach LOS	E		

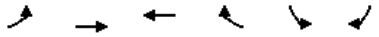
Intersection Summary			
Average Delay	16.6		
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	80	660	800	285	285	130	
Future Volume (vph)	80	660	800	285	285	130	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Right Turn on Red				Yes		Yes	
Link Speed (mph)		47	47		37		
Link Distance (ft)		198	256		359		
Travel Time (s)		2.9	3.7		6.6		
Peak Hour Factor	0.89	0.89	0.94	0.94	0.84	0.84	
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	90	742	851	303	494	0	
Turn Type	Perm	NA	NA	pm+ov	Prot		
Protected Phases		1	1	3	3		2
Permitted Phases	1			1			
Detector Phase	1	1	1	3	3		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0		1.0
Minimum Split (s)	12.0	12.0	12.0	10.0	10.0		21.0
Total Split (s)	50.0	50.0	50.0	35.0	35.0		21.0
Total Split (%)	47.2%	47.2%	47.2%	33.0%	33.0%		20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead	Lead	Lead				Lag
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	Min	Min	Min	None	None		None
v/c Ratio	0.83	0.75	0.85	0.19	0.80		
Control Delay	72.4	21.5	27.5	0.3	35.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	72.4	21.5	27.5	0.3	35.1		
Queue Length 50th (ft)	38	291	367	0	224		
Queue Length 95th (ft)	#131	430	#618	0	312		
Internal Link Dist (ft)		118	176		279		
Turn Bay Length (ft)							
Base Capacity (vph)	109	989	998	1588	625		
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	0.83	0.75	0.85	0.19	0.79		

Intersection Summary	
Area Type:	Other
Cycle Length: 106	
Actuated Cycle Length: 84.7	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

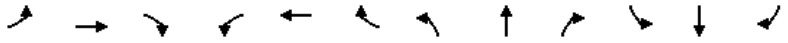
Splits and Phases: 3: Wilbur Ave & Lees River Ave





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	80	660	800	285	285	130
Future Volume (vph)	80	660	800	285	285	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.96	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1770	1863	1881	1599	1725	
Flt Permitted	0.11	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	207	1863	1881	1599	1725	
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.84	0.84
Adj. Flow (vph)	90	742	851	303	339	155
RTOR Reduction (vph)	0	0	0	36	14	0
Lane Group Flow (vph)	90	742	851	267	480	0
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Turn Type	Perm	NA	NA	pm+ov	Prot	
Protected Phases		1	1	3	3	
Permitted Phases	1			1		
Actuated Green, G (s)	45.0	45.0	45.0	74.7	29.7	
Effective Green, g (s)	45.0	45.0	45.0	74.7	29.7	
Actuated g/C Ratio	0.53	0.53	0.53	0.88	0.35	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	109	989	999	1599	604	
v/s Ratio Prot		0.40	c0.45	0.06	c0.28	
v/s Ratio Perm	0.44			0.11		
v/c Ratio	0.83	0.75	0.85	0.17	0.79	
Uniform Delay, d1	16.6	15.5	17.0	0.7	24.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	39.1	3.4	7.4	0.1	7.5	
Delay (s)	55.6	18.9	24.4	0.8	32.3	
Level of Service	E	B	C	A	C	
Approach Delay (s)		22.9	18.2		32.3	
Approach LOS		C	B		C	

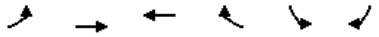
Intersection Summary			
HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	84.7	Sum of lost time (s)	13.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	935	10	25	1360	15	10	0	25	25	0	10
Future Volume (Veh/h)	15	935	10	25	1360	15	10	0	25	25	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.71	0.71	0.71	0.48	0.48	0.48
Hourly flow rate (vph)	16	984	11	26	1417	16	14	0	35	52	0	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		442										
pX, platoon unblocked												
vC, conflicting volume	1433			995			2520	2506	498	2036	2504	1425
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1433			995			2520	2506	498	2036	2504	1425
tC, single (s)	4.1			4.1			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			96			0	100	93	0	100	83
cM capacity (veh/h)	470			697			11	25	510	29	25	123

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	508	503	1459	49	73
Volume Left	16	0	26	14	52
Volume Right	0	11	16	35	21
cSH	470	1700	697	35	37
Volume to Capacity	0.03	0.30	0.04	1.39	1.99
Queue Length 95th (ft)	3	0	3	131	199
Control Delay (s)	1.0	0.0	2.6	464.8	698.9
Lane LOS	A		A	F	F
Approach Delay (s)	0.5		2.6	464.8	698.9
Approach LOS				F	F

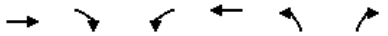
Intersection Summary					
Average Delay			30.1		
Intersection Capacity Utilization			103.6%	ICU Level of Service	G
Analysis Period (min)			15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Volume (veh/h)	0	450	855	0	0	540
Future Volume (Veh/h)	0	450	855	0	0	540
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.89	0.89	0.95	0.95
Hourly flow rate (vph)	0	495	961	0	0	568
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	961				1456	961
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	961				1456	961
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	716				143	311

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	495	961	568
Volume Left	0	0	0
Volume Right	0	0	568
cSH	1700	1700	311
Volume to Capacity	0.29	0.57	1.83
Queue Length 95th (ft)	0	0	945
Control Delay (s)	0.0	0.0	412.9
Lane LOS			F
Approach Delay (s)	0.0	0.0	412.9
Approach LOS			F

Intersection Summary			
Average Delay	115.9		
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	435	0	0	865	0	325
Future Volume (Veh/h)	435	0	0	865	0	325
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	489	0	0	972	0	357
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				934		
pX, platoon unblocked					0.77	
vC, conflicting volume			489		1461	489
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			489		1450	489
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	39
cM capacity (veh/h)			1079		113	583

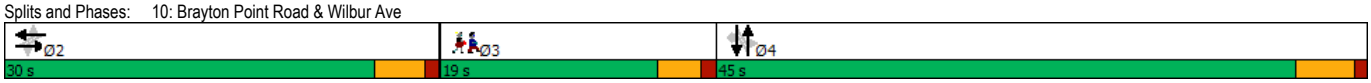
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	489	972	357
Volume Left	0	0	0
Volume Right	0	0	357
cSH	1700	1700	583
Volume to Capacity	0.29	0.57	0.61
Queue Length 95th (ft)	0	0	103
Control Delay (s)	0.0	0.0	20.4
Lane LOS			C
Approach Delay (s)	0.0	0.0	20.4
Approach LOS			C

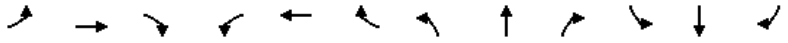
Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø3
Lane Configurations													
Traffic Volume (vph)	365	270	90	40	420	45	100	60	40	40	65	320	
Future Volume (vph)	365	270	90	40	420	45	100	60	40	40	65	320	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	9	9	12	9	10	12	10	11	12	12	11	11	
Storage Length (ft)	0		0	0		0	75		0	0		0	
Storage Lanes	1		0	1		0	1		0	0		1	
Taper Length (ft)	25			25			25			25			
Right Turn on Red			Yes			Yes			Yes			Yes	
Link Speed (mph)		47			47			32			37		
Link Distance (ft)		934			535			2810			448		
Travel Time (s)		13.5			7.8			59.9			8.3		
Confl. Peds. (#/hr)							2					2	
Peak Hour Factor	0.95	0.95	0.95	0.88	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94	
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	384	379	0	45	560	0	118	118	0	0	112	340	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm	
Protected Phases		2			2			4			4		3
Permitted Phases	2			2			4			4		4	
Detector Phase	2	2		2	2		4	4		4	4	4	
Switch Phase													
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	10.0	1.0
Minimum Split (s)	22.5	22.5		22.5	22.5		15.0	15.0		15.0	15.0	15.0	19.0
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	45.0	19.0
Total Split (%)	31.9%	31.9%		31.9%	31.9%		47.9%	47.9%		47.9%	47.9%	47.9%	20%
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		5.0	5.0			5.0	5.0	
Lead/Lag							Lag	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	Min	Min		Min	Min		None	None		None	None	None	None
v/c Ratio	1.45	0.45		0.11	0.64		0.39	0.25			0.29	0.53	
Control Delay	244.8	13.3		12.2	18.2		21.6	13.0			18.9	6.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0	
Total Delay	244.8	13.3		12.2	18.2		21.6	13.0			18.9	6.0	
Queue Length 50th (ft)	~143	49		5	86		26	16			24	0	
Queue Length 95th (ft)	#392	241		38	#400		83	59			81	57	
Internal Link Dist (ft)		854			455			2730			368		
Turn Bay Length (ft)							75						
Base Capacity (vph)	264	834		401	871		998	1429			1295	1323	
Starvation Cap Reductn	0	0		0	0		0	0			0	0	
Spillback Cap Reductn	0	0		0	0		0	0			0	0	
Storage Cap Reductn	0	0		0	0		0	0			0	0	
Reduced v/c Ratio	1.45	0.45		0.11	0.64		0.12	0.08			0.09	0.26	

Intersection Summary	
Area Type:	Other
Cycle Length: 94	
Actuated Cycle Length: 52.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
~ 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: 10: Brayton Point Road & Wilbur Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	270	90	40	420	45	100	60	40	40	65	320
Future Volume (vph)	365	270	90	40	420	45	100	60	40	40	65	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	10	12	10	11	12	12	11	11
Total Lost time (s)	4.5	4.5		4.5	4.5		5.0	5.0			5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	0.99		1.00	0.94			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1608	1629		1593	1713		1646	1693			1784	1508
Flt Permitted	0.31	1.00		0.47	1.00		0.68	1.00			0.85	1.00
Satd. Flow (perm)	522	1629		791	1713		1186	1693			1542	1508
Peak-hour factor, PHF	0.95	0.95	0.95	0.88	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94
Adj. Flow (vph)	384	284	95	45	506	54	118	71	47	43	69	340
RTOR Reduction (vph)	0	9	0	0	3	0	0	33	0	0	0	259
Lane Group Flow (vph)	384	370	0	45	557	0	118	85	0	0	112	81
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		4
Actuated Green, G (s)	26.6	26.6		26.6	26.6		13.3	13.3			13.3	13.3
Effective Green, g (s)	26.6	26.6		26.6	26.6		13.3	13.3			13.3	13.3
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.24	0.24			0.24	0.24
Clearance Time (s)	4.5	4.5		4.5	4.5		5.0	5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	250	780		379	821		284	405			369	361
v/s Ratio Prot		0.23			0.33			0.05				
v/s Ratio Perm	c0.74			0.06			c0.10				0.07	0.05
v/c Ratio	1.54	0.47		0.12	0.68		0.42	0.21			0.30	0.23
Uniform Delay, d1	14.4	9.7		8.0	11.1		17.8	16.9			17.3	17.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	260.3	0.5		0.1	2.2		1.0	0.3			0.5	0.3
Delay (s)	274.8	10.2		8.1	13.4		18.8	17.1			17.8	17.3
Level of Service	F	B		A	B		B	B			B	B
Approach Delay (s)		143.3			13.0			18.0			17.4	
Approach LOS		F			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	62.9	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.10			
Actuated Cycle Length (s)	55.5	Sum of lost time (s)	13.5	
Intersection Capacity Utilization	69.0%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	0	0	45	70	50
Future Volume (Veh/h)	75	0	0	45	70	50
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	0.71	0.71	0.87	0.87
Hourly flow rate (vph)	75	0	0	63	80	57
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	172	108	137			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	172	108	137			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	100	100			
cM capacity (veh/h)	823	951	1459			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	75	63	137
Volume Left	75	0	0
Volume Right	0	0	57
cSH	823	1459	1700
Volume to Capacity	0.09	0.00	0.08
Queue Length 95th (ft)	7	0	0
Control Delay (s)	9.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.8	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	17.6%	ICU Level of Service	A
Analysis Period (min)	15		