McMAHON
TRANSPORTATION ENGINEERS & PLANNERS

Appendix for

Updated Traffic Impact Study

Cumberland Farms Development

2880 Acushnet Avenue, New Bedford, MA

Prepared by
McMahon Associates, Inc.
120 Water Street, 4th Floor
Boston, MA 02109
617.556.0020

Prepared for
TM Crowley & Associates

April 2019

APPENDIX A

Traffic Volume Data

Transportation Data Corporation

Mario Perone, mperone1@verizon.net
tel (781) 587-0086 cell (781) 439-4999

N/S: Acushnet Avenue/Ashley Boulevard
E: Acushnet Avenue
City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028A
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

Groups Printed- Cars & Peds - Trucks & Buses - Bikes by Direction

	Acushnet Avenue (Route 18) From North			Acushnet Avenue From East			Ashley Boulevard (Route 18) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
07:00 AM	101	66	0	86	0	0	0	45	0	298
07:15 AM	118	64	0	109	0	1	1	78	0	371
07:30 AM	69	69	0	118	0	3	0	83	2	344
07:45 AM	67	73	0	122	0	0	0	62	0	324
Total	355	272	0	435	0	4	1	268	2	1337
08:00 AM	70	71	0	113	0	0	0	83	0	337
08:15 AM	79	75	0	125	0	1	0	59	1	340
08:30 AM	77	62	0	98	0	0	0	40	0	277
08:45 AM	71	69	0	71	0	1	3	35	0	250
Total	297	277	0	407	0	2	3	217	1	1204
Grand Total	652	549	0	842	0	6	4	485	3	2541
Apprch %	54.3	45.7	0	99.3	0	0.7	0.8	98.6	0.6	
Total %	25.7	21.6	0	33.1	0	0.2	0.2	19.1	0.1	
Cars & Peds	631	523	0	813	0	6	4	468	3	2448
% Cars & Peds	96.8	95.3	0	96.6	0	100	100	96.5	100	96.3
Trucks & Buses	21	26	0	29	0	0	0	17	0	93
% Trucks & Buses	3.2	4.7	0	3.4	0	0	0	3.5	0	3.7
Bikes by Direction	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0

	Acushnet Avenue (Route 18) From North				Acushnet Avenue From East				Ashley Boulevard (Route 18) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	**118**	64	0	**182**	109	0	1	110	**1**	78	0	79	**371**
07:30 AM	69	69	0	138	118	0	**3**	121	0	**83**	**2**	**85**	344
07:45 AM	67	**73**	0	140	**122**	0	0	**122**	0	62	0	62	324
08:00 AM	70	71	0	141	113	0	0	113	0	83	0	83	337
Total Volume	324	277	0	601	462	0	4	466	1	306	2	309	1376
% App. Total	53.9	46.1	0		99.1	0	0.9		0.3	99	0.6		
PHF	.686	.949	.000	.826	.947	.000	.333	.955	.250	.922	.250	.909	.927
Cars & Peds	313	262	0	575	445	0	4	449	1	296	2	299	1323
% Cars & Peds	96.6	94.6	0	95.7	96.3	0	100	96.4	100	96.7	100	96.8	96.1
Trucks & Buses	11	15	0	26	17	0	0	17	0	10	0	10	53
% Trucks & Buses	3.4	5.4	0	4.3	3.7	0	0	3.6	0	3.3	0	3.2	3.9
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

Transportation Data Corporation

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File Name : 05028A
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Groups Printed- Cars & Peds

	Acushnet Avenue (Route 18) From North			Acushnet Avenue From East			Ashley Boulevard (Route 18) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
07:00 AM	98	65	0	84	0	0	0	43	0	290
07:15 AM	114	60	0	107	0	1	1	73	0	356
07:30 AM	66	65	0	113	0	3	0	82	2	331
07:45 AM	65	69	0	117	0	0	0	60	0	311
Total	343	259	0	421	0	4	1	258	2	1288
08:00 AM	68	68	0	108	0	0	0	81	0	325
08:15 AM	75	71	0	120	0	1	0	58	1	326
08:30 AM	75	60	0	96	0	0	0	39	0	270
08:45 AM	70	65	0	68	0	1	3	32	0	239
Total	288	264	0	392	0	2	3	210	1	1160
Grand Total	631	523	0	813	0	6	4	468	3	2448
Apprch %	54.7	45.3	0	99.3	0	0.7	0.8	98.5	0.6	
Total %	25.8	21.4	0	33.2	0	0.2	0.2	19.1	0.1	

	Acushnet Avenue (Route 18) From North				Acushnet Avenue From East				Ashley Boulevard (Route 18) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	**114**	60	0	**174**	107	0	1	108	**1**	73	0	74	**356**
07:30 AM	66	65	0	131	113	0	**3**	116	0	**82**	**2**	**84**	331
07:45 AM	65	**69**	0	134	**117**	0	0	**117**	0	60	0	60	311
08:00 AM	68	68	0	136	108	0	0	108	0	81	0	81	325
Total Volume	313	262	0	575	445	0	4	449	1	296	2	299	1323
% App. Total	54.4	45.6	0		99.1	0	0.9		0.3	99	0.7		
PHF	.686	.949	.000	.826	.951	.000	.333	.959	.250	.902	.250	.890	.929

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File Name : 05028A
Site Code : Y1828511
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Page No : 1

Groups Printed- Trucks & Buses

	Acushnet Avenue (Route 18) From North			Acushnet Avenue From East			Ashley Boulevard (Route 18) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
07:00 AM	3	1	0	2	0	0	0	2	0	8
07:15 AM	4	4	0	2	0	0	0	5	0	15
07:30 AM	3	4	0	5	0	0	0	1	0	13
07:45 AM	2	4	0	5	0	0	0	2	0	13
Total	12	13	0	14	0	0	0	10	0	49
08:00 AM	2	3	0	5	0	0	0	2	0	12
08:15 AM	4	4	0	5	0	0	0	1	0	14
08:30 AM	2	2	0	2	0	0	0	1	0	7
08:45 AM	1	4	0	3	0	0	0	3	0	11
Total	9	13	0	15	0	0	0	7	0	44
Grand Total	21	26	0	29	0	0	0	17	0	93
Apprch %	44.7	55.3	0	100	0	0	0	100	0	
Total %	22.6	28	0	31.2	0	0	0	18.3	0	

	Acushnet Avenue (Route 18) From North				Acushnet Avenue From East				Ashley Boulevard (Route 18) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	**4**	**4**	0	**8**	2	0	0	2	0	**5**	0	**5**	**15**
07:30 AM	3	4	0	7	**5**	0	0	**5**	0	1	0	1	13
07:45 AM	2	4	0	6	5	0	0	5	0	2	0	2	13
08:00 AM	2	3	0	5	5	0	0	5	0	2	0	2	12
Total Volume	11	15	0	26	17	0	0	17	0	10	0	10	53
% App. Total	42.3	57.7	0		100	0	0		0	100	0		
PHF	.688	.938	.000	.813	.850	.000	.000	.850	.000	.500	.000	.500	.883

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Groups Printed- Bikes by Direction

	Acushnet Avenue (Route 18) From North			Acushnet Avenue From East			Ashley Boulevard (Route 18) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	
Total %										

	Acushnet Avenue (Route 18) From North				Acushnet Avenue From East				Ashley Boulevard (Route 18) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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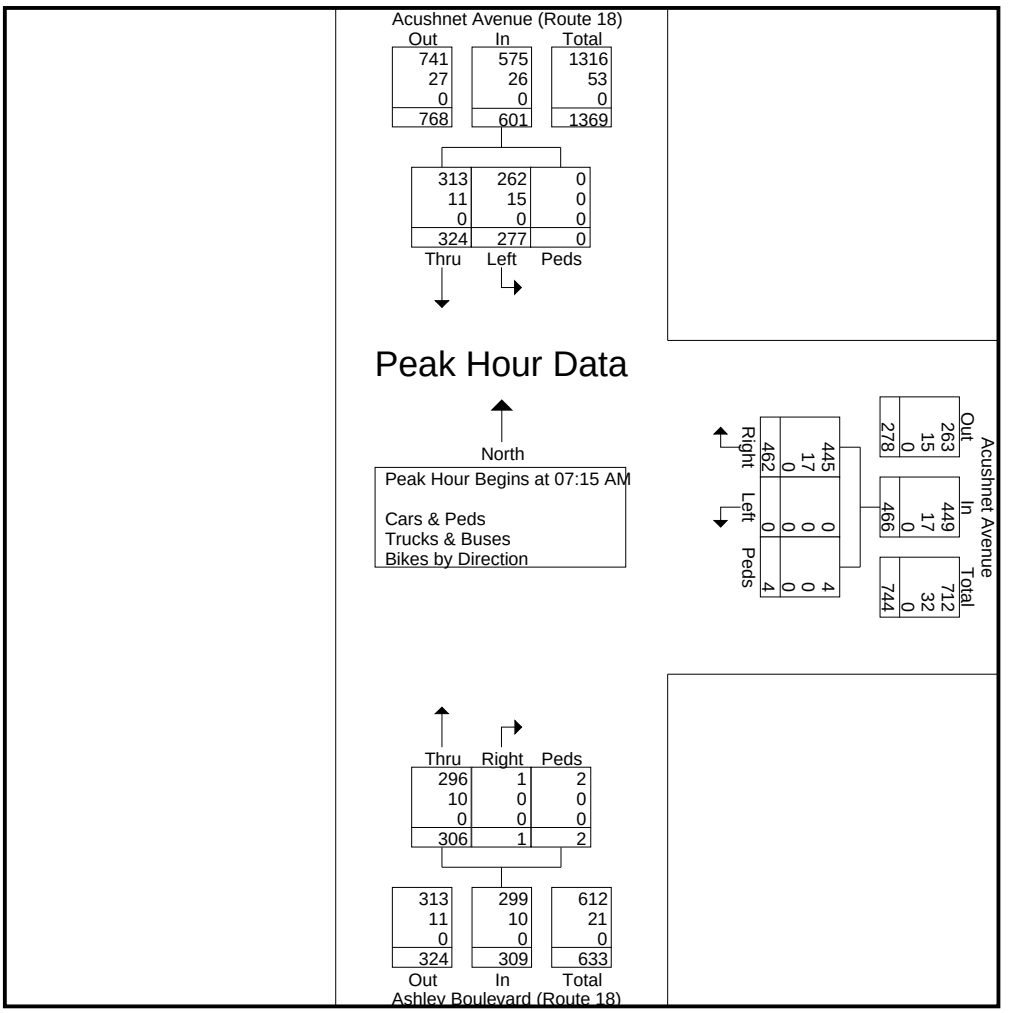
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	**118**	64	0	**182**	109	0	1	110	**1**	78	0	79	**371**
07:30 AM	69	69	0	138	118	0	**3**	121	0	**83**	**2**	**85**	344
07:45 AM	67	**73**	0	140	**122**	0	0	**122**	0	62	0	62	324
08:00 AM	70	71	0	141	113	0	0	113	0	83	0	83	337
Total Volume	324	277	0	601	462	0	4	466	1	306	2	309	1376
% App. Total	53.9	46.1	0		99.1	0	0.9		0.3	99	0.6		
PHF	.686	.949	.000	.826	.947	.000	.333	.955	.250	.922	.250	.909	.927
Cars & Peds	313	262	0	575	445	0	4	449	1	296	2	299	1323
% Cars & Peds	96.6	94.6	0	95.7	96.3	0	100	96.4	100	96.7	100	96.8	96.1
Trucks & Buses	11	15	0	26	17	0	0	17	0	10	0	10	53
% Trucks & Buses	3.4	5.4	0	4.3	3.7	0	0	3.6	0	3.3	0	3.2	3.9
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



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	Acushnet Avenue (Route 18) From North			Acushnet Avenue From East			Ashley Boulevard (Route 18) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
02:00 PM	93	84	0	95	0	0	0	59	1	332
02:15 PM	83	88	0	113	0	0	0	54	0	338
02:30 PM	89	96	0	99	0	0	0	68	0	352
02:45 PM	85	110	0	109	0	1	0	73	1	379
Total	350	378	0	416	0	1	0	254	2	1401
03:00 PM	116	147	0	84	0	0	0	73	2	422
03:15 PM	111	129	0	110	0	0	0	97	0	447
03:30 PM	111	138	0	113	0	0	0	76	1	439
03:45 PM	125	130	0	87	0	0	0	80	0	422
Total	463	544	0	394	0	0	0	326	3	1730
04:00 PM	114	114	0	113	0	0	0	72	0	413
04:15 PM	117	135	0	97	1	0	0	61	0	411
04:30 PM	109	128	0	96	0	0	0	66	0	399
04:45 PM	126	127	0	100	0	0	0	65	0	418
Total	466	504	0	406	1	0	0	264	0	1641
05:00 PM	132	129	0	97	0	0	0	87	0	445
05:15 PM	113	138	0	119	0	0	1	56	0	427
05:30 PM	98	143	0	84	0	0	0	76	0	401
05:45 PM	95	126	0	86	0	0	0	66	0	373
Total	438	536	0	386	0	0	1	285	0	1646
Grand Total	1717	1962	0	1602	1	1	1	1129	5	6418
Apprch %	46.7	53.3	0	99.9	0.1	0.1	0.1	99.5	0.4	
Total %	26.8	30.6	0	25	0	0	0	17.6	0.1	
Cars & Peds	1685	1932	0	1567	1	1	1	1113	5	6305
% Cars & Peds	98.1	98.5	0	97.8	100	100	100	98.6	100	98.2
Trucks & Buses	32	30	0	35	0	0	0	15	0	112
% Trucks & Buses	1.9	1.5	0	2.2	0	0	0	1.3	0	1.7
Bikes by Direction	0	0	0	0	0	0	0	1	0	1
% Bikes by Direction	0	0	0	0	0	0	0	0.1	0	0

	Acushnet Avenue (Route 18) From North				Acushnet Avenue From East				Ashley Boulevard (Route 18) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	116	**147**	0	**263**	84	0	0	84	0	73	**2**	75	422
03:15 PM	111	129	0	240	110	0	0	110	0	**97**	0	**97**	**447**
03:30 PM	111	138	0	249	**113**	0	0	**113**	0	76	1	77	439
03:45 PM	**125**	130	0	255	87	0	0	87	0	80	0	80	422
Total Volume	463	544	0	1007	394	0	0	394	0	326	3	329	1730
% App. Total	46	54	0		100	0	0		0	99.1	0.9		
PHF	.926	.925	.000	.957	.872	.000	.000	.872	.000	.840	.375	.848	.968
Cars & Peds	452	533	0	985	385	0	0	385	0	322	3	325	1695
% Cars & Peds	97.6	98.0	0	97.8	97.7	0	0	97.7	0	98.8	100	98.8	98.0
Trucks & Buses	11	11	0	22	9	0	0	9	0	4	0	4	35
% Trucks & Buses	2.4	2.0	0	2.2	2.3	0	0	2.3	0	1.2	0	1.2	2.0
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

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	Acushnet Avenue (Route 18) From North				Acushnet Avenue From East				Ashley Boulevard (Route 18) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	126	127	0	253	100	0	0	100	0	65	0	65	418
05:00 PM	**132**	129	0	**261**	97	0	0	97	0	**87**	0	**87**	**445**
05:15 PM	113	138	0	251	**119**	0	0	**119**	**1**	56	0	57	427
05:30 PM	98	**143**	0	241	84	0	0	84	0	76	0	76	401
Total Volume	469	537	0	1006	400	0	0	400	1	284	0	285	1691
% App. Total	46.6	53.4	0		100	0	0		0.4	99.6	0		
PHF	.888	.939	.000	.964	.840	.000	.000	.840	.250	.816	.000	.819	.950
Cars & Peds	466	533	0	999	395	0	0	395	1	281	0	282	1676
% Cars & Peds	99.4	99.3	0	99.3	98.8	0	0	98.8	100	98.9	0	98.9	99.1
Trucks & Buses	3	4	0	7	5	0	0	5	0	3	0	3	15
% Trucks & Buses	0.6	0.7	0	0.7	1.3	0	0	1.3	0	1.1	0	1.1	0.9
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

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	Acushnet Avenue (Route 18) From North			Acushnet Avenue From East			Ashley Boulevard (Route 18) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
02:00 PM	89	82	0	92	0	0	0	59	1	323
02:15 PM	83	88	0	108	0	0	0	51	0	330
02:30 PM	86	94	0	94	0	0	0	67	0	341
02:45 PM	82	109	0	108	0	1	0	70	1	371
Total	340	373	0	402	0	1	0	247	2	1365
03:00 PM	111	143	0	82	0	0	0	72	2	410
03:15 PM	110	126	0	107	0	0	0	96	0	439
03:30 PM	109	136	0	112	0	0	0	75	1	433
03:45 PM	122	128	0	84	0	0	0	79	0	413
Total	452	533	0	385	0	0	0	322	3	1695
04:00 PM	111	109	0	110	0	0	0	72	0	402
04:15 PM	116	131	0	95	1	0	0	61	0	404
04:30 PM	107	128	0	94	0	0	0	65	0	394
04:45 PM	126	125	0	98	0	0	0	63	0	412
Total	460	493	0	397	1	0	0	261	0	1612
05:00 PM	131	128	0	95	0	0	0	86	0	440
05:15 PM	112	138	0	118	0	0	1	56	0	425
05:30 PM	97	142	0	84	0	0	0	76	0	399
05:45 PM	93	125	0	86	0	0	0	65	0	369
Total	433	533	0	383	0	0	1	283	0	1633
Grand Total	1685	1932	0	1567	1	1	1	1113	5	6305
Apprch %	46.6	53.4	0	99.9	0.1	0.1	0.1	99.5	0.4	
Total %	26.7	30.6	0	24.9	0	0	0	17.7	0.1	

	Acushnet Avenue (Route 18) From North				Acushnet Avenue From East				Ashley Boulevard (Route 18) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	111	**143**	0	**254**	82	0	0	82	0	72	**2**	74	410
03:15 PM	110	126	0	236	107	0	0	107	0	**96**	0	**96**	**439**
03:30 PM	109	136	0	245	**112**	0	0	**112**	0	75	1	76	433
03:45 PM	**122**	128	0	250	84	0	0	84	0	79	0	79	413
Total Volume	452	533	0	985	385	0	0	385	0	322	3	325	1695
% App. Total	45.9	54.1	0		100	0	0		0	99.1	0.9		
PHF	.926	.932	.000	.969	.859	.000	.000	.859	.000	.839	.375	.846	.965
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	126	125	0	251	98	0	0	98	0	63	0	63	412
05:00 PM	**131**	128	0	**259**	95	0	0	95	0	**86**	0	**86**	**440**
05:15 PM	112	138	0	250	**118**	0	0	**118**	**1**	56	0	57	425
05:30 PM	97	**142**	0	239	84	0	0	84	0	76	0	76	399
Total Volume	466	533	0	999	395	0	0	395	1	281	0	282	1676
% App. Total	46.6	53.4	0		100	0	0		0.4	99.6	0		
PHF	.889	.938	.000	.964	.837	.000	.000	.837	.250	.817	.000	.820	.952

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N/S: Acushnet Avenue/Ashley Boulevard
E: Acushnet Avenue
City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028AA
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

Groups Printed- Trucks & Buses

	Acushnet Avenue (Route 18) From North			Acushnet Avenue From East			Ashley Boulevard (Route 18) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
02:00 PM	4	2	0	3	0	0	0	0	0	9
02:15 PM	0	0	0	5	0	0	0	3	0	8
02:30 PM	3	2	0	5	0	0	0	1	0	11
02:45 PM	3	1	0	1	0	0	0	3	0	8
Total	10	5	0	14	0	0	0	7	0	36
03:00 PM	5	4	0	2	0	0	0	1	0	12
03:15 PM	1	3	0	3	0	0	0	1	0	8
03:30 PM	2	2	0	1	0	0	0	1	0	6
03:45 PM	3	2	0	3	0	0	0	1	0	9
Total	11	11	0	9	0	0	0	4	0	35
04:00 PM	3	5	0	3	0	0	0	0	0	11
04:15 PM	1	4	0	2	0	0	0	0	0	7
04:30 PM	2	0	0	2	0	0	0	1	0	5
04:45 PM	0	2	0	2	0	0	0	2	0	6
Total	6	11	0	9	0	0	0	3	0	29
05:00 PM	1	1	0	2	0	0	0	1	0	5
05:15 PM	1	0	0	1	0	0	0	0	0	2
05:30 PM	1	1	0	0	0	0	0	0	0	2
05:45 PM	2	1	0	0	0	0	0	0	0	3
Total	5	3	0	3	0	0	0	1	0	12
Grand Total	32	30	0	35	0	0	0	15	0	112
Apprch %	51.6	48.4	0	100	0	0	0	100	0	
Total %	28.6	26.8	0	31.2	0	0	0	13.4	0	

	Acushnet Avenue (Route 18) From North				Acushnet Avenue From East				Ashley Boulevard (Route 18) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:15 PM													
02:15 PM	0	0	0	0	**5**	0	0	**5**	0	**3**	0	**3**	8
02:30 PM	3	2	0	5	5	0	0	5	0	1	0	1	11
02:45 PM	3	1	0	4	1	0	0	1	0	3	0	3	8
03:00 PM	**5**	**4**	0	**9**	2	0	0	2	0	1	0	1	**12**
Total Volume	11	7	0	18	13	0	0	13	0	8	0	8	39
% App. Total	61.1	38.9	0		100	0	0		0	100	0		
PHF	.550	.438	.000	.500	.650	.000	.000	.650	.000	.667	.000	.667	.813
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	**3**	**5**	0	**8**	**3**	0	0	**3**	0	0	0	0	**11**
04:15 PM	1	4	0	5	2	0	0	2	0	0	0	0	7
04:30 PM	2	0	0	2	2	0	0	2	0	1	0	1	5
04:45 PM	0	2	0	2	2	0	0	2	0	**2**	0	**2**	6
Total Volume	6	11	0	17	9	0	0	9	0	3	0	3	29
% App. Total	35.3	64.7	0		100	0	0		0	100	0		
PHF	.500	.550	.000	.531	.750	.000	.000	.750	.000	.375	.000	.375	.659

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City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028AA
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

Groups Printed- Bikes by Direction

	Acushnet Avenue (Route 18) From North			Acushnet Avenue From East			Ashley Boulevard (Route 18) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	0	0	0	0	1	0	1
Apprch %	0	0	0	0	0	0	0	100	0	
Total %	0	0	0	0	0	0	0	100	0	

	Acushnet Avenue (Route 18) From North				Acushnet Avenue From East				Ashley Boulevard (Route 18) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:00 PM													
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	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
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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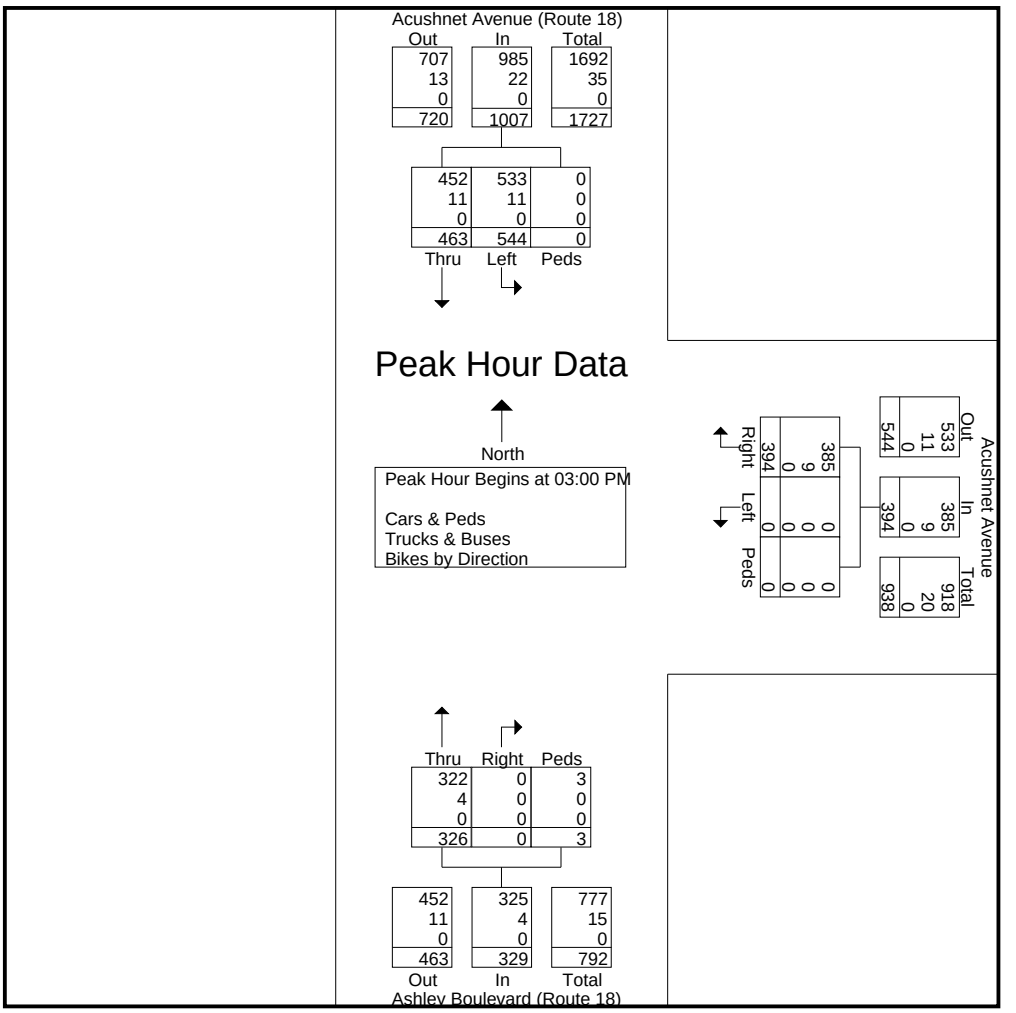
City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028AA
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

	Acushnet Avenue (Route 18) From North				Acushnet Avenue From East				Ashley Boulevard (Route 18) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	116	**147**	0	**263**	84	0	0	84	0	73	**2**	75	422
03:15 PM	111	129	0	240	110	0	0	110	0	**97**	0	**97**	**447**
03:30 PM	111	138	0	249	**113**	0	0	**113**	0	76	1	77	439
03:45 PM	**125**	130	0	255	87	0	0	87	0	80	0	80	422
Total Volume	463	544	0	1007	394	0	0	394	0	326	3	329	1730
% App. Total	46	54	0		100	0	0		0	99.1	0.9		
PHF	.926	.925	.000	.957	.872	.000	.000	.872	.000	.840	.375	.848	.968
Cars & Peds	452	533	0	985	385	0	0	385	0	322	3	325	1695
% Cars & Peds	97.6	98.0	0	97.8	97.7	0	0	97.7	0	98.8	100	98.8	98.0
Trucks & Buses	11	11	0	22	9	0	0	9	0	4	0	4	35
% Trucks & Buses	2.4	2.0	0	2.2	2.3	0	0	2.3	0	1.2	0	1.2	2.0
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



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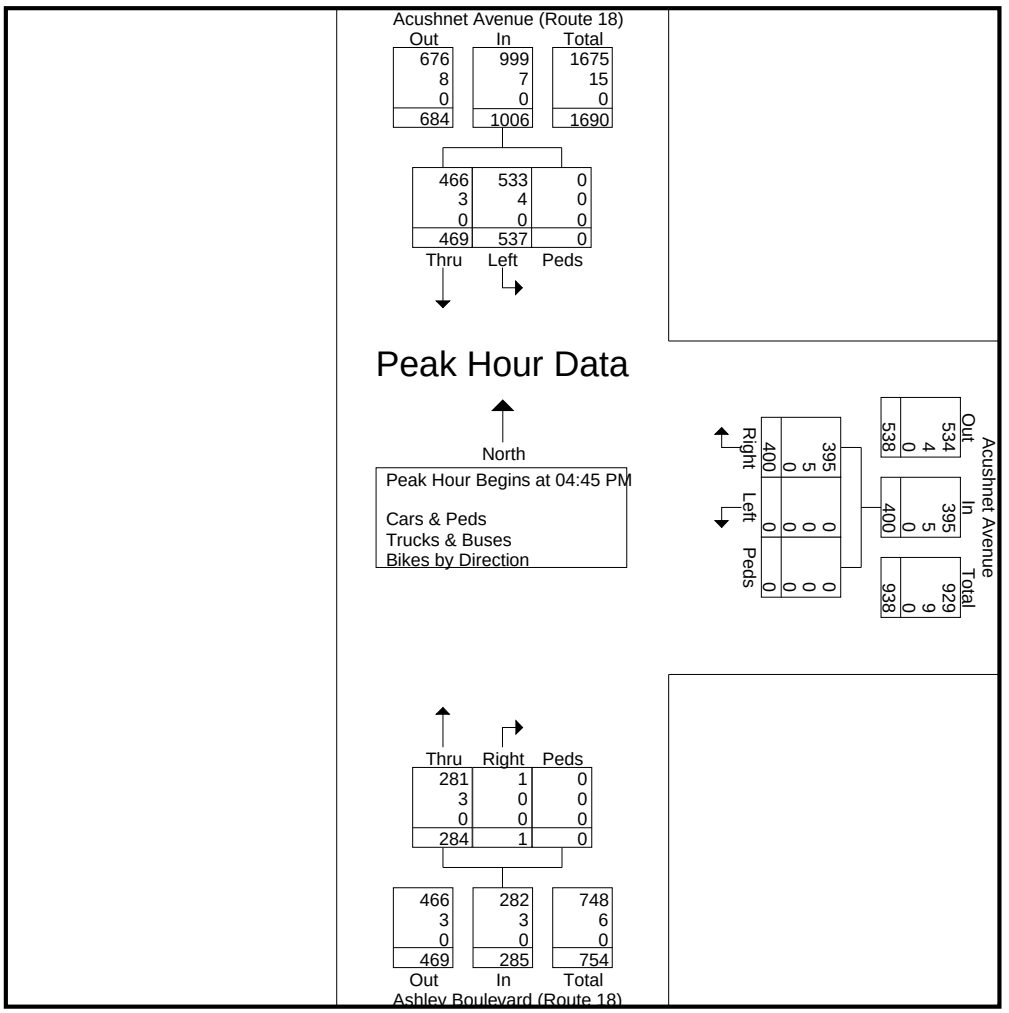
City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028AA
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 2

	Acushnet Avenue (Route 18) From North				Acushnet Avenue From East				Ashley Boulevard (Route 18) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	126	127	0	253	100	0	0	100	0	65	0	65	418
05:00 PM	**132**	129	0	**261**	97	0	0	97	0	**87**	0	**87**	**445**
05:15 PM	113	138	0	251	**119**	0	0	**119**	**1**	56	0	57	427
05:30 PM	98	**143**	0	241	84	0	0	84	0	76	0	76	401
Total Volume	469	537	0	1006	400	0	0	400	1	284	0	285	1691
% App. Total	46.6	53.4	0		100	0	0		0.4	99.6	0		
PHF	.888	.939	.000	.964	.840	.000	.000	.840	.250	.816	.000	.819	.950
Cars & Peds	466	533	0	999	395	0	0	395	1	281	0	282	1676
% Cars & Peds	99.4	99.3	0	99.3	98.8	0	0	98.8	100	98.9	0	98.9	99.1
Trucks & Buses	3	4	0	7	5	0	0	5	0	3	0	3	15
% Trucks & Buses	0.6	0.7	0	0.7	1.3	0	0	1.3	0	1.1	0	1.1	0.9
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



Transportation Data Corporation

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N/S: Acushnet Avenue (Route 18)
W: Belair Street
City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028B
Site Code : Y1828511
Start Date : 4/10/2018

Groups Printed- Cars & Peds - Trucks & Buses - Bikes by Direction

	Acushnet Avenue (Route 18) From North			Acushnet Avenue (Route 18) From South			Belair Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	1	162	0	133	1	0	6	1	1	305
07:15 AM	2	174	0	184	1	0	7	0	0	368
07:30 AM	3	138	0	193	6	0	1	2	4	347
07:45 AM	2	139	1	173	13	0	2	1	0	331
Total	8	613	1	683	21	0	16	4	5	1351
08:00 AM	7	139	0	192	2	0	4	1	0	345
08:15 AM	2	147	0	179	7	0	3	1	0	339
08:30 AM	3	139	0	137	2	0	3	1	0	285
08:45 AM	2	136	0	102	5	0	3	2	1	251
Total	14	561	0	610	16	0	13	5	1	1220
Grand Total	22	1174	1	1293	37	0	29	9	6	2571
Apprch %	1.8	98.1	0.1	97.2	2.8	0	65.9	20.5	13.6	
Total %	0.9	45.7	0	50.3	1.4	0	1.1	0.4	0.2	
Cars & Peds	22	1127	1	1247	37	0	28	7	6	2475
% Cars & Peds	100	96	100	96.4	100	0	96.6	77.8	100	96.3
Trucks & Buses	0	47	0	46	0	0	1	2	0	96
% Trucks & Buses	0	4	0	3.6	0	0	3.4	22.2	0	3.7
Bikes by Direction	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	2	**174**	0	**176**	184	1	0	185	**7**	0	0	**7**	**368**
07:30 AM	3	138	0	141	**193**	6	0	**199**	1	**2**	**4**	7	347
07:45 AM	2	139	**1**	142	173	**13**	0	186	2	1	0	3	331
08:00 AM	**7**	139	0	146	192	2	0	194	4	1	0	5	345
Total Volume	14	590	1	605	742	22	0	764	14	4	4	22	1391
% App. Total	2.3	97.5	0.2		97.1	2.9	0		63.6	18.2	18.2		
PHF	.500	.848	.250	.859	.961	.423	.000	.960	.500	.500	.250	.786	.945
Cars & Peds	14	562	1	577	715	22	0	737	14	2	4	20	1334
% Cars & Peds	100	95.3	100	95.4	96.4	100	0	96.5	100	50.0	100	90.9	95.9
Trucks & Buses	0	28	0	28	27	0	0	27	0	2	0	2	57
% Trucks & Buses	0	4.7	0	4.6	3.6	0	0	3.5	0	50.0	0	9.1	4.1
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

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City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028B
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

Groups Printed- Cars & Peds

	Acushnet Avenue (Route 18) From North			Acushnet Avenue (Route 18) From South			Belair Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	1	158	0	129	1	0	6	1	1	297
07:15 AM	2	165	0	177	1	0	7	0	0	352
07:30 AM	3	131	0	188	6	0	1	1	4	334
07:45 AM	2	133	1	165	13	0	2	0	0	316
Total	8	587	1	659	21	0	16	2	5	1299
08:00 AM	7	133	0	185	2	0	4	1	0	332
08:15 AM	2	141	0	173	7	0	2	1	0	326
08:30 AM	3	135	0	134	2	0	3	1	0	278
08:45 AM	2	131	0	96	5	0	3	2	1	240
Total	14	540	0	588	16	0	12	5	1	1176
Grand Total	22	1127	1	1247	37	0	28	7	6	2475
Apprch %	1.9	98	0.1	97.1	2.9	0	68.3	17.1	14.6	
Total %	0.9	45.5	0	50.4	1.5	0	1.1	0.3	0.2	

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	2	**165**	0	**167**	177	1	0	178	**7**	0	0	**7**	**352**
07:30 AM	3	131	0	134	**188**	6	0	**194**	1	**1**	**4**	6	334
07:45 AM	2	133	**1**	136	165	**13**	0	178	2	0	0	2	316
08:00 AM	**7**	133	0	140	185	2	0	187	4	1	0	5	332
Total Volume	14	562	1	577	715	22	0	737	14	2	4	20	1334
% App. Total	2.4	97.4	0.2		97	3	0		70	10	20		
PHF	.500	.852	.250	.864	.951	.423	.000	.950	.500	.500	.250	.714	.947

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City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028B
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

Groups Printed- Trucks & Buses

	Acushnet Avenue (Route 18) From North			Acushnet Avenue (Route 18) From South			Belair Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	8
07:15 AM	0	9	0	7	0	0	0	0	0	16
07:30 AM	0	7	0	5	0	0	0	1	0	13
07:45 AM	0	6	0	8	0	0	0	1	0	15
Total	0	26	0	24	0	0	0	2	0	52
08:00 AM	0	6	0	7	0	0	0	0	0	13
08:15 AM	0	6	0	6	0	0	1	0	0	13
08:30 AM	0	4	0	3	0	0	0	0	0	7
08:45 AM	0	5	0	6	0	0	0	0	0	11
Total	0	21	0	22	0	0	1	0	0	44
Grand Total	0	47	0	46	0	0	1	2	0	96
Apprch %	0	100	0	100	0	0	33.3	66.7	0	
Total %	0	49	0	47.9	0	0	1	2.1	0	

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	**9**	0	**9**	7	0	0	7	0	0	0	0	**16**
07:30 AM	0	7	0	7	5	0	0	5	0	**1**	0	**1**	13
07:45 AM	0	6	0	6	**8**	0	0	**8**	0	1	0	1	15
08:00 AM	0	6	0	6	7	0	0	7	0	0	0	0	13
Total Volume	0	28	0	28	27	0	0	27	0	2	0	2	57
% App. Total	0	100	0		100	0	0		0	100	0		
PHF	.000	.778	.000	.778	.844	.000	.000	.844	.000	.500	.000	.500	.891

Transportation Data Corporation

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N/S: Acushnet Avenue (Route 18)
W: Belair Street
City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028B
Site Code : Y1828511
Start Date : 4/10/2018

Groups Printed- Bikes by Direction

	Acushnet Avenue (Route 18) From North			Acushnet Avenue (Route 18) From South			Belair Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	
Total %										

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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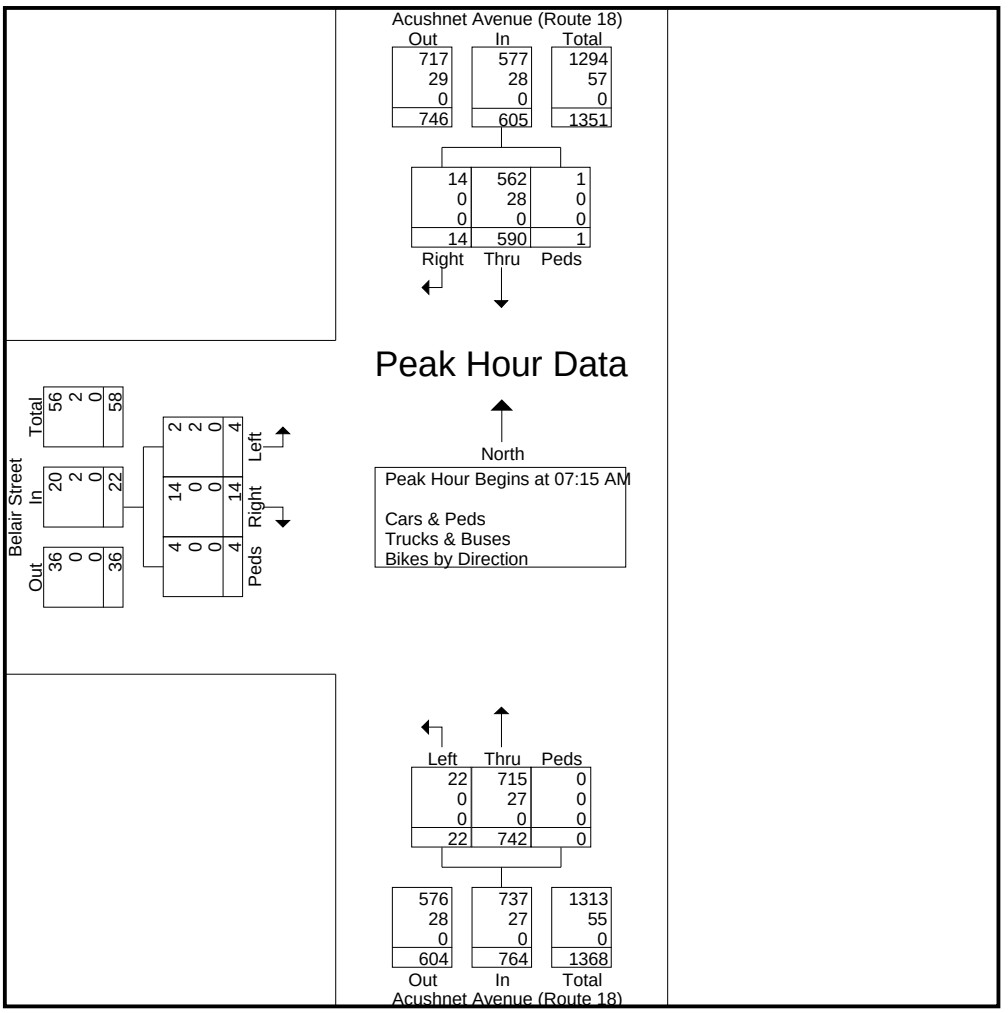
File Name : 05028B
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	2	**174**	0	**176**	184	1	0	185	**7**	0	0	**7**	**368**
07:30 AM	3	138	0	141	**193**	6	0	**199**	1	**2**	**4**	7	347
07:45 AM	2	139	**1**	142	173	**13**	0	186	2	1	0	3	331
08:00 AM	**7**	139	0	146	192	2	0	194	4	1	0	5	345
Total Volume	14	590	1	605	742	22	0	764	14	4	4	22	1391
% App. Total	2.3	97.5	0.2		97.1	2.9	0		63.6	18.2	18.2		
PHF	.500	.848	.250	.859	.961	.423	.000	.960	.500	.500	.250	.786	.945
Cars & Peds	14	562	1	577	715	22	0	737	14	2	4	20	1334
% Cars & Peds	100	95.3	100	95.4	96.4	100	0	96.5	100	50.0	100	90.9	95.9
Trucks & Buses	0	28	0	28	27	0	0	27	0	2	0	2	57
% Trucks & Buses	0	4.7	0	4.6	3.6	0	0	3.5	0	50.0	0	9.1	4.1
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



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Client: McM/R. Hansen

File Name : 05028BB
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

Groups Printed- Cars & Peds - Trucks & Buses - Bikes by Direction

	Acushnet Avenue (Route 18) From North			Acushnet Avenue (Route 18) From South			Belair Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
02:00 PM	5	176	0	151	1	0	2	0	1	336
02:15 PM	4	164	0	161	7	0	5	0	0	341
02:30 PM	3	186	0	163	4	0	1	0	1	358
02:45 PM	4	192	0	174	5	0	3	1	4	383
Total	16	718	0	649	17	0	11	1	6	1418
03:00 PM	4	261	0	152	10	0	4	1	2	434
03:15 PM	4	237	0	200	6	0	0	2	2	451
03:30 PM	3	243	0	183	5	0	5	3	1	443
03:45 PM	3	253	0	164	5	0	2	1	1	429
Total	14	994	0	699	26	0	11	7	6	1757
04:00 PM	4	221	0	177	7	0	5	0	0	414
04:15 PM	7	252	0	157	1	0	1	0	1	419
04:30 PM	3	234	0	155	8	0	3	0	0	403
04:45 PM	1	250	0	164	1	0	5	1	0	422
Total	15	957	0	653	17	0	14	1	1	1658
05:00 PM	3	256	0	179	4	0	4	0	0	446
05:15 PM	1	247	0	170	4	0	5	0	0	427
05:30 PM	2	239	0	157	4	0	3	2	0	407
05:45 PM	4	214	0	145	8	0	4	0	0	375
Total	10	956	0	651	20	0	16	2	0	1655
Grand Total	55	3625	0	2652	80	0	52	11	13	6488
Apprch %	1.5	98.5	0	97.1	2.9	0	68.4	14.5	17.1	
Total %	0.8	55.9	0	40.9	1.2	0	0.8	0.2	0.2	
Cars & Peds	54	3563	0	2602	79	0	52	10	13	6373
% Cars & Peds	98.2	98.3	0	98.1	98.8	0	100	90.9	100	98.2
Trucks & Buses	1	62	0	49	1	0	0	1	0	114
% Trucks & Buses	1.8	1.7	0	1.8	1.2	0	0	9.1	0	1.8
Bikes by Direction	0	0	0	1	0	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	**4**	**261**	0	**265**	152	**10**	0	162	4	1	**2**	7	434
03:15 PM	4	237	0	241	**200**	6	0	**206**	0	2	2	4	**451**
03:30 PM	3	243	0	246	183	5	0	188	**5**	**3**	1	**9**	443
03:45 PM	3	253	0	256	164	5	0	169	2	1	1	4	429
Total Volume	14	994	0	1008	699	26	0	725	11	7	6	24	1757
% App. Total	1.4	98.6	0		96.4	3.6	0		45.8	29.2	25		
PHF	.875	.952	.000	.951	.874	.650	.000	.880	.550	.583	.750	.667	.974
Cars & Peds	14	972	0	986	687	25	0	712	11	7	6	24	1722
% Cars & Peds	100	97.8	0	97.8	98.3	96.2	0	98.2	100	100	100	100	98.0
Trucks & Buses	0	22	0	22	12	1	0	13	0	0	0	0	35
% Trucks & Buses	0	2.2	0	2.2	1.7	3.8	0	1.8	0	0	0	0	2.0
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

Transportation Data Corporation

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N/S: Acushnet Avenue (Route 18)
W: Belair Street
City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028BB
Site Code : Y1828511
Start Date : 4/10/2018

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	1	250	0	251	164	1	0	165	**5**	1	0	**6**	422
05:00 PM	**3**	**256**	0	**259**	**179**	**4**	0	**183**	4	0	0	4	**446**
05:15 PM	1	247	0	248	170	4	0	174	5	0	0	5	427
05:30 PM	2	239	0	241	157	4	0	161	3	**2**	0	5	407
Total Volume	7	992	0	999	670	13	0	683	17	3	0	20	1702
% App. Total	0.7	99.3	0		98.1	1.9	0		85	15	0		
PHF	.583	.969	.000	.964	.936	.813	.000	.933	.850	.375	.000	.833	.954
Cars & Peds	6	985	0	991	662	13	0	675	17	2	0	19	1685
% Cars & Peds	85.7	99.3	0	99.2	98.8	100	0	98.8	100	66.7	0	95.0	99.0
Trucks & Buses	1	7	0	8	8	0	0	8	0	1	0	1	17
% Trucks & Buses	14.3	0.7	0	0.8	1.2	0	0	1.2	0	33.3	0	5.0	1.0
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

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Client: McM/R. Hansen

File Name : 05028BB
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

Groups Printed- Cars & Peds

	Acushnet Avenue (Route 18) From North			Acushnet Avenue (Route 18) From South			Belair Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
02:00 PM	5	170	0	148	1	0	2	0	1	327
02:15 PM	4	164	0	153	7	0	5	0	0	333
02:30 PM	3	181	0	157	4	0	1	0	1	347
02:45 PM	4	188	0	170	5	0	3	1	4	375
Total	16	703	0	628	17	0	11	1	6	1382
03:00 PM	4	252	0	149	10	0	4	1	2	422
03:15 PM	4	233	0	197	5	0	0	2	2	443
03:30 PM	3	239	0	181	5	0	5	3	1	437
03:45 PM	3	248	0	160	5	0	2	1	1	420
Total	14	972	0	687	25	0	11	7	6	1722
04:00 PM	4	213	0	174	7	0	5	0	0	403
04:15 PM	7	247	0	155	1	0	1	0	1	412
04:30 PM	3	232	0	152	8	0	3	0	0	398
04:45 PM	1	248	0	160	1	0	5	1	0	416
Total	15	940	0	641	17	0	14	1	1	1629
05:00 PM	2	254	0	176	4	0	4	0	0	440
05:15 PM	1	246	0	169	4	0	5	0	0	425
05:30 PM	2	237	0	157	4	0	3	1	0	404
05:45 PM	4	211	0	144	8	0	4	0	0	371
Total	9	948	0	646	20	0	16	1	0	1640
Grand Total	54	3563	0	2602	79	0	52	10	13	6373
Apprch %	1.5	98.5	0	97.1	2.9	0	69.3	13.3	17.3	
Total %	0.8	55.9	0	40.8	1.2	0	0.8	0.2	0.2	

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	**4**	**252**	0	**256**	149	**10**	0	159	4	1	**2**	7	422
03:15 PM	4	233	0	237	**197**	5	0	**202**	0	2	2	4	**443**
03:30 PM	3	239	0	242	181	5	0	186	**5**	**3**	1	**9**	437
03:45 PM	3	248	0	251	160	5	0	165	2	1	1	4	420
Total Volume	14	972	0	986	687	25	0	712	11	7	6	24	1722
% App. Total	1.4	98.6	0		96.5	3.5	0		45.8	29.2	25		
PHF	.875	.964	.000	.963	.872	.625	.000	.881	.550	.583	.750	.667	.972
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	1	248	0	249	160	1	0	161	**5**	**1**	0	**6**	416
05:00 PM	**2**	**254**	0	**256**	**176**	**4**	0	**180**	4	0	0	4	**440**
05:15 PM	1	246	0	247	169	4	0	173	5	0	0	5	425
05:30 PM	2	237	0	239	157	4	0	161	3	1	0	4	404
Total Volume	6	985	0	991	662	13	0	675	17	2	0	19	1685
% App. Total	0.6	99.4	0		98.1	1.9	0		89.5	10.5	0		
PHF	.750	.969	.000	.968	.940	.813	.000	.938	.850	.500	.000	.792	.957

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Client: McM/R. Hansen

File Name : 05028BB
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

Groups Printed- Trucks & Buses

	Acushnet Avenue (Route 18) From North			Acushnet Avenue (Route 18) From South			Belair Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
02:00 PM	0	6	0	3	0	0	0	0	0	9
02:15 PM	0	0	0	8	0	0	0	0	0	8
02:30 PM	0	5	0	6	0	0	0	0	0	11
02:45 PM	0	4	0	4	0	0	0	0	0	8
Total	0	15	0	21	0	0	0	0	0	36
03:00 PM	0	9	0	3	0	0	0	0	0	12
03:15 PM	0	4	0	3	1	0	0	0	0	8
03:30 PM	0	4	0	2	0	0	0	0	0	6
03:45 PM	0	5	0	4	0	0	0	0	0	9
Total	0	22	0	12	1	0	0	0	0	35
04:00 PM	0	8	0	3	0	0	0	0	0	11
04:15 PM	0	5	0	2	0	0	0	0	0	7
04:30 PM	0	2	0	3	0	0	0	0	0	5
04:45 PM	0	2	0	4	0	0	0	0	0	6
Total	0	17	0	12	0	0	0	0	0	29
05:00 PM	1	2	0	3	0	0	0	0	0	6
05:15 PM	0	1	0	1	0	0	0	0	0	2
05:30 PM	0	2	0	0	0	0	0	1	0	3
05:45 PM	0	3	0	0	0	0	0	0	0	3
Total	1	8	0	4	0	0	0	1	0	14
Grand Total	1	62	0	49	1	0	0	1	0	114
Apprch %	1.6	98.4	0	98	2	0	0	100	0	
Total %	0.9	54.4	0	43	0.9	0	0	0.9	0	

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:15 PM													
02:15 PM	0	0	0	0	**8**	0	0	**8**	0	0	0	0	8
02:30 PM	0	5	0	5	6	0	0	6	0	0	0	0	11
02:45 PM	0	4	0	4	4	0	0	4	0	0	0	0	8
03:00 PM	0	**9**	0	**9**	3	0	0	3	0	0	0	0	**12**
Total Volume	0	18	0	18	21	0	0	21	0	0	0	0	39
% App. Total	0	100	0		100	0	0		0	0	0		
PHF	.000	.500	.000	.500	.656	.000	.000	.656	.000	.000	.000	.000	.813
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	**8**	0	**8**	3	0	0	3	0	0	0	0	**11**
04:15 PM	0	5	0	5	2	0	0	2	0	0	0	0	7
04:30 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
04:45 PM	0	2	0	2	**4**	0	0	**4**	0	0	0	0	6
Total Volume	0	17	0	17	12	0	0	12	0	0	0	0	29
% App. Total	0	100	0		100	0	0		0	0	0		
PHF	.000	.531	.000	.531	.750	.000	.000	.750	.000	.000	.000	.000	.659

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File Name : 05028BB
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

Groups Printed- Bikes by Direction

	Acushnet Avenue (Route 18) From North			Acushnet Avenue (Route 18) From South			Belair Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	100	0	0	0	0	0	
Total %	0	0	0	100	0	0	0	0	0	

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:00 PM													
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	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
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

Transportation Data Corporation

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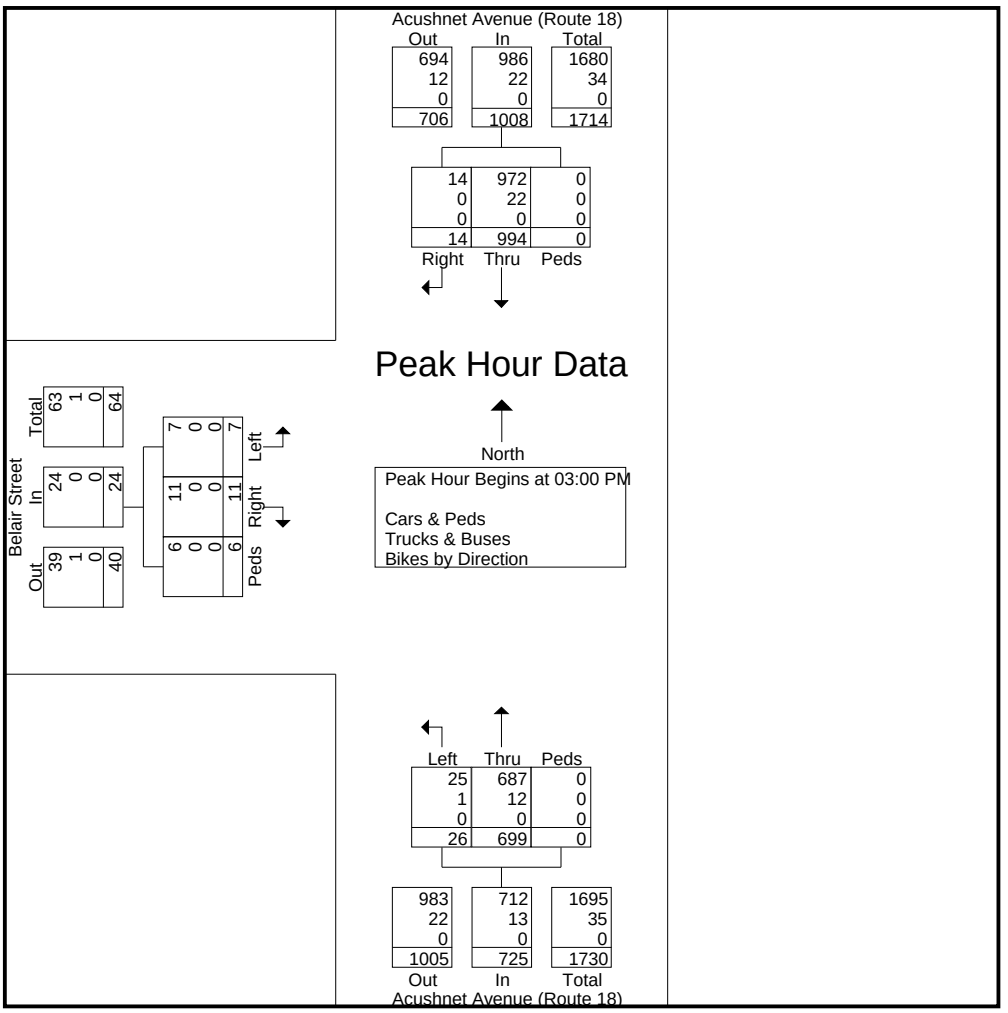
N/S: Acushnet Avenue (Route 18)
W: Belair Street
City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028BB
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 1

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	**4**	**261**	0	**265**	152	**10**	0	162	4	1	**2**	7	434
03:15 PM	4	237	0	241	**200**	6	0	**206**	0	2	2	4	**451**
03:30 PM	3	243	0	246	183	5	0	188	**5**	**3**	1	**9**	443
03:45 PM	3	253	0	256	164	5	0	169	2	1	1	4	429
Total Volume	14	994	0	1008	699	26	0	725	11	7	6	24	1757
% App. Total	1.4	98.6	0		96.4	3.6	0		45.8	29.2	25		
PHF	.875	.952	.000	.951	.874	.650	.000	.880	.550	.583	.750	.667	.974
Cars & Peds	14	972	0	986	687	25	0	712	11	7	6	24	1722
% Cars & Peds	100	97.8	0	97.8	98.3	96.2	0	98.2	100	100	100	100	98.0
Trucks & Buses	0	22	0	22	12	1	0	13	0	0	0	0	35
% Trucks & Buses	0	2.2	0	2.2	1.7	3.8	0	1.8	0	0	0	0	2.0
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



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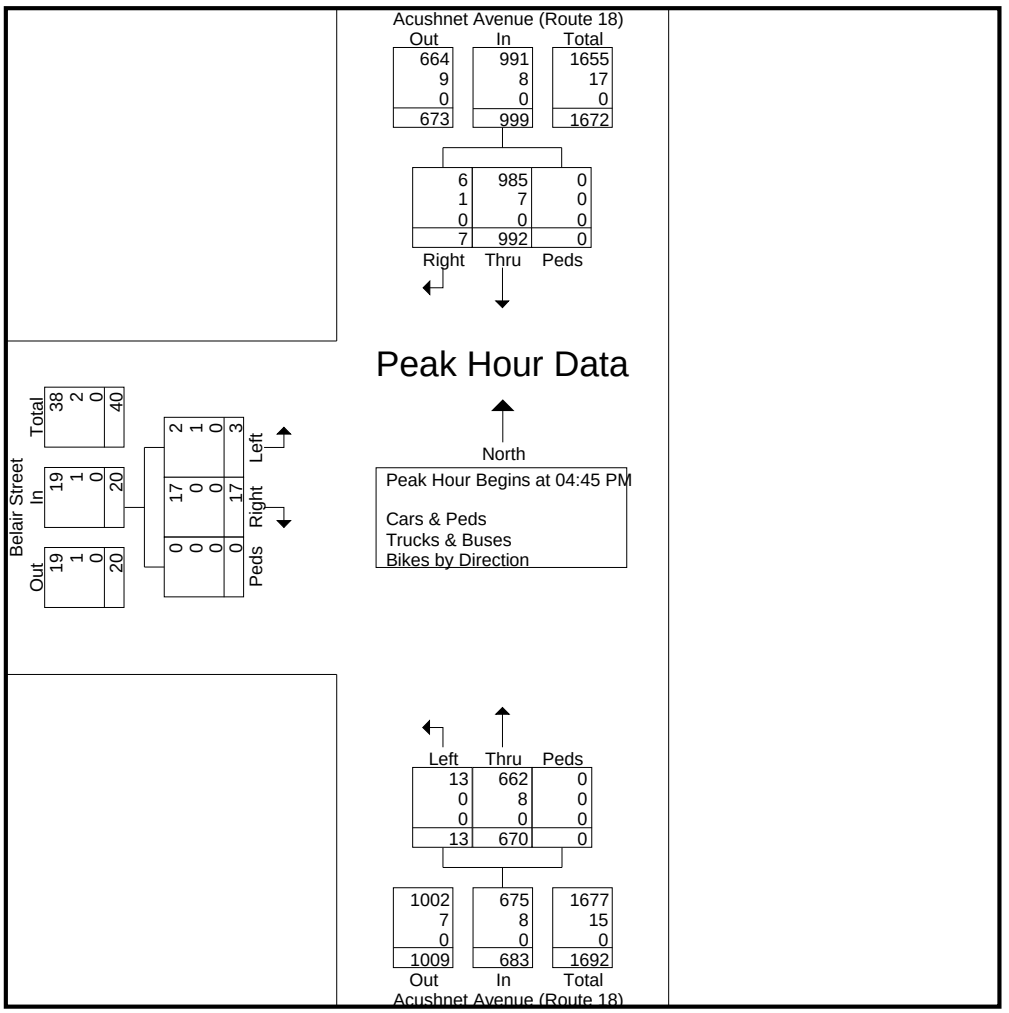
N/S: Acushnet Avenue (Route 18)
W: Belair Street
City, State: New Bedford, MA
Client: McM/R. Hansen

File Name : 05028BB
Site Code : Y1828511
Start Date : 4/10/2018
Page No : 2

	Acushnet Avenue (Route 18) From North				Acushnet Avenue (Route 18) From South				Belair Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	1	250	0	251	164	1	0	165	**5**	1	0	**6**	422
05:00 PM	**3**	**256**	0	**259**	**179**	**4**	0	**183**	4	0	0	4	**446**
05:15 PM	1	247	0	248	170	4	0	174	5	0	0	5	427
05:30 PM	2	239	0	241	157	4	0	161	3	**2**	0	5	407
Total Volume	7	992	0	999	670	13	0	683	17	3	0	20	1702
% App. Total	0.7	99.3	0		98.1	1.9	0		85	15	0		
PHF	.583	.969	.000	.964	.936	.813	.000	.933	.850	.375	.000	.833	.954
Cars & Peds	6	985	0	991	662	13	0	675	17	2	0	19	1685
% Cars & Peds	85.7	99.3	0	99.2	98.8	100	0	98.8	100	66.7	0	95.0	99.0
Trucks & Buses	1	7	0	8	8	0	0	8	0	1	0	1	17
% Trucks & Buses	14.3	0.7	0	0.8	1.2	0	0	1.2	0	33.3	0	5.0	1.0
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



McMahon Associates

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N/S: Acushnet Avenue
E/W: Credit Union/Bowles Street
New Bedford, MA
New Bedford Gas

File Name : Bowles Street_AM
Site Code : 20190117
Start Date : 1/17/2019
Page No : 1

Groups Printed- Cars & Pedestrians - Heavy Vehciels & Buses - Bikes by Direction

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	151	0	0	151	0	0	0	1	1	1	127	2	0	130	2	0	0	3	5	287
07:15 AM	0	169	0	0	169	0	0	0	0	0	0	151	0	0	151	1	0	0	1	2	322
07:30 AM	1	131	2	0	134	0	0	0	1	1	1	163	1	0	165	1	0	0	0	1	301
07:45 AM	0	124	1	0	125	0	0	0	0	0	1	169	2	0	172	2	0	0	0	2	299
Total	1	575	3	0	579	0	0	0	2	2	3	610	5	0	618	6	0	0	4	10	1209
08:00 AM	1	143	0	0	144	0	0	0	0	0	0	192	2	0	194	1	0	0	0	1	339
08:15 AM	2	124	3	0	129	0	0	0	0	0	2	185	3	0	190	2	0	0	2	4	323
08:30 AM	1	138	2	0	141	0	0	0	1	1	4	139	1	0	144	2	1	0	0	3	289
08:45 AM	0	126	4	0	130	0	0	0	0	0	3	102	3	0	108	2	0	2	1	5	243
Total	4	531	9	0	544	0	0	0	1	1	9	618	9	0	636	7	1	2	3	13	1194
Grand Total	5	1106	12	0	1123	0	0	0	3	3	12	1228	14	0	1254	13	1	2	7	23	2403
Apprch %	0.4	98.5	1.1	0		0	0	0	100		1	97.9	1.1	0		56.5	4.3	8.7	30.4		
Total %	0.2	46	0.5	0	46.7	0	0	0	0.1	0.1	0.5	51.1	0.6	0	52.2	0.5	0	0.1	0.3	1	
Cars & Pedestrians	5	1050	10	0	1065	0	0	0	3	3	12	1179	12	0	1203	13	1	1	7	22	2293
% Cars & Pedestrians	100	94.9	83.3	0	94.8	0	0	0	100	100	100	96	85.7	0	95.9	100	100	50	100	95.7	95.4
Heavy Vehciels & Buses	0	56	2	0	58	0	0	0	0	0	0	49	2	0	51	0	0	1	0	1	110
% Heavy Vehciels & Buses	0	5.1	16.7	0	5.2	0	0	0	0	0	0	4	14.3	0	4.1	0	0	50	0	4.3	4.6
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	131	2	0	134	0	0	0	**1**	**1**	1	163	1	0	165	1	0	0	0	1	301
07:45 AM	0	124	1	0	125	0	0	0	0	0	1	169	2	0	172	**2**	0	0	0	2	299
08:00 AM	1	**143**	0	0	**144**	0	0	0	0	0	0	**192**	2	0	**194**	1	0	0	0	1	**339**
08:15 AM	**2**	124	**3**	0	129	0	0	0	0	0	**2**	185	**3**	0	190	2	0	0	**2**	**4**	323
Total Volume	4	522	6	0	532	0	0	0	1	1	4	709	8	0	721	6	0	0	2	8	1262
% App. Total	0.8	98.1	1.1	0		0	0	0	100		0.6	98.3	1.1	0		75	0	0	25		
PHF	.500	.913	.500	.000	.924	.000	.000	.000	.250	.250	.500	.923	.667	.000	.929	.750	.000	.000	.250	.500	.931

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New Bedford Gas

File Name : Bowles Street_AM
Site Code : 20190117
Start Date : 1/17/2019
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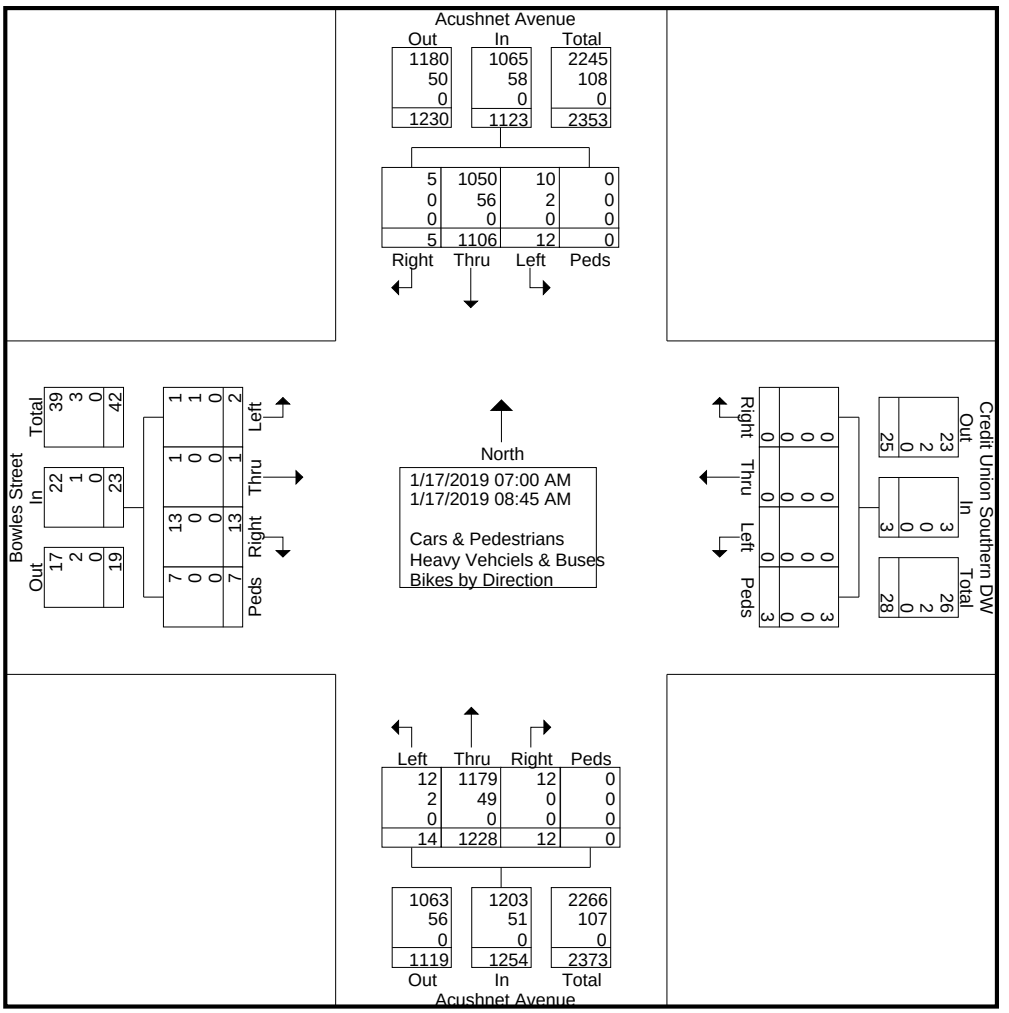

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Page No : 1

Groups Printed- Cars & Pedestrians

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	141	0	0	141	0	0	0	1	1	1	121	2	0	124	2	0	0	3	5	271
07:15 AM	0	162	0	0	162	0	0	0	0	0	0	140	0	0	140	1	0	0	1	2	304
07:30 AM	1	127	2	0	130	0	0	0	1	1	1	159	1	0	161	1	0	0	0	1	293
07:45 AM	0	121	1	0	122	0	0	0	0	0	1	167	1	0	169	2	0	0	0	2	293
Total	1	551	3	0	555	0	0	0	2	2	3	587	4	0	594	6	0	0	4	10	1161
08:00 AM	1	136	0	0	137	0	0	0	0	0	0	183	2	0	185	1	0	0	0	1	323
08:15 AM	2	117	2	0	121	0	0	0	0	0	2	181	3	0	186	2	0	0	2	4	311
08:30 AM	1	130	2	0	133	0	0	0	1	1	4	131	1	0	136	2	1	0	0	3	273
08:45 AM	0	116	3	0	119	0	0	0	0	0	3	97	2	0	102	2	0	1	1	4	225
Total	4	499	7	0	510	0	0	0	1	1	9	592	8	0	609	7	1	1	3	12	1132
Grand Total	5	1050	10	0	1065	0	0	0	3	3	12	1179	12	0	1203	13	1	1	7	22	2293
Apprch %	0.5	98.6	0.9	0		0	0	0	100		1	98	1	0		59.1	4.5	4.5	31.8		
Total %	0.2	45.8	0.4	0	46.4	0	0	0	0.1	0.1	0.5	51.4	0.5	0	52.5	0.6	0	0	0.3	1	

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	127	**2**	0	130	0	0	0	**1**	**1**	1	159	1	0	161	1	0	0	0	1	293
07:45 AM	0	121	1	0	122	0	0	0	0	0	1	167	1	0	169	**2**	0	0	0	2	293
08:00 AM	1	**136**	0	0	**137**	0	0	0	0	0	0	**183**	2	0	185	1	0	0	0	1	**323**
08:15 AM	**2**	117	2	0	121	0	0	0	0	0	**2**	181	**3**	0	**186**	2	0	0	**2**	**4**	311
Total Volume	4	501	5	0	510	0	0	0	1	1	4	690	7	0	701	6	0	0	2	8	1220
% App. Total	0.8	98.2	1	0		0	0	0	100		0.6	98.4	1	0		75	0	0	25		
PHF	.500	.921	.625	.000	.931	.000	.000	.000	.250	.250	.500	.943	.583	.000	.942	.750	.000	.000	.250	.500	.944

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New Bedford Gas

File Name : Bowles Street_AM
Site Code : 20190117
Start Date : 1/17/2019
Page No : 1

Groups Printed- Heavy Vehciels & Buses

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
07:15 AM	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	18
07:30 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
Total	0	24	0	0	24	0	0	0	0	0	0	23	1	0	24	0	0	0	0	0	48
08:00 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
08:15 AM	0	7	1	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
08:30 AM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
08:45 AM	0	10	1	0	11	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	18
Total	0	32	2	0	34	0	0	0	0	0	0	26	1	0	27	0	0	1	0	1	62
Grand Total	0	56	2	0	58	0	0	0	0	0	0	49	2	0	51	0	0	1	0	1	110
Apprch %	0	96.6	3.4	0		0	0	0	0		0	96.1	3.9	0		0	0	100	0		
Total %	0	50.9	1.8	0	52.7	0	0	0	0	0	0	44.5	1.8	0	46.4	0	0	0.9	0	0.9	

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	7	0	0	7	0	0	0	0	0	0	**9**	0	0	**9**	0	0	0	0	0	16
08:15 AM	0	7	**1**	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
08:30 AM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
08:45 AM	0	**10**	1	0	**11**	0	0	0	0	0	0	5	**1**	0	6	0	0	**1**	0	**1**	**18**
Total Volume	0	32	2	0	34	0	0	0	0	0	0	26	1	0	27	0	0	1	0	1	62
% App. Total	0	94.1	5.9	0		0	0	0	0		0	96.3	3.7	0		0	0	100	0		
PHF	.000	.800	.500	.000	.773	.000	.000	.000	.000	.000	.000	.722	.250	.000	.750	.000	.000	.250	.000	.250	.861

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New Bedford Gas

File Name : Bowles Street_AM
Site Code : 20190117
Start Date : 1/17/2019
Page No : 1

Groups Printed- Bikes by Direction

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	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
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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New Bedford Gas

File Name : Bowles Street_PM
Site Code : 00019117
Start Date : 1/17/2019
Page No : 1

Groups Printed- Cars & Pedestrians - Heavy Vehicles & Buses - Bikes by Direction

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	249	3	0	253	0	0	0	3	3	3	195	5	0	203	2	0	0	3	5	464
04:15 PM	1	222	3	0	226	0	0	0	3	3	1	170	3	0	174	0	0	0	4	4	407
04:30 PM	1	272	1	0	274	0	0	0	0	0	4	183	1	0	188	2	0	1	0	3	465
04:45 PM	3	248	4	0	255	0	0	0	2	2	3	146	0	0	149	0	0	1	6	7	413
Total	6	991	11	0	1008	0	0	0	8	8	11	694	9	0	714	4	0	2	13	19	1749
05:00 PM	1	246	1	0	248	0	0	0	0	0	3	192	3	0	198	1	0	0	3	4	450
05:15 PM	3	244	3	0	250	0	0	0	0	0	2	134	6	0	142	3	0	0	0	3	395
05:30 PM	1	195	1	0	197	0	0	0	0	0	1	152	3	0	156	3	0	0	0	3	356
05:45 PM	0	182	2	0	184	0	0	0	0	0	0	114	2	0	116	0	0	1	1	2	302
Total	5	867	7	0	879	0	0	0	0	0	6	592	14	0	612	7	0	1	4	12	1503
Grand Total	11	1858	18	0	1887	0	0	0	8	8	17	1286	23	0	1326	11	0	3	17	31	3252
Apprch %	0.6	98.5	1	0		0	0	0	100		1.3	97	1.7	0		35.5	0	9.7	54.8		
Total %	0.3	57.1	0.6	0	58	0	0	0	0.2	0.2	0.5	39.5	0.7	0	40.8	0.3	0	0.1	0.5	1	
Cars & Pedestrians	11	1829	17	0	1857	0	0	0	8	8	17	1256	23	0	1296	11	0	3	17	31	3192
% Cars & Pedestrians	100	98.4	94.4	0	98.4	0	0	0	100	100	100	97.7	100	0	97.7	100	0	100	100	100	98.2
Heavy Vehicles & Buses	0	29	1	0	30	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	60
% Heavy Vehicles & Buses	0	1.6	5.6	0	1.6	0	0	0	0	0	0	2.3	0	0	2.3	0	0	0	0	0	1.8
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	249	3	0	253	0	0	0	**3**	**3**	3	**195**	**5**	0	**203**	**2**	0	0	3	5	464
04:15 PM	1	222	3	0	226	0	0	0	3	3	1	170	3	0	174	0	0	0	4	4	407
04:30 PM	1	**272**	1	0	**274**	0	0	0	0	0	**4**	183	1	0	188	2	0	**1**	0	3	**465**
04:45 PM	**3**	248	**4**	0	255	0	0	0	2	2	3	146	0	0	149	0	0	1	**6**	**7**	413
Total Volume	6	991	11	0	1008	0	0	0	8	8	11	694	9	0	714	4	0	2	13	19	1749
% App. Total	0.6	98.3	1.1	0		0	0	0	100		1.5	97.2	1.3	0		21.1	0	10.5	68.4		
PHF	.500	.911	.688	.000	.920	.000	.000	.000	.667	.667	.688	.890	.450	.000	.879	.500	.000	.500	.542	.679	.940

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New Bedford Gas

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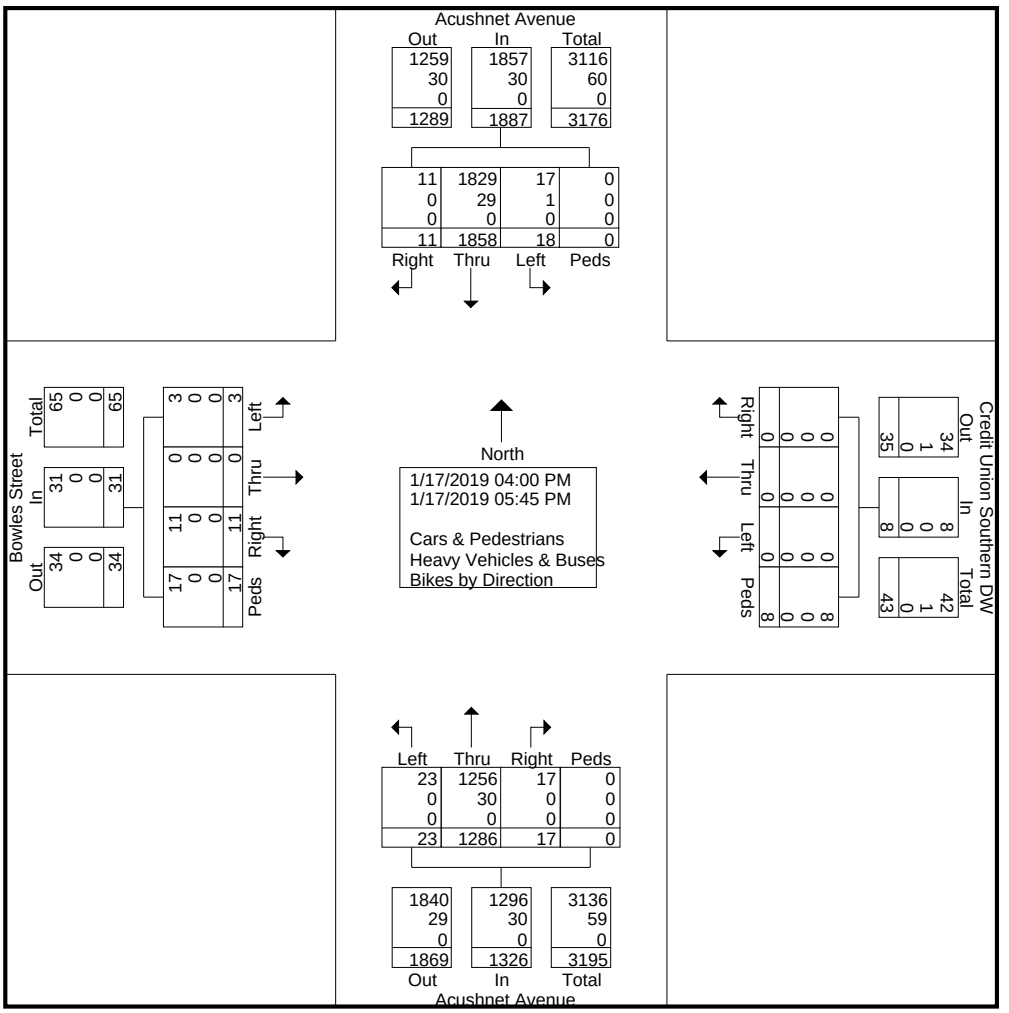

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Groups Printed- Cars & Pedestrians

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	245	2	0	248	0	0	0	3	3	3	185	5	0	193	2	0	0	3	5	449
04:15 PM	1	221	3	0	225	0	0	0	3	3	1	161	3	0	165	0	0	0	4	4	397
04:30 PM	1	264	1	0	266	0	0	0	0	0	4	178	1	0	183	2	0	1	0	3	452
04:45 PM	3	245	4	0	252	0	0	0	2	2	3	146	0	0	149	0	0	1	6	7	410
Total	6	975	10	0	991	0	0	0	8	8	11	670	9	0	690	4	0	2	13	19	1708
05:00 PM	1	243	1	0	245	0	0	0	0	0	3	190	3	0	196	1	0	0	3	4	445
05:15 PM	3	240	3	0	246	0	0	0	0	0	2	133	6	0	141	3	0	0	0	3	390
05:30 PM	1	192	1	0	194	0	0	0	0	0	1	150	3	0	154	3	0	0	0	3	351
05:45 PM	0	179	2	0	181	0	0	0	0	0	0	113	2	0	115	0	0	1	1	2	298
Total	5	854	7	0	866	0	0	0	0	0	6	586	14	0	606	7	0	1	4	12	1484
Grand Total	11	1829	17	0	1857	0	0	0	8	8	17	1256	23	0	1296	11	0	3	17	31	3192
Apprch %	0.6	98.5	0.9	0		0	0	0	100		1.3	96.9	1.8	0		35.5	0	9.7	54.8		
Total %	0.3	57.3	0.5	0	58.2	0	0	0	0.3	0.3	0.5	39.3	0.7	0	40.6	0.3	0	0.1	0.5	1	

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	245	2	0	248	0	0	0	**3**	**3**	3	**185**	**5**	0	**193**	**2**	0	0	3	5	449
04:15 PM	1	221	3	0	225	0	0	0	3	3	1	161	3	0	165	0	0	0	4	4	397
04:30 PM	1	**264**	1	0	**266**	0	0	0	0	0	**4**	178	1	0	183	2	0	**1**	0	3	**452**
04:45 PM	**3**	245	**4**	0	252	0	0	0	2	2	3	146	0	0	149	0	0	1	**6**	**7**	410
Total Volume	6	975	10	0	991	0	0	0	8	8	11	670	9	0	690	4	0	2	13	19	1708
% App. Total	0.6	98.4	1	0		0	0	0	100		1.6	97.1	1.3	0		21.1	0	10.5	68.4		
PHF	.500	.923	.625	.000	.931	.000	.000	.000	.667	.667	.688	.905	.450	.000	.894	.500	.000	.500	.542	.679	.945

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New Bedford Gas

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Groups Printed- Heavy Vehicles & Buses

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	4	1	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10
04:30 PM	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	16	1	0	17	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	41
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	13	0	0	13	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	19
Grand Total	0	29	1	0	30	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	60
Apprch %	0	96.7	3.3	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	48.3	1.7	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	4	**1**	0	5	0	0	0	0	0	0	**10**	0	0	**10**	0	0	0	0	0	**15**
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10
04:30 PM	0	**8**	0	0	**8**	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	16	1	0	17	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	41
% App. Total	0	94.1	5.9	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.250	.000	.531	.000	.000	.000	.000	.000	.000	.600	.000	.000	.600	.000	.000	.000	.000	.000	.683

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New Bedford Gas

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Site Code : 00019117
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Groups Printed- Bikes by Direction

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Acushnet Avenue From North					Credit Union Southern DW From East					Acushnet Avenue From South					Bowles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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New Bedford Gas

File Name : Phillips Road_AM
Site Code : 01112019
Start Date : 1/17/2019
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Groups Printed- Cars & Pedestrains - Heavy Vehicles & Buses - Bikes by Direction

	Acushnet Avenue From North					Phiillips Road From East					Acushnet Avenue From South					Phiillips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	38	126	5	0	169	2	7	6	0	15	1	102	19	0	122	25	4	20	0	49	355
07:15 AM	40	130	1	1	172	6	12	4	0	22	4	112	19	0	135	31	7	13	0	51	380
07:30 AM	55	99	1	5	160	5	7	0	0	12	2	127	22	0	151	20	10	21	1	52	375
07:45 AM	29	99	3	0	131	1	8	1	0	10	1	118	34	0	153	16	12	33	2	63	357
Total	162	454	10	6	632	14	34	11	0	59	8	459	94	0	561	92	33	87	3	215	1467
08:00 AM	38	100	5	1	144	6	5	6	0	17	2	136	37	1	176	33	11	42	0	86	423
08:15 AM	37	98	7	0	142	10	3	2	0	15	1	143	15	0	159	24	10	33	0	67	383
08:30 AM	32	135	4	0	171	7	6	2	1	16	4	116	9	1	130	16	6	41	0	63	380
08:45 AM	31	101	2	0	134	3	3	4	0	10	7	71	19	0	97	13	7	20	0	40	281
Total	138	434	18	1	591	26	17	14	1	58	14	466	80	2	562	86	34	136	0	256	1467
Grand Total	300	888	28	7	1223	40	51	25	1	117	22	925	174	2	1123	178	67	223	3	471	2934
Apprch %	24.5	72.6	2.3	0.6		34.2	43.6	21.4	0.9		2	82.4	15.5	0.2		37.8	14.2	47.3	0.6		
Total %	10.2	30.3	1	0.2	41.7	1.4	1.7	0.9	0	4	0.7	31.5	5.9	0.1	38.3	6.1	2.3	7.6	0.1	16.1	
Cars & Pedestrains	294	862	27	6	1189	40	47	24	1	112	21	890	166	2	1079	165	66	218	3	452	2832
% Cars & Pedestrains	98	97.1	96.4	85.7	97.2	100	92.2	96	100	95.7	95.5	96.2	95.4	100	96.1	92.7	98.5	97.8	100	96	96.5
Heavy Vehicles & Buses	6	26	1	1	34	0	4	1	0	5	1	35	8	0	44	13	1	5	0	19	102
% Heavy Vehicles & Buses	2	2.9	3.6	14.3	2.8	0	7.8	4	0	4.3	4.5	3.8	4.6	0	3.9	7.3	1.5	2.2	0	4	3.5
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Acushnet Avenue From North					Phiillips Road From East					Acushnet Avenue From South					Phiillips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	29	99	3	0	131	1	**8**	1	0	10	1	118	34	0	153	16	**12**	33	**2**	63	357
08:00 AM	**38**	100	5	**1**	144	6	5	**6**	0	**17**	2	136	**37**	**1**	**176**	**33**	11	**42**	0	**86**	**423**
08:15 AM	37	98	**7**	0	142	**10**	3	2	0	15	1	**143**	15	0	159	24	10	33	0	67	383
08:30 AM	32	**135**	4	0	**171**	7	6	2	**1**	16	**4**	116	9	1	130	16	6	41	0	63	380
Total Volume	136	432	19	1	588	24	22	11	1	58	8	513	95	2	618	89	39	149	2	279	1543
% App. Total	23.1	73.5	3.2	0.2		41.4	37.9	19	1.7		1.3	83	15.4	0.3		31.9	14	53.4	0.7		
PHF	.895	.800	.679	.250	.860	.600	.688	.458	.250	.853	.500	.897	.642	.500	.878	.674	.813	.887	.250	.811	.912

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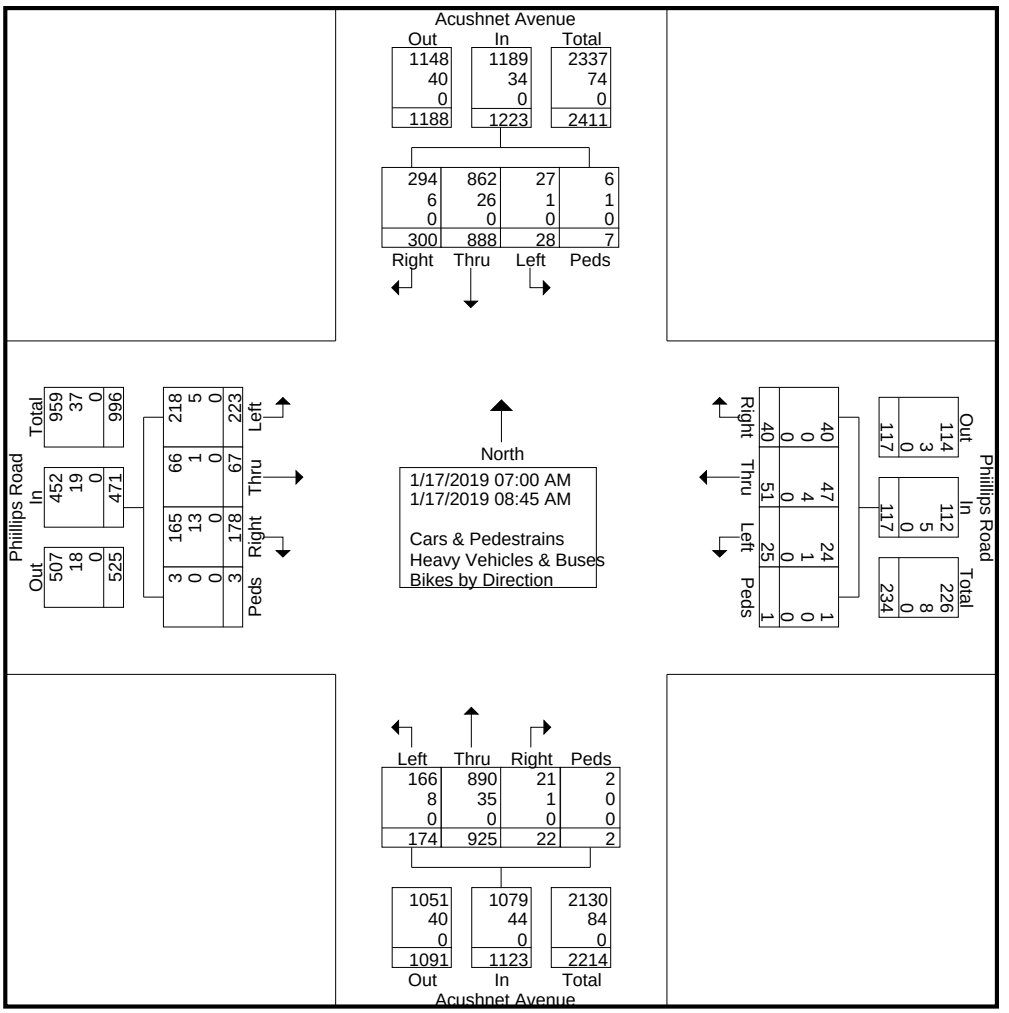

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Groups Printed- Cars & Pedestrains

	Acushnet Avenue From North					Phiillips Road From East					Acushnet Avenue From South					Phiillips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	37	121	5	0	163	2	7	5	0	14	1	100	17	0	118	22	4	20	0	46	341
07:15 AM	40	128	1	1	170	6	11	4	0	21	4	105	18	0	127	27	7	12	0	46	364
07:30 AM	54	97	1	4	156	5	7	0	0	12	2	122	22	0	146	18	9	19	1	47	361
07:45 AM	29	97	3	0	129	1	8	1	0	10	1	118	32	0	151	16	12	32	2	62	352
Total	160	443	10	5	618	14	33	10	0	57	8	445	89	0	542	83	32	83	3	201	1418
08:00 AM	36	98	5	1	140	6	4	6	0	16	2	130	35	1	168	31	11	42	0	84	408
08:15 AM	37	95	7	0	139	10	3	2	0	15	1	139	15	0	155	23	10	32	0	65	374
08:30 AM	30	131	3	0	164	7	5	2	1	15	4	110	8	1	123	15	6	41	0	62	364
08:45 AM	31	95	2	0	128	3	2	4	0	9	6	66	19	0	91	13	7	20	0	40	268
Total	134	419	17	1	571	26	14	14	1	55	13	445	77	2	537	82	34	135	0	251	1414
Grand Total	294	862	27	6	1189	40	47	24	1	112	21	890	166	2	1079	165	66	218	3	452	2832
Apprch %	24.7	72.5	2.3	0.5		35.7	42	21.4	0.9		1.9	82.5	15.4	0.2		36.5	14.6	48.2	0.7		
Total %	10.4	30.4	1	0.2	42	1.4	1.7	0.8	0	4	0.7	31.4	5.9	0.1	38.1	5.8	2.3	7.7	0.1	16	

	Acushnet Avenue From North					Phiillips Road From East					Acushnet Avenue From South					Phiillips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	29	97	3	0	129	1	**8**	1	0	10	1	118	32	0	151	16	**12**	32	**2**	62	352
08:00 AM	36	98	5	**1**	140	6	4	**6**	0	**16**	2	130	**35**	**1**	**168**	**31**	11	**42**	0	**84**	**408**
08:15 AM	**37**	95	**7**	0	139	**10**	3	2	0	15	1	**139**	15	0	155	23	10	32	0	65	374
08:30 AM	30	**131**	3	0	**164**	7	5	2	**1**	15	**4**	110	8	1	123	15	6	41	0	62	364
Total Volume	132	421	18	1	572	24	20	11	1	56	8	497	90	2	597	85	39	147	2	273	1498
% App. Total	23.1	73.6	3.1	0.2		42.9	35.7	19.6	1.8		1.3	83.2	15.1	0.3		31.1	14.3	53.8	0.7		
PHF	.892	.803	.643	.250	.872	.600	.625	.458	.250	.875	.500	.894	.643	.500	.888	.685	.813	.875	.250	.813	.918

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350 Myles Standish Blvd. Suite 103
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N/S: Acushnet Avenue
E/W: Phillips Road
New Bedford, MA
New Bedford Gas

File Name : Phillips Road_AM
Site Code : 01112019
Start Date : 1/17/2019
Page No : 1

Groups Printed- Heavy Vehicles & Buses

	Acushnet Avenue From North					Phiillips Road From East					Acushnet Avenue From South					Phiillips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	5	0	0	6	0	0	1	0	1	0	2	2	0	4	3	0	0	0	3	14
07:15 AM	0	2	0	0	2	0	1	0	0	1	0	7	1	0	8	4	0	1	0	5	16
07:30 AM	1	2	0	1	4	0	0	0	0	0	0	5	0	0	5	2	1	2	0	5	14
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	5
Total	2	11	0	1	14	0	1	1	0	2	0	14	5	0	19	9	1	4	0	14	49
08:00 AM	2	2	0	0	4	0	1	0	0	1	0	6	2	0	8	2	0	0	0	2	15
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	9
08:30 AM	2	4	1	0	7	0	1	0	0	1	0	6	1	0	7	1	0	0	0	1	16
08:45 AM	0	6	0	0	6	0	1	0	0	1	1	5	0	0	6	0	0	0	0	0	13
Total	4	15	1	0	20	0	3	0	0	3	1	21	3	0	25	4	0	1	0	5	53
Grand Total	6	26	1	1	34	0	4	1	0	5	1	35	8	0	44	13	1	5	0	19	102
Apprch %	17.6	76.5	2.9	2.9		0	80	20	0		2.3	79.5	18.2	0		68.4	5.3	26.3	0		
Total %	5.9	25.5	1	1	33.3	0	3.9	1	0	4.9	1	34.3	7.8	0	43.1	12.7	1	4.9	0	18.6	

	Acushnet Avenue From North					Phiillips Road From East					Acushnet Avenue From South					Phiillips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**2**	2	0	0	4	0	**1**	0	0	**1**	0	**6**	**2**	0	**8**	**2**	0	0	0	**2**	15
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	**1**	0	2	9
08:30 AM	2	4	**1**	0	**7**	0	1	0	0	1	0	6	1	0	7	1	0	0	0	1	**16**
08:45 AM	0	**6**	0	0	6	0	1	0	0	1	**1**	5	0	0	6	0	0	0	0	0	13
Total Volume	4	15	1	0	20	0	3	0	0	3	1	21	3	0	25	4	0	1	0	5	53
% App. Total	20	75	5	0		0	100	0	0		4	84	12	0		80	0	20	0		
PHF	.500	.625	.250	.000	.714	.000	.750	.000	.000	.750	.250	.875	.375	.000	.781	.500	.000	.250	.000	.625	.828

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New Bedford, MA
New Bedford Gas

File Name : Phillips Road_AM
Site Code : 01112019
Start Date : 1/17/2019
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Groups Printed- Bikes by Direction

	Acushnet Avenue From North					Phiillips Road From East					Acushnet Avenue From South					Phiillips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Acushnet Avenue From North					Phiillips Road From East					Acushnet Avenue From South					Phiillips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	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
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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New Bedford, MA
New Bedford Gas

File Name : Phillips Road_PM
Site Code : 01182019
Start Date : 1/17/2019
Page No : 1

Groups Printed- Cars & Pedestrians - Heavy Vehicles & Buses - Bikes by Direction

	Acushnet Avenue From North					Philips Road From East					Acushnet Avenue From South					Philips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	29	214	4	0	247	13	11	14	0	38	3	135	31	1	170	22	10	64	0	96	551
04:15 PM	21	171	5	0	197	7	8	13	1	29	3	104	37	0	144	28	17	62	0	107	477
04:30 PM	27	173	5	0	205	3	5	8	0	16	10	116	28	0	154	38	16	58	0	112	487
04:45 PM	37	191	4	0	232	6	12	11	0	29	8	92	20	0	120	35	17	50	0	102	483
Total	114	749	18	0	881	29	36	46	1	112	24	447	116	1	588	123	60	234	0	417	1998
05:00 PM	40	179	2	0	221	8	9	7	0	24	7	111	32	0	150	28	9	49	0	86	481
05:15 PM	22	157	5	0	184	3	2	7	0	12	5	90	22	0	117	26	13	61	1	101	414
05:30 PM	28	138	4	0	170	3	6	8	0	17	4	103	22	0	129	13	14	25	1	53	369
05:45 PM	27	140	5	0	172	1	7	5	0	13	5	70	17	0	92	30	8	44	0	82	359
Total	117	614	16	0	747	15	24	27	0	66	21	374	93	0	488	97	44	179	2	322	1623
Grand Total	231	1363	34	0	1628	44	60	73	1	178	45	821	209	1	1076	220	104	413	2	739	3621
Apprch %	14.2	83.7	2.1	0		24.7	33.7	41	0.6		4.2	76.3	19.4	0.1		29.8	14.1	55.9	0.3		
Total %	6.4	37.6	0.9	0	45	1.2	1.7	2	0	4.9	1.2	22.7	5.8	0	29.7	6.1	2.9	11.4	0.1	20.4	
Cars & Pedestrians	231	1352	34	0	1617	44	59	72	1	176	44	808	204	1	1057	214	104	406	2	726	3576
% Cars & Pedestrians	100	99.2	100	0	99.3	100	98.3	98.6	100	98.9	97.8	98.4	97.6	100	98.2	97.3	100	98.3	100	98.2	98.8
Heavy Vehicles & Buses	0	11	0	0	11	0	1	1	0	2	1	13	5	0	19	6	0	7	0	13	45
% Heavy Vehicles & Buses	0	0.8	0	0	0.7	0	1.7	1.4	0	1.1	2.2	1.6	2.4	0	1.8	2.7	0	1.7	0	1.8	1.2
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Acushnet Avenue From North					Philips Road From East					Acushnet Avenue From South					Philips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	29	**214**	4	0	**247**	**13**	11	**14**	0	**38**	3	**135**	31	**1**	**170**	22	10	**64**	0	96	**551**
04:15 PM	21	171	**5**	0	197	7	8	13	**1**	29	3	104	**37**	0	144	28	**17**	62	0	107	477
04:30 PM	27	173	5	0	205	3	5	8	0	16	**10**	116	28	0	154	**38**	16	58	0	**112**	487
04:45 PM	**37**	191	4	0	232	6	**12**	11	0	29	8	92	20	0	120	35	17	50	0	102	483
Total Volume	114	749	18	0	881	29	36	46	1	112	24	447	116	1	588	123	60	234	0	417	1998
% App. Total	12.9	85	2	0		25.9	32.1	41.1	0.9		4.1	76	19.7	0.2		29.5	14.4	56.1	0		
PHF	.770	.875	.900	.000	.892	.558	.750	.821	.250	.737	.600	.828	.784	.250	.865	.809	.882	.914	.000	.931	.907

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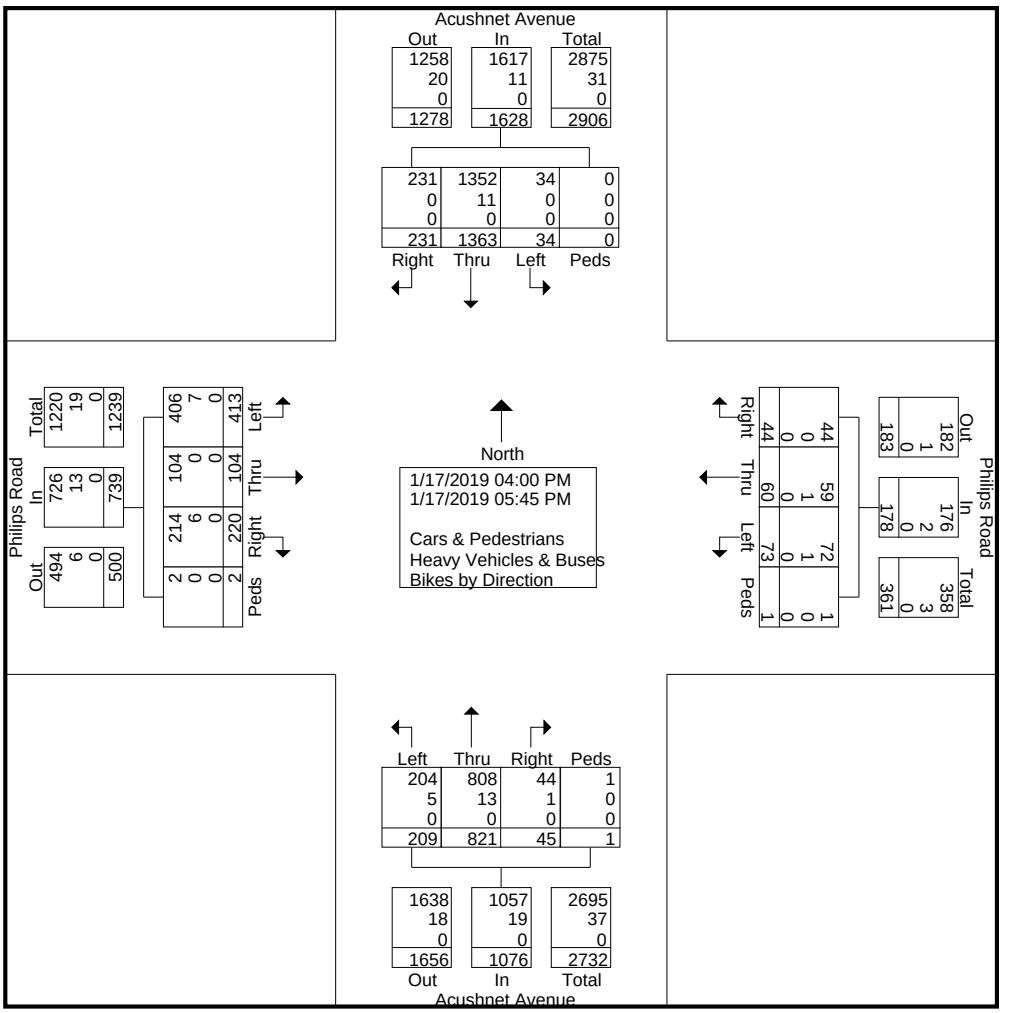

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Groups Printed- Cars & Pedestrians

	Acushnet Avenue From North					Philips Road From East					Acushnet Avenue From South					Philips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	29	213	4	0	246	13	11	14	0	38	3	131	30	1	165	21	10	64	0	95	544
04:15 PM	21	171	5	0	197	7	7	12	1	27	2	101	35	0	138	28	17	61	0	106	468
04:30 PM	27	166	5	0	198	3	5	8	0	16	10	113	27	0	150	37	16	56	0	109	473
04:45 PM	37	190	4	0	231	6	12	11	0	29	8	92	20	0	120	35	17	48	0	100	480
Total	114	740	18	0	872	29	35	45	1	110	23	437	112	1	573	121	60	229	0	410	1965
05:00 PM	40	178	2	0	220	8	9	7	0	24	7	110	31	0	148	26	9	49	0	84	476
05:15 PM	22	157	5	0	184	3	2	7	0	12	5	90	22	0	117	25	13	60	1	99	412
05:30 PM	28	137	4	0	169	3	6	8	0	17	4	102	22	0	128	12	14	25	1	52	366
05:45 PM	27	140	5	0	172	1	7	5	0	13	5	69	17	0	91	30	8	43	0	81	357
Total	117	612	16	0	745	15	24	27	0	66	21	371	92	0	484	93	44	177	2	316	1611
Grand Total	231	1352	34	0	1617	44	59	72	1	176	44	808	204	1	1057	214	104	406	2	726	3576
Apprch %	14.3	83.6	2.1	0		25	33.5	40.9	0.6		4.2	76.4	19.3	0.1		29.5	14.3	55.9	0.3		
Total %	6.5	37.8	1	0	45.2	1.2	1.6	2	0	4.9	1.2	22.6	5.7	0	29.6	6	2.9	11.4	0.1	20.3	

	Acushnet Avenue From North					Philips Road From East					Acushnet Avenue From South					Philips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	29	**213**	4	0	**246**	**13**	11	**14**	0	**38**	3	**131**	30	**1**	**165**	21	10	**64**	0	95	**544**
04:15 PM	21	171	**5**	0	197	7	7	12	**1**	27	2	101	**35**	0	138	28	**17**	61	0	106	468
04:30 PM	27	166	5	0	198	3	5	8	0	16	**10**	113	27	0	150	**37**	16	56	0	**109**	473
04:45 PM	**37**	190	4	0	231	6	**12**	11	0	29	8	92	20	0	120	35	17	48	0	100	480
Total Volume	114	740	18	0	872	29	35	45	1	110	23	437	112	1	573	121	60	229	0	410	1965
% App. Total	13.1	84.9	2.1	0		26.4	31.8	40.9	0.9		4	76.3	19.5	0.2		29.5	14.6	55.9	0		
PHF	.770	.869	.900	.000	.886	.558	.729	.804	.250	.724	.575	.834	.800	.250	.868	.818	.882	.895	.000	.940	.903

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Site Code : 01182019
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Groups Printed- Heavy Vehicles & Buses

	Acushnet Avenue From North					Philips Road From East					Acushnet Avenue From South					Philips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	7
04:15 PM	0	0	0	0	0	0	1	1	0	2	1	3	2	0	6	0	0	1	0	1	9
04:30 PM	0	7	0	0	7	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	14
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	0	9	0	0	9	0	1	1	0	2	1	10	4	0	15	2	0	5	0	7	33
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	4	0	2	0	6	12
Grand Total	0	11	0	0	11	0	1	1	0	2	1	13	5	0	19	6	0	7	0	13	45
Apprch %	0	100	0	0		0	50	50	0		5.3	68.4	26.3	0		46.2	0	53.8	0		
Total %	0	24.4	0	0	24.4	0	2.2	2.2	0	4.4	2.2	28.9	11.1	0	42.2	13.3	0	15.6	0	28.9	

	Acushnet Avenue From North					Philips Road From East					Acushnet Avenue From South					Philips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	**4**	1	0	5	**1**	0	0	0	1	7
04:15 PM	0	0	0	0	0	0	**1**	**1**	0	**2**	**1**	3	**2**	0	**6**	0	0	1	0	1	9
04:30 PM	0	**7**	0	0	**7**	0	0	0	0	0	0	3	1	0	4	1	0	**2**	0	**3**	**14**
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total Volume	0	9	0	0	9	0	1	1	0	2	1	10	4	0	15	2	0	5	0	7	33
% App. Total	0	100	0	0		0	50	50	0		6.7	66.7	26.7	0		28.6	0	71.4	0		
PHF	.000	.321	.000	.000	.321	.000	.250	.250	.000	.250	.250	.625	.500	.000	.625	.500	.000	.625	.000	.583	.589

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Site Code : 01182019
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Groups Printed- Bikes by Direction

	Acushnet Avenue From North					Philips Road From East					Acushnet Avenue From South					Philips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Acushnet Avenue From North					Philips Road From East					Acushnet Avenue From South					Philips Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Transportation Data Corporation

Mario Perone, mperone1@verizon.net
tel (781) 587-0086 cell (781) 439-4999

Acushnet Avenue (Route 18)
north of Belair Street
City, State: New Bedford, MA
Client: McM/R. Hansen

05028Aclass
Site Code: Y-18285.11

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/18	0	20	2	0	0	0	0	0	0	0	0	0	0	22
01:00	0	12	3	0	1	0	0	0	1	0	0	0	0	17
02:00	0	28	5	0	0	2	0	0	0	0	0	0	0	35
03:00	0	34	6	0	3	0	0	0	0	0	0	0	0	43
04:00	0	187	69	3	33	0	0	0	1	0	0	0	0	293
05:00	3	283	122	1	34	4	0	1	0	0	0	0	0	448
06:00	5	415	103	3	24	5	0	2	1	0	0	0	0	558
07:00	3	503	77	9	13	7	2	2	0	0	0	0	0	616
08:00	4	457	63	8	14	6	1	0	2	0	0	0	0	555
09:00	6	331	73	2	17	4	2	1	3	0	0	0	0	439
10:00	5	339	68	2	22	3	1	1	1	0	0	0	0	442
11:00	1	370	63	2	20	4	0	0	1	1	0	0	0	462
12 PM	3	424	58	2	17	6	0	1	1	0	0	0	0	512
13:00	5	428	62	3	9	5	0	4	1	0	0	0	0	517
14:00	8	468	65	7	11	8	0	2	2	0	0	0	0	571
15:00	6	420	50	3	8	4	0	1	0	0	0	0	0	492
16:00	5	440	67	4	20	7	0	1	1	0	0	0	0	545
17:00	8	462	53	3	15	4	0	0	1	0	0	0	0	546
18:00	4	369	49	0	10	1	0	2	1	0	0	0	0	436
19:00	2	332	40	1	9	3	0	0	0	0	0	0	0	387
20:00	1	236	33	2	9	1	0	0	1	0	0	0	0	283
21:00	0	176	23	1	6	0	0	0	0	0	0	0	0	206
22:00	2	118	18	1	2	0	0	0	0	0	0	0	0	141
23:00	1	55	11	2	1	0	0	0	0	0	0	0	0	70
Total	72	6907	1183	59	298	74	6	18	18	1	0	0	0	8636
Percent	0.8%	80.0%	13.7%	0.7%	3.5%	0.9%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	05:00	07:00	05:00	07:00	07:00	06:00	09:00	11:00				07:00
Vol.	6	503	122	9	34	7	2	2	3	1				616
PM Peak	14:00	14:00	16:00	14:00	16:00	14:00		13:00	14:00					14:00
Vol.	8	468	67	7	20	8		4	2					571
Grand Total	72	6907	1183	59	298	74	6	18	18	1	0	0	0	8636
Percent	0.8%	80.0%	13.7%	0.7%	3.5%	0.9%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

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Acushnet Avenue (Route 18)
north of Belair Street
City, State: New Bedford, MA
Client: McM/R. Hansen

05028Aclass
Site Code: Y-18285.11

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/18	0	33	28	0	5	0	0	0	0	0	0	0	0	66
01:00	0	8	11	1	3	0	0	0	0	0	0	0	0	23
02:00	0	9	6	1	1	0	0	0	0	0	0	0	0	17
03:00	0	4	11	0	4	0	0	0	0	0	0	0	0	19
04:00	1	14	23	0	16	0	0	0	0	0	0	0	0	54
05:00	0	29	47	1	21	2	0	2	0	0	0	0	0	102
06:00	3	72	92	8	43	0	0	1	1	0	0	0	0	220
07:00	7	234	198	13	58	3	1	10	1	0	0	0	0	525
08:00	5	228	177	9	60	2	0	10	2	0	0	0	0	493
09:00	3	162	200	9	69	1	0	5	3	0	0	0	0	452
10:00	3	154	195	9	43	2	0	7	0	0	0	0	1	414
11:00	4	228	150	5	63	2	1	1	1	0	0	0	0	455
12 PM	6	271	160	6	48	1	0	4	2	0	0	0	0	498
13:00	5	277	147	6	55	3	0	4	3	0	0	0	0	500
14:00	4	303	206	5	72	4	0	7	1	0	0	0	1	603
15:00	8	446	175	6	76	2	0	15	0	1	0	0	0	729
16:00	7	431	213	3	104	10	1	10	0	0	0	0	0	779
17:00	5	449	220	5	89	1	2	14	0	0	0	0	0	785
18:00	2	305	234	2	74	5	0	6	0	0	0	0	0	628
19:00	2	200	147	3	47	0	0	3	0	0	0	0	0	402
20:00	1	155	113	2	24	0	0	2	0	0	0	0	0	297
21:00	0	96	77	1	15	0	0	0	0	0	0	0	0	189
22:00	1	47	87	1	10	0	0	0	0	0	0	0	0	146
23:00	0	63	54	0	6	0	0	1	0	0	0	0	0	124
Total	67	4218	2971	96	1006	38	5	102	14	1	0	0	2	8520
Percent	0.8%	49.5%	34.9%	1.1%	11.8%	0.4%	0.1%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	09:00	07:00	09:00	07:00	07:00	07:00	09:00				10:00	07:00
Vol.	7	234	200	13	69	3	1	10	3				1	525
PM Peak	15:00	17:00	18:00	12:00	16:00	16:00	17:00	15:00	13:00	15:00			14:00	17:00
Vol.	8	449	234	6	104	10	2	15	3	1			1	785
Grand Total	67	4218	2971	96	1006	38	5	102	14	1	0	0	2	8520
Percent	0.8%	49.5%	34.9%	1.1%	11.8%	0.4%	0.1%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

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Acushnet Avenue (Route 18)
north of Belair Street
City, State: New Bedford, MA
Client: McM/R. Hansen

05028Aspeed
Site Code: Y-18285.11

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/10/18	0	1	1	6	6	5	3	0	0	0	0	0	0	22
01:00	0	0	1	5	5	4	2	0	0	0	0	0	0	17
02:00	1	0	3	7	12	8	4	0	0	0	0	0	0	35
03:00	0	0	5	11	16	10	1	0	0	0	0	0	0	43
04:00	2	4	43	93	101	34	13	3	0	0	0	0	0	293
05:00	16	17	56	163	139	45	10	1	1	0	0	0	0	448
06:00	37	32	115	216	134	21	2	1	0	0	0	0	0	558
07:00	76	104	206	163	56	8	0	1	2	0	0	0	0	616
08:00	102	75	168	166	40	2	1	1	0	0	0	0	0	555
09:00	31	41	139	171	48	8	1	0	0	0	0	0	0	439
10:00	35	49	145	159	40	10	2	0	1	1	0	0	0	442
11:00	71	62	143	147	36	3	0	0	0	0	0	0	0	462
12 PM	67	91	163	150	36	4	0	0	1	0	0	0	0	512
13:00	63	53	172	175	49	4	1	0	0	0	0	0	0	517
14:00	128	87	195	130	22	8	1	0	0	0	0	0	0	571
15:00	194	99	122	65	11	0	1	0	0	0	0	0	0	492
16:00	140	84	185	115	19	1	1	0	0	0	0	0	0	545
17:00	111	92	185	126	30	2	0	0	0	0	0	0	0	546
18:00	37	29	159	157	47	7	0	0	0	0	0	0	0	436
19:00	20	24	128	155	50	9	0	0	0	0	0	1	0	387
20:00	14	17	80	111	51	9	1	0	0	0	0	0	0	283
21:00	4	4	39	107	47	5	0	0	0	0	0	0	0	206
22:00	3	1	31	47	46	11	2	0	0	0	0	0	0	141
23:00	0	1	4	38	21	6	0	0	0	0	0	0	0	70
Total	1152	967	2488	2683	1062	224	46	7	5	1	0	1	0	8636
Percent	13.3%	11.2%	28.8%	31.1%	12.3%	2.6%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	15 MPH
50th Percentile :	24 MPH
85th Percentile :	30 MPH
95th Percentile :	34 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	5171
Percent in Pace :	59.9%
Number of Vehicles > 30 MPH :	1346
Percent of Vehicles > 30 MPH :	15.6%

Grand Total	1152	967	2488	2683	1062	224	46	7	5	1	0	1	0	8636

Overall

15th Percentile :	15 MPH
50th Percentile :	24 MPH
85th Percentile :	30 MPH
95th Percentile :	34 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	5171
Percent in Pace :	59.9%
Number of Vehicles > 30 MPH :	1346
Percent of Vehicles > 30 MPH :	15.6%

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Acushnet Avenue (Route 18)
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Client: McM/R. Hansen

05028Aspeed
Site Code: Y-18285.11

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/10/18	0	0	4	6	6	17	20	6	6	1	0	0	0	66
01:00	0	0	0	1	3	8	7	3	1	0	0	0	0	23
02:00	0	0	0	2	1	5	5	3	1	0	0	0	0	17
03:00	0	0	0	0	5	5	4	4	0	0	1	0	0	19
04:00	2	0	2	6	11	17	11	5	0	0	0	0	0	54
05:00	3	0	3	12	31	24	16	8	2	1	1	0	1	102
06:00	22	2	4	25	60	66	25	14	2	0	0	0	0	220
07:00	57	3	25	107	175	121	24	10	3	0	0	0	0	525
08:00	49	10	45	96	169	92	27	3	2	0	0	0	0	493
09:00	27	15	35	97	138	104	28	6	1	0	0	1	0	452
10:00	28	9	43	93	127	88	21	5	0	0	0	0	0	414
11:00	46	17	55	126	132	62	15	1	0	1	0	0	0	455
12 PM	42	16	58	118	154	82	22	4	2	0	0	0	0	498
13:00	48	16	67	123	148	78	16	4	0	0	0	0	0	500
14:00	61	14	66	176	178	77	25	6	0	0	0	0	0	603
15:00	138	34	126	204	167	52	5	2	0	0	1	0	0	729
16:00	95	29	114	227	209	93	11	1	0	0	0	0	0	779
17:00	79	26	80	209	273	94	18	5	0	0	0	1	0	785
18:00	50	10	59	149	167	140	40	10	3	0	0	0	0	628
19:00	14	2	40	86	125	84	44	4	2	0	1	0	0	402
20:00	4	4	15	48	99	76	39	7	3	2	0	0	0	297
21:00	4	3	10	17	51	61	35	5	3	0	0	0	0	189
22:00	2	0	1	17	43	46	24	8	4	0	1	0	0	146
23:00	4	1	7	9	15	43	26	14	5	0	0	0	0	124
Total	775	211	859	1954	2487	1535	508	138	40	5	5	2	1	8520
Percent	9.1%	2.5%	10.1%	22.9%	29.2%	18.0%	6.0%	1.6%	0.5%	0.1%	0.1%	0.0%	0.0%	

Daily

15th Percentile :	21 MPH
50th Percentile :	30 MPH
85th Percentile :	38 MPH
95th Percentile :	42 MPH
Mean Speed(Average) :	30 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	4441
Percent in Pace :	52.1%
Number of Vehicles > 30 MPH :	4721
Percent of Vehicles > 30 MPH :	55.4%

Grand Total	775	211	859	1954	2487	1535	508	138	40	5	5	2	1	8520

Overall

15th Percentile :	21 MPH
50th Percentile :	30 MPH
85th Percentile :	38 MPH
95th Percentile :	42 MPH
Mean Speed(Average) :	30 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	4441
Percent in Pace :	52.1%
Number of Vehicles > 30 MPH :	4721
Percent of Vehicles > 30 MPH :	55.4%

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Acushnet Avenue (Route 18)
north of Belair Street
City, State: New Bedford, MA
Client: McM/R. Hansen

05028Avolume
Site Code: Y-18285.11

Start	10-Apr-18	NB		SB		Combined		11-Apr	NB		SB		Combined	
Time	Tue	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		8	139	26	144	34	283		*	*	*	*	*	*
12:15		6	125	21	122	27	247		*	*	*	*	*	*
12:30		6	121	9	114	15	235		*	*	*	*	*	*
12:45		2	127	10	118	12	245		*	*	*	*	*	*
01:00		4	126	8	125	12	251		*	*	*	*	*	*
01:15		2	114	6	114	8	228		*	*	*	*	*	*
01:30		6	157	5	132	11	289		*	*	*	*	*	*
01:45		5	120	4	129	9	249		*	*	*	*	*	*
02:00		11	***136***	5	157	16	293		*	*	*	*	*	*
02:15		5	***135***	3	142	8	277		*	*	*	*	*	*
02:30		8	***152***	6	150	14	302		*	*	*	*	*	*
02:45		11	***148***	3	154	14	302		*	*	*	*	*	*
03:00		3	115	4	222	7	337		*	*	*	*	*	*
03:15		8	124	5	158	13	282		*	*	*	*	*	*
03:30		5	122	5	157	10	279		*	*	*	*	*	*
03:45		27	131	5	192	32	323		*	*	*	*	*	*
04:00		38	139	11	200	49	339		*	*	*	*	*	*
04:15		69	131	7	193	76	324		*	*	*	*	*	*
04:30		86	133	15	***194***	101	***327***		*	*	*	*	*	*
04:45		100	142	21	***192***	121	***334***		*	*	*	*	*	*
05:00		113	137	17	***211***	130	***348***		*	*	*	*	*	*
05:15		113	147	18	***194***	131	***341***		*	*	*	*	*	*
05:30		117	132	38	189	155	321		*	*	*	*	*	*
05:45		105	130	29	191	134	321		*	*	*	*	*	*
06:00		105	111	29	183	134	294		*	*	*	*	*	*
06:15		141	135	49	160	190	295		*	*	*	*	*	*
06:30		145	113	60	156	205	269		*	*	*	*	*	*
06:45		167	77	82	129	249	206		*	*	*	*	*	*
07:00		133	112	***153***	108	286	220		*	*	*	*	*	*
07:15		***167***	98	***143***	124	***310***	222		*	*	*	*	*	*
07:30		***169***	99	***111***	89	***280***	188		*	*	*	*	*	*
07:45		***147***	78	***118***	81	***265***	159		*	*	*	*	*	*
08:00		***173***	93	122	90	***295***	183		*	*	*	*	*	*
08:15		156	73	120	80	276	153		*	*	*	*	*	*
08:30		127	49	131	66	258	115		*	*	*	*	*	*
08:45		99	68	120	61	219	129		*	*	*	*	*	*
09:00		111	55	107	53	218	108		*	*	*	*	*	*
09:15		111	57	108	47	219	104		*	*	*	*	*	*
09:30		115	50	126	47	241	97		*	*	*	*	*	*
09:45		102	44	111	42	213	86		*	*	*	*	*	*
10:00		111	38	87	37	198	75		*	*	*	*	*	*
10:15		97	35	102	40	199	75		*	*	*	*	*	*
10:30		124	38	102	40	226	78		*	*	*	*	*	*
10:45		110	30	123	29	233	59		*	*	*	*	*	*
11:00		119	18	105	47	224	65		*	*	*	*	*	*
11:15		108	18	94	34	202	52		*	*	*	*	*	*
11:30		142	17	114	22	256	39		*	*	*	*	*	*
11:45		93	17	142	21	235	38		*	*	*	*	*	*
Total		3930	4706	2840	5680	6770	10386		0	0	0	0	0	0
Day Total		8636		8520		17156			0		0		0	
% Total		22.9%	27.4%	16.6%	33.1%				0.0%	0.0%	0.0%	0.0%		
Peak	-	07:15	02:00	07:00	04:30	07:15	04:30	-	-	-	-	-	-	-
Vol.	-	656	571	525	791	1150	1350	-	-	-	-	-	-	-
P.H.F.		0.948	0.939	0.858	0.937	0.927	0.970							

ADT	ADT 17,156	AADT 17,156

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Acushnet Avenue (Route 18)
north of Belair Street
City, State: New Bedford, MA
Client: McM/R. Hansen

05028Avolume
Site Code: Y-18285.11

Start	10-Apr-18	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	139			26	144				
12:15		6	125			21	122				
12:30		6	121			9	114				
12:45		2	127	22	512	10	118	66	498	88	1010
01:00		4	126			8	125				
01:15		2	114			6	114				
01:30		6	157			5	132				
01:45		5	120	17	517	4	129	23	500	40	1017
02:00		11	136			5	157				
02:15		5	135			3	142				
02:30		8	152			6	150				
02:45		11	148	35	571	3	154	17	603	52	1174
03:00		3	115			4	222				
03:15		8	124			5	158				
03:30		5	122			5	157				
03:45		27	131	43	492	5	192	19	729	62	1221
04:00		38	139			11	200				
04:15		69	131			7	193				
04:30		86	133			15	194				
04:45		100	142	293	545	21	192	54	779	347	1324
05:00		113	137			17	211				
05:15		113	147			18	194				
05:30		117	132			38	189				
05:45		105	130	448	546	29	191	102	785	550	1331
06:00		105	111			29	183				
06:15		141	135			49	160				
06:30		145	113			60	156				
06:45		167	77	558	436	82	129	220	628	778	1064
07:00		133	112			153	108				
07:15		167	98			143	124				
07:30		169	99			111	89				
07:45		147	78	616	387	118	81	525	402	1141	789
08:00		173	93			122	90				
08:15		156	73			120	80				
08:30		127	49			131	66				
08:45		99	68	555	283	120	61	493	297	1048	580
09:00		111	55			107	53				
09:15		111	57			108	47				
09:30		115	50			126	47				
09:45		102	44	439	206	111	42	452	189	891	395
10:00		111	38			87	37				
10:15		97	35			102	40				
10:30		124	38			102	40				
10:45		110	30	442	141	123	29	414	146	856	287
11:00		119	18			105	47				
11:15		108	18			94	34				
11:30		142	17			114	22				
11:45		93	17	462	70	142	21	455	124	917	194
Total		3930	4706			2840	5680			6770	10386
Combined Total		8636				8520				17156	
Percentage	0.0%										
Total		3930	4706			2840	5680			6770	10386
Percent		45.5%	54.5%			33.3%	66.7%			39.5%	60.5%
ADT		ADT 17,156		AADT 17,156							

Transportation Data Corporation

Mario Perone, mperone1@verizon.net
tel (781) 587-0086 cell (781) 439-4999

Acushnet Avenue
north of Victoria Street
City, State: New Bedford, MA
Client: McM/R. Hansen

05028Bclass
Site Code: Y-18285.11

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/18	0	14	0	0	1	0	0	0	0	0	0	0	0	15
01:00	0	8	4	0	0	0	0	0	1	0	0	0	0	13
02:00	0	16	8	0	1	2	0	0	0	0	0	0	0	27
03:00	0	16	3	0	3	0	0	0	0	0	0	0	0	22
04:00	0	109	31	0	38	0	0	0	1	0	0	0	0	179
05:00	2	119	53	1	66	0	0	0	0	0	0	0	0	241
06:00	1	219	96	2	57	1	0	3	1	0	0	0	0	380
07:00	3	328	74	4	19	1	2	0	1	0	0	0	0	432
08:00	2	305	69	2	24	1	4	1	2	0	0	0	0	410
09:00	4	198	66	1	24	2	1	0	2	0	0	0	0	298
10:00	2	200	49	0	27	1	1	1	2	0	0	0	0	283
11:00	1	226	65	5	22	1	0	2	1	0	0	0	0	323
12 PM	3	254	54	2	26	1	0	1	1	0	0	0	0	342
13:00	4	237	54	1	22	3	0	2	2	0	0	0	0	325
14:00	6	315	75	1	20	4	0	2	4	0	0	0	0	427
15:00	5	267	71	7	20	4	0	2	0	0	1	0	0	377
16:00	3	280	69	2	27	0	0	1	3	0	0	0	0	385
17:00	2	275	51	2	21	1	0	1	0	0	0	0	0	353
18:00	5	208	48	1	18	0	0	2	0	0	0	0	0	282
19:00	2	187	31	1	12	1	0	0	0	0	0	0	0	234
20:00	3	134	19	1	10	1	0	0	1	0	0	0	0	169
21:00	0	97	11	0	8	0	0	0	0	0	0	0	0	116
22:00	0	65	18	0	5	0	0	0	0	0	0	0	0	88
23:00	0	36	7	0	3	0	0	0	0	0	0	0	0	46
Total	48	4113	1026	33	474	24	8	18	22	0	1	0	0	5767
Percent	0.8%	71.3%	17.8%	0.6%	8.2%	0.4%	0.1%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	06:00	11:00	05:00	02:00	08:00	06:00	08:00					07:00
Vol.	4	328	96	5	66	2	4	3	2					432
PM Peak	14:00	14:00	14:00	15:00	16:00	14:00		13:00	14:00		15:00			14:00
Vol.	6	315	75	7	27	4		2	4		1			427
Grand Total	48	4113	1026	33	474	24	8	18	22	0	1	0	0	5767
Percent	0.8%	71.3%	17.8%	0.6%	8.2%	0.4%	0.1%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	

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Acushnet Avenue
north of Victoria Street
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Client: McM/R. Hansen

05028Bclass
Site Code: Y-18285.11

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/18	0	30	3	0	1	0	0	0	0	0	0	0	0	34
01:00	0	11	0	1	2	0	0	0	0	0	0	0	0	14
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
04:00	0	22	8	0	3	0	0	0	0	0	0	0	0	33
05:00	0	42	16	0	8	1	0	1	0	0	0	0	0	68
06:00	1	87	25	3	7	1	0	0	1	0	0	0	0	125
07:00	3	199	47	5	10	3	1	1	0	0	0	0	0	269
08:00	3	192	56	3	10	2	0	2	3	0	0	0	0	271
09:00	3	170	42	3	12	2	0	1	3	0	0	0	0	236
10:00	2	151	30	3	10	3	0	3	3	0	0	0	0	205
11:00	2	194	48	3	13	4	1	0	0	0	0	0	0	265
12 PM	5	183	59	2	8	2	0	0	0	0	0	0	0	259
13:00	3	209	54	2	15	2	0	4	4	0	0	0	0	293
14:00	6	283	70	1	12	2	0	1	0	0	0	0	0	375
15:00	3	380	108	5	28	2	0	2	1	0	0	0	0	529
16:00	5	353	99	3	27	2	1	0	0	0	0	0	0	490
17:00	5	413	78	0	19	1	0	1	0	0	0	0	0	517
18:00	4	274	55	2	12	1	0	0	0	0	0	0	0	348
19:00	0	194	35	0	1	1	0	0	0	0	0	0	0	231
20:00	1	147	23	0	5	1	0	0	0	0	0	0	0	177
21:00	0	90	12	1	3	0	0	0	0	0	0	0	0	106
22:00	0	75	13	1	2	0	0	0	0	0	0	0	0	91
23:00	0	70	6	0	2	0	0	0	0	0	0	0	0	78
Total	46	3788	889	38	211	30	3	16	15	0	0	0	0	5036
Percent	0.9%	75.2%	17.7%	0.8%	4.2%	0.6%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	07:00	11:00	11:00	07:00	10:00	08:00					08:00
Vol.	3	199	56	5	13	4	1	3	3					271
PM Peak	14:00	17:00	15:00	15:00	15:00	12:00	16:00	13:00	13:00					15:00
Vol.	6	413	108	5	28	2	1	4	4					529
Grand Total	46	3788	889	38	211	30	3	16	15	0	0	0	0	5036
Percent	0.9%	75.2%	17.7%	0.8%	4.2%	0.6%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	

Transportation Data Corporation

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Acushnet Avenue
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Client: McM/R. Hansen

05028Bspeed
Site Code: Y-18285.11

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/10/18	0	0	0	1	3	4	6	1	0	0	0	0	0	15
01:00	0	0	0	4	3	3	2	1	0	0	0	0	0	13
02:00	0	0	0	2	9	7	5	2	2	0	0	0	0	27
03:00	0	0	0	1	7	5	4	5	0	0	0	0	0	22
04:00	2	0	1	17	53	75	25	5	1	0	0	0	0	179
05:00	17	0	6	30	72	77	31	6	2	0	0	0	0	241
06:00	12	1	12	83	144	101	22	3	1	1	0	0	0	380
07:00	11	4	47	164	166	37	3	0	0	0	0	0	0	432
08:00	15	8	77	136	133	38	1	1	0	0	0	1	0	410
09:00	10	4	29	96	119	38	2	0	0	0	0	0	0	298
10:00	4	8	20	118	106	24	3	0	0	0	0	0	0	283
11:00	18	17	43	132	91	22	0	0	0	0	0	0	0	323
12 PM	15	12	47	111	117	39	1	0	0	0	0	0	0	342
13:00	8	5	45	122	109	33	3	0	0	0	0	0	0	325
14:00	14	9	69	179	129	26	1	0	0	0	0	0	0	427
15:00	19	7	51	144	132	21	3	0	0	0	0	0	0	377
16:00	24	6	65	144	125	20	1	0	0	0	0	0	0	385
17:00	25	18	42	127	112	27	2	0	0	0	0	0	0	353
18:00	15	7	40	108	85	21	6	0	0	0	0	0	0	282
19:00	8	2	26	79	90	23	6	0	0	0	0	0	0	234
20:00	10	0	19	50	67	22	1	0	0	0	0	0	0	169
21:00	1	1	7	33	55	16	3	0	0	0	0	0	0	116
22:00	0	0	1	22	33	21	9	1	1	0	0	0	0	88
23:00	0	0	0	3	24	13	5	1	0	0	0	0	0	46
Total	228	109	647	1906	1984	713	145	26	7	1	0	1	0	5767
Percent	4.0%	1.9%	11.2%	33.1%	34.4%	12.4%	2.5%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	24 MPH
50th Percentile :	29 MPH
85th Percentile :	35 MPH
95th Percentile :	39 MPH
Mean Speed(Average) :	30 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	3890
Percent in Pace :	67.5%
Number of Vehicles > 30 MPH :	2877
Percent of Vehicles > 30 MPH :	49.9%

Grand Total	228	109	647	1906	1984	713	145	26	7	1	0	1	0	5767

Overall

15th Percentile :	24 MPH
50th Percentile :	29 MPH
85th Percentile :	35 MPH
95th Percentile :	39 MPH
Mean Speed(Average) :	30 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	3890
Percent in Pace :	67.5%
Number of Vehicles > 30 MPH :	2877
Percent of Vehicles > 30 MPH :	49.9%

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Acushnet Avenue
north of Victoria Street
City, State: New Bedford, MA
Client: McM/R. Hansen

05028Bspeed
Site Code: Y-18285.11

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/10/18	0	0	1	4	7	13	6	3	0	0	0	0	0	34
01:00	1	0	0	0	5	3	4	1	0	0	0	0	0	14
02:00	0	0	0	1	2	4	2	1	0	0	0	0	0	10
03:00	0	0	0	0	5	4	2	1	0	0	0	0	0	12
04:00	0	0	0	4	14	11	4	0	0	0	0	0	0	33
05:00	6	1	2	10	28	15	4	1	1	0	0	0	0	68
06:00	8	10	2	25	35	38	5	2	0	0	0	0	0	125
07:00	15	4	12	73	111	42	11	1	0	0	0	0	0	269
08:00	18	4	22	68	112	40	4	2	1	0	0	0	0	271
09:00	12	6	22	70	91	31	4	0	0	0	0	0	0	236
10:00	11	2	22	67	79	23	1	0	0	0	0	0	0	205
11:00	15	12	41	87	83	23	4	0	0	0	0	0	0	265
12 PM	17	5	29	86	93	26	3	0	0	0	0	0	0	259
13:00	23	19	43	94	82	28	4	0	0	0	0	0	0	293
14:00	21	29	48	108	121	38	7	2	1	0	0	0	0	375
15:00	42	48	98	169	140	29	2	0	0	0	0	1	0	529
16:00	21	17	71	187	167	25	2	0	0	0	0	0	0	490
17:00	39	16	71	202	151	35	2	0	0	1	0	0	0	517
18:00	25	20	34	133	102	31	3	0	0	0	0	0	0	348
19:00	9	13	30	75	70	32	1	1	0	0	0	0	0	231
20:00	12	1	11	44	76	27	5	0	1	0	0	0	0	177
21:00	3	6	8	20	44	21	4	0	0	0	0	0	0	106
22:00	4	1	1	22	34	20	6	2	1	0	0	0	0	91
23:00	1	0	1	11	27	26	8	4	0	0	0	0	0	78
Total	303	214	569	1560	1679	585	98	21	5	1	0	1	0	5036
Percent	6.0%	4.2%	11.3%	31.0%	33.3%	11.6%	1.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	22 MPH
50th Percentile :	29 MPH
85th Percentile :	34 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	29 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	3239
Percent in Pace :	64.3%
Number of Vehicles > 30 MPH :	2390
Percent of Vehicles > 30 MPH :	47.5%

Grand Total	303	214	569	1560	1679	585	98	21	5	1	0	1	0	5036

Overall

15th Percentile :	22 MPH
50th Percentile :	29 MPH
85th Percentile :	34 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	29 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	3239
Percent in Pace :	64.3%
Number of Vehicles > 30 MPH :	2390
Percent of Vehicles > 30 MPH :	47.5%

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Acushnet Avenue
north of Victoria Street
City, State: New Bedford, MA
Client: McM/R. Hansen

05028Bvolume
Site Code: Y-18285.11

Start	10-Apr-18	NB		SB		Combined		11-Apr	NB		SB		Combined	
Time	Tue	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		5	88	17	74	22	162		*	*	*	*	*	*
12:15		5	78	10	56	15	134		*	*	*	*	*	*
12:30		5	86	5	69	10	155		*	*	*	*	*	*
12:45		0	90	2	60	2	150		*	*	*	*	*	*
01:00		2	74	4	78	6	152		*	*	*	*	*	*
01:15		3	78	5	66	8	144		*	*	*	*	*	*
01:30		4	93	2	69	6	162		*	*	*	*	*	*
01:45		4	80	3	80	7	160		*	*	*	*	*	*
02:00		9	***114***	4	89	13	203		*	*	*	*	*	*
02:15		5	***97***	1	94	6	191		*	*	*	*	*	*
02:30		4	***117***	3	91	7	208		*	*	*	*	*	*
02:45		9	***99***	2	101	11	200		*	*	*	*	*	*
03:00		1	84	1	145	2	***229***		*	*	*	*	*	*
03:15		5	104	4	116	9	***220***		*	*	*	*	*	*
03:30		1	99	2	143	3	***242***		*	*	*	*	*	*
03:45		15	90	5	125	20	***215***		*	*	*	*	*	*
04:00		27	100	10	116	37	216		*	*	*	*	*	*
04:15		50	101	2	127	52	228		*	*	*	*	*	*
04:30		48	91	8	121	56	212		*	*	*	*	*	*
04:45		54	93	13	***126***	67	219		*	*	*	*	*	*
05:00		60	89	12	***138***	72	227		*	*	*	*	*	*
05:15		63	109	14	***123***	77	232		*	*	*	*	*	*
05:30		63	76	25	***146***	88	222		*	*	*	*	*	*
05:45		55	79	17	110	72	189		*	*	*	*	*	*
06:00		67	76	18	91	85	167		*	*	*	*	*	*
06:15		88	85	24	88	112	173		*	*	*	*	*	*
06:30		109	72	34	90	143	162		*	*	*	*	*	*
06:45		116	49	49	79	165	128		*	*	*	*	*	*
07:00		84	68	62	65	146	133		*	*	*	*	*	*
07:15		112	56	66	68	178	124		*	*	*	*	*	*
07:30		***114***	66	***69***	53	***183***	119		*	*	*	*	*	*
07:45		***122***	44	***72***	45	***194***	89		*	*	*	*	*	*
08:00		***120***	59	***66***	52	***186***	111		*	*	*	*	*	*
08:15		***113***	52	***70***	58	***183***	110		*	*	*	*	*	*
08:30		103	29	66	31	169	60		*	*	*	*	*	*
08:45		74	29	69	36	143	65		*	*	*	*	*	*
09:00		79	27	51	23	130	50		*	*	*	*	*	*
09:15		72	37	65	30	137	67		*	*	*	*	*	*
09:30		73	25	64	32	137	57		*	*	*	*	*	*
09:45		74	27	56	21	130	48		*	*	*	*	*	*
10:00		71	24	48	27	119	51		*	*	*	*	*	*
10:15		66	27	60	17	126	44		*	*	*	*	*	*
10:30		71	18	40	28	111	46		*	*	*	*	*	*
10:45		75	19	57	19	132	38		*	*	*	*	*	*
11:00		69	16	58	31	127	47		*	*	*	*	*	*
11:15		65	7	55	24	120	31		*	*	*	*	*	*
11:30		119	13	76	12	195	25		*	*	*	*	*	*
11:45		70	10	76	11	146	21		*	*	*	*	*	*
Total		2623	3144	1542	3494	4165	6638		0	0	0	0	0	0
Day Total		5767		5036		10803			0		0		0	
% Total		24.3%	29.1%	14.3%	32.3%				0.0%	0.0%	0.0%	0.0%		
Peak	-	07:30	02:00	07:30	04:45	07:30	03:00	-	-	-	-	-	-	-
Vol.	-	469	427	277	533	746	906	-	-	-	-	-	-	-
P.H.F.		0.961	0.912	0.962	0.913	0.961	0.936							

ADT	ADT 10,803	AADT 10,803

Transportation Data Corporation

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Acushnet Avenue
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05028Bvolume
Site Code: Y-18285.11

Start	10-Apr-18	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	88			17	74				
12:15		5	78			10	56				
12:30		5	86			5	69				
12:45		0	90	15	342	2	60	34	259	49	601
01:00		2	74			4	78				
01:15		3	78			5	66				
01:30		4	93			2	69				
01:45		4	80	13	325	3	80	14	293	27	618
02:00		9	114			4	89				
02:15		5	97			1	94				
02:30		4	117			3	91				
02:45		9	99	27	427	2	101	10	375	37	802
03:00		1	84			1	145				
03:15		5	104			4	116				
03:30		1	99			2	143				
03:45		15	90	22	377	5	125	12	529	34	906
04:00		27	100			10	116				
04:15		50	101			2	127				
04:30		48	91			8	121				
04:45		54	93	179	385	13	126	33	490	212	875
05:00		60	89			12	138				
05:15		63	109			14	123				
05:30		63	76			25	146				
05:45		55	79	241	353	17	110	68	517	309	870
06:00		67	76			18	91				
06:15		88	85			24	88				
06:30		109	72			34	90				
06:45		116	49	380	282	49	79	125	348	505	630
07:00		84	68			62	65				
07:15		112	56			66	68				
07:30		114	66			69	53				
07:45		122	44	432	234	72	45	269	231	701	465
08:00		120	59			66	52				
08:15		113	52			70	58				
08:30		103	29			66	31				
08:45		74	29	410	169	69	36	271	177	681	346
09:00		79	27			51	23				
09:15		72	37			65	30				
09:30		73	25			64	32				
09:45		74	27	298	116	56	21	236	106	534	222
10:00		71	24			48	27				
10:15		66	27			60	17				
10:30		71	18			40	28				
10:45		75	19	283	88	57	19	205	91	488	179
11:00		69	16			58	31				
11:15		65	7			55	24				
11:30		119	13			76	12				
11:45		70	10	323	46	76	11	265	78	588	124
Total		2623	3144			1542	3494			4165	6638
Combined Total		5767				5036				10803	
Percentage	0.0%										
Total		2623	3144			1542	3494			4165	6638
Percent		45.5%	54.5%			30.6%	69.4%			38.6%	61.4%
ADT		ADT 10,803		AADT 10,803							

APPENDIX B

Seasonal Variation Data

Seasonal Adjustment

Local ID: 6629 Interstate 195, Dartmouth, MA

Year	AADT	APRIL ADT	% Above ADT
2016	80,055	78,504	-2%
2015	79,023	78,986	0%
2014	77,220	78,104	1%
2013	74,526	75,531	1%
Average	77,706	77,781	0%

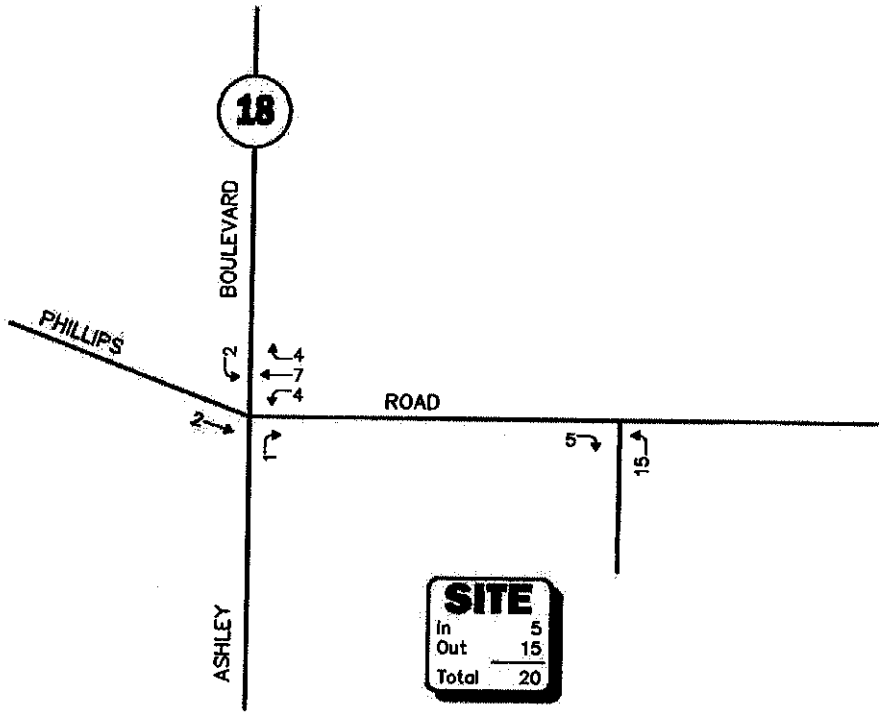
APPENDIX C

Crash Data

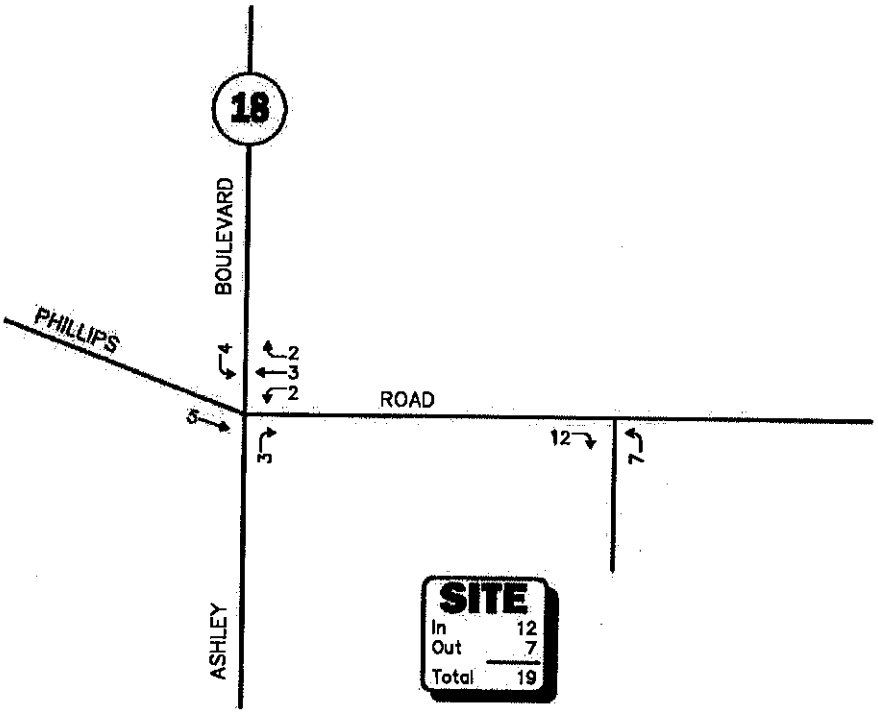
APPENDIX D

Additional Development Traffic Volumes

WEEKDAY MORNING PEAK HOUR



WEEKDAY EVENING PEAK HOUR



N

Not To Scale

Figure 5

Site Generated Peak Hour Traffic Volume

Vanasse & Associates, Inc.

R:\4647\Aug 2017\4647nt4.dwg, 8/8/2017 12:43:02 PM

APPENDIX E

Traffic Projection Model

TRAFFIC PROJECTION MODEL

Cumberland Farms
Weekday Morning Peak Hour
New Bedford, MA

Intersection	Dir.	Turn	2018 Existing Volumes Counted	Balancing Volumes	2018 Existing Volumes Balanced	Background Growth 7 yrs (at 1.0 % per year)	Additional Development (15 Single-Family Homes)	2025 No-Build Volumes	Redistributed Volumes	New Project PERCENT ENTER	New Project Trips ENTER	New Project PERCENT EXIT	New Project Trips EXIT	New Project Trips TOTAL	Pass-By Trips	Total Project Trips	2025 Build Volumes
Acushnet Avenue at	EB	L	109		109	8		117			0		0	0		0	117
Phillips Road		T	40		40	3	2	45			0		0	0		0	45
		R	100	6	106	8		114		10%	7		0	7		7	121
	WB	L	11	1	12	1	4	17		5%	3		0	3		3	20
		T	32		32	2	7	41			0		0	0		0	41
		R	18		18	1	4	23			0		0	0		0	23
	NB	L	112	12	124	9		133			0	10%	7	7		7	140
		T	493	51	544	39		583			0	30%	20	20		20	603
		R	9	1	10	1	1	12			0	5%	3	3		3	15
	SB	L	10		10	1	2	13			0		0	0		0	13
		T	428	25	453	33		486		30%	20		0	20		20	506
		R	162		162	12		174			0		0	0		0	174
Acushnet Avenue at	EB	L	0		0	0		0			0		0	0		0	0
Bowles Street		T	0		0	0		0			0		0	0		0	0
		R	5		5	0		5			0		0	0		0	5
	NB	L	5		5	0		5	-5		0		0	0		0	0
		T	675	64	739	53	1	793			0	45%	30	30		30	823
		R	2		2	0		2			0		0	0		0	2
	SB	L	3		3	0		3			0		0	0		0	3
		T	567	32	599	43	4	646		45%	30		0	30		30	676
		R	2		2	0		2			0		0	0		0	2
Acushnet Avenue at	EB	L	4		4	0		4			0		0	0		0	4
Belair Street (Existing)		R	14		14	1		15			0		0	0		0	15
	NB	L	22		22	2		24			0		0	0		0	24
		T	742		742	53	1	796			0		0	0		0	796
	SB	T	590		590	42	4	636			0		0	0		0	636
		R	14		14	1		15			0		0	0		0	15
Acushnet Avenue at	EB	L							4		0		0	0		0	4
Ashley Boulevard (Route 18)/		T							0	5%	3		0	3		3	3
Belair Street/		BR							8		0		0	0		0	8
North Site Driveway		HR							7		0		0	0		0	7
(New)	WB	HL							0		0	5%	3	3		3	3
		BL							0		0	25%	17	17	25	42	42
		T							0		0	5%	4	4		4	4
		R							0		0	40%	27	27	62	89	89
(NEB)	NB	L							15		0		0	0		0	15
		T							313		0		0	0	-25	-25	288
		BR							0	25%	17		0	17	25	42	42
		HR*							1		0		0	0		0	1
(NB)	NWB	L							14		0		0	0		0	14
		T							482		0	5%	3	3	-37	-34	448
		R							0		0		0	0		0	0
	SB	HL							0	45%	30		0	30	49	79	79
		BL							292		0		0	0	-24	-24	268
		T							341		0		0	0	-25	-25	316
		R							15		0		0	0		0	15
Acushnet Avenue at	NB	T	306		306	22	0	328			0		0	0		0	328
Ashley Boulevard (Route 18)		R*	1		1	0		1			0		0	0		0	1
(Existing)	SB	L	277		277	20	2	299			0		0	0		0	299
		T	324		324	23	2	349			0		0	0		0	349
	NWB	R	462		462	33	1	496			0		0	0		0	496
Acushnet Avenue at	WB	L			0			0			0	20%	14	14	24	38	38
South Site Driveway		R			0			0			0	5%	3	3		3	3
	NB	T	462		462	33	1	496			0		0	0	-37	-37	459
		R			0			0		25%	17		0	17	37	54	54
	SB	L			0			0			0		0	0		0	0
		T	278		278	20	2	300			0	5%	3	3	-24	-21	280

Peak Hour: 7:15 AM - 8:15 AM

TRAFFIC PROJECTION MODEL

Cumberland Farms
Weekday Afternoon Peak Hour
New Bedford, MA

Intersection	Dir.	Turn	2018 Existing Volumes Counted	Balancing Volumes	2018 Existing Volumes Balanced	Background Growth 7 yrs (at 1.0 % per year)	Additional Development (15 Single-Family Homes)	2025 No-Build Volumes	Redistributed Volumes	New Project PERCENT ENTER	New Project Trips ENTER	New Project PERCENT EXIT	New Project Trips EXIT	New Project Trips TOTAL	Pass-By Trips	Total Project Trips	2025 Build Volumes
Acushnet Avenue at	EB	L	185		185	13		198			0		0	0		0	198
Phillips Road		T	53		53	4	5	62			0		0	0		0	62
		R	102	8	110	8		118		10%	5		0	5		5	123
	WB	L	33	2	35	3	2	40		5%	3		0	3		3	43
		T	29		29	2	3	34			0		0	0		0	34
		R	20		20	1	2	23			0		0	0		0	23
	NB	L	96	5	101	7		108			0	10%	5	5		5	113
		T	396	22	418	30		448			0	30%	15	15		15	463
		R	24	1	25	2	3	30			0	5%	3	3		3	33
	SB	L	15		15	1	4	20			0		0	0		0	20
		T	665	49	714	52		766		30%	15		0	15		15	781
		R	127		127	9		136			0		0	0		0	136
Acushnet Avenue at	EB	L	1		1	0		1			0		0	0		0	1
Bowles Street		T	0		0	0		0			0		0	0		0	0
		R	7		7	1		8			0		0	0		0	8
	NB	L	12		12	1		13	-13		0		0	0		0	0
		T	624	28	652	46	3	701			0	45%	23	23		23	724
		R	9		9	1		10			0		0	0		0	10
	SB	L	9		9	1		10			0		0	0		0	10
		T	933	59	992	72	2	1066		45%	23		0	23		23	1089
		R	8		8	1		9			0		0	0		0	9
Acushnet Avenue at	EB	L	3		3	0		3			0		0	0		0	3
Belair Street (Existing)		R	17		17	1		18			0		0	0		0	18
	NB	L	13		13	1		14			0		0	0		0	14
		T	670		670	48	3	721			0		0	0		0	721
	SB	T	992		992	72	2	1066			0		0	0		0	1066
		R	7		7	1		8			0		0	0		0	8
Acushnet Avenue at	EB	L							3		0		0	0		0	3
Ashley Boulevard (Route 18)/		T							0	5%	2		0	2		2	2
Belair Street/		BR							9		0		0	0		0	9
North Site Driveway		HR							9		0		0	0		0	9
(New)	WB	HL							0		0	5%	3	3		3	3
		BL							0		0	25%	13	13	28	41	41
		T							0		0	5%	3	3		3	3
		R							0		0	40%	20	20	38	58	58
	NB	L							14		0		0	0		0	14
		T							291		0		0	0	-16	-16	275
		BR							0	25%	13		0	13	16	29	29
		HR*							1		0		0	0		0	1
	NWB	L							13		0		0	0		0	13
		T							418		0	5%	3	3	-22	-19	399
		R							0		0		0	0		0	0
	SB	HL							0	45%	23		0	23	55	78	78
		BL							568		0		0	0	-27	-27	541
		T							495		0		0	0	-28	-28	467
		R							8		0		0	0		0	8
Acushnet Avenue at	NB	T	284		284	20	1	305			0		0	0		0	305
Ashley Boulevard (Route 18)		R*	1		1	0		1			0		0	0		0	1
(Existing)	SB	L	537		537	39	1	577			0		0	0		0	577
		T	469		469	34	1	504			0		0	0		0	504
	NWB	R	400		400	29	2	431			0		0	0		0	431
Acushnet Avenue at	WB	L			0			0			0	20%	10	10	27	37	37
South Site Driveway		R			0			0			0	5%	3	3		3	3
	NB	T	400		400	29	2	431			0		0	0	-22	-22	409
		R			0			0		25%	13		0	13	22	35	35
	SB	L			0			0			0		0	0		0	0
		T	538		538	39	1	578			0	5%	3	3	-27	-24	554

Peak Hour: 4:45 PM - 5:45 PM

APPENDIX F

Trip Generation Data

Location: Tarkiln Hill Car Wash
Engineer:

Project Name: Cumberland Farms New Bedford
Date: 1/10/19 and 1/15/19

	Volume			Car Wash Type				
	Entering	Exiting	Total	1 - Vacuum	2 - Self	3 - Touch Free	4 - Soft Cloth	5 - Cut Thru Parking Lot
7:00 AM			0					
7:15 AM			0					
7:30 AM			0					
7:45 AM	1	1	2				1	
8:00 AM	2	1	3	1			1	
8:15 AM	1		1					
8:30 AM			0					
8:45 AM	1		1	1				
Period Total	5	2	7	2	0	0	2	0
Total Peak Hour	4	2	6	1	0	0	2	0
Vacuum, Touch Free, & Soft Cloth Peak Hour	4	2	6	1	0	0	2	0

4:00 PM	1		1	1				
4:15 PM	3	2	5		1	1	1	
4:30 PM		2	2					
4:45 PM	2	1	3			1		
5:00 PM		1	1					1
5:15 PM	2	1	3	1	1			
5:30 PM	2	1	3			1	1	
5:45 PM	2	3	5		1		1	
Period Total	12	11	23	2	3	3	3	1
Total Peak Hour	6	6	12	1	2	1	2	1
Vacuum, Touch Free, & Soft Cloth Peak Hour	6	6	12	1	2	1	2	1

Cumberland Farms
Shawmut Ave, New Bedford, MA
Jan-19

	Hathaway Road							Shawmut Ave							Total Site		
	Enter			Exit				Enter			Exit						
	Left	Right	Total	Left	Right	Total	Total	Left	Right	Total	Left	Right	Total	Total	Enter	Exit	Total
7:00:00 AM	0	14	14	0	0	0	14	13	9	22	15	10	25	47	36	25	61
7:15:00 AM	1	11	12	0	0	0	12	11	21	32	33	17	50	82	44	50	94
7:30:00 AM	0	18	18	2	1	3	21	13	14	27	29	13	42	69	45	45	90
7:45:00 AM	2	9	11	1	2	3	14	11	8	19	25	13	38	57	30	41	71
8:00:00 AM	1	8	9	2	1	3	12	16	17	33	25	15	40	73	42	43	85
8:15:00 AM	0	12	12	1	2	3	15	12	14	26	26	11	37	63	38	40	78
8:30:00 AM	2	13	15	0	1	1	16	8	10	18	17	14	31	49	33	32	65
8:45:00 AM	0	9	9	1	0	1	10	7	10	17	19	12	31	48	26	32	58
Total Peak Period	6	94	100	7	7	14	114	91	103	194	189	105	294	488	294	308	602
Peak Hour (7:15)	**4**	**46**	**50**	**5**	**4**	**9**	**59**	**51**	**60**	**111**	**112**	**58**	**170**	**281**	**161**	**179**	**340**

	Hathaway Road							Shawmut Ave							Total Site		
	Enter			Exit				Enter			Exit						
	Left	Right	Total	Left	Right	Total	Total	Left	Right	Total	Left	Right	Total	Total	Enter	Exit	Total
4:00:00 PM	0	11	11	0	1	1	12	12	14	26	14	15	29	55	37	30	67
4:15:00 PM	0	13	13	0	1	1	14	11	13	24	23	15	38	62	37	39	76
4:30:00 PM	0	6	6	0	0	0	6	10	9	19	11	17	28	47	25	28	53
4:45:00 PM	0	15	15	1	0	1	16	12	11	23	18	16	34	57	38	35	73
5:00:00 PM	2	10	12	0	0	0	12	7	18	25	19	14	33	58	37	33	70
5:15:00 PM	1	8	9	0	1	1	10	8	14	22	9	22	31	53	31	32	63
5:30:00 PM	1	3	4	0	0	0	4	6	12	18	9	10	19	37	22	19	41
5:45:00 PM	2	9	11	0	0	0	11	5	12	17	10	13	23	40	28	23	51
Total Peak Period	6	75	81	1	3	4	85	71	103	174	113	122	235	409	255	239	494
Peak Hour (4:15)	**2**	**44**	**46**	**1**	**1**	**2**	**48**	**40**	**51**	**91**	**71**	**62**	**133**	**224**	**137**	**135**	**272**

APPENDIX G

Highway Capacity Manual Methodologies

CAPACITY/LEVEL-OF-SERVICE ANALYSES METHODOLOGY

The detailed capacity/level-of-service analysis contained in this traffic impact study was performed in accordance with the standard techniques contained in the *Highway Capacity Manual*.(1) By definition, capacity represents "the maximum rate of flow that can reasonably be expected to pass a point on a uniform section of a lane or roadway under prevailing roadway, traffic, and control conditions." The level of functioning of an intersection or a uniform section of a lane or roadway can be expressed in terms of levels of service. Level of service (LOS) is defined as "a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers". Such measures include "speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety."

At unsignalized intersections, a methodology for evaluating the relative functioning of intersections controlled by stop or yield signs has been developed, and is based on several assumptions, including:

- Major street flows are not affected by the minor (stop-sign controlled) street movements.
- Left turns from the major street to the minor street are influenced only by opposing major street through flow.
- Minor street left turns are impeded by all major street traffic plus opposing minor street traffic.
- Minor street through traffic is impeded by all major street traffic.
- Minor street right turns are impeded only by the major street traffic coming from the left.

The concept of stop-controlled or yield-controlled intersection analysis is based on the estimate of average total delay on minor streets. The methodology of analysis relies on three elements: the size and distribution of gaps in the major traffic stream, the usefulness of these gaps to the minor stream drivers, and the relative priority of the various traffic streams at the intersection. The results of the analysis provide an estimate of average total delay for the various critical movements at the unsignalized intersections. Correlation between average total delay and the respective levels of service are provided for unsignalized intersections as follows:

---

(1) *Transportation Research Board, Highway Capacity Manual, 6th Edition, published by the Transportation Research Board, Washington, DC, 2016.*

Unsignalized Intersections

Level of Service	Control Delay Per Vehicle (seconds)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	> 50

At signalized intersections, an additional element must be considered: time allocation. Level of service is based on the average control delay per vehicle for various movements within the intersection. Volume/capacity relationships also affect the operations of signalized intersections. Thus, both volume/capacity and delay must be considered to evaluate the overall operation of a signalized intersection. Correlation between average delay per vehicle and the respective levels of service are provided for signalized intersections as follows:

Signalized Intersections

Level of Service	Control Delay Per Vehicle (seconds)
A	$\leq$ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	> 80

APPENDIX H

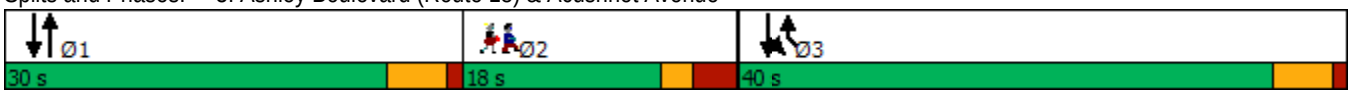
2018 Existing Capacity/Level-of-Service Analysis

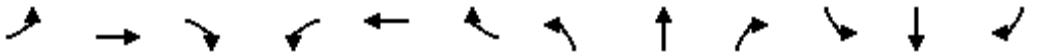
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2
Lane Configurations							
Traffic Volume (vph)	306	1	277	324	0	462	
Future Volume (vph)	306	1	277	324	0	462	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	12	12	16	16	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	0		0	0	
Storage Lanes		0	1		0	1	
Taper Length (ft)			25		25		
Satd. Flow (prot)	3388	0	1719	1845	0	1791	
Flt Permitted			0.950				
Satd. Flow (perm)	3388	0	1714	1845	0	1791	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	537			109	496		
Travel Time (s)	12.2			2.5	11.3		
Confl. Peds. (#/hr)		4	4				
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.83	0.83	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	0%	5%	3%	2%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	334	0	334	390	0	486	
Turn Type	NA		Prot	NA		Over	
Protected Phases	1		3	1 3		3	2
Permitted Phases							
Detector Phase	1		3	1 3		3	
Switch Phase							
Minimum Initial (s)	4.0		4.0			4.0	5.0
Minimum Split (s)	9.0		18.0			18.0	18.0
Total Split (s)	30.0		40.0			40.0	18.0
Total Split (%)	34.1%		45.5%			45.5%	20%
Yellow Time (s)	4.0		4.0			4.0	2.0
All-Red Time (s)	1.0		1.0			1.0	3.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.0		5.0			5.0	
Lead/Lag	Lead						Lag
Lead-Lag Optimize?	Yes						Yes
Recall Mode	Min		None			None	None
Act Effct Green (s)	15.7		27.0	53.3		27.0	
Actuated g/C Ratio	0.28		0.48	0.95		0.48	
v/c Ratio	0.35		0.40	0.22		0.56	
Control Delay	19.6		13.2	1.6		15.6	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	19.6		13.2	1.6		15.6	

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2
LOS	B		B	A		B	
Approach Delay	19.6			7.0	15.6		
Approach LOS	B			A	B		
Queue Length 50th (ft)	43		54	0		86	
Queue Length 95th (ft)	114		191	80		330	
Internal Link Dist (ft)	457			29	416		
Turn Bay Length (ft)							
Base Capacity (vph)	1674		1175	1748		1225	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.20		0.28	0.22		0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 88			
Actuated Cycle Length: 56.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Ashley Boulevard (Route 18) & Acushnet Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	40	106	12	32	18	124	544	10	10	453	162
Future Volume (vph)	109	40	106	12	32	18	124	544	10	10	453	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	15	15	15	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1620	1482	0	0	1931	0	1662	1762	0	0	3286	0
Flt Permitted	0.768				0.920		0.225				0.947	
Satd. Flow (perm)	1310	1482	0	0	1792	0	394	1762	0	0	3115	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								1			62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			503			329			230	
Travel Time (s)		8.9			11.4			7.5			5.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.72	0.72	0.69	0.69	0.69	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	8%	0%	6%	0%	5%	4%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	203	0	0	89	0	141	629	0	0	710	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	5	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	20.0		6.0	20.0	
Minimum Split (s)	10.0	10.0		11.0	11.0		11.0	26.0		12.0	26.0	
Total Split (s)	20.0	20.0		20.0	20.0		11.0	69.0		12.0	70.0	
Total Split (%)	16.7%	16.7%		16.7%	16.7%		9.2%	57.5%		10.0%	58.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0			5.0		5.0	6.0			6.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	16.9	16.9			15.9		31.9	30.9			31.9	
Actuated g/C Ratio	0.23	0.23			0.22		0.43	0.42			0.43	
v/c Ratio	0.50	0.60			0.23		0.50	0.85			0.51	
Control Delay	37.1	38.7			31.9		19.7	30.9			14.7	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	37.1	38.7			31.9		19.7	30.9			14.7	

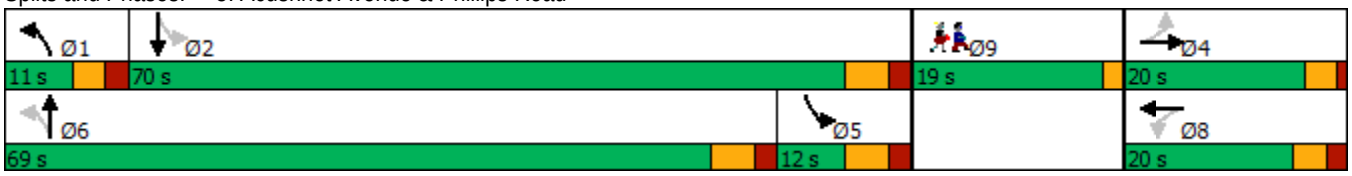
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	16%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D			C		B	C			B	
Approach Delay		38.1			31.9			28.9			14.7	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	52	72			29		33	217			92	
Queue Length 95th (ft)	#147	#203			82		87	463			186	
Internal Link Dist (ft)		313			423			249			150	
Turn Bay Length (ft)												
Base Capacity (vph)	301	341			386		280	1557			1405	
Starvation Cap Reductn	0	0			0		0	41			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.50	0.60			0.23		0.50	0.41			0.51	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 73.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 25.5 Intersection LOS: C
Intersection Capacity Utilization 75.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Acushnet Avenue & Phillips Road



Lane Group	Ø9
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	0	0	0	5	739	2	3	599	2
Future Vol, veh/h	0	0	5	0	0	0	5	739	2	3	599	2
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	92	92	92	88	88	88	85	85	85
Heavy Vehicles, %	0	0	0	2	2	2	20	4	0	0	4	0
Mvmt Flow	0	0	8	0	0	0	6	840	2	4	705	2

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1147	1570	355	708	0	0	843	0	0
Stage 1	715	715	-	-	-	-	-	-	-
Stage 2	432	855	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.5	6.9	4.5	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.4	-	-	2.2	-	-
Pot Cap-1 Maneuver	196	112	647	777	-	-	802	-	-
Stage 1	451	438	-	-	-	-	-	-	-
Stage 2	628	378	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	191	0	646	776	-	-	802	-	-
Mov Cap-2 Maneuver	191	0	-	-	-	-	-	-	-
Stage 1	444	0	-	-	-	-	-	-	-
Stage 2	622	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	776	-	-	646	802	-	-
HCM Lane V/C Ratio	0.007	-	-	0.012	0.004	-	-
HCM Control Delay (s)	9.7	0.1	-	10.6	9.5	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	14	22	742	590	14
Future Vol, veh/h	4	14	22	742	590	14
Conflicting Peds, #/hr	1	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	96	96	86	86
Heavy Vehicles, %	50	0	0	4	5	0
Mvmt Flow	6	22	23	773	686	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1130	353	704	0	-	0
Stage 1	696	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Critical Hdwy	7.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	6.8	-	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-	-
Follow-up Hdwy	4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	137	649	903	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	648	901	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	901	-	344	-	-
HCM Lane V/C Ratio	0.025	-	0.082	-	-
HCM Control Delay (s)	9.1	0.2	16.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2
Lane Configurations							
Traffic Volume (vph)	284	1	537	469	0	400	
Future Volume (vph)	284	1	537	469	0	400	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	12	12	16	16	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	0		0	0	
Storage Lanes		0	1		0	1	
Taper Length (ft)			25		25		
Satd. Flow (prot)	3455	0	1787	1881	0	1844	
Flt Permitted			0.950				
Satd. Flow (perm)	3455	0	1787	1881	0	1844	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	537			102	496		
Travel Time (s)	12.2			2.3	11.3		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.82	0.82	0.96	0.96	0.84	0.84	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	1%	0%	1%	1%	2%	1%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	347	0	559	489	0	476	
Turn Type	NA		Prot	NA		Over	
Protected Phases	1		3	1 3		3	2
Permitted Phases							
Detector Phase	1		3	1 3		3	
Switch Phase							
Minimum Initial (s)	4.0		4.0			4.0	5.0
Minimum Split (s)	9.0		18.0			18.0	18.0
Total Split (s)	30.0		40.0			40.0	18.0
Total Split (%)	34.1%		45.5%			45.5%	20%
Yellow Time (s)	4.0		4.0			4.0	2.0
All-Red Time (s)	1.0		1.0			1.0	3.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.0		5.0			5.0	
Lead/Lag	Lead						Lag
Lead-Lag Optimize?	Yes						Yes
Recall Mode	Min		None			None	None
Act Effct Green (s)	16.8		31.5	58.3		31.5	
Actuated g/C Ratio	0.27		0.51	0.95		0.51	
v/c Ratio	0.37		0.61	0.27		0.50	
Control Delay	20.9		17.1	1.7		14.7	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	20.9		17.1	1.7		14.7	

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2
LOS	C		B	A		B	
Approach Delay	20.9			9.9	14.7		
Approach LOS	C			A	B		
Queue Length 50th (ft)	55		117	0		93	
Queue Length 95th (ft)	106		#416	118		286	
Internal Link Dist (ft)	457			22	416		
Turn Bay Length (ft)							
Base Capacity (vph)	1504		1089	1780		1124	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.23		0.51	0.27		0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 88			
Actuated Cycle Length: 61.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 46.0%		ICU Level of Service A	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashley Boulevard (Route 18) & Acushnet Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	53	110	35	29	20	101	418	25	15	714	127
Future Volume (vph)	185	53	110	35	29	20	101	418	25	15	714	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	15	15	15	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1552	0	0	1983	0	1728	1805	0	0	3381	0
Flt Permitted	0.709				0.821		0.212				0.945	
Satd. Flow (perm)	1233	1552	0	0	1661	0	386	1805	0	0	3198	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								3			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			503			329			230	
Travel Time (s)		8.9			11.4			7.5			5.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.71	0.71	0.71	0.86	0.86	0.86	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	4%	0%	0%	0%	1%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	197	0	0	118	0	117	515	0	0	984	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	5	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	20.0		6.0	20.0	
Minimum Split (s)	10.0	10.0		11.0	11.0		11.0	26.0		12.0	26.0	
Total Split (s)	28.0	28.0		28.0	28.0		16.0	61.0		12.0	57.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%		13.3%	50.8%		10.0%	47.5%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0			5.0		5.0	6.0			6.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	24.8	24.8			23.7		27.9	26.9			26.1	
Actuated g/C Ratio	0.32	0.32			0.31		0.36	0.35			0.34	
v/c Ratio	0.56	0.39			0.23		0.42	0.81			0.89	
Control Delay	32.7	27.3			25.9		21.7	34.3			34.8	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	32.7	27.3			25.9		21.7	34.3			34.8	

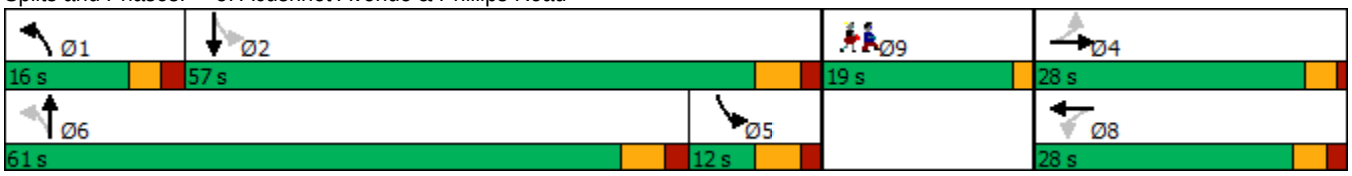
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	16%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C			C		C	C			C	
Approach Delay		30.1			25.9			31.9			34.8	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	75	62			36		34	199			201	
Queue Length 95th (ft)	#242	182			96		83	386			369	
Internal Link Dist (ft)		313			423			249			150	
Turn Bay Length (ft)												
Base Capacity (vph)	398	501			514		338	1337			1111	
Starvation Cap Reductn	0	0			0		0	17			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.56	0.39			0.23		0.35	0.39			0.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 77			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 32.6		Intersection LOS: C	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Acushnet Avenue & Phillips Road



Lane Group	Ø9
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	7	0	0	0	12	652	9	9	992	8
Future Vol, veh/h	1	0	7	0	0	0	12	652	9	9	992	8
Conflicting Peds, #/hr	0	0	0	0	0	0	9	0	2	2	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	92	92	92	81	81	81	93	93	93
Heavy Vehicles, %	0	2	0	2	2	2	0	1	0	0	1	0
Mvmt Flow	1	0	10	0	0	0	15	805	11	10	1067	9

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1534	1949	547	1085	0	0	818	0	0
Stage 1	1101	1101	-	-	-	-	-	-	-
Stage 2	433	848	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.54	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.02	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	109	64	486	651	-	-	819	-	-
Stage 1	284	286	-	-	-	-	-	-	-
Stage 2	627	376	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	99	0	482	645	-	-	819	-	-
Mov Cap-2 Maneuver	99	0	-	-	-	-	-	-	-
Stage 1	269	0	-	-	-	-	-	-	-
Stage 2	603	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.5	0.4	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	645	-	-	325	819	-	-
HCM Lane V/C Ratio	0.023	-	-	0.037	0.012	-	-
HCM Control Delay (s)	10.7	0.2	-	16.5	9.4	0.1	-
HCM Lane LOS	B	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	17	13	670	992	7
Future Vol, veh/h	3	17	13	670	992	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	88	88	95	95
Heavy Vehicles, %	0	0	4	2	2	0
Mvmt Flow	5	30	15	761	1044	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1459	526	1051	0	-	0
Stage 1	1048	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.18	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.24	-	-	-
Pot Cap-1 Maneuver	122	502	646	-	-	-
Stage 1	303	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	117	502	646	-	-	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	646	-	336	-	-
HCM Lane V/C Ratio	0.023	-	0.106	-	-
HCM Control Delay (s)	10.7	0.2	17	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

APPENDIX I

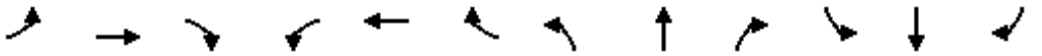
2025 No Build Capacity/Level-of-Service Analysis

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2
Lane Configurations							
Traffic Volume (vph)	328	1	299	349	0	496	
Future Volume (vph)	328	1	299	349	0	496	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	12	12	16	16	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	0		0	0	
Storage Lanes		0	1		0	1	
Taper Length (ft)			25		25		
Satd. Flow (prot)	3388	0	1719	1845	0	1791	
Flt Permitted			0.950				
Satd. Flow (perm)	3388	0	1714	1845	0	1791	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	537			109	496		
Travel Time (s)	12.2			2.5	11.3		
Confl. Peds. (#/hr)		4	4				
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.83	0.83	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	0%	5%	3%	2%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	358	0	360	420	0	522	
Turn Type	NA		Prot	NA		Over	
Protected Phases	1		3	1 3		3	2
Permitted Phases							
Detector Phase	1		3	1 3		3	
Switch Phase							
Minimum Initial (s)	4.0		4.0			4.0	5.0
Minimum Split (s)	9.0		18.0			18.0	18.0
Total Split (s)	30.0		40.0			40.0	18.0
Total Split (%)	34.1%		45.5%			45.5%	20%
Yellow Time (s)	4.0		4.0			4.0	2.0
All-Red Time (s)	1.0		1.0			1.0	3.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.0		5.0			5.0	
Lead/Lag	Lead						Lag
Lead-Lag Optimize?	Yes						Yes
Recall Mode	Min		None			None	None
Act Effct Green (s)	16.7		28.9	55.8		28.9	
Actuated g/C Ratio	0.28		0.49	0.95		0.49	
v/c Ratio	0.37		0.43	0.24		0.59	
Control Delay	20.2		13.8	1.6		16.5	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	20.2		13.8	1.6		16.5	

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2
LOS	C		B	A		B	
Approach Delay	20.2			7.2	16.5		
Approach LOS	C			A	B		
Queue Length 50th (ft)	52		64	0		103	
Queue Length 95th (ft)	122		208	88		363	
Internal Link Dist (ft)	457			29	416		
Turn Bay Length (ft)							
Base Capacity (vph)	1570		1115	1735		1162	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.23		0.32	0.24		0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 88			
Actuated Cycle Length: 58.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 48.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Ashley Boulevard (Route 18) & Acushnet Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	45	114	17	41	23	133	583	12	13	486	174
Future Volume (vph)	117	45	114	17	41	23	133	583	12	13	486	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	15	15	15	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1620	1486	0	0	1930	0	1662	1762	0	0	3286	0
Flt Permitted	0.692				0.869		0.214				0.942	
Satd. Flow (perm)	1180	1486	0	0	1696	0	374	1762	0	0	3098	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								1			62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			503			329			230	
Travel Time (s)		8.9			11.4			7.5			5.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.72	0.72	0.69	0.69	0.69	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	8%	0%	6%	0%	5%	4%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	221	0	0	117	0	151	677	0	0	765	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	5	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	20.0		6.0	20.0	
Minimum Split (s)	10.0	10.0		11.0	11.0		11.0	26.0		12.0	26.0	
Total Split (s)	20.0	20.0		20.0	20.0		11.0	69.0		12.0	70.0	
Total Split (%)	16.7%	16.7%		16.7%	16.7%		9.2%	57.5%		10.0%	58.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0			5.0		5.0	6.0			6.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	17.0	17.0			15.9		35.0	33.9			35.0	
Actuated g/C Ratio	0.22	0.22			0.21		0.46	0.44			0.46	
v/c Ratio	0.62	0.67			0.33		0.54	0.87			0.52	
Control Delay	44.6	43.6			35.4		20.5	31.8			14.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	44.6	43.6			35.4		20.5	31.8			14.5	

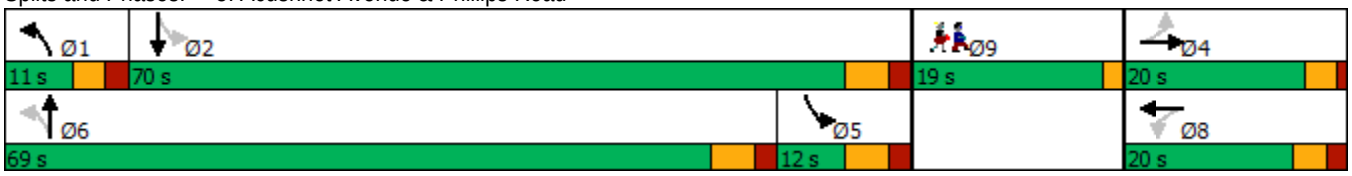
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	16%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D			D		C	C			B	
Approach Delay		44.0			35.4			29.7			14.5	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	61	84			42		36	244			102	
Queue Length 95th (ft)	#192	#247			109		91	512			203	
Internal Link Dist (ft)		313			423			249			150	
Turn Bay Length (ft)												
Base Capacity (vph)	261	329			352		278	1509			1464	
Starvation Cap Reductn	0	0			0		0	54			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.62	0.67			0.33		0.54	0.47			0.52	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 76.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 27.1		Intersection LOS: C	
Intersection Capacity Utilization 82.7%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Acushnet Avenue & Phillips Road



Lane Group	Ø9
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	0	0	0	5	793	2	3	646	2
Future Vol, veh/h	0	0	5	0	0	0	5	793	2	3	646	2
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	92	92	92	88	88	88	85	85	85
Heavy Vehicles, %	0	0	0	2	2	2	20	4	0	0	4	0
Mvmt Flow	0	0	8	0	0	0	6	901	2	4	760	2

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1233	1686	382	763	0	0	904	0	0
Stage 1	770	770	-	-	-	-	-	-	-
Stage 2	463	916	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.5	6.9	4.5	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.4	-	-	2.2	-	-
Pot Cap-1 Maneuver	172	95	622	737	-	-	761	-	-
Stage 1	423	413	-	-	-	-	-	-	-
Stage 2	606	354	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	167	0	621	736	-	-	761	-	-
Mov Cap-2 Maneuver	167	0	-	-	-	-	-	-	-
Stage 1	416	0	-	-	-	-	-	-	-
Stage 2	600	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	736	-	-	621	761	-	-
HCM Lane V/C Ratio	0.008	-	-	0.013	0.005	-	-
HCM Control Delay (s)	9.9	0.1	-	10.9	9.8	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	15	24	796	636	15
Future Vol, veh/h	4	15	24	796	636	15
Conflicting Peds, #/hr	1	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	96	96	86	86
Heavy Vehicles, %	50	0	0	4	5	0
Mvmt Flow	6	23	25	829	740	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1217	381	759	0	-	0
Stage 1	751	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	7.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	6.8	-	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-	-
Follow-up Hdwy	4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	118	623	862	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	111	622	860	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	303	-	-	-	-	-
Stage 2	477	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.6	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	860	-	316	-	-
HCM Lane V/C Ratio	0.029	-	0.094	-	-
HCM Control Delay (s)	9.3	0.2	17.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

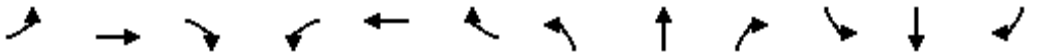
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2
Lane Configurations							
Traffic Volume (vph)	305	1	577	504	0	431	
Future Volume (vph)	305	1	577	504	0	431	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	12	12	16	16	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	0		0	0	
Storage Lanes		0	1		0	1	
Taper Length (ft)			25		25		
Satd. Flow (prot)	3455	0	1787	1881	0	1844	
Flt Permitted			0.950				
Satd. Flow (perm)	3455	0	1787	1881	0	1844	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	537			102	496		
Travel Time (s)	12.2			2.3	11.3		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.82	0.82	0.96	0.96	0.84	0.84	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	1%	0%	1%	1%	2%	1%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	373	0	601	525	0	513	
Turn Type	NA		Prot	NA		Over	
Protected Phases	1		3	1 3		3	2
Permitted Phases							
Detector Phase	1		3	1 3		3	
Switch Phase							
Minimum Initial (s)	4.0		4.0			4.0	5.0
Minimum Split (s)	9.0		18.0			18.0	18.0
Total Split (s)	30.0		40.0			40.0	18.0
Total Split (%)	34.1%		45.5%			45.5%	20%
Yellow Time (s)	4.0		4.0			4.0	2.0
All-Red Time (s)	1.0		1.0			1.0	3.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.0		5.0			5.0	
Lead/Lag	Lead						Lag
Lead-Lag Optimize?	Yes						Yes
Recall Mode	Min		None			None	None
Act Effct Green (s)	17.8		33.3	60.8		33.3	
Actuated g/C Ratio	0.28		0.52	0.95		0.52	
v/c Ratio	0.39		0.65	0.29		0.54	
Control Delay	21.3		18.5	1.8		15.5	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	21.3		18.5	1.8		15.5	

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2
LOS	C		B	A		B	
Approach Delay	21.3			10.7	15.5		
Approach LOS	C			B	B		
Queue Length 50th (ft)	59		133	0		105	
Queue Length 95th (ft)	114		#488	128		313	
Internal Link Dist (ft)	457			22	416		
Turn Bay Length (ft)							
Base Capacity (vph)	1409		1020	1775		1053	
Starvation Cap Reductn	0		0	0		0	
Spillback Cap Reductn	0		0	0		0	
Storage Cap Reductn	0		0	0		0	
Reduced v/c Ratio	0.26		0.59	0.30		0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 88			
Actuated Cycle Length: 64.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashley Boulevard (Route 18) & Acushnet Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	62	118	40	34	23	108	448	30	20	766	136
Future Volume (vph)	198	62	118	40	34	23	108	448	30	20	766	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	15	15	15	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1559	0	0	1983	0	1728	1803	0	0	3381	0
Flt Permitted	0.681				0.807		0.192				0.939	
Satd. Flow (perm)	1184	1559	0	0	1633	0	349	1803	0	0	3178	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								4			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			503			329			230	
Travel Time (s)		8.9			11.4			7.5			5.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.71	0.71	0.71	0.86	0.86	0.86	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	4%	0%	0%	0%	1%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	217	0	0	136	0	126	556	0	0	1059	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	5	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	20.0		6.0	20.0	
Minimum Split (s)	10.0	10.0		11.0	11.0		11.0	26.0		12.0	26.0	
Total Split (s)	28.0	28.0		28.0	28.0		16.0	61.0		12.0	57.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%		13.3%	50.8%		10.0%	47.5%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0			5.0		5.0	6.0			6.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	25.0	25.0			23.9		30.1	29.0			28.1	
Actuated g/C Ratio	0.31	0.31			0.30		0.38	0.37			0.35	
v/c Ratio	0.64	0.44			0.28		0.46	0.84			0.92	
Control Delay	37.3	29.6			27.9		22.1	35.4			37.7	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	37.3	29.6			27.9		22.1	35.4			37.7	

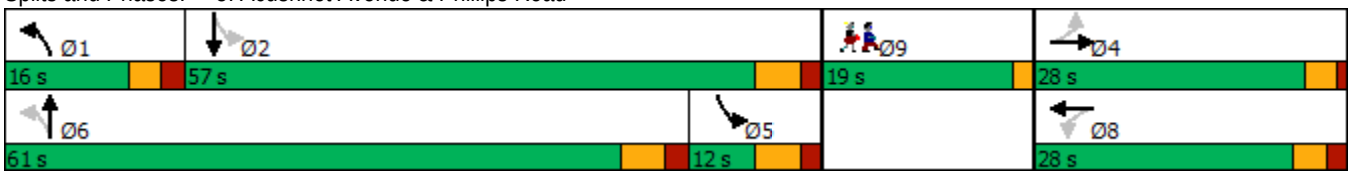
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	16%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C			C		C	D			D	
Approach Delay		33.6			27.9			32.9			37.7	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	87	73			44		37	221			226	
Queue Length 95th (ft)	#292	209			114		89	423			404	
Internal Link Dist (ft)		313			423			249			150	
Turn Bay Length (ft)												
Base Capacity (vph)	372	489			491		330	1300			1153	
Starvation Cap Reductn	0	0			0		0	30			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.64	0.44			0.28		0.38	0.44			0.92	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 79.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 35.0		Intersection LOS: C	
Intersection Capacity Utilization 85.4%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Acushnet Avenue & Phillips Road



Lane Group	Ø9
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	8	0	0	0	13	701	10	10	1066	9
Future Vol, veh/h	1	0	8	0	0	0	13	701	10	10	1066	9
Conflicting Peds, #/hr	0	0	0	0	0	0	9	0	2	2	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	92	92	92	81	81	81	93	93	93
Heavy Vehicles, %	0	2	0	2	2	2	0	1	0	0	1	0
Mvmt Flow	1	0	12	0	0	0	16	865	12	11	1146	10

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1647	2093	587	1165	0	0	879	0	0
Stage 1	1182	1182	-	-	-	-	-	-	-
Stage 2	465	911	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.54	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.02	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	92	52	458	607	-	-	777	-	-
Stage 1	258	262	-	-	-	-	-	-	-
Stage 2	604	351	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	82	0	454	602	-	-	777	-	-
Mov Cap-2 Maneuver	82	0	-	-	-	-	-	-	-
Stage 1	242	0	-	-	-	-	-	-	-
Stage 2	575	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0.5	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	602	-	-	302	777	-	-
HCM Lane V/C Ratio	0.027	-	-	0.044	0.014	-	-
HCM Control Delay (s)	11.1	0.3	-	17.5	9.7	0.2	-
HCM Lane LOS	B	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	18	14	721	1066	8
Future Vol, veh/h	3	18	14	721	1066	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	88	88	95	95
Heavy Vehicles, %	0	0	4	2	2	0
Mvmt Flow	5	32	16	819	1122	8

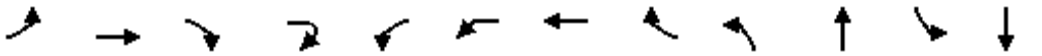
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1568	565	1130	0	-	0
Stage 1	1126	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.18	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.24	-	-	-
Pot Cap-1 Maneuver	104	473	603	-	-	-
Stage 1	276	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	473	603	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	262	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	603	-	307	-	-
HCM Lane V/C Ratio	0.026	-	0.122	-	-
HCM Control Delay (s)	11.1	0.3	18.4	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

APPENDIX J

2025 Build Capacity/Level-of-Service Analysis



Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	3	8	7	3	42	4	89	14	448	79	268
Future Volume (vph)	4	3	8	7	3	42	4	89	14	448	79	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	12	12	12	12	16	16	12	12
Grade (%)		0%					0%			0%		0%
Storage Length (ft)	0		0			0		0	0		75	
Storage Lanes	0		0			1		0	0		1	
Taper Length (ft)	25					25			25		25	
Satd. Flow (prot)	0	1623	0	0	0	1770	1595	0	0	2068	1770	1810
Flt Permitted		0.917				0.833				0.985	0.392	
Satd. Flow (perm)	0	1500	0	0	0	1552	1595	0	0	2041	730	1810
Right Turn on Red				No				Yes				
Satd. Flow (RTOR)							97					
Link Speed (mph)		30					30			30		30
Link Distance (ft)		253					226			269		202
Travel Time (s)		5.8					5.1			6.1		4.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.64	0.64	0.64	0.64	0.92	0.92	0.92	0.92	0.95	0.95	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	50%	2%	0%	0%	2%	2%	2%	2%	2%	4%	2%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%					0%			0%		0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	0	0	49	101	0	0	487	92	312
Turn Type	Perm	NA			Perm	Perm	NA		Perm	NA	Perm	NA
Protected Phases		4					4			1		1
Permitted Phases	4				4	4			1		1	
Detector Phase	4	4			4	4	4		1	1	1	1
Switch Phase												
Minimum Initial (s)	6.0	6.0			6.0	6.0	6.0		8.0	8.0	8.0	8.0
Minimum Split (s)	12.0	12.0			12.0	12.0	12.0		15.0	15.0	15.0	15.0
Total Split (s)	12.0	12.0			12.0	12.0	12.0		29.0	29.0	29.0	29.0
Total Split (%)	13.3%	13.3%			13.3%	13.3%	13.3%		32.2%	32.2%	32.2%	32.2%
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5		4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5			2.5	2.5	2.5		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0				0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		6.0				6.0	6.0			7.0	7.0	7.0
Lead/Lag	Lag	Lag			Lag	Lag	Lag		Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None			None	None	None		C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)		6.0				6.0	6.0			41.2	41.2	41.2
Actuated g/C Ratio		0.07				0.07	0.07			0.46	0.46	0.46
v/c Ratio		0.35				0.48	0.52			0.52	0.28	0.38
Control Delay		50.2				56.3	19.6			23.9	19.7	17.9
Queue Delay		0.0				0.0	0.5			0.1	0.0	0.0
Total Delay		50.2				56.3	20.1			24.0	19.7	17.9

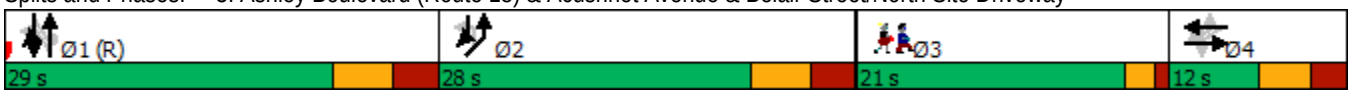
Lane Group	SBR	SBR2	NEL2	NEL	NER	NER2	Ø3
Lane Configurations							
Traffic Volume (vph)	316	15	15	288	42	1	
Future Volume (vph)	316	15	15	288	42	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	11	11	
Grade (%)				0%			
Storage Length (ft)	0			0	0		
Storage Lanes	1			1	0		
Taper Length (ft)				25			
Satd. Flow (prot)	1570	0	0	1674	0	0	
Flt Permitted				0.969			
Satd. Flow (perm)	1570	0	0	1694	0	0	
Right Turn on Red		Yes				No	
Satd. Flow (RTOR)	73						
Link Speed (mph)				30			
Link Distance (ft)				537			
Travel Time (s)				12.2			
Confl. Peds. (#/hr)					4	4	
Confl. Bikes (#/hr)							
Peak Hour Factor	0.86	0.86	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	0%	2%	3%	2%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)				0%			
Shared Lane Traffic (%)							
Lane Group Flow (vph)	384	0	0	376	0	0	
Turn Type	pt+ov		D.Pm	Prot			
Protected Phases	1 2			2			3
Permitted Phases			2				
Detector Phase	1 2		2	2			
Switch Phase							
Minimum Initial (s)			8.0	8.0			7.0
Minimum Split (s)			15.0	15.0			21.0
Total Split (s)			28.0	28.0			21.0
Total Split (%)			31.1%	31.1%			23%
Yellow Time (s)			4.0	4.0			2.0
All-Red Time (s)			3.0	3.0			1.0
Lost Time Adjust (s)				0.0			
Total Lost Time (s)				7.0			
Lead/Lag			Lag	Lag			Lead
Lead-Lag Optimize?			Yes	Yes			Yes
Recall Mode			None	None			None
Act Effct Green (s)	70.6			21.0			
Actuated g/C Ratio	0.78			0.23			
v/c Ratio	0.31			0.95			
Control Delay	3.4			70.7			
Queue Delay	0.0			0.0			
Total Delay	3.4			70.7			

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	SBL	SBT
LOS		D				E	C			C	B	B
Approach Delay		50.2					31.9			24.0		11.1
Approach LOS		D					C			C		B
Queue Length 50th (ft)		19				27	2			182	25	83
Queue Length 95th (ft)		35				#70	51			#473	m59	m166
Internal Link Dist (ft)		173					146			189		122
Turn Bay Length (ft)											75	
Base Capacity (vph)		100				103	196			934	334	828
Starvation Cap Reductn		0				0	0			0	0	0
Spillback Cap Reductn		0				0	9			29	0	0
Storage Cap Reductn		0				0	0			0	0	0
Reduced v/c Ratio		0.35				0.48	0.54			0.54	0.28	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 5 (6%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 29.1		Intersection LOS: C	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

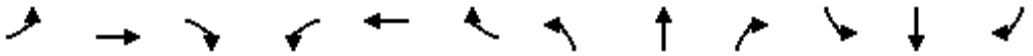
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Ashley Boulevard (Route 18) & Acushnet Avenue & Belair Street/North Site Driveway



Lane Group	SBR	SBR2	NEL2	NEL	NER	NER2	Ø3
LOS	A			E			
Approach Delay				70.7			
Approach LOS				E			
Queue Length 50th (ft)	37			211			
Queue Length 95th (ft)	m73			#385			
Internal Link Dist (ft)				457			
Turn Bay Length (ft)							
Base Capacity (vph)	1247			395			
Starvation Cap Reductn	0			0			
Spillback Cap Reductn	0			0			
Storage Cap Reductn	0			0			
Reduced v/c Ratio	0.31			0.95			

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	45	121	20	41	23	140	603	15	13	506	174
Future Volume (vph)	117	45	121	20	41	23	140	603	15	13	506	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	15	15	15	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1620	1482	0	0	1932	0	1662	1761	0	0	3289	0
Flt Permitted	0.636				0.625		0.261				0.939	
Satd. Flow (perm)	1084	1482	0	0	1222	0	457	1761	0	0	3092	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								2			58	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			503			329			230	
Travel Time (s)		8.9			11.4			7.5			5.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.72	0.72	0.69	0.69	0.69	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	8%	0%	6%	0%	5%	4%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	231	0	0	121	0	159	702	0	0	788	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	5	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	20.0		2.0	20.0	
Minimum Split (s)	10.0	10.0		11.0	11.0		11.0	26.0		8.0	26.0	
Total Split (s)	21.0	21.0		21.0	21.0		11.0	42.0		8.0	39.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%		12.2%	46.7%		8.9%	43.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0			5.0		5.0	6.0			6.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	16.1	16.1			15.1		53.3	52.3			49.3	
Actuated g/C Ratio	0.18	0.18			0.17		0.59	0.58			0.55	
v/c Ratio	0.84	0.88			0.59		0.45	0.69			0.46	
Control Delay	71.7	68.3			47.1		17.0	19.4			13.9	
Queue Delay	0.0	0.0			0.0		0.0	0.1			0.0	
Total Delay	71.7	68.3			47.1		17.0	19.6			13.9	

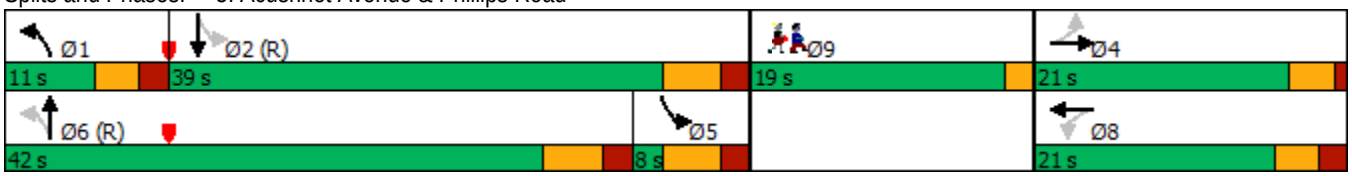
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	21%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	E			D		B	B			B	
Approach Delay		69.7			47.1			19.1			13.9	
Approach LOS		E			D			B			B	
Queue Length 50th (ft)	89	127			63		30	217			110	
Queue Length 95th (ft)	#132	#161			88		m101	m#523			227	
Internal Link Dist (ft)		313			423			249			150	
Turn Bay Length (ft)												
Base Capacity (vph)	204	279			217		351	1024			1725	
Starvation Cap Reductn	0	0			0		0	23			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.80	0.83			0.56		0.45	0.70			0.46	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 28.0 Intersection LOS: C
Intersection Capacity Utilization 84.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Acushnet Avenue & Phillips Road



Lane Group	Ø9
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	0	0	0	0	823	2	3	676	2
Future Vol, veh/h	0	0	5	0	0	0	0	823	2	3	676	2
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	25	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	92	92	92	88	88	88	85	85	85
Heavy Vehicles, %	0	0	0	2	2	2	20	4	0	0	4	0
Mvmt Flow	0	0	8	0	0	0	0	935	2	4	795	2

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1273	1743	400	798	0	0	938	0	0
Stage 1	805	805	-	-	-	-	-	-	-
Stage 2	468	938	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.5	6.9	4.5	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.4	-	-	2.2	-	-
Pot Cap-1 Maneuver	162	88	605	713	-	-	739	-	-
Stage 1	405	398	-	-	-	-	-	-	-
Stage 2	602	346	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	160	0	604	712	-	-	739	-	-
Mov Cap-2 Maneuver	160	0	-	-	-	-	-	-	-
Stage 1	405	0	-	-	-	-	-	-	-
Stage 2	595	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	712	-	-	604	739	-	-
HCM Lane V/C Ratio	-	-	-	0.013	0.005	-	-
HCM Control Delay (s)	0	-	-	11	9.9	0	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-

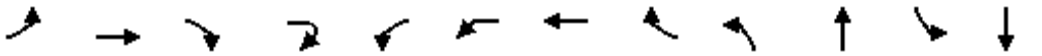
Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	3	459	54	0	280
Future Vol, veh/h	38	3	459	54	0	280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	3	499	59	0	304

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	833	529	0	0	558	0
Stage 1	529	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	339	550	-	-	1013	-
Stage 1	591	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	339	550	-	-	1013	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	349	1013	-
HCM Lane V/C Ratio	-	-	0.128	-	-
HCM Control Delay (s)	-	-	16.8	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-



Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	2	9	9	3	41	3	58	13	399	78	541
Future Volume (vph)	3	2	9	9	3	41	3	58	13	399	78	541
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	12	12	12	12	16	16	12	12
Grade (%)		0%					0%			0%		0%
Storage Length (ft)	0		0			0		0	0		75	
Storage Lanes	0		0			1		0	0		1	
Taper Length (ft)	25					25			25		25	
Satd. Flow (prot)	0	1712	0	0	0	1770	1596	0	0	2127	1770	1881
Flt Permitted		0.945				0.833				0.977	0.400	
Satd. Flow (perm)	0	1628	0	0	0	1552	1596	0	0	2082	745	1881
Right Turn on Red				No				Yes				
Satd. Flow (RTOR)							63					
Link Speed (mph)		30					30			30		30
Link Distance (ft)		253					226			299		202
Travel Time (s)		5.8					5.1			6.8		4.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.56	0.56	0.56	0.56	0.92	0.92	0.92	0.92	0.84	0.84	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%					0%			0%		0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	0	48	66	0	0	490	82	569
Turn Type	Perm	NA			Perm	Perm	NA		Perm	NA	Perm	NA
Protected Phases		4					4			1		1
Permitted Phases	4				4	4			1		1	
Detector Phase	4	4			4	4	4		1	1	1	1
Switch Phase												
Minimum Initial (s)	6.0	6.0			6.0	6.0	6.0		8.0	8.0	8.0	8.0
Minimum Split (s)	12.0	12.0			12.0	12.0	12.0		15.0	15.0	15.0	15.0
Total Split (s)	12.0	12.0			12.0	12.0	12.0		36.0	36.0	36.0	36.0
Total Split (%)	12.0%	12.0%			12.0%	12.0%	12.0%		36.0%	36.0%	36.0%	36.0%
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5		4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5			2.5	2.5	2.5		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0				0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		6.0				6.0	6.0			7.0	7.0	7.0
Lead/Lag	Lag	Lag			Lag	Lag	Lag		Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None			None	None	None		C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)		6.0				6.0	6.0			48.4	48.4	48.4
Actuated g/C Ratio		0.06				0.06	0.06			0.48	0.48	0.48
v/c Ratio		0.42				0.52	0.43			0.49	0.23	0.62
Control Delay		59.0				65.7	21.9			22.7	18.9	20.9
Queue Delay		0.0				0.0	0.0			0.0	0.0	0.0
Total Delay		59.0				65.7	21.9			22.7	18.9	20.9

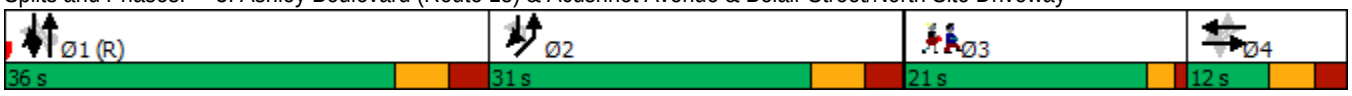
Lane Group	SBR	SBR2	NEL2	NEL	NER	NER2	Ø3
Lane Configurations							
Traffic Volume (vph)	467	8	14	275	29	1	
Future Volume (vph)	467	8	14	275	29	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	11	11	
Grade (%)				0%			
Storage Length (ft)	0			0	0		
Storage Lanes	1			1	0		
Taper Length (ft)				25			
Satd. Flow (prot)	1599	0	0	1715	0	0	
Flt Permitted				0.962			
Satd. Flow (perm)	1599	0	0	1724	0	0	
Right Turn on Red		Yes				No	
Satd. Flow (RTOR)	65						
Link Speed (mph)				30			
Link Distance (ft)				537			
Travel Time (s)				12.2			
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.82	0.82	0.82	0.82	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	1%	2%	2%	1%	2%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)				0%			
Shared Lane Traffic (%)							
Lane Group Flow (vph)	500	0	0	388	0	0	
Turn Type	pt+ov		D.Pm	Prot			
Protected Phases	1 2			2			3
Permitted Phases			2				
Detector Phase	1 2		2	2			
Switch Phase							
Minimum Initial (s)			8.0	8.0			7.0
Minimum Split (s)			15.0	15.0			21.0
Total Split (s)			31.0	31.0			21.0
Total Split (%)			31.0%	31.0%			21%
Yellow Time (s)			4.0	4.0			2.0
All-Red Time (s)			3.0	3.0			1.0
Lost Time Adjust (s)				0.0			
Total Lost Time (s)				7.0			
Lead/Lag			Lag	Lag			Lead
Lead-Lag Optimize?			Yes	Yes			Yes
Recall Mode			None	None			None
Act Effct Green (s)	80.6			23.8			
Actuated g/C Ratio	0.81			0.24			
v/c Ratio	0.38			0.95			
Control Delay	1.9			72.2			
Queue Delay	0.3			0.0			
Total Delay	2.2			72.2			

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	SBL	SBT
LOS		E				E	C			C	B	C
Approach Delay		59.0					40.4			22.7		12.6
Approach LOS		E					D			C		B
Queue Length 50th (ft)		26				30	2			196	15	104
Queue Length 95th (ft)		37				#77	43			376	m54	#581
Internal Link Dist (ft)		173					146			219		122
Turn Bay Length (ft)											75	
Base Capacity (vph)		97				93	154			1008	360	911
Starvation Cap Reductn		0				0	0			0	0	0
Spillback Cap Reductn		0				0	0			16	0	0
Storage Cap Reductn		0				0	0			0	0	0
Reduced v/c Ratio		0.42				0.52	0.43			0.49	0.23	0.62

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 99 (99%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 87.6%		ICU Level of Service E	
Analysis Period (min) 15			

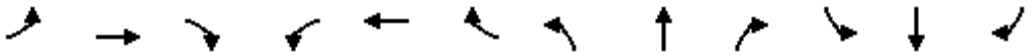
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Ashley Boulevard (Route 18) & Acushnet Avenue & Belair Street/North Site Driveway



Lane Group	SBR	SBR2	NEL2	NEL	NER	NER2	Ø3
LOS	A			E			
Approach Delay				72.2			
Approach LOS				E			
Queue Length 50th (ft)	0			244			
Queue Length 95th (ft)	78			#360			
Internal Link Dist (ft)				457			
Turn Bay Length (ft)							
Base Capacity (vph)	1283			413			
Starvation Cap Reductn	309			0			
Spillback Cap Reductn	0			0			
Storage Cap Reductn	0			0			
Reduced v/c Ratio	0.51			0.94			

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	62	123	43	34	23	113	463	33	20	781	136
Future Volume (vph)	198	62	123	43	34	23	113	463	33	20	781	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	15	15	15	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1555	0	0	1983	0	1728	1801	0	0	3381	0
Flt Permitted	0.636				0.603		0.129				0.936	
Satd. Flow (perm)	1106	1555	0	0	1221	0	235	1801	0	0	3168	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								4			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			503			329			230	
Travel Time (s)		8.9			11.4			7.5			5.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.71	0.71	0.71	0.86	0.86	0.86	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	4%	0%	0%	0%	1%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	223	0	0	141	0	131	576	0	0	1077	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	5	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	20.0		2.0	20.0	
Minimum Split (s)	10.0	10.0		11.0	11.0		11.0	26.0		8.0	26.0	
Total Split (s)	29.0	29.0		29.0	29.0		14.0	44.0		8.0	38.0	
Total Split (%)	29.0%	29.0%		29.0%	29.0%		14.0%	44.0%		8.0%	38.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0			5.0		5.0	6.0			6.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	23.3	23.3			22.3		54.2	53.2			50.3	
Actuated g/C Ratio	0.23	0.23			0.22		0.54	0.53			0.50	
v/c Ratio	0.93	0.62			0.52		0.54	0.60			0.67	
Control Delay	78.7	42.0			41.0		24.2	19.2			23.4	
Queue Delay	0.0	0.0			0.0		0.0	0.3			0.0	
Total Delay	78.7	42.0			41.0		24.2	19.5			23.4	

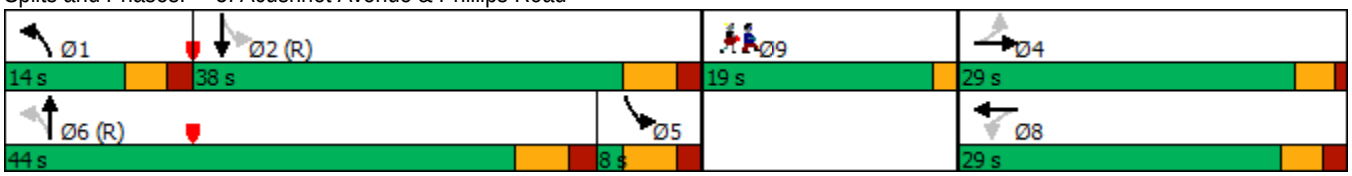
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	19%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	D			D		C	B			C	
Approach Delay		61.0			41.0			20.4			23.4	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	146	125			78		24	208			236	
Queue Length 95th (ft)	#249	183			105		m99	m349			#480	
Internal Link Dist (ft)		313			423			249			150	
Turn Bay Length (ft)												
Base Capacity (vph)	276	388			293		261	959			1611	
Starvation Cap Reductn	0	0			0		0	80			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.87	0.57			0.48		0.50	0.66			0.67	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 30.8 Intersection LOS: C
Intersection Capacity Utilization 86.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Acushnet Avenue & Phillips Road



Lane Group	Ø9
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	8	0	0	0	0	724	10	10	1089	9
Future Vol, veh/h	1	0	8	0	0	0	0	724	10	10	1089	9
Conflicting Peds, #/hr	0	0	0	0	0	0	9	0	2	2	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	25	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	92	92	92	81	81	81	93	93	93
Heavy Vehicles, %	0	2	0	2	2	2	0	1	0	0	1	0
Mvmt Flow	1	0	12	0	0	0	0	894	12	11	1171	10

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1654	2115	600	1190	0	0	908	0	0
Stage 1	1207	1207	-	-	-	-	-	-	-
Stage 2	447	908	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.54	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.8	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.02	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	50	449	594	-	-	758	-	-
Stage 1	250	254	-	-	-	-	-	-	-
Stage 2	617	352	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	86	0	445	589	-	-	758	-	-
Mov Cap-2 Maneuver	86	0	-	-	-	-	-	-	-
Stage 1	248	0	-	-	-	-	-	-	-
Stage 2	586	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	589	-	-	304	758	-	-
HCM Lane V/C Ratio	-	-	-	0.044	0.014	-	-
HCM Control Delay (s)	0	-	-	17.4	9.8	0.2	-
HCM Lane LOS	A	-	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	3	409	35	0	554
Future Vol, veh/h	37	3	409	35	0	554
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	3	445	38	0	602

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1066	464	0	0	483	0
Stage 1	464	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	246	598	-	-	1080	-
Stage 1	633	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	246	598	-	-	1080	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	257	1080	-
HCM Lane V/C Ratio	-	-	0.169	-	-
HCM Control Delay (s)	-	-	21.8	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Appendix K

Capacity/Level-of-Service Analysis Summary

Capacity Analysis Summary
Cumberland Farms
New Bedford, Massachusetts

Weekday Morning Peak Hour											
			2018 Existing			2025 No Build			2025 Build		
Intersection	**Movement**		**LOS[1]**	**Delay[2]**	**V/C[3]**	**LOS**	**Delay**	**V/C**	**LOS**	**Delay**	**V/C**
Acushnet Avenue (Route 18) at	EB	L	D	37.1	0.50	D	44.6	0.62	E	71.7	0.84
Phillips Road		TR	D	38.7	0.60	D	43.6	0.67	E	68.3	0.88
	WB	LTR	C	31.9	0.23	D	35.4	0.33	D	47.1	0.59
	NB	L	B	19.7	0.50	C	20.5	0.54	B	17.0	0.45
		TR	C	30.9	0.85	C	31.8	0.87	B	19.6	0.69
	SB	LTR	B	14.7	0.51	B	14.5	0.52	B	13.9	0.46
		Overall	*C*	*25.5*	*0.85*	*C*	*27.1*	*0.87*	*C*	*28.0*	*0.88*
Acushnet Avenue (Route 18) at	EB	LR	B	10.6	0.01	B	10.9	0.01	B	11.0	0.01
Bowles Street	NB	LT/T	A	0.2	0.01	A	0.2	0.01	A	0.0	0.00
	SB	TR	A	0.0	0.00	A	0.0	0.01	A	0.0	0.01
		Overall	*A*	*0.2*	*0.01*	*A*	*0.2*	*0.01*	*A*	*0.0*	*0.01*
Acushnet Avenue (Route 18) at	EB	LR	C	16.4	0.08	C	17.6	0.09	n/a	n/a	n/a
Belair Street	NB	LT	A	0.5	0.03	A	0.5	0.03	n/a	n/a	n/a
	SB	TR	A	0.0	0.00	A	0.0	0.00	n/a	n/a	n/a
		Overall	*A*	*0.6*	*0.08*	*A*	*0.6*	*0.09*	*n/a*	*n/a*	*n/a*
Acushnet Avenue at	EB	LTR	n/a	n/a	n/a	n/a	n/a	n/a	D	50.2	0.35
Ashley Boulevard (Route 18)/	WB	LTR	n/a	n/a	n/a	n/a	n/a	n/a	E	56.3	0.48
Belair Street/		TR	n/a	n/a	n/a	n/a	n/a	n/a	C	20.1	0.52
North Site Driveway	NB	LTR	n/a	n/a	n/a	n/a	n/a	n/a	C	24.0	0.52
	SB	L	n/a	n/a	n/a	n/a	n/a	n/a	B	19.7	0.28
		T	n/a	n/a	n/a	n/a	n/a	n/a	B	17.9	0.38
		R	n/a	n/a	n/a	n/a	n/a	n/a	A	3.4	0.31
	NEB	LTR	n/a	n/a	n/a	n/a	n/a	n/a	E	70.7	0.95
		Overall	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*C*	*29.1*	*0.95*
Acushnet Avenue at	NB	T	B	19.6	0.35	C	20.2	0.37	n/a	n/a	n/a
Ashley Boulevard (Route 18)	SB	L	B	13.2	0.40	B	13.8	0.43	n/a	n/a	n/a
		T	A	1.6	0.22	A	1.6	0.24	n/a	n/a	n/a
	NWB	R	B	15.6	0.56	B	16.5	0.59	n/a	n/a	n/a
		Overall	*B*	*12.4*	*0.56*	*B*	*12.9*	*0.59*	*n/a*	*n/a*	*n/a*
Acushnet Avenue at	WB	LR	n/a	n/a	n/a	n/a	n/a	n/a	C	16.8	0.13
South Site Driveway	NB	TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	SB	LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
		Overall	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*A*	*0.8*	*0.13*

1 Level-of-Service
2 Average vehicle delay in seconds
3 Volume to capacity ratio
n/a Not Applicable

Queue Summary
Cumberland Farms
New Bedford, Massachusetts

Weekday Morning Peak Hour								
			2018 Existing		2025 No Build		2025 Build	
Intersection	**Movement**		**50th Queue[1]**	**95th Queue[2]**	**50th Queue**	**95th Queue**	**50th Queue**	**95th Queue**
Acushnet Avenue (Route 18) at	EB	L	52	147	61	192	89	132
Phillips Road		TR	72	203	84	247	127	161
	WB	LTR	29	82	42	109	63	88
	NB	L	33	87	36	91	30	101
		TR	217	463	244	512	217	523
	SB	LTR	92	186	102	203	110	227
Acushnet Avenue (Route 18) at	EB	LR	n/a	0	n/a	0	n/a	0
Bowles Street	NB	LT/T	n/a	0	n/a	0	n/a	0
	SB	TR	n/a	0	n/a	0	n/a	0
Acushnet Avenue (Route 18) at	EB	LR	n/a	8	n/a	8	n/a	n/a
Belair Street	NB	LT	n/a	3	n/a	3	n/a	n/a
	SB	TR	n/a	0	n/a	0	n/a	n/a
Acushnet Avenue at	EB	LTR	n/a	n/a	n/a	n/a	19	35
Ashley Boulevard (Route 18)/	WB	L	n/a	n/a	n/a	n/a	27	70
Belair Street/		TR	n/a	n/a	n/a	n/a	2	51
North Site Driveway	NB	LTR	n/a	n/a	n/a	n/a	182	473
	SB	L	n/a	n/a	n/a	n/a	25	59
		T	n/a	n/a	n/a	n/a	83	166
		R	n/a	n/a	n/a	n/a	37	73
	NEB	LTR	n/a	n/a	n/a	n/a	211	385
Acushnet Avenue at	NB	T	43	114	52	122	n/a	n/a
Ashley Boulevard (Route 18)	SB	L	54	191	64	208	n/a	n/a
		T	0	80	0	88	n/a	n/a
	NWB	R	86	330	103	363	n/a	n/a
Acushnet Avenue at	WB	LR	n/a	n/a	n/a	n/a	n/a	10
South Site Driveway	NB	TR	n/a	n/a	n/a	n/a	n/a	0
	SB	LT	n/a	n/a	n/a	n/a	n/a	0

1 50th Percentile Queue Length, in feet
2 95th Percentile Queue Length, in feet
n/a Not Applicable

Capacity Analysis Summary
Cumberland Farms
New Bedford, Massachusetts

Weekday Afternoon Peak Hour											
			2018 Existing			2025 No Build			2025 Build		
Intersection	**Movement**		**LOS[1]**	**Delay[2]**	**V/C[3]**	**LOS**	**Delay**	**V/C**	**LOS**	**Delay**	**V/C**
Acushnet Avenue (Route 18) at	EB	L	C	32.7	0.56	D	37.3	0.64	E	78.7	0.93
Phillips Road		TR	C	27.3	0.39	C	29.6	0.44	D	42.0	0.62
	WB	LTR	C	25.9	0.23	C	27.9	0.28	D	41.0	0.52
	NB	L	C	21.7	0.42	C	22.1	0.46	C	24.2	0.54
		TR	C	34.3	0.81	D	35.4	0.84	B	19.5	0.60
	SB	LTR	C	34.8	0.89	D	37.7	0.92	C	23.4	0.67
		Overall	*C*	*32.6*	*0.89*	*C*	*35.0*	*0.92*	*C*	*30.8*	*0.93*
Acushnet Avenue (Route 18) at	EB	LR	C	16.5	0.04	C	17.5	0.04	C	17.4	0.04
Bowles Street	NB	LT/T	A	0.4	0.02	A	0.5	0.03	A	0.0	0.00
	SB	TR	A	0.2	0.01	A	0.3	0.01	A	0.3	0.01
		Overall	*A*	*0.4*	*0.04*	*A*	*0.5*	*0.04*	*A*	*0.3*	*0.04*
Acushnet Avenue (Route 18) at	EB	LR	C	17.0	0.11	C	18.4	0.12	n/a	n/a	n/a
Belair Street	NB	LT	A	0.4	0.02	A	0.5	0.03	n/a	n/a	n/a
	SB	TR	A	0.0	0.00	A	0.0	0.00	n/a	n/a	n/a
		Overall	*A*	*0.5*	*0.11*	*A*	*0.6*	*0.12*	*n/a*	*n/a*	*n/a*
Acushnet Avenue at	EB	LTR	n/a	n/a	n/a	n/a	n/a	n/a	E	59.0	0.42
Ashley Boulevard (Route 18)/	WB	LTR	n/a	n/a	n/a	n/a	n/a	n/a	E	65.7	0.52
Belair Street/		TR	n/a	n/a	n/a	n/a	n/a	n/a	C	21.9	0.43
North Site Driveway	NB	LTR	n/a	n/a	n/a	n/a	n/a	n/a	C	22.7	0.49
	SB	L	n/a	n/a	n/a	n/a	n/a	n/a	B	18.9	0.23
		T	n/a	n/a	n/a	n/a	n/a	n/a	C	20.9	0.62
		R	n/a	n/a	n/a	n/a	n/a	n/a	A	2.2	0.38
	NEB	LTR	n/a	n/a	n/a	n/a	n/a	n/a	E	72.2	0.95
		Overall	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*C*	*27.8*	*0.95*
Acushnet Avenue at	NB	T	C	20.9	0.37	C	21.3	0.39	n/a	n/a	n/a
Ashley Boulevard (Route 18)	SB	L	B	17.1	0.61	B	18.5	0.65	n/a	n/a	n/a
		T	A	1.7	0.27	A	1.8	0.29	n/a	n/a	n/a
	NWB	R	B	14.7	0.50	B	15.5	0.54	n/a	n/a	n/a
		Overall	*B*	*13.2*	*0.61*	*B*	*13.9*	*0.65*	*n/a*	*n/a*	*n/a*
Acushnet Avenue at	WB	LR	n/a	n/a	n/a	n/a	n/a	n/a	C	21.8	0.17
South Site Driveway	NB	TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	SB	LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
		Overall	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*A*	*0.8*	*0.17*

1 Level-of-Service
2 Average vehicle delay in seconds
3 Volume to capacity ratio
n/a Not Applicable

Queue Summary
Cumberland Farms
New Bedford, Massachusetts

Weekday Afternoon Peak Hour								
			2018 Existing		2025 No Build		2025 Build	
Intersection	**Movement**		**50th Queue[1]**	**95th Queue[2]**	**50th Queue**	**95th Queue**	**50th Queue**	**95th Queue**
Acushnet Avenue (Route 18) at	EB	L	75	242	87	292	146	249
Phillips Road		TR	62	182	73	209	125	183
	WB	LTR	36	96	44	114	78	105
	NB	L	34	83	37	89	24	99
		TR	199	386	221	423	208	349
	SB	LTR	201	369	226	404	236	480
Acushnet Avenue (Route 18) at	EB	LR	n/a	3	n/a	3	n/a	3
Bowles Street	NB	LT/T	n/a	3	n/a	3	n/a	0
	SB	TR	n/a	0	n/a	0	n/a	0
Acushnet Avenue (Route 18) at	EB	LR	n/a	10	n/a	10	n/a	n/a
Belair Street	NB	LT	n/a	3	n/a	3	n/a	n/a
	SB	TR	n/a	0	n/a	0	n/a	n/a
Acushnet Avenue at	EB	LTR	n/a	n/a	n/a	n/a	26	37
Ashley Boulevard (Route 18)/	WB	L	n/a	n/a	n/a	n/a	30	77
Belair Street/		TR	n/a	n/a	n/a	n/a	2	43
North Site Driveway	NB	LTR	n/a	n/a	n/a	n/a	196	376
	SB	L	n/a	n/a	n/a	n/a	15	54
		T	n/a	n/a	n/a	n/a	104	581
		R	n/a	n/a	n/a	n/a	0	78
	NEB	LTR	n/a	n/a	n/a	n/a	244	360
Acushnet Avenue at	NB	T	55	106	59	114	n/a	n/a
Ashley Boulevard (Route 18)	SB	L	117	416	133	488	n/a	n/a
		T	0	118	0	128	n/a	n/a
	NWB	R	93	286	105	313	n/a	n/a
Acushnet Avenue at	WB	LR	n/a	n/a	n/a	n/a	n/a	15
South Site Driveway	NB	TR	n/a	n/a	n/a	n/a	n/a	0
	SB	LT	n/a	n/a	n/a	n/a	n/a	0

1 50th Percentile Queue Length, in feet
2 95th Percentile Queue Length, in feet
n/a Not Applicable