

Transportation Impact Assessment

Proposed Child and Family Services
Counseling and Treatment Center
947 & 965 Church Street
New Bedford, Massachusetts

Prepared for:



Bourne, Massachusetts

January 2021

Prepared by:



35 New England Business Center Drive
Suite 140
Andover, MA 01810

Dear Reviewer:

This letter shall certify that this *Transportation Impact Assessment* has been prepared under my direct supervision and responsible charge. I am a Registered Professional Engineer (P.E.) in the Commonwealth of Massachusetts (Massachusetts P.E. No. 38871, Civil) and hold Certification as a Professional Traffic Operations Engineer (PTOE) from the Transportation Professional Certification Board, Inc. (TPCB), an independent affiliate of the Institute of Transportation Engineers (ITE) (PTOE Certificate No. 993). I am also a Fellow of the Institute of Transportation Engineers (FITE).

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

CONTENTS

EXECUTIVE SUMMARY	1
Recommendations.....	2
INTRODUCTION	5
Project Description.....	5
Study Methodology.....	6
EXISTING CONDITIONS	7
Traffic Volumes	9
Pedestrian and Bicycle Facilities	10
Public Transportation.....	10
Spot Speed Measurements	11
Motor Vehicle Crash Data	11
FUTURE CONDITIONS.....	14
Future Traffic Growth.....	14
Project-Generated Traffic	15
Trip Distribution and Assignment	16
Future Traffic Volumes - Build Condition	16
TRAFFIC OPERATIONS ANALYSIS.....	18
Methodology	18
Analysis Results.....	20
SIGHT DISTANCE EVALUATION	23
CONCLUSIONS AND RECOMMENDATIONS	25
Conclusions.....	25
Recommendations.....	26

FIGURES

No.	Title
1	Site Location Map
2	Existing Intersection Lane Use, Travel Lane Width and Pedestrian Facilities
3	2020 Existing Peak Hour Traffic Volumes
4	2028 No Build Peak Hour Traffic Volumes
5	Trip Distribution Map
6	Project Generated Peak Hour Traffic Volumes
7	2028 Build Peak Hour Traffic Volumes

TABLES

No.	Title
1	Study Area Intersection Description
2	2020 Existing Traffic Volumes
3	Vehicle Travel Speed Measurements
4	Motor Vehicle Crash Data Summary
5	Trip-Generation Summary
6	Peak-Hour Traffic-Volume Increases
7	Level-of-Service Criteria for Unsignalized Intersections
8	Unsignalized Intersection Level-of-Service and Vehicle Queue Summary
9	Sight Distance Measurements

EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed renovation of the Regal House Classic Furniture store building located at 965 Church Street in New Bedford, Massachusetts, and the construction of supporting parking on a portion of the abutting property at 947 Church Street to accommodate a counseling and treatment center for Child and Family Services (hereafter referred to as the Project). This assessment was prepared in consultation with the City of New Bedford and the Massachusetts Department of Transportation (MassDOT), and was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports.

Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE),¹ the Project is expected to generate approximately 638 vehicle trips on an average weekday (two-way 24-hour volume), with 50 vehicle trips expected during the weekday morning peak-hour and 84 vehicle trips expected during the weekday evening peak-hour;
2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of the movements at the study intersections shown to operate at a level-of-service (LOS) of C or better under all analysis conditions, where an LOS of "D" or better is defined as "acceptable" traffic operations;
3. Independent of the Project, the Chaffee Street approaches to Church Street are currently or are predicted to operate at or over capacity (i.e., LOS "E" or LOS "F") during one or both peak hours, with Project-related impacts on these movements generally defined by an increase in vehicle queuing of up to four (4) vehicles;
4. All movements exiting the Project site are expected to operate at LOS C or better during the peak hours with minimal vehicle queuing predicted (up to one (1) vehicle);

¹*Trip Generation*, 10th Edition; Institute of Transportation Engineers; Washington, DC; 2017.

5. No apparent safety deficiencies were noted with respect to the motor vehicle crash history at the study area intersections; and
6. Lines of sight to and from the Project site driveway intersections were found to meet or exceed the recommended minimum distances for safe operation based on the appropriate approach speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project site will be provided by way of three (3) driveways that will intersect the west side of Church Street approximately 180 feet south of Chaffee Street, the south side of Chaffee Street approximately 60 feet west of Church Street and the east side of Tarkiln Hill Place approximately 180 feet south of Chaffee Street, respectively. In addition, a curbside drop-off/pick-up area will be provided along the Project site frontage on Chaffee Street outside of the traveled way and a paved access to an on-site dumpster will be provided that will intersect the south side of Chaffee Street approximately 30 feet east of Tarkiln Hill Place. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation, many of which are reflected on the Site Plans:

- The Project site driveways and circulating drives within the Project site should be a minimum of 24-feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.
- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).²
- A sidewalk has been provided within the Project site that extends between the building to Church Street, Chaffee Street and Tarkiln Hill Place.
- Americans with Disabilities Act (ADA) compliant wheelchair ramps should be provided at all pedestrian crossings that are constructed or modified as a part of the Project.

²*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas of the Project site driveway intersections should be designed and maintained so as not to restrict lines of sight.
- Snow windrows within sight triangle areas of the Project site driveway intersections should be promptly removed where such accumulations would impede sight lines.
- Bicycle parking should be provided at an appropriate location within the Project site.

Off-Site

In an effort to address constraints or safety concerns identified as a part of this assessment, the following off-site roadway, intersection and traffic control improvements will be advanced as a part of the Project subject to receipt of all necessary rights, permits and approvals where necessary:

- **Chaffee Street** – A double-yellow centerline should be installed along Chaffee Street between Church Street and Tarkiln Hill Place.
- **Church Street at Chaffee Street** – A STOP-sign should be installed on the Chaffee Street eastbound approach and marked STOP-lines should be installed on both Chaffee Street approaches. In addition, a crosswalk with ADA compliant wheelchair ramps should be provided across the Chaffee Street west leg of the intersection.
- **Tarkiln Hill Place at Chaffee Street** – A STOP-sign and marked STOP-line should be installed on the Chaffee Street approach. In addition, a crosswalk with ADA compliant wheelchair ramps should be provided across the Tarkiln Hill Place north leg of the intersection.

Transportation Demand Management

Public transportation services are provided within the study area by the Southeastern Regional Transit Authority (SRTA) by way of the Route 4, *Ashley Boulevard*, and the North End Shuttle. The Route 4 bus provides service along Ashley Boulevard, Chaffee Street and Church Street, with a stop located at the Church Street/Chaffee Street intersection, opposite the Project site. The North End Shuttle provides service along Phillips Road, Church Street and Acushnet Avenue, with the closest regular stop located approximately 0.4-miles north of the Project site at Amanda Avenue (Dottin Apartments). In addition to regular stops, SRTA buses operate in a passenger demand mode (“flag stop”) and will stop anywhere along the regular service route where it is safe to pick-up or discharge a passenger when requested.

In addition to fixed-route bus services, the SRTA provides Dial-a-Ride paratransit services to eligible persons that cannot use fixed-route transit all or some of the time due to a physical, cognitive or mental disability in compliance with the ADA, and provides services for seniors through the New Bedford Council on Aging (COA).

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles (SOVs), the following Transportation Demand Management (TDM) measures will be implemented as a part of the Project:

- A Transportation Coordinator will be designated for the Project to coordinate the elements of the TDM program;

- Information regarding public transportation services, maps, schedules and fare information will be posted in a central location and/or otherwise made available to employees and clients;
- A “welcome packet” will be provided to employees detailing available public transportation services, bicycle and walking alternatives, and commuter options available;
- The Transportation Coordinator will facilitate a ride matching program for employees, including posting a sign-up sheet in a central location or via a link on the corporate web site and providing information in the new employee “welcome packet”. In addition, preferential parking will be reserved or provided for carpools and vanpools.
- On-site amenities will be incorporated into the Project to discourage off-site trips, including providing a break-room equipped with a microwave and refrigerator; offering direct deposit of paychecks; allowing telecommuting or flexible work schedules; and other such measures to reduce overall traffic volumes and travel during peak traffic volume periods;
- Pedestrian accommodations have been incorporated into the Project; and
- Secure bicycle parking will be provided within the Project site.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed renovation of an existing building located at 965 Church Street in New Bedford, Massachusetts, and the construction of supporting parking on a portion of the abutting property at 947 Church Street to accommodate a counseling and treatment center for Child and Family Services (hereafter referred to as the Project). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Church Street, Chaffee Street and Tarkiln Hill Place, and at the intersections of Church Street at Chaffee Street and Tarkiln Hill Place at Chaffee Street.

PROJECT DESCRIPTION

The Project will entail the renovation of the Regal House Classic Furniture store building located at 965 Church Street in New Bedford, Massachusetts, and the construction of supporting parking on a portion of the abutting property at 947 Church Street to accommodate a counseling and treatment center for Child and Family Services. The Project site (947 and 965 Church Street) encompasses a total of approximately 2.73± acres of land that is bounded by Chaffee Street to the north, a commercial property (F.W. Webb Company) to the south, Church Street to the east and Tarkiln Hill Place to the west. A private right-of-way (Dutton Street) bisects the Project site between Tarkiln Hill Place and Church Street. Figure 1 depicts the Project site location in relation to the existing roadway network. The Project site is currently occupied by the Regal House Classic Furniture store building and a single-family home (947 Church Street) with supporting parking areas, driveways and appurtenances. Both structures will be retained as a part of the Project.

Access to the Project site will be provided by way of three (3) driveways that will intersect the west side of Church Street approximately 180 feet south of Chaffee Street, the south side of Chaffee Street approximately 60 feet west of Church Street and the east side of Tarkiln Hill Place approximately 180 feet south of Chaffee Street, respectively. In addition, a curbside drop-off/pick-up area will be provided along the Project site frontage on Chaffee Street outside of the traveled way and a paved access to an on-site dumpster will be provided that will intersect the south side of Chaffee Street approximately 30 feet east of Tarkiln Hill Place.



Figure 1

Site Location Map

Off-street parking will be provided for 131 vehicles, including five (5) handicapped accessible spaces, which exceeds the parking requirements of Section 3100, *Parking and Loading*, of Chapter 9, *Comprehensive Zoning*, of the City of New Bedford Code of Ordinances, for the appropriate use.³

STUDY METHODOLOGY

This study was prepared in consultation with the City of New Bedford and the Massachusetts Department of Transportation (MassDOT); was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics; pedestrian and bicycle facilities; on-street parking; public transportation services; observations of traffic flow; and collection of pedestrian, bicycle and vehicle counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A seven-year time horizon from the date of publication of this assessment was selected for analyses consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. The traffic analysis conducted in stage two identifies existing or projected future roadway capacity, traffic safety, and site access issues.

The third stage of the study presents and evaluates measures to address traffic and safety issues, if any, identified in stage two of the study.

³Offices: General, Professional, Business, Banks, Medical Clinics and Laboratories, Radio and Television Stations; Office of Non-Profit Educational, Cultural, or Charitable Organizations are required to provide one (1) space per each 200 sq ft of gross floor area, but not less than two (2) spaces for each business unit intended to occupy the premises; after 10,000 sq ft of gross floor area, one space for every 1,000 sq ft of gross floor area is required.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in December 2020. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of Church Street, Chaffee Street and Tarkiln Hill Place, and the following specific intersections: Church Street at Chaffee Street and Tarkiln Hill Place at Chaffee Street.

The following describes the study area roadways and intersections.

Roadways

Church Street

- Two-lane urban collector roadway under City jurisdiction
- Traverses study area in a general north-south alignment between Route 140/Exit 5 and Coffin Avenue
- Provides two 15± foot wide travel lanes that are separated by a double-yellow centerline with 7-foot wide bicycle lanes provided along both sides of the roadway
- The posted speed limit is 30 miles per hour (mph)
- In general, sidewalks are not provided along Church Street. A short segment of sidewalk has been constructed along the Church Street frontage (west side) of 1239 Chaffee Street
- Illumination is provided by way of street lights mounted on wood poles
- Land use within the study area consists of the Project site, residential and commercial properties, and areas of open wooded space

Chaffee Street

- Two-lane local access roadway under City jurisdiction
- Traverses study area in a general east-west alignment between Tori Lyon Drive and Tarkiln Hill Place
- Provides an approximate 26 to 38-foot wide traveled way (paved area) within the study area with no marked centerline or shoulders

- A posted speed limit is not provided and, therefore, the statutory or “prima facie” speed limit is 30 mph⁴
- Sidewalks are not provided within the study area
- Illumination is provided by way of street lights mounted on wood poles
- Land use within the study area consists of the Project site, residential and commercial properties, and areas of open wooded space

Tarkiln Hill Place

- Two-lane local access roadway under City jurisdiction
- Traverses study area in a general north-south between Mate Drive and the driveway to 9 Tarkiln Hill Place (approximately 275 feet south of Chaffee Street)
- Provides an approximate 24 to 36-foot wide traveled way (paved area) within the study area with no marked centerline or shoulders
- A posted speed limit is not provided and, therefore, the statutory or “prima facie” speed limit is 30 mph
- Sidewalks are provided along both sides north of Chaffee Street
- Illumination is provided by way of street lights mounted on wood poles
- Land use within the study area consists of the Project site, residential and commercial properties, and areas of open wooded space

Intersections

Table 1 and Figure 2 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in December 2020.

Table 1
STUDY AREA INTERSECTION DESCRIPTION

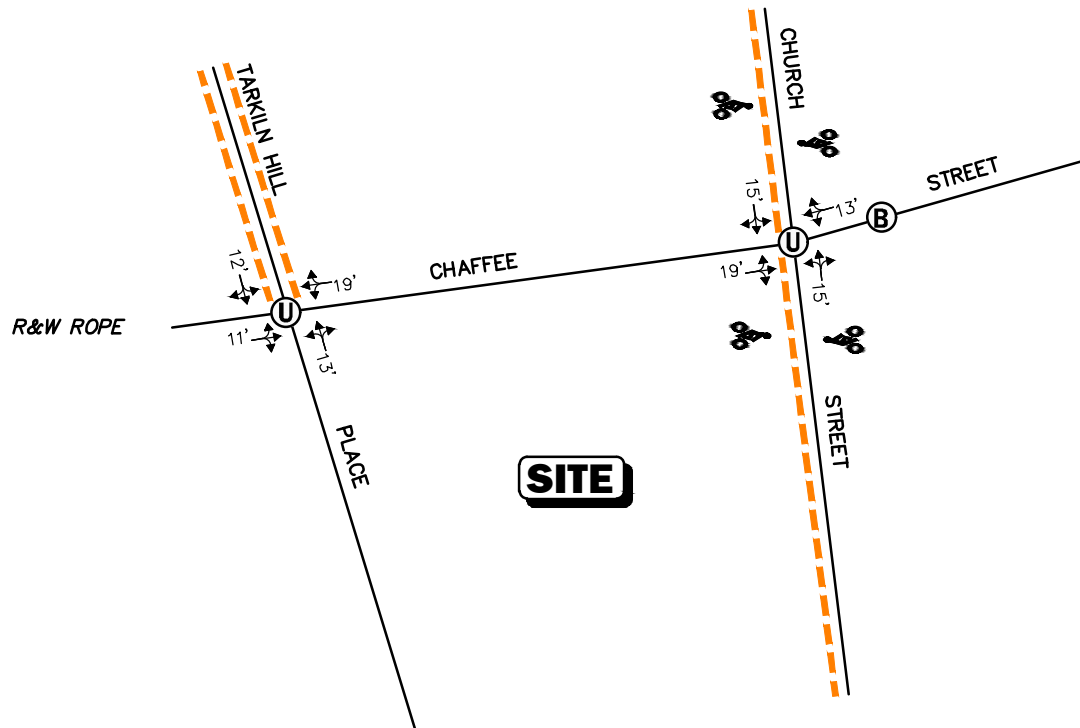
Intersection	Traffic Control Type^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
Church St./ Chaffee St.	S	1 general purpose travel lane on all approaches	Yes, 7-foot bike lanes on Church St.	Yes, sidewalk segment along west side of Church St. north of intersection; bus stop located on the northeast corner	Yes, 7-foot bike lanes on Church St. and shared traveled-way on Chaffee St. ^b
Tarkiln Hill Pl./ Chaffee St.	S	1 general purpose travel lane on all approaches	No	Yes, both sides of Tarkiln Hill Pl. north of intersection	Yes, shared traveled-way

^aTS = Traffic Signal Control; S = STOP-sign control.

⁴The statutory or “prima facie” speed is defined in M.G.L Chapter 90, Section 17, as the speed which would be deemed reasonable and proper to operate a motor vehicle.

Legend:

- Ⓢ Unsignalized Intersection
- Ⓟ Bus Stop
- Sidewalk
- xx' ↔ Lane Use and Travel Lane Width
- 🚲 Bicycle Lane



Not To Scale



Figure 2

**Existing Intersection Lane Use,
Travel Lane Width and
Pedestrian Facilities**

TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, manual turning movement counts (TMCs) and vehicle classification counts were completed in December 2020. The ATR counts were conducted on December 1st and 2nd, 2020 (Tuesday through Wednesday, inclusive) on Church Street and Tarkiln Hill Place in the vicinity of the Project site in order to record weekday traffic conditions over an extended period, with weekday morning (7:00 to 9:00 AM) and evening (2:00 to 6:00 PM) peak period manual TMCs performed at the study intersections on December 1, 2020 (Tuesday). These time periods were selected for analysis purposes as they are representative of the peak-traffic-volume hours for both the Project and the adjacent roadway network.

Traffic-Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, traffic volume data from MassDOT Continuous Count Station No. 38 located on Interstate 195 (I-195) in Fairhaven were reviewed.⁵ Based on a review of this data it was determined that traffic volumes for the month of December are approximately 10.2 percent below average-month conditions. As such, the December traffic volumes were adjusted upward by 10.2 percent in order to be representative of average-month conditions.

In order to account for the impact on traffic volumes and trip patterns resulting from the “safer-at-home” order and the phased “Reopening Massachusetts” plan that was issued by the Governor on May 18, 2020, in response to the COVID-19 pandemic, the December 2020 traffic volumes that were collected as a part of this assessment were adjusted upward by an additional 13.4 percent based on a comparison of traffic volume data obtained from MassDOT Continuous Count Station No. 38.

The 2020 Existing traffic volumes are summarized in Table 2, with the weekday morning and evening peak-hour traffic volumes graphically depicted on Figure 3. Note that the peak-hour traffic volumes presented in Table 2 were obtained from the TMCs and are reflected on the aforementioned figure.

Table 2
2020 EXISTING TRAFFIC VOLUMES

Location/Peak Hour	AWT ^a	VPH ^b	K Factor ^c	Directional Distribution ^d
<i>Church Street, south of Chaffee Street:</i>	9,580	--	--	--
Weekday Morning (7:00 – 8:00 AM)	--	571	6.0	64.1% SB
Weekday Evening (3:00 – 4:00 PM)	--	987	10.3	52.0% NB
<i>Tarkiln Hill Place, south of Chaffee Street:</i>	140			
Weekday Morning (7:00 – 8:00 AM)	--	18	12.9	94.4% SB
Weekday Evening (3:00 – 4:00 PM)	--	19	13.6	94.7% NB

^aAverage weekday traffic in vehicles per day.

^bVehicles per hour.

^cPercent of daily traffic occurring during the peak hour.

^dPercent traveling in peak direction.

NB = northbound; SB = southbound.

⁵MassDOT Traffic Volumes for the Commonwealth of Massachusetts; 2020.



Figure 3

2020 Existing Peak Hour Traffic Volumes

As can be seen in Table 2, Church Street in the vicinity of the Project site was found to accommodate approximately 9,580 vehicles on an average weekday (two-way, 24-hour volume), with approximately 571 vehicles per hour (vph) during the weekday morning peak-hour and 987 vph during the weekday evening peak-hour.

Tarkiln Hill Place in the vicinity of the Project site was found to accommodate approximately 140 vehicles on an average weekday, with approximately 18 vph during the weekday morning peak-hour and 19 vph during the weekday evening peak-hour.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in December 2020. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study area intersections. As detailed on Figure 2, sidewalks are provided along both sides Tarkiln Hill Place north of Chaffee Street and the Church Street frontage (west side) of 1239 Chaffee Street.

Marked bicycle lanes are provided along both sides of Church Street within the study area, with both Chaffee Street and Tarkiln Hill Place providing sufficient width to accommodate bicycle travel in a shared traveled-way configuration (i.e., bicyclists and motor vehicles sharing the traveled-way).⁶

PUBLIC TRANSPORTATION

Public transportation services are provided within the study area by the Southeastern Regional Transit Authority (SRTA) by way of the Route 4, *Ashley Boulevard*, and the North End Shuttle. The Route 4 bus provides service along Ashley Boulevard, Chaffee Street and Church Street, with a stop located at the Church Street/Chaffee Street intersection, opposite the Project site. The North End Shuttle provides service along Phillips Road, Church Street and Acushnet Avenue, with the closest regular stop located approximately 0.4-miles north of the Project site at Amanda Avenue (Dottin Apartments). In addition to regular stops, SRTA buses operate in a passenger demand mode (“flag stop”) and will stop anywhere along the regular service route where it is safe to pick-up or discharge a passenger when requested.

In addition to fixed-route bus services, the SRTA provides Dial-a-Ride paratransit services to eligible persons that cannot use fixed-route transit all or some of the time due to a physical, cognitive or mental disability in compliance with the ADA, and provides services for seniors through the New Bedford Council on Aging (COA).

The public transportation schedules and fare information are provided in the Appendix.

⁶A minimum combined travel lane and paved shoulder width of 14-feet is required to support bicycle travel in a shared traveled-way condition.

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Church Street and Tarkiln Hill Place in the vicinity of the Project site in conjunction with the ATR counts. Table 3 summarizes the vehicle travel speed measurements.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	Church Street		Tarkiln Hill Place	
	Northbound	Southbound	Northbound	Southbound
Mean Travel Speed (mph)	32	29	17	18
85 th Percentile Speed (mph)	38	34	22	23
Posted or Statutory Speed Limit (mph)	30	30	30 ^a	30 ^a

^aStatutory speed limit.
mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along Church Street in the vicinity of the Project site was found to be 32 mph northbound and 29 mph southbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 38 mph northbound and 34 mph southbound, which is 4 to 8 mph above the posted speed limit (35 mph). The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances, and is often used in establishing posted speed limits.

The mean vehicle travel speed along Tarkiln Hill Place in the vicinity of the Project site was found to be 17 mph northbound and 18 mph southbound, with the measured 85th percentile vehicle travel speed found to be 22 mph northbound and 23 mph southbound, which is 7 to 8 mph below the statutory speed limit (30 mph) and is indicative of the relatively short segment of roadway along which the measurements were performed.

MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2013 through 2017, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and presented in Table 4.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY^a

	Church Street/ Chaffee Street	Chaffee Street/ Tarkiln Hill Place
Traffic Control Type: ^b	U	U
<i>Year:</i>		
2013	2	0
2014	1	0
2015	1	0
2016	2	0
<u>2017</u>	<u>1</u>	<u>0</u>
Total	7	0
Average	1.40	0.00
Rate ^c	0.29	0.00
MassDOT Crash Rate: ^d	0.57/0.57	0.57/0.57
Significant? ^e	No	No
<i>Type:</i>		
Angle	4	0
Rear-End	2	0
Head-On	0	0
Sideswipe	0	0
Fixed Object	1	0
Pedestrian/Bicycle	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>
Total	7	0
<i>Conditions:</i>		
Clear	4	0
Cloudy	0	0
Rain	3	0
<u>Snow/Ice</u>	<u>0</u>	<u>0</u>
Total	7	0
<i>Lighting:</i>		
Daylight	5	
Dawn/Dusk	1	0
Dark (Road Lit)	1	0
<u>Dark (Road Unlit)</u>	<u>0</u>	<u>0</u>
Total	7	0
<i>Day of Week:</i>		
Monday through Friday	5	0
Saturday	1	0
<u>Sunday</u>	<u>1</u>	<u>0</u>
Total	7	0
<i>Severity:</i>		
Property Damage Only	1	0
Personal Injury	6	0
<u>Fatality</u>	<u>0</u>	<u>0</u>
Total	7	0

^aSource: MassDOT Safety Management/Traffic Operations Unit records, 2013 through 2017.

^bTraffic Control Type: U = unsignalized; TS = traffic signal.

^cCrash rate per million vehicles entering the intersection.

^dStatewide/District crash rate.

As can be seen in Table 4, the Church Street/Chaffee Street intersection was found to have experienced a total of seven (7) reported motor vehicle crashes over the five-year review period, or an average of 1.4 crashes per year, the majority of which occurred on a weekday; under clear weather conditions; during daylight; and were reported as angle type collisions that resulted in personal injury. The intersection was found to have a motor vehicle crash rate that was below the MassDOT Statewide and District 5 average crash rates for an unsignalized intersection. No (0) motor vehicle crashes were reported to have occurred at the Tarkiln Hill Place/Chaffee Street intersection over the five-year review period.

A review of the MassDOT statewide High Crash Location List indicated that there are no locations within the study area that are included on MassDOT's Highway Safety Improvement Program (HSIP) listing as a high crash location. In addition, no fatal motor vehicle crashes were reported to have occurred at the study area intersections over the five-year review period.

The detailed MassDOT Crash Rate Worksheets are provided in the Appendix.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2028, which reflects a seven-year planning horizon from the date of publication of this assessment, consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. Independent of the Project, traffic volumes on the roadway network in the year 2028 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2028 No-Build traffic volumes reflect 2028 Build traffic volume conditions with the Project.

FUTURE TRAFFIC GROWTH

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The City of New Bedford Planning Department was consulted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on this consultation, the following projects were identified for inclusion in this assessment:

- ***U-Haul Moving & Storage, 429 Church Street, New Bedford, Massachusetts.*** This project entails the construction of a 84,785 sf U-Haul Moving & Storage facility to be located at 429 Church Street.

- ***Alma Del Mar II Charter School, 739 Church Street, New Bedford, Massachusetts.*** This project entails the construction of a charter school to be located at 739 Church Street that will consist of two (2) buildings totaling 57,127 sf of space that will accommodate 600 students.

Traffic volumes associated with the aforementioned specific development projects by others were obtained from the respective traffic study or using trip-generation information available from the Institute of Transportation Engineers (ITE)⁷ for the appropriate land uses, and were assigned onto the study area roadway network based on existing traffic patterns where no other information was available. No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data obtained for MassDOT Continuous Count Station No. 38 (I-195 in Fairhaven) was reviewed in order to determine general traffic growth trends in the area. Based on a review of this data, a 1.0 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

The City of New Bedford and MassDOT were contacted in order to determine if there were any planned future roadway improvement projects expected to be complete by 2028 within the study area. Based on these discussions, no roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

No-Build Traffic Volumes

The 2028 No-Build condition peak-hour traffic-volumes were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2020 Existing peak-hour traffic volumes and then adding the traffic volumes associated with the identified specific development projects by others. The resulting 2028 No-Build weekday morning and evening peak-hour traffic volumes are shown on Figure 4.

PROJECT-GENERATED TRAFFIC

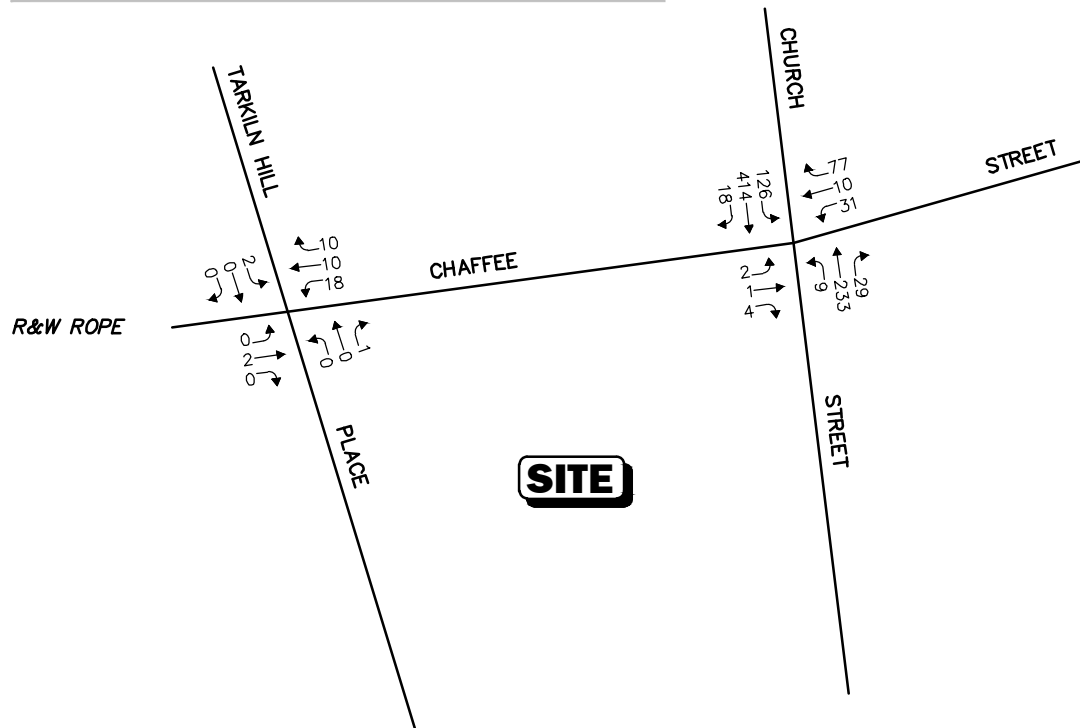
Design year (2028 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

The Project will entail the renovation of the Regal House Classic Furniture store building, which encompasses 69,283± sf, to accommodate a counseling and treatment center for Child and Family Services. A maximum of 85 employees are expected at the center. In order to develop the traffic characteristics of the Project, trip-generation statistics published by the ITE⁸ for a similar land use as that proposed were used. ITE Land Use Code (LUC) 720, *Medical-Dental Office Building*, was

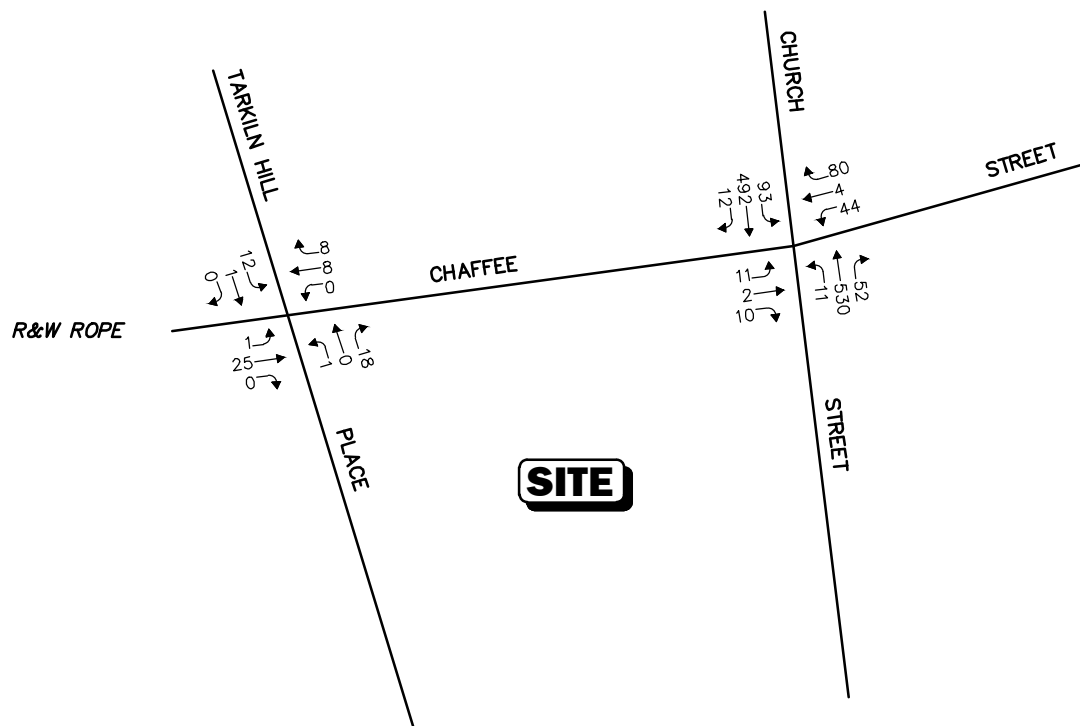
⁷Ibid 1.

⁸Ibid 1.

WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)



WEEKDAY EVENING PEAK HOUR (3:00 - 4:00 PM)



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.
Not To Scale

Figure 4

used to develop the traffic characteristics of the Project, the results of which are summarized in Table 5, with detailed trip calculations provided in the Appendix.

Table 5
TRIP GENERATION SUMMARY

Time Period	Vehicle Trips ^a		
	Entering	Exiting	Total
<i>Average Weekday:</i>	319	319	638
<i>Weekday Morning Peak-Hour:</i>	39	11	50
<i>Weekday Evening Peak-Hour:</i>	29	55	84

^aBased on ITE LUC 720, *Medical-Dental Office*; 85 employees.

Project-Generated Traffic Volume Summary

As can be seen in Table 5, the Project is expected to generate approximately 638 vehicle trips on an average weekday (two-way, 24-hour volume, or 319 vehicles entering and 319 exiting), with 50 vehicle trips (39 vehicles entering and 11 exiting) expected during the weekday morning peak-hour and 84 vehicle trips (29 vehicles entering and 55 exiting) expected during the weekday evening peak-hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution of generated trips to and from the Project site was determined based on a review of existing traffic patterns within the study area. The general trip distribution for the Project is graphically depicted on Figure 5. The additional traffic expected to be generated by the Project was assigned on the study area roadway network as shown on Figure 6 for the weekday morning and evening peak hours.

FUTURE TRAFFIC VOLUMES - BUILD CONDITION

The 2028 Build condition traffic volumes consist of the 2028 No-Build traffic volumes with the additional traffic expected to be generated by the Project added to them. The 2028 Build weekday morning and evening peak-hour traffic-volumes are graphically depicted on Figure 7.

A summary of peak-hour projected traffic-volume changes outside of the study area that is the subject of this assessment is shown in Table 6. These changes are a result of the construction of the Project.

Legend:

XX Entering Trips
(XX) Exiting Trips

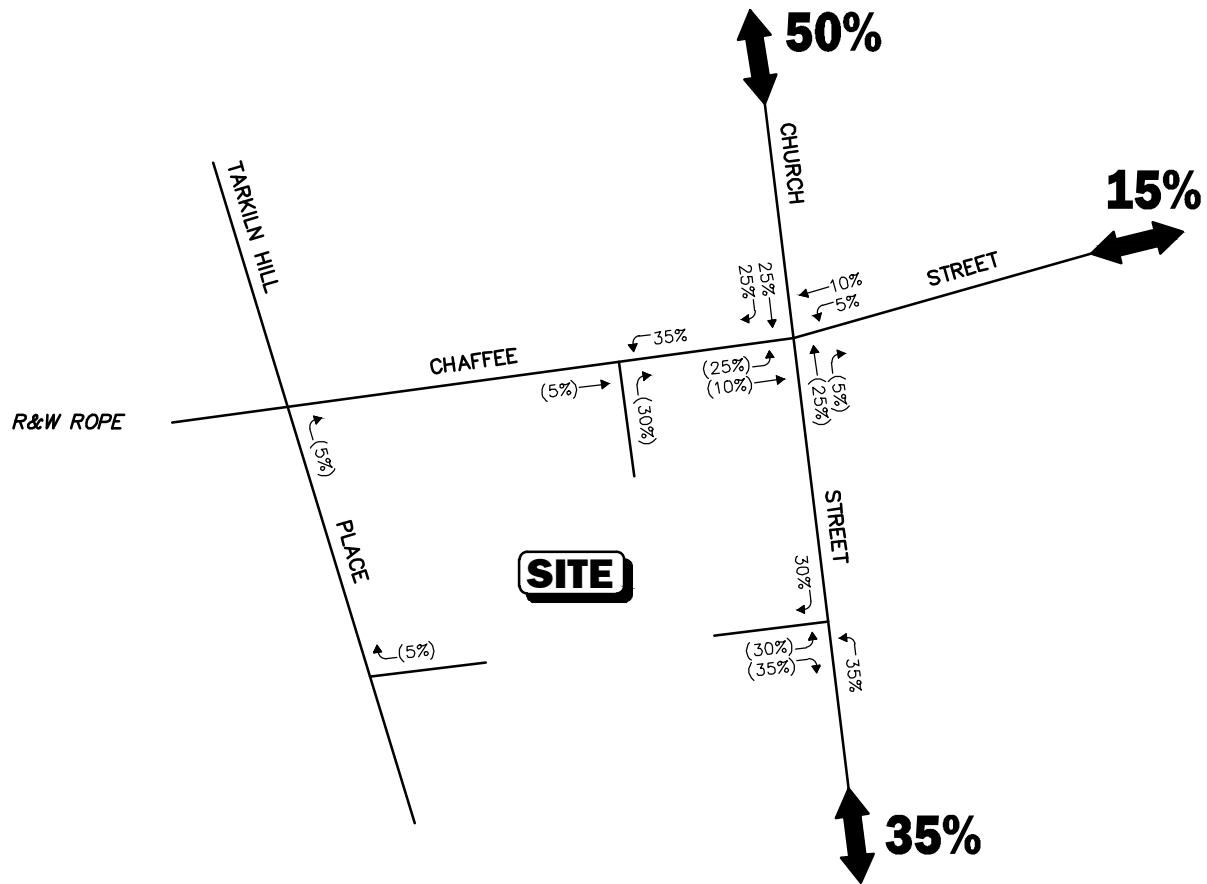
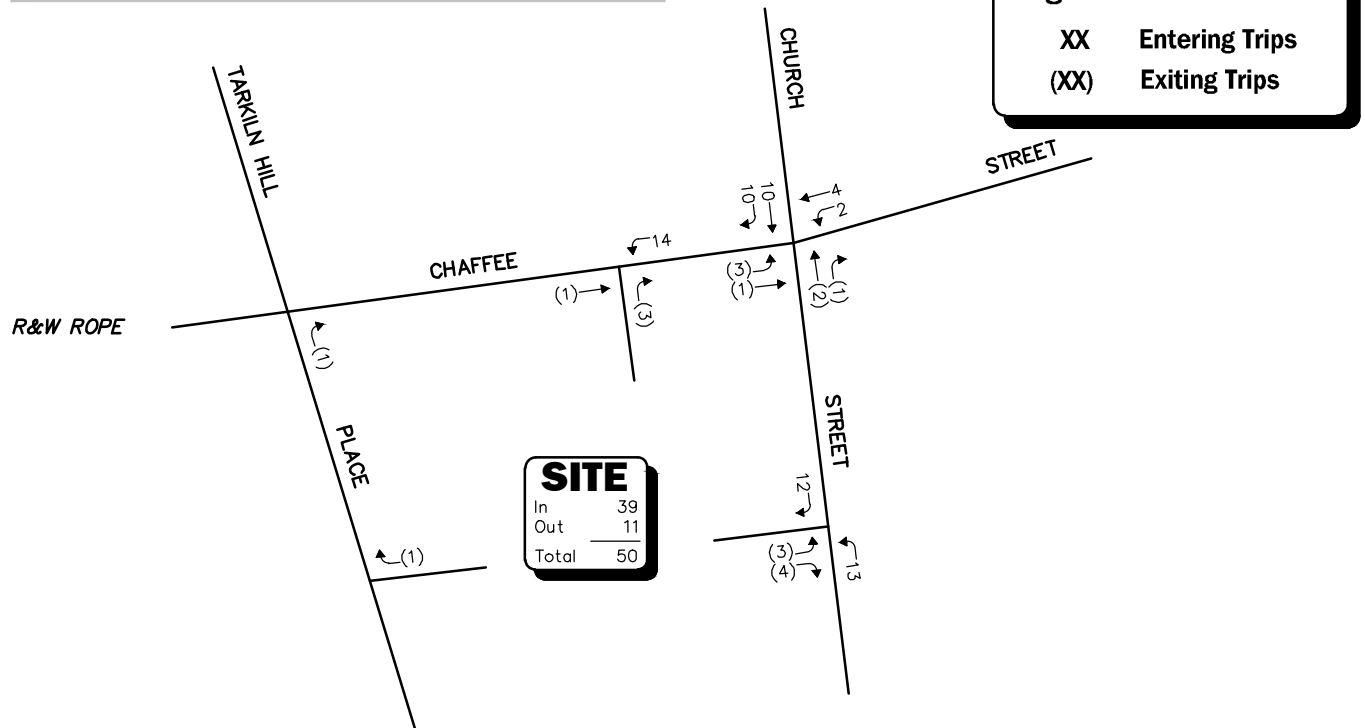


Figure 5

Trip Distribution Map



WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)



WEEKDAY EVENING PEAK HOUR (3:00 - 4:00 PM)

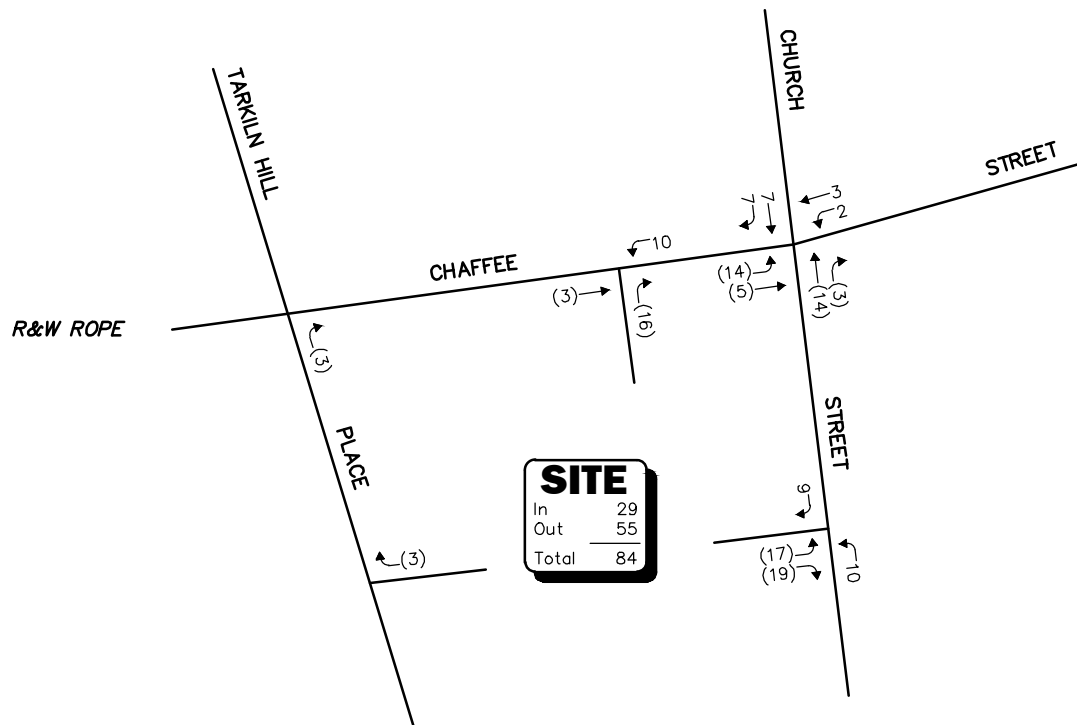
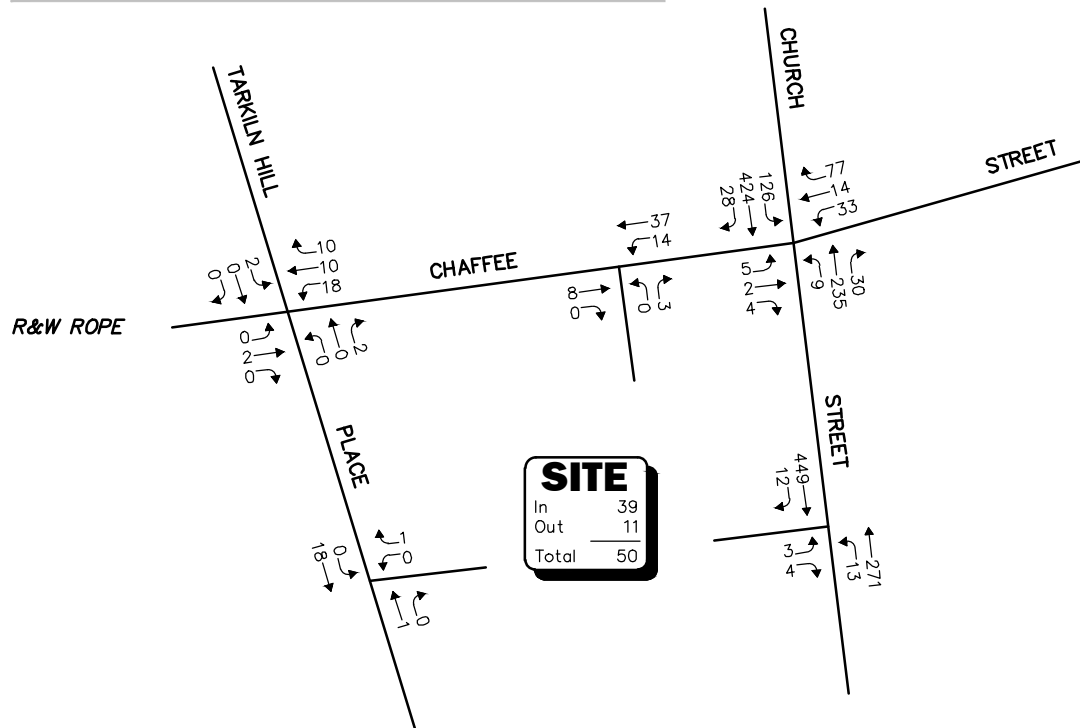


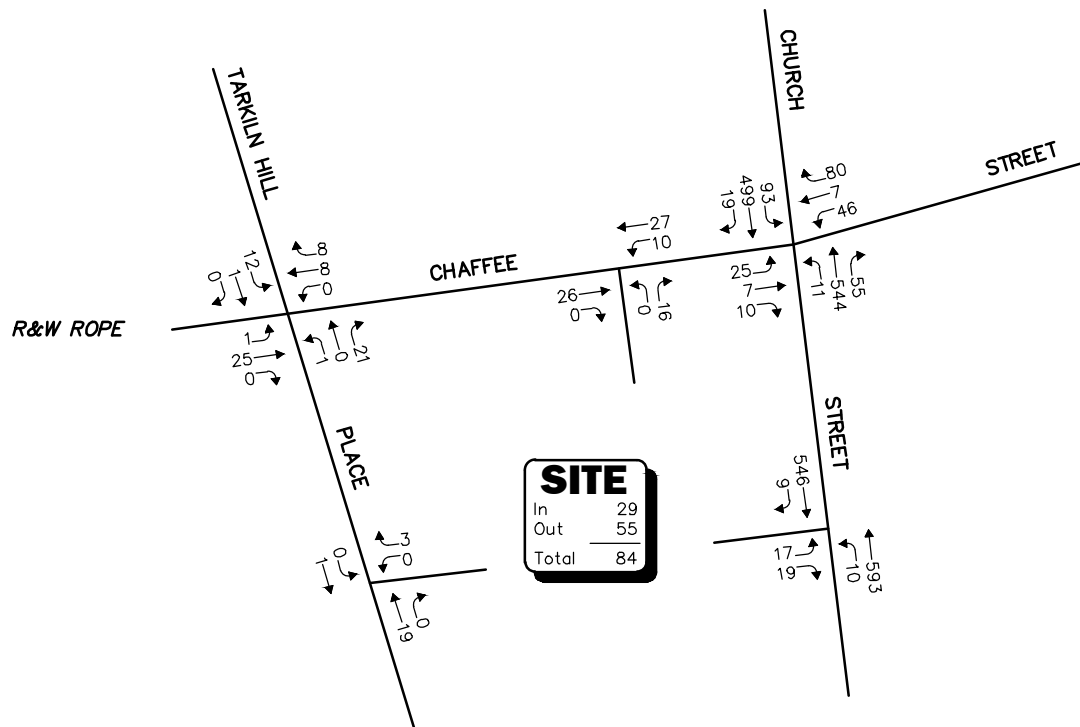
Figure 6

Project-Generated
Peak Hour Traffic Volumes

WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)



WEEKDAY EVENING PEAK HOUR (3:00 - 4:00 PM)



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.
Not To Scale

Figure 7

Table 6
PEAK-HOUR TRAFFIC-VOLUME INCREASES

Location/Peak Hour	2020 Existing	2028 No-Build	2028 Build	Traffic Volume Increase Over No-Build	Percent Increase Over No-Build
<i>Church Street, north of Chaffee Street:</i>					
Weekday Morning	709	870	895	25	2.9
Weekday Evening	1,060	1,218	1,260	42	3.4
<i>Church Street, south of Chaffee Street:</i>					
Weekday Morning	571	720	737	17	2.4
Weekday Evening	978	1,139	1,168	29	2.5
<i>Chaffee Street, east of Church Street:</i>					
Weekday Morning	523	274	282	8	2.9
Weekday Evening	255	275	288	13	4.7

As shown in Table 6, Project-related traffic-volume increases outside of the study area relative to 2028 No-Build conditions are anticipated to range from 2.4 to 4.7 percent during the peak periods, with vehicle increases shown to range from 8 to 42 vehicles. ***When distributed over the peak-hour, the predicted traffic volume increases would not result in a significant impact (increase) on motorist delays or vehicle queuing outside of the immediate study area that is the subject of this assessment.***

TRAFFIC OPERATIONS ANALYSIS

Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, roadway capacity and vehicle queue analyses were conducted under Existing, No-Build and Build traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.⁹ The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing congested or constrained operating conditions.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

⁹The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

Unsignalized Intersections

The six levels of service for unsignalized intersections may be described as follows:

- *LOS A* represents a condition with little or no control delay to minor street traffic.
- *LOS B* represents a condition with short control delays to minor street traffic.
- *LOS C* represents a condition with average control delays to minor street traffic.
- *LOS D* represents a condition with long control delays to minor street traffic.
- *LOS E* represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
- *LOS F* represents a condition where minor street demand volume exceeds capacity of an approach lane, with extreme control delays resulting.

The levels of service of unsignalized intersections are determined by application of a procedure described in the 2010 *Highway Capacity Manual*.¹⁰ Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the 2010 *Highway Capacity Manual*. Table 7 summarizes the relationship between level of service and average control delay for two-way stop controlled and all-way stop controlled intersections.

Table 7
LEVEL-OF-SERVICE CRITERIA FOR
UNSIGNALIZED INTERSECTIONS^a

Level-Of-Service by Volume-to-Capacity Ratio		Average Control Delay (Seconds Per Vehicle)
$v/c \leq 1.0$	$v/c > 1.0$	
A	F	≤ 10.0
B	F	10.1 to 15.0
C	F	15.1 to 25.0
D	F	25.1 to 35.0
E	F	35.1 to 50.0
F	F	> 50.0

^aSource: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010; page 19-2.

¹⁰*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

Vehicle Queue Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro® intersection capacity analysis software which is based upon the methodology and procedures presented in the 2010 *Highway Capacity Manual*. The Synchro® vehicle queue analysis methodology is a simulation based model which reports the number of vehicles that experience a delay of six seconds or more at an intersection. For signalized intersections, Synchro® reports both the average (50th percentile) the 95th percentile vehicle queue. For unsignalized intersections, Synchro® reports the 95th percentile vehicle queue. Vehicle queue lengths are a function of the capacity of the movement under study and the volume of traffic being processed by the intersection during the analysis period. The 95th percentile vehicle queue is the vehicle queue length that will be exceeded only 5 percent of the time, or approximately three minutes out of sixty minutes during the peak one hour of the day (during the remaining fifty-seven minutes, the vehicle queue length will be less than the 95th percentile queue length).

ANALYSIS RESULTS

Level-of-service and vehicle queue analyses were conducted for 2020 Existing, 2028 No-Build and 2028 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Table 8, with the detailed analysis results presented in the Appendix.

The following is a summary of the level-of-service and vehicle queue analyses for the intersections within the study area. For context, we note that an LOS of "D" or better is generally defined as "acceptable" operating conditions. Project-related impacts at the study area intersections were identified as follows:

Church Street at Chaffee Street – During the weekday morning peak-hour, operating conditions for the Chaffee Street east and westbound approaches to Church Street were shown to degrade as a result of the addition of Project-related traffic, with the eastbound approach degrading from LOS D to LOS E as a result of an increase in average motorist delay of approximately 11.5 seconds and the westbound approach degrading from LOS E to LOS F as a result of an increase in average motorist delay of approximately 15.2 seconds. Operating conditions for both Chaffee Street approaches remained at LOS F during the weekday evening peak-hour (no change over Existing or No-Build conditions). Vehicle queues at the intersection are predicted to increase by up to four (4) vehicles as a result of the Project.

Tarklin Hill Place at Chaffee Street – All movements at this intersection were shown to operate at LOS A under all analysis conditions with negligible vehicle queuing.

Church Street at the Project Site Driveway – All movements exiting the Project site are predicted to operate at LOS B during the weekday morning peak-hour and at LOS C during the weekday evening peak-hour with residual vehicle queues of up to one (1) vehicle which can be contained within the Project site without impeding the movement of vehicles, pedestrians or bicyclists along Church Street. All movements along Church Street approaching the Project site driveway are expected to operate at LOS A with negligible vehicle queuing.

Chaffee Street and Tarklin Hill Place at the Project Site Driveways – All movements are predicted to operate at LOS A during the peak-hours with negligible vehicle queuing.

Table 8
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak-hour/Movement	2020 Existing				2028 No-Build				2028 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
Church Street at Chaffee Street												
<i>Weekday Morning:</i>												
Chaffee Street EB LT/TH/RT	7	19.2	C	0	7	28.0	D	0	11	39.5	E	1
Chaffee Street WB LT/TH/RT	109	23.2	C	3	118	43.3	E	4	124	>50.0	F	6
Church Street NB LT/TH/RT	205	0.3	A	0	271	0.3	A	0	274	0.3	A	0
Church Street SB LT/TH/RT	466	2.0	A	1	558	2.0	A	1	578	2.0	A	1
<i>Weekday Evening:</i>												
Chaffee Street EB LT/TH/RT	21	>50.0	F	2	23	>50.0	F	3	42	>50.0	F	7
Chaffee Street WB LT/TH/RT	119	>50.0	F	7	128	>50.0	F	12	133	>50.0	F	14
Church Street NB LT/TH/RT	513	0.2	A	0	593	0.2	A	0	607	0.2	A	0
Church Street SB LT/TH/RT	521	1.6	A	1	597	1.6	A	1	611	1.6	A	1
Tarkiln Hill Place at Chaffee Street												
<i>Weekday Morning:</i>												
Private Driveway EB LT/TH/RT	2	0.0	A	0	2	0.0	A	0	2	0.0	A	0
Chaffee Street WB LT/TH/RT	36	0.0	A	0	38	0.0	A	0	38	0.0	A	0
Tarkiln Hill Place NB LT/TH/RT	1	0.0	A	0	1	0.0	A	0	2	0.0	A	0
Tarkiln Hill Place SB LT/TH/RT	2	7.2	A	0	2	7.2	A	0	2	7.2	A	0
<i>Weekday Evening:</i>												
Private Driveway EB LT/TH/RT	26	9.7	A	0	26	9.8	A	0	26	9.8	A	0
Chaffee Street EB LT/TH/RT	15	9.1	A	0	16	9.1	A	0	16	9.1	A	0
Tarkiln Hill Place NB LT/TH/RT	18	0.4	A	0	19	0.4	A	0	22	0.4	A	0
Tarkiln Hill Place SB LT/TH/RT	12	6.7	A	0	13	6.7	A	0	13	6.7	A	0

See notes at end of table.

Table 8 (Continued)

UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak-hour/Movement	2020 Existing				2028 No-Build				2028 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
<i>Church Street at the Project Site Driveway</i>												
<i>Weekday Morning:</i>												
Project Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	7	13.2	B	0
Church Street NB LT/TH	--	--	--	--	--	--	--	--	284	0.4	A	0
Church Street SB TH/RT	--	--	--	--	--	--	--	--	461	0.0	A	0
<i>Weekday Evening:</i>												
Project Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	36	20.2	C	1
Church Street NB LT/TH	--	--	--	--	--	--	--	--	603	0.1	A	0
Church Street SB TH/RT	--	--	--	--	--	--	--	--	555	0.0	A	0
<i>Chaffee Street at the Project Site Driveway</i>												
<i>Weekday Morning:</i>												
Chaffee Street EB TH/RT	--	--	--	--	--	--	--	--	8	0.0	A	0
Chaffee Street WB LT/TH	--	--	--	--	--	--	--	--	51	0.2	A	0
Project Site Driveway NB LT/RT	--	--	--	--	--	--	--	--	3	8.4	A	0
<i>Weekday Evening:</i>												
Chaffee Street EB TH/RT	--	--	--	--	--	--	--	--	26	0.0	A	0
Chaffee Street WB LT/TH	--	--	--	--	--	--	--	--	37	2.0	A	0
Project Site Driveway NB LT/RT	--	--	--	--	--	--	--	--	16	8.5	A	0
<i>Tarkiln Hill Place at the Project Site Driveway</i>												
<i>Weekday Morning:</i>												
Project Site Driveway WB LT/RT	--	--	--	--	--	--	--	--	1	8.3	A	0
Tarkiln Hill Place NB TH/RT	--	--	--	--	--	--	--	--	1	0.0	A	0
Tarkiln Hill Place SB LT/TH	--	--	--	--	--	--	--	--	18	0.0	A	0
<i>Weekday Evening:</i>												
Project Site Driveway WB LT/RT	--	--	--	--	--	--	--	--	3	8.4	A	0
Tarkiln Hill Place NB TH/RT	--	--	--	--	--	--	--	--	19	0.0	A	0
Tarkiln Hill Place SB LT/TH	--	--	--	--	--	--	--	--	1	0.0	A	0

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel-of-Service.

^dQueue length in vehicle.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the Project site driveway intersections with Church Street, Chaffee Street and Tarklin Hill Place in accordance with American Association of State Highway and Transportation Officials (AASHTO)¹¹ requirements. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 9 presents the measured SSD and ISD at the subject intersections.

¹¹*A Policy on Geometric Design of Highway and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.

Table 9
SIGHT DISTANCE MEASUREMENTS^a

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD) ^b	Measured
<i>Church Street at the Project Site Driveway</i>			
<i>Stopping Sight Distance:</i>			
Church Street approaching from the north	305	--	500+
Church Street approaching from the south	305	--	500+
<i>Intersection Sight Distance:</i>			
Looking to the north from the Site Driveway	305	385	500+
Looking to the south from the Site Driveway	305	445	500+
<i>Chaffee Street at the Project Site Driveway</i>			
<i>Stopping Sight Distance:</i>			
Chaffee Street approaching from the east	80	--	80 ^c
Chaffee Street approaching from the west	200	--	371 ^d
<i>Intersection Sight Distance:</i>			
Looking to the east from Site Driveway	80	170	80 ^c
Looking to the west from Site Driveway	200	290	371 ^d
<i>Tarkiln Hill Place at the Site Driveway</i>			
<i>Stopping Sight Distance:</i>			
Tarkiln Hill Place approaching from the north	155	--	500+
Tarkiln Hill Place approaching from the south	155	--	212 ^e
<i>Intersection Sight Distance:</i>			
Looking to the north from the Site Driveway	155	280	500+
Looking to the south from the Site Driveway	155	240	212 ^e

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on a 40 mph approach speed along Church Street, a 25 mph approach speed along Tarkiln Hill Place and a 30 mph approach speed along Chaffee Street with the exception of approaching the Chaffee Street driveway from the east where a 15 mph approach speed was used to reflect the reduced speed of vehicles turning from Church Street onto Chaffee Street given the proximity of the driveway to Church Street.

^bValues shown are the intersection sight distance for a vehicle turning right or left exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

^cClear line of sight is provide to/from Church Street.

^dClear line of sight is provide to/from Tarkiln Hill Place.

^eClear line of sight is provided to/from the end of Tarkiln Hill Place.

As can be seen in Table 9, the available lines of sight at the Project site driveway intersections meet or exceed the recommended minimum sight distances to function in a safe manner (SSD) based on the appropriate approach speed along the intersecting roadway.

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

VAI has conducted a TIA in order to determine the potential impacts on the transportation infrastructure associated with the proposed renovation of an existing building located at 965 Church Street in New Bedford, Massachusetts, and the construction of supporting parking on a portion of the abutting property at 947 Church Street to accommodate a counseling and treatment center for Child and Family Services. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE,¹² the Project is expected to generate approximately 638 vehicle trips on an average weekday (two-way 24-hour volume), with 50 vehicle trips expected during the weekday morning peak-hour and 84 vehicle trips expected during the weekday evening peak-hour;
2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of the movements at the study intersections shown to operate at LOS of C or better under all analysis conditions, where an LOS of “D” or better is defined as “acceptable” traffic operations;
3. Independent of the Project, the Chaffee Street approaches to Church Street are currently or are predicted to operate at or over capacity (i.e., LOS “E” or LOS “F”) during one or both peak hours, with Project-related impacts on these movements generally defined by an increase in vehicle queuing of up to four (4) vehicles;
4. All movements exiting the Project site are expected to operate at LOS C or better during the peak hours with minimal vehicle queuing predicted (up to one (1) vehicle);
5. No apparent safety deficiencies were noted with respect to the motor vehicle crash history at the study area intersections; and

¹²Ibid 1.

6. Lines of sight to and from the Project site driveway intersections were found to meet or exceed the recommended minimum distances for safe operation based on the appropriate approach speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project site will be provided by way of three (3) driveways that will intersect the west side of Church Street approximately 180 feet south of Chaffee Street, the south side of Chaffee Street approximately 60 feet west of Church Street and the east side of Tarkiln Hill Place approximately 180 feet south of Chaffee Street, respectively. In addition, a curbside drop-off/pick-up area will be provided along the Project site frontage on Chaffee Street outside of the traveled way and a paved access to an on-site dumpster will be provided that will intersect the south side of Chaffee Street approximately 30 feet east of Tarkiln Hill Place. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation, many of which are reflected on the Site Plans:

- The Project site driveways and circulating drives within the Project site should be a minimum of 24-feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.
- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).¹³
- A sidewalk has been provided within the Project site that extends between the building to Church Street, Chaffee Street and Tarkiln Hill Place.
- Americans with Disabilities Act (ADA) compliant wheelchair ramps should be provided at all pedestrian crossings that are constructed or modified as a part of the Project.
- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas of the Project site driveway intersections should be designed and maintained so as not to restrict lines of sight.

¹³Ibid 2.

- Snow windrows within sight triangle areas of the Project site driveway intersections should be promptly removed where such accumulations would impede sight lines.
- Bicycle parking should be provided at an appropriate location within the Project site.

Off-Site

In an effort to address constraints or safety concerns identified as a part of this assessment, the following off-site roadway, intersection and traffic control improvements will be advanced as a part of the Project subject to receipt of all necessary rights, permits and approvals where necessary:

- **Chaffee Street** – A double-yellow centerline should be installed along Chaffee Street between Church Street and Tarklin Hill Place.
- **Church Street at Chaffee Street** – A STOP-sign should be installed on the Chaffee Street eastbound approach and marked STOP-lines should be installed on both Chaffee Street approaches. In addition, a crosswalk with ADA compliant wheelchair ramps should be provided across the Chaffee Street west leg of the intersection.
- **Tarklin Hill Place at Chaffee Street** – A STOP-sign and marked STOP-line should be installed on the Chaffee Street approach. In addition, a crosswalk with ADA compliant wheelchair ramps should be provided across the Tarklin Hill Place north leg of the intersection.

Transportation Demand Management

Public transportation services are provided within the study area by the STRA by way of the Route 4, *Ashley Boulevard*, and the North End Shuttle. The Route 4 bus provides service along Ashley Boulevard, Chaffee Street and Church Street, with a stop located at the Church Street/Chaffee Street intersection, opposite the Project site. The North End Shuttle provides service along Phillips Road, Church Street and Acushnet Avenue, with the closest regular stop located approximately 0.4-miles north of the Project site at Amanda Avenue (Dottin Apartments). In addition to regular stops, SRTA buses operate in a passenger demand mode (“flag stop”) and will stop anywhere along the regular service route where it is safe to pick-up or discharge a passenger when requested.

In addition to fixed-route bus services, the SRTA provides Dial-a-Ride paratransit services to eligible persons that cannot use fixed-route transit all or some of the time due to a physical, cognitive or mental disability in compliance with the ADA, and provides services for seniors through the New Bedford Council on Aging (COA).

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles (SOVs), the following Transportation Demand Management (TDM) measures will be implemented as a part of the Project:

- A Transportation Coordinator will be designated for the Project to coordinate the elements of the TDM program;
- Information regarding public transportation services, maps, schedules and fare information will be posted in a central location and/or otherwise made available to employees and clients;

- A “welcome packet” will be provided to employees detailing available public transportation services, bicycle and walking alternatives, and commuter options available;
- The Transportation Coordinator will facilitate a ride matching program for employees, including posting a sign-up sheet in a central location or via a link on the corporate web site and providing information in the new employee “welcome packet”. In addition, preferential parking will be reserved or provided for carpools and vanpools.
- On-site amenities will be incorporated into the Project to discourage off-site trips, including providing a break-room equipped with a microwave and refrigerator; offering direct deposit of paychecks; allowing telecommuting or flexible work schedules; and other such measures to reduce overall traffic volumes and travel during peak traffic volume periods;
- Pedestrian accommodations have been incorporated into the Project; and
- Secure bicycle parking will be provided within the Project site.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.

APPENDIX

PROJECT SITE PLAN
AUTOMATIC TRAFFIC RECORDER COUNT DATA
MANUAL TURNING MOVEMENT COUNT DATA
SEASONAL ADJUSTMENT DATA
VEHICLE TRAVEL SPEED DATA
PUBLIC TRANSPORTATION INFORMATION
MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAPPING
BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS
GENERAL BACKGROUND TRAFFIC GROWTH
TRIP-GENERATION CALCULATIONS
CAPACITY ANALYSIS WORKSHEETS

PROJECT SITE PLAN

AUTOMATIC TRAFFIC RECORDER COUNT DATA

Accurate Counts
978-664-2565

Page 1

Location : Church Street
Location : South of Chaffee Street
City/State: New Bedford, MA

8807VL01

Start Time	12/1/2020 Tue	SB		Hour Totals		NB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	73			1	68				
12:15		4	81			2	73				
12:30		1	77			2	69				
12:45		1	57	17	288	2	69	7	279	24	567
01:00		9	71			1	60				
01:15		3	50			3	78				
01:30		6	68			2	59				
01:45		4	57	22	246	2	73	8	270	30	516
02:00		1	61			1	60				
02:15		1	64			0	66				
02:30		1	83			1	97				
02:45		0	80	3	288	3	86	5	309	8	597
03:00		2	93			2	146				
03:15		1	72			2	108				
03:30		0	116			1	80				
03:45		3	97	6	378	1	81	6	415	12	793
04:00		1	102			9	88				
04:15		1	90			9	90				
04:30		1	104			14	80				
04:45		8	93	11	389	25	70	57	328	68	717
05:00		6	95			19	91				
05:15		9	69			13	70				
05:30		9	52			37	69				
05:45		17	53	41	269	34	55	103	285	144	554
06:00		17	53			19	46				
06:15		28	44			27	62				
06:30		28	49			41	53				
06:45		45	44	118	190	56	40	143	201	261	391
07:00		103	40			38	40				
07:15		62	34			56	38				
07:30		63	30			42	42				
07:45		67	27	295	131	32	36	168	156	463	287
08:00		55	22			60	21				
08:15		53	19			48	27				
08:30		48	17			45	21				
08:45		59	21	215	79	42	18	195	87	410	166
09:00		48	15			52	21				
09:15		55	16			35	14				
09:30		52	16			60	14				
09:45		45	16	200	63	44	17	191	66	391	129
10:00		55	12			46	14				
10:15		61	10			46	15				
10:30		59	9			68	21				
10:45		48	11	223	42	48	13	208	63	431	105
11:00		57	26			59	8				
11:15		60	8			57	4				
11:30		67	7			53	9				
11:45		66	4	250	45	66	1	235	22	485	67
Total		1401	2408			1326	2481			2727	4889
Percent		36.8%	63.2%			34.8%	65.2%			35.8%	64.2%

Accurate Counts
978-664-2565

Page 2

Location : Church Street
Location : South of Chaffee Street
City/State: New Bedford, MA

8807VL01

Start Time	12/2/2020 Wed	SB		Hour Totals		NB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		14	72			5	67				
12:15		3	79			0	76				
12:30		5	66			2	60				
12:45		1	64	23	281	3	67	10	270	33	551
01:00		4	64			0	68				
01:15		1	78			0	65				
01:30		4	68			3	58				
01:45		2	68	11	278	2	75	5	266	16	544
02:00		7	46			2	78				
02:15		1	60			3	69				
02:30		3	69			0	105				
02:45		2	92	13	267	2	88	7	340	20	607
03:00		3	115			1	135				
03:15		1	91			2	94				
03:30		2	111			4	84				
03:45		1	83	7	400	4	83	11	396	18	796
04:00		0	107			4	105				
04:15		3	85			11	81				
04:30		3	96			14	98				
04:45		4	90	10	378	24	75	53	359	63	737
05:00		8	76			19	88				
05:15		5	73			11	69				
05:30		7	66			32	69				
05:45		20	50	40	265	25	40	87	266	127	531
06:00		23	41			25	47				
06:15		25	50			23	51				
06:30		36	46			51	34				
06:45		51	38	135	175	43	36	142	168	277	343
07:00		97	44			41	41				
07:15		82	33			48	49				
07:30		53	31			36	35				
07:45		70	34	302	142	55	52	180	177	482	319
08:00		58	23			53	31				
08:15		56	26			54	26				
08:30		51	24			51	20				
08:45		41	15	206	88	43	19	201	96	407	184
09:00		44	21			49	8				
09:15		54	11			35	17				
09:30		60	12			60	16				
09:45		65	14	223	58	35	17	179	58	402	116
10:00		62	13			43	19				
10:15		70	8			56	16				
10:30		47	5			50	22				
10:45		66	3	245	29	60	15	209	72	454	101
11:00		59	35			66	9				
11:15		64	5			54	6				
11:30		70	3			60	10				
11:45		81	2	274	45	61	7	241	32	515	77
Total		1489	2406			1325	2500			2814	4906
Percent		38.2%	61.8%			34.6%	65.4%			36.5%	63.5%
Grand Total		2890	4814			2651	4981			5541	9795
Percent		37.5%	62.5%			34.7%	65.3%			36.1%	63.9%

ADT

ADT 7,668

AADT 7,668

Accurate Counts 978-664-2565

Location : Church Street
Location : South of Chaffee Street
City/State: New Bedford, MA

8807VL01

Start Time	11/30/2020	Tue	Wed	Thu	Fri	Sat	Sun	Week Average
	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*			*	*	*	*	20
01:00	*	17	23	*	*	*	*	16
02:00	*	22	11	*	*	*	*	8
03:00	*	3	13	*	*	*	*	6
04:00	*	6	7	*	*	*	*	8
05:00	*	11	10	*	*	*	*	10
06:00	*	41	40	*	*	*	*	40
07:00	*	118	135	*	*	*	*	126
08:00	*	295	302	*	*	*	*	298
09:00	*	215	206	*	*	*	*	210
10:00	*	200	223	*	*	*	*	212
11:00	*	223	245	*	*	*	*	234
12:00 PM	*	250	274	*	*	*	*	262
01:00	*	288	281	*	*	*	*	284
02:00	*	246	278	*	*	*	*	262
03:00	*	288	267	*	*	*	*	278
04:00	*	378	400	*	*	*	*	389
05:00	*	389	378	*	*	*	*	384
06:00	*	269	265	*	*	*	*	267
07:00	*	190	175	*	*	*	*	182
08:00	*	131	142	*	*	*	*	136
09:00	*	79	88	*	*	*	*	84
10:00	*	63	58	*	*	*	*	60
11:00	*	42	29	*	*	*	*	36
Lane	0	45	45	*	*	*	*	45
Day	0	3809	3895	0	0	0	0	3849
AM Peak	0	7616	7720	0	0	0	0	7663
Vol.	-	07:00	07:00	-	-	-	-	07:00
PM Peak	-	295	302	-	-	-	-	298
Vol.	-	16:00	15:00	-	-	-	-	15:00
Vol.	-	389	400	-	-	-	-	389
		415	396	-	-	-	-	406
Comb. Total	0	7616	7720	0	0	0	0	7663
ADT	ADT 7,668	AADT 7,668		0	0	0	0	7663

Accurate Counts
978-664-2565

Page 1

Location : Tarkiln Hill Place
Location : South of Chaffee Street
City/State: New Bedford, MA

8807VL02

Start Time	12/1/2020 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	1			0	1				
12:15		0	1			0	3				
12:30		0	2			0	2				
12:45		0	3	0	7	0	0	0	6	0	13
01:00		0	1			0	1				
01:15		0	0			0	2				
01:30		0	1			0	1				
01:45		0	1	0	3	0	2	0	6	0	9
02:00		0	2			0	3				
02:15		0	1			0	0				
02:30		0	1			0	1				
02:45		0	3	0	7	0	2	0	6	0	13
03:00		0	0			0	1				
03:15		0	0			0	0				
03:30		0	1			0	2				
03:45		0	1	0	2	0	0	0	3	0	5
04:00		0	0			0	0				
04:15		0	2			0	1				
04:30		0	2			0	1				
04:45		0	1	0	5	0	0	0	2	0	7
05:00		0	7			0	0				
05:15		0	6			0	0				
05:30		0	0			0	0				
05:45		0	0	0	13	0	0	0	0	0	13
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	0	0	0	1	0	1	0	1	0
07:00		0	0			0	0				
07:15		0	0			1	0				
07:30		0	0			8	0				
07:45		1	1	1	1	3	1	12	1	13	2
08:00		0	0			4	0				
08:15		1	0			1	0				
08:30		1	0			1	1				
08:45		0	1	2	1	0	0	6	1	8	2
09:00		0	0			0	0				
09:15		0	0			1	0				
09:30		1	0			2	0				
09:45		0	0	1	0	0	0	3	0	4	0
10:00		0	0			2	0				
10:15		0	0			1	0				
10:30		1	0			0	0				
10:45		1	0	2	0	1	0	4	0	6	0
11:00		0	0			2	0				
11:15		3	0			1	0				
11:30		2	0			1	0				
11:45		2	0	7	0	0	0	4	0	11	0
Total		13	39			30	25			43	64
Percent		25.0%	75.0%			54.5%	45.5%			40.2%	59.8%

Accurate Counts
978-664-2565

Page 2

Location : Tarkiln Hill Place
Location : South of Chaffee Street
City/State: New Bedford, MA

8807VL02

Start Time	12/2/2020 Wed	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	2				
12:15		0	0			0	0				
12:30		0	2			0	1				
12:45		0	1	0	3	0	0	0	3	0	6
01:00		0	1			0	0				
01:15		0	3			0	4				
01:30		0	0			0	0				
01:45		0	3	0	7	0	3	0	7	0	14
02:00		0	2			0	2				
02:15		0	0			0	4				
02:30		0	2			0	0				
02:45		0	1	0	5	0	1	0	7	0	12
03:00		0	0			0	0				
03:15		0	2			0	1				
03:30		0	0			0	1				
03:45		0	1	0	3	0	0	0	2	0	5
04:00		0	1			0	1				
04:15		0	0			0	0				
04:30		0	4			0	1				
04:45		0	3	0	8	0	0	0	2	0	10
05:00		0	3			0	1				
05:15		0	3			0	0				
05:30		0	1			0	0				
05:45		0	0	0	7	0	0	0	1	0	8
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	0	0	0	1	0	1	0	1	0
07:00		1	0			2	0				
07:15		2	0			0	0				
07:30		0	0			3	0				
07:45		1	0	4	0	4	0	9	0	13	0
08:00		1	0			3	0				
08:15		1	0			2	0				
08:30		0	0			0	0				
08:45		0	0	2	0	0	0	5	0	7	0
09:00		1	0			4	0				
09:15		1	0			1	0				
09:30		0	0			0	0				
09:45		0	0	2	0	0	0	5	0	7	0
10:00		2	0			0	0				
10:15		0	0			2	0				
10:30		1	0			1	0				
10:45		1	0	4	0	1	0	4	0	8	0
11:00		2	0			0	0				
11:15		1	0			4	0				
11:30		0	0			0	0				
11:45		3	0	6	0	3	0	7	0	13	0
Total		18	33			31	22			49	55
Percent		35.3%	64.7%			58.5%	41.5%			47.1%	52.9%
Grand Total		31	72			61	47			92	119
Percent		30.1%	69.9%			56.5%	43.5%			43.6%	56.4%

ADT

ADT 106

AADT 106

Accurate Counts
978-664-2565

Location : Tarkiln Hill Place
Location : South of Chaffee Street
City/State: New Bedford, MA

8807VL02

Start Time	11/30/2020		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	0	0	52	55	51	53	0	0	0	0	0	0	0	0	49	51
Day	0	0	107	107	104	104	0	0	0	0	0	0	0	0	100	100
AM Peak	-	-	11:00	07:00	11:00	07:00	-	-	-	-	-	-	-	-	11:00	07:00
Vol.	-	-	7	12	6	9	-	-	-	-	-	-	-	-	6	10
PM Peak	-	-	17:00	12:00	16:00	13:00	-	-	-	-	-	-	-	-	17:00	13:00
Vol.	-	-	13	6	8	7	-	-	-	-	-	-	-	-	10	6

Comb. Total 0 107 104 0 0 0 100

ADT ADT 106 AADT 106

MANUAL TURNING MOVEMENT COUNT DATA

Accurate Counts
978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Church St From North			Chaffee St From East			Church St From South			Chaffee St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	23	95	3	7	0	11	1	29	5	0	0	2	176
07:15 AM	26	54	2	5	1	14	2	45	9	1	1	2	162
07:30 AM	24	59	6	6	3	25	2	36	2	0	0	0	163
07:45 AM	20	59	3	6	3	7	1	26	6	1	0	0	132
Total	93	267	14	24	7	57	6	136	22	2	1	4	633
08:00 AM	12	49	3	6	1	13	3	50	6	0	0	1	144
08:15 AM	5	51	2	6	0	9	1	41	6	3	0	0	124
08:30 AM	14	37	6	9	4	10	1	35	8	2	1	1	128
08:45 AM	11	49	2	3	1	11	1	37	4	3	0	3	125
Total	42	186	13	24	6	43	6	163	24	8	1	5	521
Grand Total	135	453	27	48	13	100	12	299	46	10	2	9	1154
Apprch %	22	73.7	4.4	29.8	8.1	62.1	3.4	83.8	12.9	47.6	9.5	42.9	
Total %	11.7	39.3	2.3	4.2	1.1	8.7	1	25.9	4	0.9	0.2	0.8	
Cars	133	404	26	46	13	96	12	283	44	7	2	9	1075
% Cars	98.5	89.2	96.3	95.8	100	96	100	94.6	95.7	70	100	100	93.2
Trucks	2	49	1	2	0	4	0	16	2	3	0	0	79
% Trucks	1.5	10.8	3.7	4.2	0	4	0	5.4	4.3	30	0	0	6.8

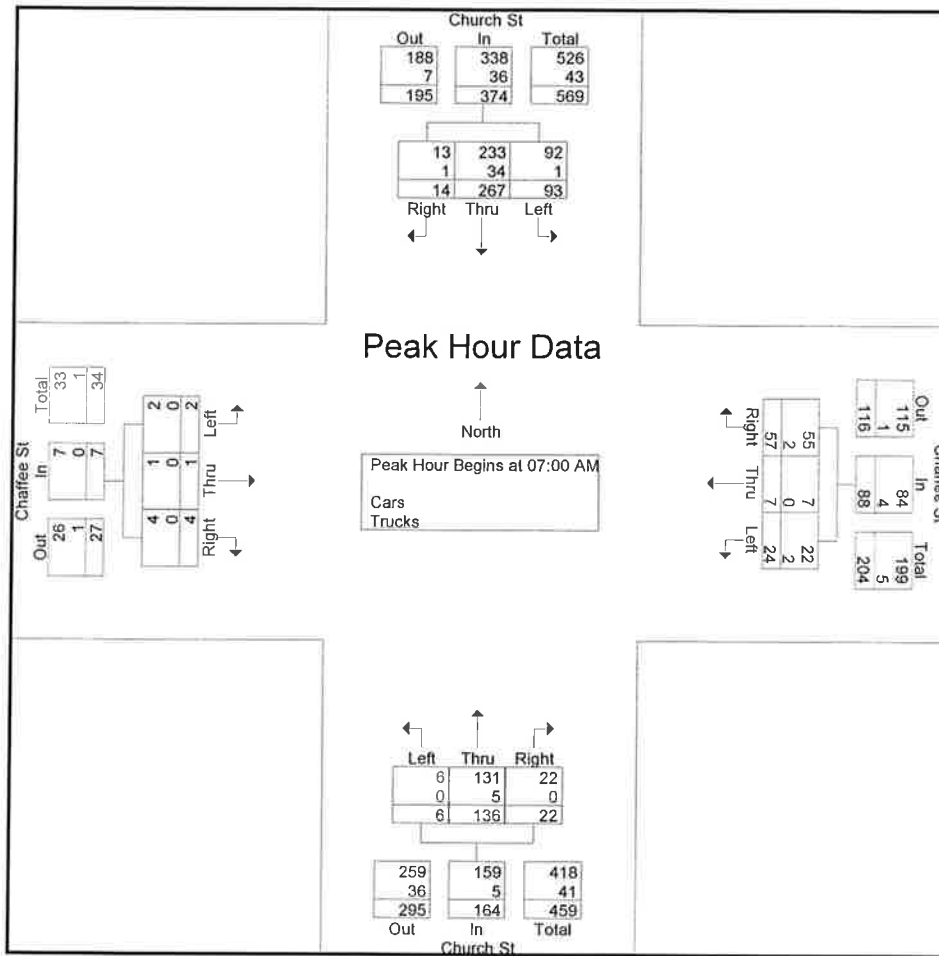
Start Time	Church St From North				Chaffee St From East				Church St From South				Chaffee St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	23	95	3	121	7	0	11	18	1	29	5	35	0	0	2	2	176
07:15 AM	26	54	2	82	5	1	14	20	2	45	9	56	1	1	2	4	162
07:30 AM	24	59	6	89	6	3	25	34	2	36	2	40	0	0	0	0	163
07:45 AM	20	59	3	82	6	3	7	16	1	26	6	33	1	0	0	1	132
Total Volume	93	267	14	374	24	7	57	88	6	136	22	164	2	1	4	7	633
% App. Total	24.9	71.4	3.7		27.3	8	64.8		3.7	82.9	13.4		28.6	14.3	57.1		
PHF	.894	.703	.583	.773	.857	.583	.570	.647	.750	.756	.611	.732	.500	.250	.500	.438	.899
Cars	92	233	13	338	22	7	55	84	6	131	22	159	2	1	4	7	588
% Cars	98.9	87.3	92.9	90.4	91.7	100	96.5	95.5	100	96.3	100	97.0	100	100	100	100	92.9
Trucks	1	34	1	36	2	0	2	4	0	5	0	5	0	0	0	0	45
% Trucks	1.1	12.7	7.1	9.6	8.3	0	3.5	4.5	0	3.7	0	3.0	0	0	0	0	7.1

Accurate Counts

978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	23	95	3	121	5	1	14	20	3	50	6	59	0	0	1	1
+15 mins.	26	54	2	82	6	3	25	34	1	41	6	48	3	0	0	3
+30 mins.	24	59	6	89	6	3	7	16	1	35	8	44	2	1	1	4
+45 mins.	20	59	3	82	6	1	13	20	1	37	4	42	3	0	3	6
Total Volume	93	267	14	374	23	8	59	90	6	163	24	193	8	1	5	14
% App. Total	24.9	71.4	3.7		25.6	8.9	65.6		3.1	84.5	12.4		57.1	7.1	35.7	
PHF	.894	.703	.583	.773	.958	.667	.590	.662	.500	.815	.750	.818	.667	.250	.417	.583
Cars	92	233	13	338	22	8	57	87	6	152	22	180	5	1	5	11
% Cars	98.9	87.3	92.9	90.4	95.7	100	96.6	96.7	100	93.3	91.7	93.3	62.5	100	100	78.6
Trucks	1	34	1	36	1	0	2	3	0	11	2	13	3	0	0	3
% Trucks	1.1	12.7	7.1	9.6	4.3	0	3.4	3.3	0	6.7	8.3	6.7	37.5	0	0	21.4

Accurate Counts
978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 4

Groups Printed- Cars

	Church St From North			Chaffee St From East			Church St From South			Chaffee St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	23	73	3	6	0	10	1	27	5	0	0	2	150
07:15 AM	26	52	2	5	1	14	2	43	9	1	1	2	158
07:30 AM	24	52	5	6	3	24	2	35	2	0	0	0	153
07:45 AM	19	56	3	5	3	7	1	26	6	1	0	0	127
Total	92	233	13	22	7	55	6	131	22	2	1	4	588
08:00 AM	11	47	3	6	1	12	3	48	4	0	0	1	136
08:15 AM	5	44	2	6	0	9	1	38	6	0	0	0	111
08:30 AM	14	35	6	9	4	9	1	33	8	2	1	1	123
08:45 AM	11	45	2	3	1	11	1	33	4	3	0	3	117
Total	41	171	13	24	6	41	6	152	22	5	1	5	487
Grand Total	133	404	26	46	13	96	12	283	44	7	2	9	1075
Apprch %	23.6	71.8	4.6	29.7	8.4	61.9	3.5	83.5	13	38.9	11.1	50	
Total %	12.4	37.6	2.4	4.3	1.2	8.9	1.1	26.3	4.1	0.7	0.2	0.8	

	Church St From North				Chaffee St From East				Church St From South				Chaffee St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	23	73	3	99	6	0	10	16	1	27	5	33	0	0	2	2	150
07:15 AM	26	52	2	80	5	1	14	20	2	43	9	54	1	1	2	4	158
07:30 AM	24	52	5	81	6	3	24	33	2	35	2	39	0	0	0	0	153
07:45 AM	19	56	3	78	5	3	7	15	1	26	6	33	1	0	0	1	127
Total Volume	92	233	13	338	22	7	55	84	6	131	22	159	2	1	4	7	588
% App. Total	27.2	68.9	3.8		26.2	8.3	65.5		3.8	82.4	13.8		28.6	14.3	57.1		
PHF	.885	.798	.650	.854	.917	.583	.573	.636	.750	.762	.611	.736	.500	.250	.500	.438	.930

Accurate Counts
978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 7

Groups Printed- Trucks

Start Time	Church St From North			Chaffee St From East			Church St From South			Chaffee St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	22	0	1	0	1	0	2	0	0	0	0	26
07:15 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
07:30 AM	0	7	1	0	0	1	0	1	0	0	0	0	10
07:45 AM	1	3	0	1	0	0	0	0	0	0	0	0	5
Total	1	34	1	2	0	2	0	5	0	0	0	0	45
08:00 AM	1	2	0	0	0	1	0	2	2	0	0	0	8
08:15 AM	0	7	0	0	0	0	0	3	0	3	0	0	13
08:30 AM	0	2	0	0	0	1	0	2	0	0	0	0	5
08:45 AM	0	4	0	0	0	0	0	4	0	0	0	0	8
Total	1	15	0	0	0	2	0	11	2	3	0	0	34
Grand Total	2	49	1	2	0	4	0	16	2	3	0	0	79
Apprch %	3.8	94.2	1.9	33.3	0	66.7	0	88.9	11.1	100	0	0	
Total %	2.5	62	1.3	2.5	0	5.1	0	20.3	2.5	3.8	0	0	

	Church St From North				Chaffee St From East				Church St From South				Chaffee St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	22	0	22	1	0	1	2	0	2	0	2	0	0	0	0	26
07:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:30 AM	0	7	1	8	0	0	1	1	0	1	0	1	0	0	0	0	10
07:45 AM	1	3	0	4	1	0	0	1	0	0	0	0	0	0	0	0	5
Total Volume	1	34	1	36	2	0	2	4	0	5	0	5	0	0	0	0	45
% App. Total	2.8	94.4	2.8		50	0	50		0	100	0		0	0	0		
PHF	.250	.386	.250	.409	.500	.000	.500	.500	.000	.625	.000	.625	.000	.000	.000	.000	.433

Accurate Counts
978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 10

Groups Printed- Bikes Peds

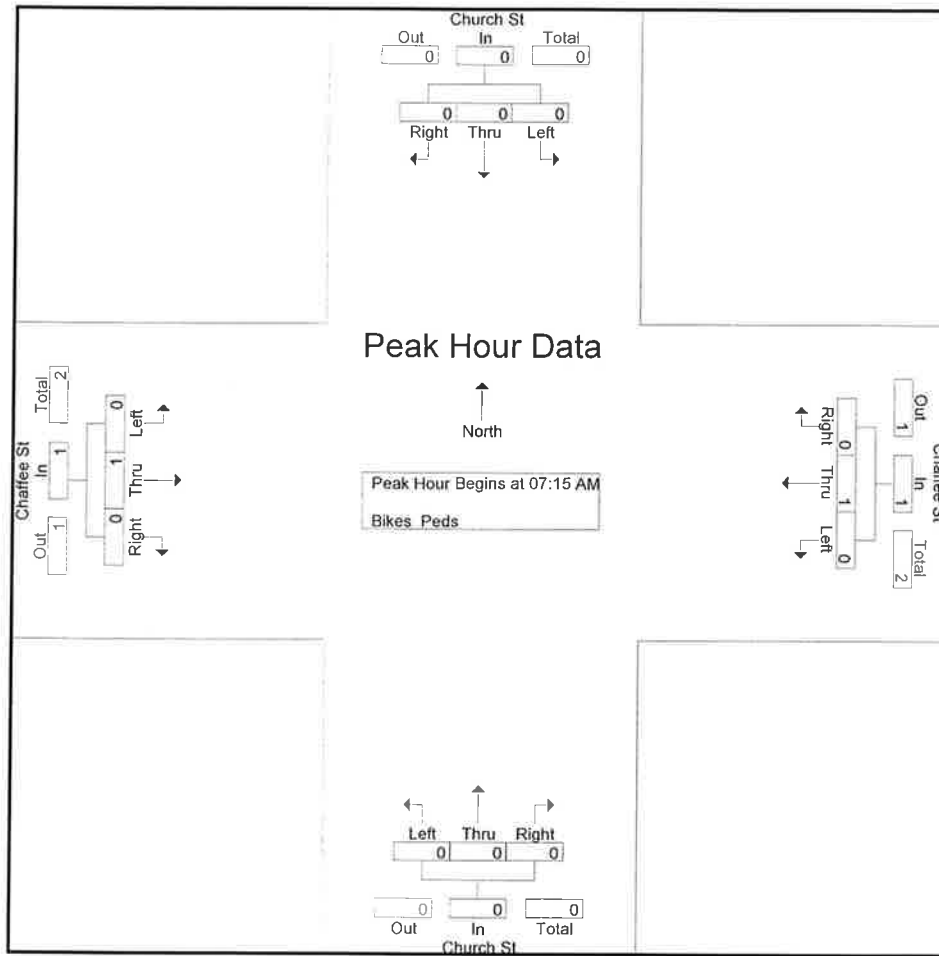
	Church St From North				Chaffee St From East				Church St From South				Chaffee St From West				Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	2
07:15 AM	0	0	0	0	0	0	0	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	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	2	1	3
08:00 AM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	2	1	3
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	3	0	0	0	1	0	0	0	1	5	1	6
Grand Total	0	0	0	0	0	1	0	4	0	0	0	1	0	1	0	2	7	2	9
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0				
Total %	0	0	0		0	50	0		0	0	0		0	50	0		77.8	22.2	

	Church St From North				Chaffee St From East				Church St From South				Chaffee St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	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	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

Accurate Counts
978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

Accurate Counts
978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 1

Groups Printed- Cars - Trucks

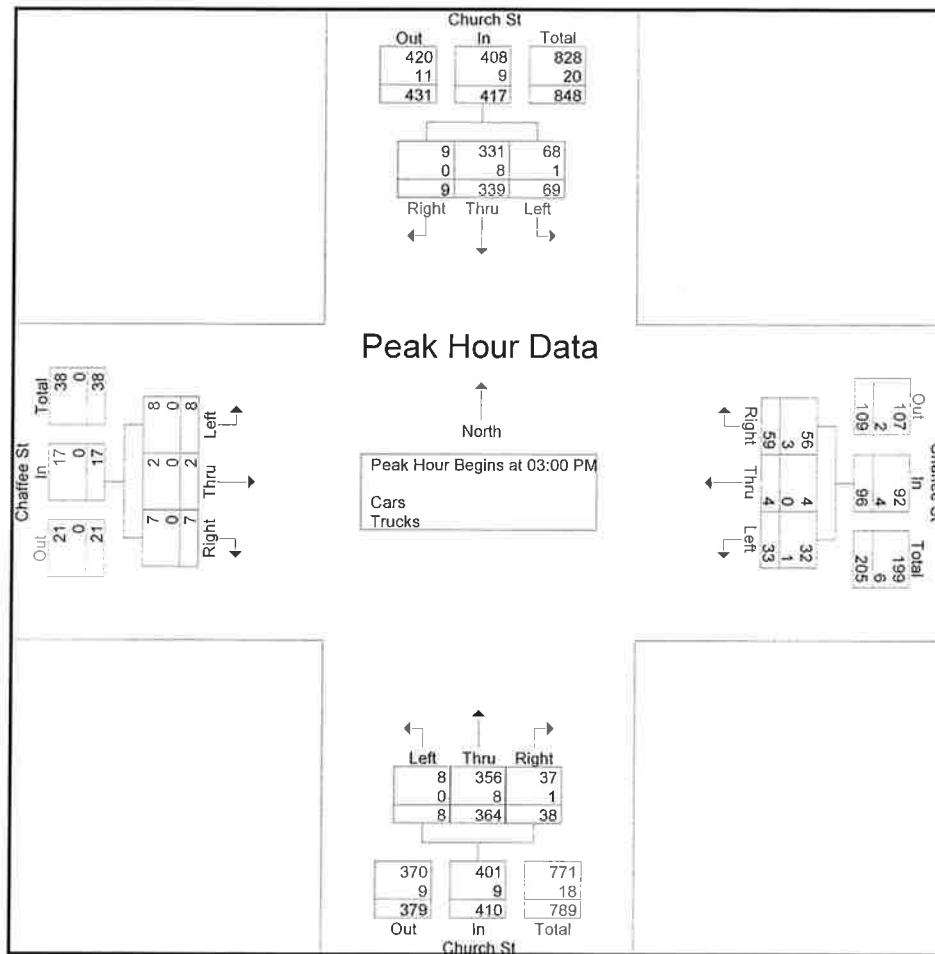
	Church St From North			Chaffee St From East			Church St From South			Chaffee St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	17	57	0	3	1	13	0	54	5	0	1	2	153
02:15 PM	20	62	0	2	2	17	0	64	4	2	2	0	175
02:30 PM	13	67	4	13	3	42	1	85	6	1	4	1	240
02:45 PM	13	71	3	7	1	15	2	73	10	1	2	3	201
Total	63	257	7	25	7	87	3	276	25	4	9	6	769
03:00 PM	18	84	2	6	0	25	1	134	12	4	0	3	289
03:15 PM	11	69	1	5	1	11	3	92	10	0	0	2	205
03:30 PM	17	109	5	9	3	13	0	72	7	1	1	1	238
03:45 PM	23	77	1	13	0	10	4	66	9	3	1	1	208
Total	69	339	9	33	4	59	8	364	38	8	2	7	940
04:00 PM	11	93	3	7	1	18	2	77	13	5	0	4	234
04:15 PM	15	84	3	8	4	12	2	66	16	6	0	0	216
04:30 PM	20	95	3	8	1	16	4	61	12	7	0	0	227
04:45 PM	17	79	9	6	3	11	3	57	10	4	4	4	207
Total	63	351	18	29	9	57	11	261	51	22	4	8	884
05:00 PM	17	80	3	12	1	11	1	84	6	9	5	5	234
05:15 PM	8	58	0	5	1	9	1	65	6	3	2	5	163
05:30 PM	14	43	2	6	3	10	1	57	6	0	2	2	146
05:45 PM	13	46	8	3	3	6	3	44	8	8	3	4	149
Total	52	227	13	26	8	36	6	250	26	20	12	16	692
Grand Total	247	1174	47	113	28	239	28	1151	140	54	27	37	3285
Apprch %	16.8	80	3.2	29.7	7.4	62.9	2.1	87.3	10.6	45.8	22.9	31.4	
Total %	7.5	35.7	1.4	3.4	0.9	7.3	0.9	35	4.3	1.6	0.8	1.1	
Cars	244	1140	46	111	28	214	28	1129	139	52	27	36	3194
% Cars	98.8	97.1	97.9	98.2	100	89.5	100	98.1	99.3	96.3	100	97.3	97.2
Trucks	3	34	1	2	0	25	0	22	1	2	0	1	91
% Trucks	1.2	2.9	2.1	1.8	0	10.5	0	1.9	0.7	3.7	0	2.7	2.8

	Church St From North				Chaffee St From East				Church St From South				Chaffee St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	18	84	2	104	6	0	25	31	1	134	12	147	4	0	3	7	289
03:15 PM	11	69	1	81	5	1	11	17	3	92	10	105	0	0	2	2	205
03:30 PM	17	109	5	131	9	3	13	25	0	72	7	79	1	1	1	3	238
03:45 PM	23	77	1	101	13	0	10	23	4	66	9	79	3	1	1	5	208
Total Volume	69	339	9	417	33	4	59	96	8	364	38	410	8	2	7	17	940
% App. Total	16.5	81.3	2.2		34.4	4.2	61.5		2	88.8	9.3		47.1	11.8	41.2		
PHF	.750	.778	.450	.796	.635	.333	.590	.774	.500	.679	.792	.697	.500	.500	.583	.607	.813
Cars	68	331	9	408	32	4	56	92	8	356	37	401	8	2	7	17	918
% Cars	98.6	97.6	100	97.8	97.0	100	94.9	95.8	100	97.8	97.4	97.8	100	100	100	100	97.7
Trucks	1	8	0	9	1	0	3	4	0	8	1	9	0	0	0	0	22
% Trucks	1.4	2.4	0	2.2	3.0	0	5.1	4.2	0	2.2	2.6	2.2	0	0	0	0	2.3

Accurate Counts
978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 2



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM				02:15 PM				02:30 PM				04:30 PM			
+0 mins.	17	109	5	131	2	2	17	21	1	85	6	92	7	0	0	7
+15 mins.	23	77	1	101	13	3	42	58	2	73	10	85	4	4	4	12
+30 mins.	11	93	3	107	7	1	15	23	1	134	12	147	9	5	5	19
+45 mins.	15	84	3	102	6	0	25	31	3	92	10	105	3	2	5	10
Total Volume	66	363	12	441	28	6	99	133	7	384	38	429	23	11	14	48
% App. Total	15	82.3	2.7		21.1	4.5	74.4		1.6	89.5	8.9		47.9	22.9	29.2	
PHF	.717	.833	.600	.842	.538	.500	.589	.573	.583	.716	.792	.730	.639	.550	.700	.632
Cars	66	354	12	432	27	6	80	113	7	372	37	416	23	11	14	48
% Cars	100	97.5	100	98	96.4	100	80.8	85	100	96.9	97.4	97	100	100	100	100
Trucks	0	9	0	9	1	0	19	20	0	12	1	13	0	0	0	0
% Trucks	0	2.5	0	2	3.6	0	19.2	15	0	3.1	2.6	3	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 4

Groups Printed- Cars

	Church St From North			Chaffee St From East			Church St From South			Chaffee St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
02:00 PM	17	55	0	3	1	12	0	54	5	0	1	2	150
02:15 PM	19	58	0	2	2	17	0	60	4	1	2	0	165
02:30 PM	13	63	3	12	3	26	1	80	6	1	4	1	213
02:45 PM	12	61	3	7	1	14	2	71	10	1	2	2	186
Total	61	237	6	24	7	69	3	265	25	3	9	5	714
03:00 PM	18	83	2	6	0	23	1	129	12	4	0	3	281
03:15 PM	10	67	1	5	1	11	3	92	9	0	0	2	201
03:30 PM	17	106	5	8	3	12	0	72	7	1	1	1	233
03:45 PM	23	75	1	13	0	10	4	63	9	3	1	1	203
Total	68	331	9	32	4	56	8	356	37	8	2	7	918
04:00 PM	11	89	3	7	1	17	2	77	13	5	0	4	229
04:15 PM	15	84	3	8	4	12	2	64	16	5	0	0	213
04:30 PM	20	94	3	8	1	15	4	61	12	7	0	0	225
04:45 PM	17	78	9	6	3	11	3	56	10	4	4	4	205
Total	63	345	18	29	9	55	11	258	51	21	4	8	872
05:00 PM	17	80	3	12	1	10	1	84	6	9	5	5	233
05:15 PM	8	58	0	5	1	9	1	65	6	3	2	5	163
05:30 PM	14	43	2	6	3	9	1	57	6	0	2	2	145
05:45 PM	13	46	8	3	3	6	3	44	8	8	3	4	149
Total	52	227	13	26	8	34	6	250	26	20	12	16	690
Grand Total	244	1140	46	111	28	214	28	1129	139	52	27	36	3194
Apprch %	17.1	79.7	3.2	31.4	7.9	60.6	2.2	87.1	10.7	45.2	23.5	31.3	
Total %	7.6	35.7	1.4	3.5	0.9	6.7	0.9	35.3	4.4	1.6	0.8	1.1	

	Church St From North				Chaffee St From East				Church St From South				Chaffee St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	18	83	2	103	6	0	23	29	1	129	12	142	4	0	3	7	281
03:15 PM	10	67	1	78	5	1	11	17	3	92	9	104	0	0	2	2	201
03:30 PM	17	106	5	128	8	3	12	23	0	72	7	79	1	1	1	3	233
03:45 PM	23	75	1	99	13	0	10	23	4	63	9	76	3	1	1	5	203
Total Volume	68	331	9	408	32	4	56	92	8	356	37	401	8	2	7	17	918
% App. Total	16.7	81.1	2.2		34.8	4.3	60.9		2	88.8	9.2		47.1	11.8	41.2		
PHF	.739	.781	.450	.797	.615	.333	.609	.793	.500	.690	.771	.706	.500	.500	.583	.607	.817

Accurate Counts
978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 7

Groups Printed- Trucks

	Church St From North			Chaffee St From East			Church St From South			Chaffee St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
02:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	3
02:15 PM	1	4	0	0	0	0	0	4	0	1	0	0	10
02:30 PM	0	4	1	1	0	16	0	5	0	0	0	0	27
02:45 PM	1	10	0	0	0	1	0	2	0	0	0	1	15
Total	2	20	1	1	0	18	0	11	0	1	0	1	55
03:00 PM	0	1	0	0	0	2	0	5	0	0	0	0	8
03:15 PM	1	2	0	0	0	0	0	0	1	0	0	0	4
03:30 PM	0	3	0	1	0	1	0	0	0	0	0	0	5
03:45 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
Total	1	8	0	1	0	3	0	8	1	0	0	0	22
04:00 PM	0	4	0	0	0	1	0	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	2	0	1	0	0	3
04:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	6	0	0	0	2	0	3	0	1	0	0	12
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	2
Grand Total	3	34	1	2	0	25	0	22	1	2	0	1	91
Apprch %	7.9	89.5	2.6	7.4	0	92.6	0	95.7	4.3	66.7	0	33.3	
Total %	3.3	37.4	1.1	2.2	0	27.5	0	24.2	1.1	2.2	0	1.1	

	Church St From North				Chaffee St From East				Church St From South				Chaffee St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:15 PM																	
02:15 PM	1	4	0	5	0	0	0	0	0	4	0	4	1	0	0	1	10
02:30 PM	0	4	1	5	1	0	16	17	0	5	0	5	0	0	0	0	27
02:45 PM	1	10	0	11	0	0	1	1	0	2	0	2	0	0	1	1	15
03:00 PM	0	1	0	1	0	0	2	2	0	5	0	5	0	0	0	0	8
Total Volume	2	19	1	22	1	0	19	20	0	16	0	16	1	0	1	2	60
% App. Total	9.1	86.4	4.5		5	0	95		0	100	0		50	0	50		
PHF	.500	.475	.250	.500	.250	.000	.297	.294	.000	.800	.000	.800	.250	.000	.250	.500	.556

Accurate Counts
978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 10

Groups Printed- Bikes Peds

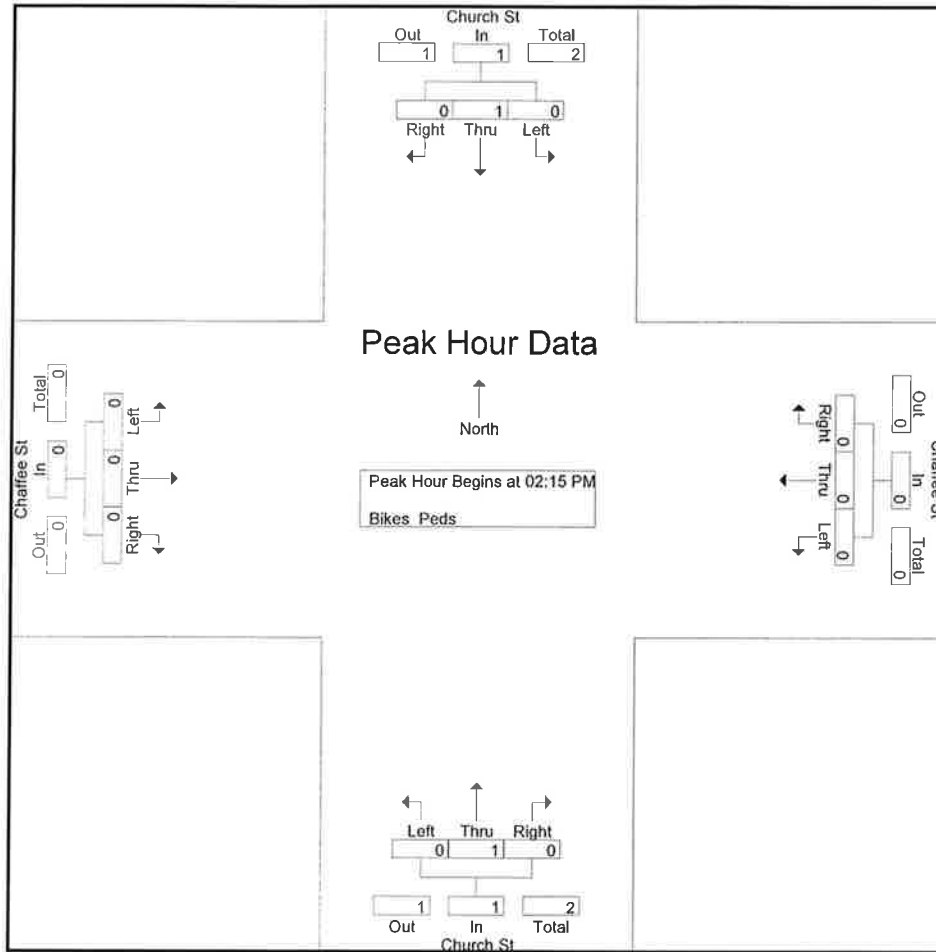
Start Time	Church St From North				Chaffee St From East				Church St From South				Chaffee St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	2	1	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	1	0	1	0	0	0	0	0	1	0	2	0	0	0	0	3	2	5
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
04:15 PM	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	1	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	1	0	0	0	1	0	2	0	2	0	0	0	0	4	4	8
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0				
Total %	0	50	0		0	0	0		0	50	0		0	0	0		50	50	

	Church St From North				Chaffee St From East				Church St From South				Chaffee St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:15 PM																	
02:15 PM	0	0	0	0	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	0	0	0	0
02:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

Accurate Counts
978-664-2565

N/S Street : Church Street
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070001
Site Code : 88070001
Start Date : 12/1/2020
Page No : 11



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:15 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 1

Groups Printed- Cars - Trucks

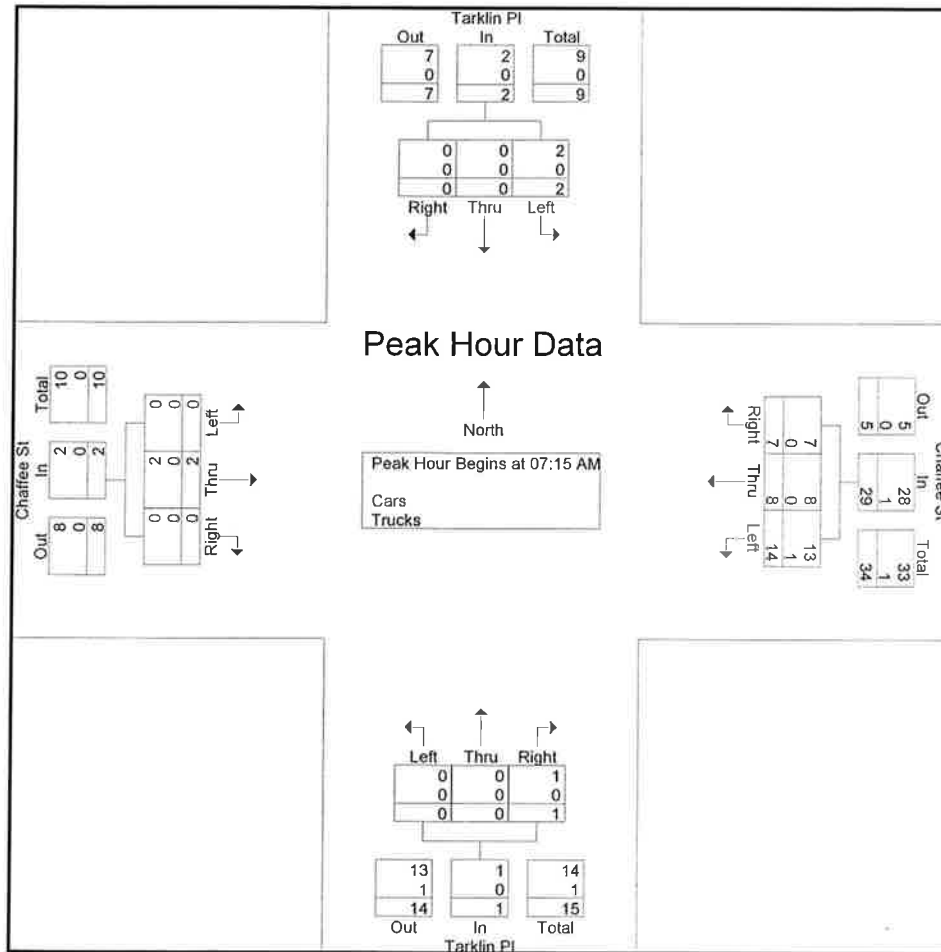
Start Time	Tarklin Pl From North			Chaffee St From East			Tarklin Pl From South			Chaffee St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	0	0	0	3	0	0	0	0	0	0	0	5
07:15 AM	2	0	0	1	3	1	0	0	0	0	1	0	8
07:30 AM	0	0	0	6	1	3	0	0	0	0	0	0	10
07:45 AM	0	0	0	3	2	2	0	0	1	0	0	0	8
Total	4	0	0	10	9	6	0	0	1	0	1	0	31
08:00 AM	0	0	0	4	2	1	0	0	0	0	1	0	8
08:15 AM	0	0	0	1	2	0	0	0	2	0	1	0	6
08:30 AM	1	0	0	2	8	0	0	0	0	0	1	0	12
08:45 AM	2	0	0	0	3	1	0	0	0	0	1	0	7
Total	3	0	0	7	15	2	0	0	2	0	4	0	33
Grand Total	7	0	0	17	24	8	0	0	3	0	5	0	64
Apprch %	100	0	0	34.7	49	16.3	0	0	100	0	100	0	
Total %	10.9	0	0	26.6	37.5	12.5	0	0	4.7	0	7.8	0	
Cars	7	0	0	16	24	8	0	0	2	0	4	0	61
% Cars	100	0	0	94.1	100	100	0	0	66.7	0	80	0	95.3
Trucks	0	0	0	1	0	0	0	0	1	0	1	0	3
% Trucks	0	0	0	5.9	0	0	0	0	33.3	0	20	0	4.7

[illegible]

Accurate Counts
978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				08:00 AM			
+0 mins.	2	0	0	2	1	3	1	5	0	0	0	0	0	1	0	1
+15 mins.	2	0	0	2	6	1	3	10	0	0	1	1	0	1	0	1
+30 mins.	0	0	0	0	3	2	2	7	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	4	2	1	7	0	0	2	2	0	1	0	1
Total Volume	4	0	0	4	14	8	7	29	0	0	3	3	0	4	0	4
% App. Total	100	0	0		48.3	27.6	24.1		0	0	100		0	100	0	
PHF	.500	.000	.000	.500	.583	.667	.583	.725	.000	.000	.375	.375	.000	1.000	.000	1.000
Cars	4	0	0	4	13	8	7	28	0	0	2	2	0	3	0	3
% Cars	100	0	0	100	92.9	100	100	96.6	0	0	66.7	66.7	0	75	0	75
Trucks	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1
% Trucks	0	0	0	0	7.1	0	0	3.4	0	0	33.3	33.3	0	25	0	25

Accurate Counts
978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 4

Groups Printed- Cars

Start Time	Tarklin Pl From North			Chaffee St From East			Tarklin Pl From South			Chaffee St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	0	0	0	3	0	0	0	0	0	0	0	5
07:15 AM	2	0	0	1	3	1	0	0	0	0	1	0	8
07:30 AM	0	0	0	5	1	3	0	0	0	0	0	0	9
07:45 AM	0	0	0	3	2	2	0	0	1	0	0	0	8
Total	4	0	0	9	9	6	0	0	1	0	1	0	30
08:00 AM	0	0	0	4	2	1	0	0	0	0	1	0	8
08:15 AM	0	0	0	1	2	0	0	0	1	0	0	0	4
08:30 AM	1	0	0	2	8	0	0	0	0	0	1	0	12
08:45 AM	2	0	0	0	3	1	0	0	0	0	1	0	7
Total	3	0	0	7	15	2	0	0	1	0	3	0	31
Grand Total	7	0	0	16	24	8	0	0	2	0	4	0	61
Apprch %	100	0	0	33.3	50	16.7	0	0	100	0	100	0	
Total %	11.5	0	0	26.2	39.3	13.1	0	0	3.3	0	6.6	0	

	Tarklin Pl From North				Chaffee St From East				Tarklin Pl From South				Chaffee St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	2	1	3	1	5	0	0	0	0	0	1	0	1	8
07:30 AM	0	0	0	0	5	1	3	9	0	0	0	0	0	0	0	0	9
07:45 AM	0	0	0	0	3	2	2	7	0	0	1	1	0	0	0	0	8
08:00 AM	0	0	0	0	4	2	1	7	0	0	0	0	0	1	0	1	8
Total Volume	2	0	0	2	13	8	7	28	0	0	1	1	0	2	0	2	33
% App. Total	100	0	0		46.4	28.6	25		0	0	100		0	100	0		
PHF	.250	.000	.000	.250	.650	.667	.583	.778	.000	.000	.250	.250	.000	.500	.000	.500	.917

Accurate Counts
978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 7

Groups Printed- Trucks

Start Time	Tarklin Pl From North			Chaffee St From East			Tarklin Pl From South			Chaffee St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	1	0	2
Grand Total	0	0	0	1	0	0	0	0	1	0	1	0	3
Apprch %	0	0	0	100	0	0	0	0	100	0	100	0	
Total %	0	0	0	33.3	0	0	0	0	33.3	0	33.3	0	

	Tarklin Pl From North				Chaffee St From East				Tarklin Pl From South				Chaffee St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
Total Volume	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
% App. Total	0	0	0		100	0	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.375

Accurate Counts
978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 10

Groups Printed- Bikes Peds

Start Time	Tarklin Pl From North				Chaffee St From East				Tarklin Pl From South				Chaffee St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	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
07:30 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	1	3
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	1	3	2	5
Apprch %	100	0	0		0	0	100		0	0	0		0	0	0				
Total %	50	0	0		0	0	50		0	0	0		0	0	0		60	40	

Start Time	Tarklin Pl From North				Chaffee St From East				Tarklin Pl From South				Chaffee St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

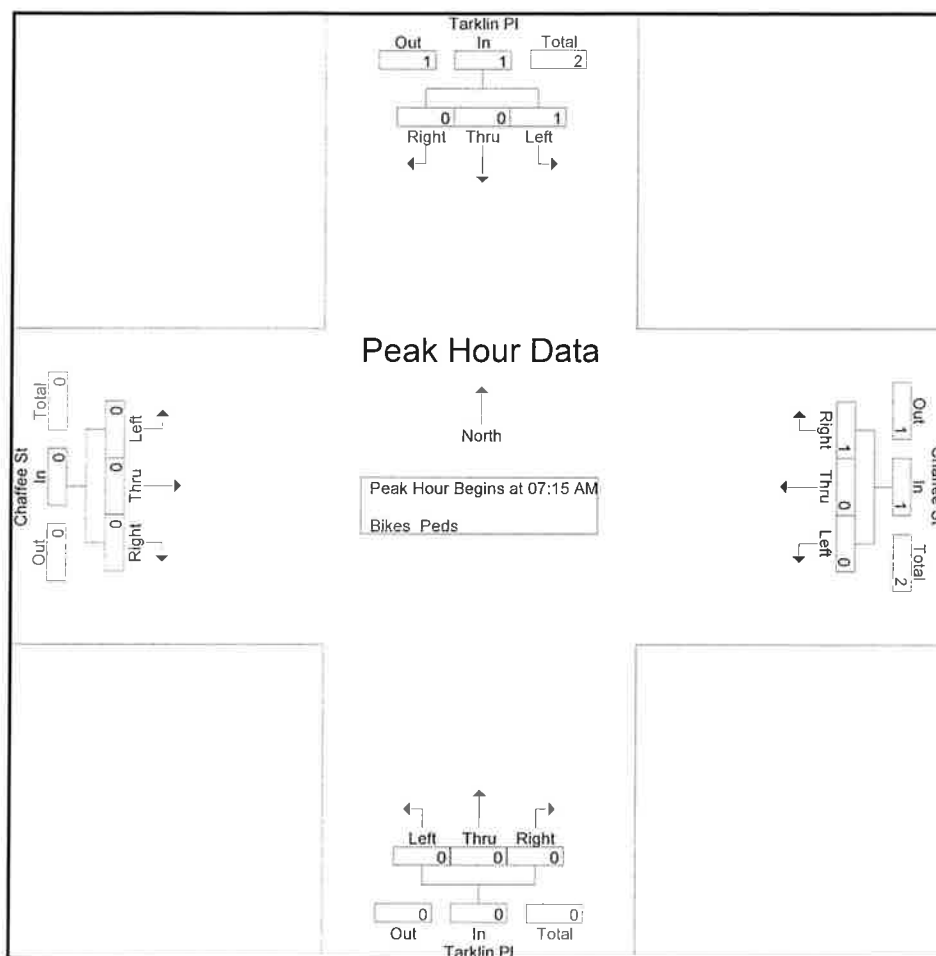
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

Accurate Counts
978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	1	0	0	0	0	0
Total Volume	1	0	0	1	0	1	1	0	0	0	0	0
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000

978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 1

Groups Printed- Cars - Trucks

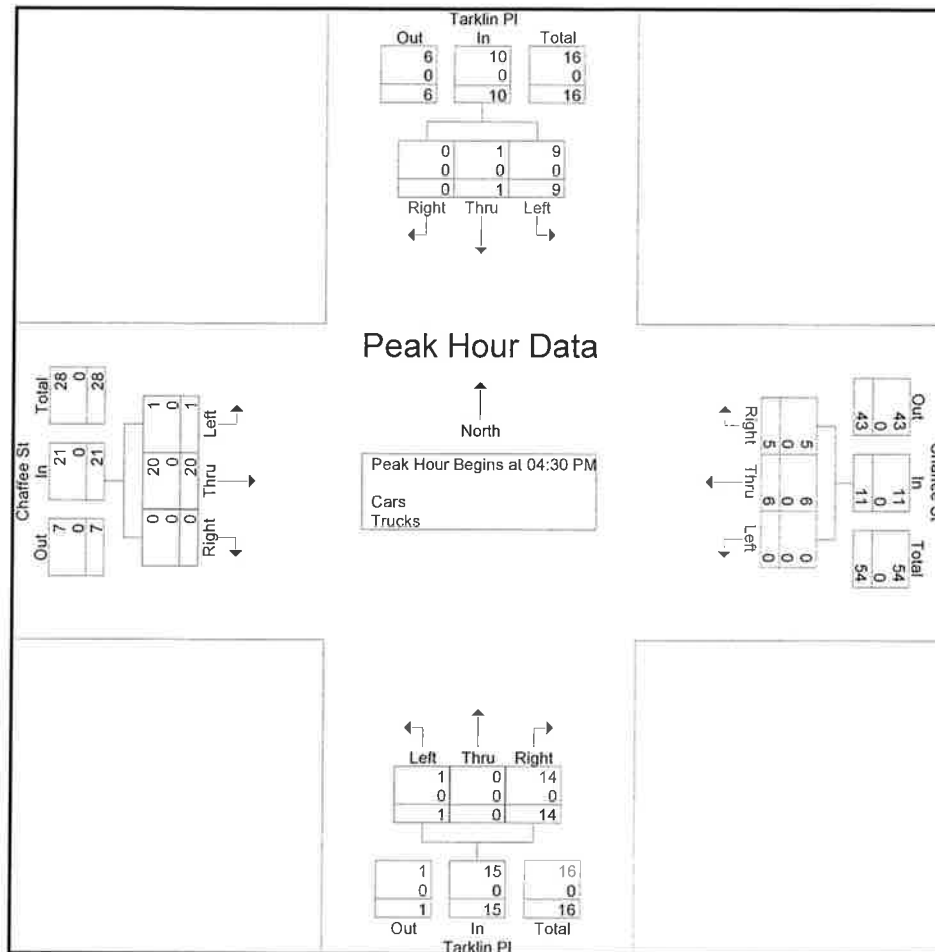
	Tarklin Pl From North			Chaffee St From East			Tarklin Pl From South			Chaffee St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
02:00 PM	3	0	0	0	1	0	2	0	0	0	0	2	8
02:15 PM	0	0	0	0	0	2	0	0	1	0	2	0	5
02:30 PM	3	0	0	1	0	5	0	0	1	0	1	0	11
02:45 PM	3	0	0	2	1	2	0	0	3	0	0	0	11
Total	9	0	0	3	2	9	2	0	5	0	3	2	35
03:00 PM	1	0	0	1	0	1	0	0	0	0	2	0	5
03:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
03:30 PM	0	0	0	2	2	3	0	0	1	0	1	0	9
03:45 PM	2	0	0	0	4	1	0	0	1	1	2	0	11
Total	3	0	0	3	6	7	0	0	2	1	5	0	27
04:00 PM	2	0	1	0	4	2	0	0	0	0	6	0	15
04:15 PM	0	0	0	1	0	3	0	0	2	0	4	0	10
04:30 PM	2	1	0	0	0	0	1	0	0	0	6	0	10
04:45 PM	5	0	0	0	5	1	0	0	1	0	4	0	16
Total	9	1	1	1	9	6	1	0	3	0	20	0	51
05:00 PM	1	0	0	0	1	2	0	0	7	1	8	0	20
05:15 PM	1	0	0	0	0	2	0	0	6	0	2	0	11
05:30 PM	4	0	0	0	1	1	0	0	0	0	0	0	6
05:45 PM	2	0	1	0	3	1	0	0	0	0	0	0	7
Total	8	0	1	0	5	6	0	0	13	1	10	0	44
Grand Total	29	1	2	7	22	28	3	0	23	2	38	2	157
Apprch %	90.6	3.1	6.2	12.3	38.6	49.1	11.5	0	88.5	4.8	90.5	4.8	
Total %	18.5	0.6	1.3	4.5	14	17.8	1.9	0	14.6	1.3	24.2	1.3	
Cars	28	1	2	7	22	27	3	0	22	2	37	2	153
% Cars	96.6	100	100	100	100	96.4	100	0	95.7	100	97.4	100	97.5
Trucks	1	0	0	0	0	1	0	0	1	0	1	0	4
% Trucks	3.4	0	0	0	0	3.6	0	0	4.3	0	2.6	0	2.5

[illegible]

978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 2



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

Accurate Counts
978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 4

Groups Printed- Cars

Start Time	Tarklin Pl From North			Chaffee St From East			Tarklin Pl From South			Chaffee St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
02:00 PM	3	0	0	0	1	0	2	0	0	0	0	2	8
02:15 PM	0	0	0	0	0	2	0	0	1	0	1	0	4
02:30 PM	3	0	0	1	0	4	0	0	1	0	1	0	10
02:45 PM	2	0	0	2	1	2	0	0	3	0	0	0	10
Total	8	0	0	3	2	8	2	0	5	0	2	2	32
03:00 PM	1	0	0	1	0	1	0	0	0	0	2	0	5
03:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
03:30 PM	0	0	0	2	2	3	0	0	1	0	1	0	9
03:45 PM	2	0	0	0	4	1	0	0	1	1	2	0	11
Total	3	0	0	3	6	7	0	0	2	1	5	0	27
04:00 PM	2	0	1	0	4	2	0	0	0	0	6	0	15
04:15 PM	0	0	0	1	0	3	0	0	1	0	4	0	9
04:30 PM	2	1	0	0	0	0	1	0	0	0	6	0	10
04:45 PM	5	0	0	0	5	1	0	0	1	0	4	0	16
Total	9	1	1	1	9	6	1	0	2	0	20	0	50
05:00 PM	1	0	0	0	1	2	0	0	7	1	8	0	20
05:15 PM	1	0	0	0	0	2	0	0	6	0	2	0	11
05:30 PM	4	0	0	0	1	1	0	0	0	0	0	0	6
05:45 PM	2	0	1	0	3	1	0	0	0	0	0	0	7
Total	8	0	1	0	5	6	0	0	13	1	10	0	44
Grand Total	28	1	2	7	22	27	3	0	22	2	37	2	153
Apprch %	90.3	3.2	6.5	12.5	39.3	48.2	12	0	88	4.9	90.2	4.9	
Total %	18.3	0.7	1.3	4.6	14.4	17.6	2	0	14.4	1.3	24.2	1.3	

Start Time	Tarklin Pl From North				Chaffee St From East				Tarklin Pl From South				Chaffee St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	1	0	3	0	0	0	0	1	0	0	1	0	6	0	6	10
04:45 PM	5	0	0	5	0	5	1	6	0	0	1	1	0	4	0	4	16
05:00 PM	1	0	0	1	0	1	2	3	0	0	7	7	1	8	0	9	20
05:15 PM	1	0	0	1	0	0	2	2	0	0	6	6	0	2	0	2	11
Total Volume	9	1	0	10	0	6	5	11	1	0	14	15	1	20	0	21	57
% App. Total	90	10	0		0	54.5	45.5		6.7	0	93.3		4.8	95.2	0		
PHF	.450	.250	.000	.500	.000	.300	.625	.458	.250	.000	.500	.536	.250	.625	.000	.583	.713

Accurate Counts
978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 7

Groups Printed- Trucks

Start Time	Tarklin Pl From North			Chaffee St From East			Tarklin Pl From South			Chaffee St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	1
02:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	1	0	0	0	0	1	0	3
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	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
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
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	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	1	0	0	1	0	1	0	4
Apprch %	100	0	0	0	0	100	0	0	100	0	100	0	
Total %	25	0	0	0	0	25	0	0	25	0	25	0	

	Tarklin Pl From North				Chaffee St From East				Tarklin Pl From South				Chaffee St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 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	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
02:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
% App. Total	100	0	0		0	0	100		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.750

Accurate Counts
978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 10

Groups Printed- Bikes Peds

Start Time	Tarklin Pl From North				Chaffee St From East				Tarklin Pl From South				Chaffee St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
02:30 PM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0	4
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	5	0	5
03:00 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3	0	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	4
Total	0	2	0	0	0	0	0	1	0	2	0	2	0	0	0	0	3	4	7
04:00 PM	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
04:30 PM	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	1	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
05:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	2	0	3	0	0	0	4	0	2	0	3	0	0	0	0	10	4	14
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0				
Total %	0	50	0		0	0	0		0	50	0		0	0	0		71.4	28.6	

Start Time	Tarklin Pl From North				Chaffee St From East				Tarklin Pl From South				Chaffee St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

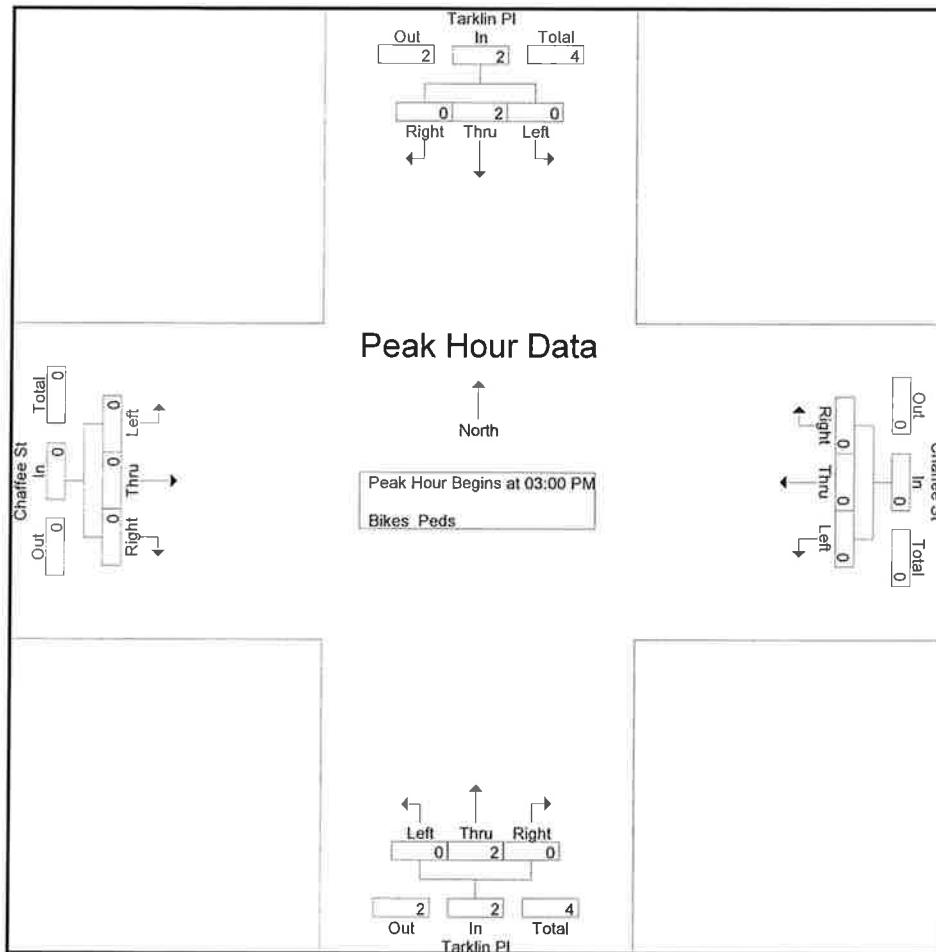
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

Accurate Counts
978-664-2565

N/S Street : Tarklin Place
E/W Street : Chaffee Street
City/State : New Bedford, MA
Weather : Cloudy

File Name : 88070002
Site Code : 88070002
Start Date : 12/1/2020
Page No : 11



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				02:00 PM				03:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

SEASONAL ADJUSTMENT DATA

Massachusetts Highway Department
38: Monthly Hourly Volume for December 2019

Location ID:		38		Seasonal Factor Group:		U1-Southeast																				
County:		Bristol		Daily Factor Group:		U1-Southeast																				
Functional Class		1		Axle Factor Group:		U1-Southeast																				
Location:		INTERSTATE 195		Growth Factor Group:																						
	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	442	267	177	143	193	351	695	1200	1592	2345	2744	3270	3277	3219	2992	2661	2071	1475	1242	937	654	506	402	318	33173	Accepted
2	174	115	77	151	375	1122	2666	4266	3780	2810	2651	2700	2923	2843	3522	4024	4454	3992	2354	1277	1017	728	554	403	48978	Accepted
3	194	128	127	193	324	826	1687	2525	2551	2241	2073	2013	2039	2292	2731	3334	3749	3294	1944	1268	1002	727	558	376	38196	Accepted
4	242	138	88	172	408	1273	2885	4660	4174	3205	2924	2913	3167	3224	3728	4591	4852	4474	2673	1719	1422	981	725	436	55074	Accepted
5	221	118	117	165	423	1248	3053	4596	4254	3266	2997	3072	3306	3310	3947	4584	5233	4525	2871	1817	1469	985	869	476	56922	Accepted
6	291	140	103	149	402	1224	2843	4472	4029	3062	3228	3388	3430	3558	4305	4844	4991	4379	2977	1997	1522	1338	1123	781	58576	Accepted
7	379	232	149	163	227	655	1252	1780	2144	2813	3096	3531	3576	3304	3344	3403	3320	3027	2391	1664	1291	1266	1080	678	44765	Accepted
8	354	204	148	98	197	436	715	1157	1493	2087	2596	3140	3067	3185	3132	3147	2861	2080	1655	1269	1203	833	553	358	35968	Accepted
9	187	122	96	143	408	1189	2812	4189	4063	2956	2866	2892	3006	3079	3511	4244	4454	4037	2322	1460	1054	753	583	421	50847	Accepted
10	206	125	85	148	394	1236	3044	4603	4084	3216	2939	3069	3226	3163	3901	4416	4887	4192	2665	1704	1424	863	688	448	54726	Accepted
11	230	128	113	170	417	1146	2491	3889	3300	2455	2222	2122	2359	2581	3293	3994	4374	4182	2460	1571	1342	938	728	455	46960	Accepted
12	264	135	92	164	395	1252	2926	4467	4102	3298	3135	3275	3283	3368	3821	4609	5066	4511	2712	1982	1528	1075	771	526	56757	Accepted
13	271	152	110	159	397	1173	2775	4310	3928	3236	3280	3468	3463	3626	4168	4918	4978	4478	2977	2075	1605	1454	1099	729	58829	Accepted
14	418	215	168	115	213	427	865	1482	1857	2372	2736	3375	3395	3175	3261	3240	3106	2727	2155	1583	1413	1237	1001	789	41325	Accepted
15	434	237	194	100	126	310	612	932	1367	2053	2584	2982	3270	2969	2692	2713	2788	2321	1873	1394	1208	794	550	402	34905	Accepted
16	206	120	85	141	429	1210	2919	4684	3939	3068	3213	3245	3324	3317	3895	4666	4957	4574	2708	1677	1380	950	674	468	55849	Accepted
17	275	137	129	164	433	1070	2465	3721	3701	2713	2289	2600	2682	2712	3385	4223	4577	4087	2489	1514	1220	828	673	449	48536	Accepted
18	233	123	102	138	424	1186	2910	4532	4287	3256	3074	3234	3269	3398	3962	4760	5115	4555	2697	1928	1417	1080	761	509	56950	Accepted
19	240	144	109	154	421	1331	3134	4681	4462	3256	3216	3362	3399	3387	4067	4770	4687	4549	2899	2028	1742	1214	1024	653	58929	Accepted
20	428	322	173	228	563	1445	2955	4477	4246	3329	3277	3454	3581	3583	4333	4912	4946	4545	3148	2047	1826	1422	1087	768	61095	Accepted
21	412	218	191	226	323	652	1220	1990	2296	2883	3427	3744	3834	3579	3538	3584	3281	2658	2176	1591	1578	1370	1063	723	46557	Accepted
22	408	258	138	123	163	286	606	984	1487	2119	2640	3318	3449	3331	3239	3233	3122	2533	2031	1579	1362	1011	661	435	38516	Accepted
23	265	150	108	141	349	1101	2405	3707	3514	3390	3722	3881	3964	3970	4391	4911	5034	4335	2880	2187	1701	1267	986	636	58995	Accepted
24	300	173	122	151	323	913	2057	2890	2924	3016	3400	3700	4152	4045	3888	3652	3120	2881	2114	1434	1584	1556	1404	882	50581	Accepted
25	373	201	98	47	66	115	309	427	694	1087	1418	2102	2684	2419	2141	2027	2085	2131	2005	1743	1490	1021	705	365	27693	Accepted
26	167	132	94	112	305	800	1920	2723	2578	2598	2885	3280	3521	3383	3774	4189	4104	3403	2278	1563	1329	1007	686	512	47343	Accepted
27	264	191	120	176	341	888	2018	2867	2843	2930	3163	3537	3775	3726	4089	4112	4565	3859	2564	1749	1579	1259	894	579	52088	Accepted
28	335	222	153	148	211	406	916	1487	1822	2479	3014	3369	3501	3681	3365	3447	3126	2772	2115	1625	1383	1166	950	592	42285	Accepted
29	366	231	149	105	147	280	558	857	1139	1925	2355	2805	3182	2806	2697	2484	2661	2194	1812	1256	982	762	527	388	32668	Accepted
30	231	104	93	141	323	881	2071	3039	2984	2543	2690	3006	3057	3113	3473	3887	4091	3592	2173	1447	1139	803	580	384	45845	Accepted
31	219	138	95	141	326	875	2100	3141	2967	2636	3019	3155	3586	3452	4042	4131	3530	2675	1988	1334	1010	820	654	514	46548	Accepted
																							Monthly Average =	47,951		
																							Yearly Average =	52,820		
																							Adjustment Factor =	1.102		

Massachusetts Highway Department
38: Monthly Hourly Volume for December 2020

Location ID:		38		Seasonal Factor Group: U1-Southeast																				QC Status	
County:	Bristol	Daily Factor Group: U1-Southeast																				Accepted			
Functional Class	1	Axle Factor Group: U1-Southeast																				Accepted			
Location:	INTERSTATE 195																				Accepted				
	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	175	116	103	120	365	1133	2579	3599	3194	2647	2614	2726	2916	2980	3497	4179	4295	3575	2136	1336	1082	735	570	410	47082
2	200	112	95	115	384	1276	3028	3906	3282	2689	2666	2796	3055	2978	3508	4297	4378	3656	2161	1438	1047	802	588	416	48873
3	225	126	91	148	400	1307	3135	4133	3455	2748	2746	2830	3030	3033	3671	4260	4459	3708	2370	1603	1153	804	584	394	50413
4	216	107	98	156	383	1176	2850	3795	3326	2714	2875	3018	3160	3212	4040	4561	4477	3672	2350	1488	1210	945	647	438	50914
5	213	135	106	123	181	453	925	1514	1682	1989	2369	2585	2583	2312	2293	2204	2040	1638	1222	987	739	648	499	335	29775
6	185	103	77	81	130	301	615	964	1254	1725	2219	2644	2886	2771	2751	2678	2367	2055	1449	1156	1048	689	464	360	30972
7	168	116	107	164	361	1273	3029	4019	3460	2686	2752	2707	2882	2972	3338	4102	4270	3497	2183	1350	978	721	503	409	48047
8	187	113	108	144	342	1225	2909	4177	3610	2703	2722	2707	2860	3054	3506	4211	4497	3716	2280	1417	1084	837	635	434	49478
9	256	184	128	240	393	1198	2955	3862	3375	2903	2927	3142	3098	3182	3611	4383	4460	3575	2413	1534	1263	832	598	453	50965
10	250	147	130	154	363	1180	3075	4099	3517	2736	2725	2796	2883	3079	3597	4185	4331	3803	2473	1591	1154	862	662	421	50213
11	203	149	89	144	355	1236	2752	3803	3475	2803	2997	2979	3130	3349	3821	4463	4512	3710	2582	1770	1178	1073	788	439	51800
12	216	156	109	133	227	552	1128	1554	1994	2363	2896	3226	3172	2941	2955	2821	2489	2224	1587	1177	902	854	595	394	36665
13	185	134	81	78	128	256	566	933	1202	1713	2252	2678	2956	3008	2915	2786	2534	2059	1498	1168	805	659	444	275	31313
14	159	90	83	129	364	1272	2929	3845	3447	2730	2808	2876	3014	3059	3471	4246	4035	3371	2047	1452	1025	748	565	434	48199
15	212	123	126	183	472	1312	3059	4247	3797	2962	2980	3016	3147	3245	3795	4451	4773	3958	2622	1807	1213	880	575	463	53418
16	214	123	105	169	391	1217	3037	4018	3503	3100	3037	3111	3255	3244	4019	4815	4713	3961	2473	1648	1087	659	459	331	52689
17	209	136	92	121	160	312	629	824	858	816	855	989	1120	1131	1498	1648	1794	1438	958	697	521	382	386	272	17846
18	158	104	88	203	316	1136	2513	3363	3217	2722	2944	3118	3318	3348	3808	4508	4347	3940	2606	1652	1367	1185	780	515	51256
19	292	177	140	173	235	586	1199	1613	2032	2574	3130	3526	3488	3447	3383	3358	3189	2791	2116	1472	1163	957	724	450	42215
20	218	126	103	117	159	279	652	982	1305	1810	2437	2858	3117	2821	2903	2703	2500	2209	1673	1233	995	694	513	327	32734
21	186	89	80	136	353	1127	2722	3672	3530	2994	3123	3174	3361	3440	3922	4581	4536	3906	2572	1688	1174	838	611	438	52253
22	202	121	141	140	391	1204	2804	3855	3559	3069	3055	3216	3440	3588	3962	4148	4608	4015	2676	1881	1547	1740	2144	2260	57766
23																									
24	289	161	104	126	285	815	1716	2498	2528	2737	3169	3551	3876	3824	3541	3399	2815	2229	1579	1150	1012	834	711	488	43437
25	216	80	64	34	43	121	246	340	457	672	933	1213	1551	1449	1413	1405	1342	1157	1146	994	792	691	464	367	17190
26	194	84	92	75	178	339	670	1121	1479	1912	2499	2979	2993	3124	2833	2814	2688	2264	1698	1326	1038	878	554	396	34228
27	190	104	91	98	163	298	622	893	1157	1630	2078	2466	2692	2680	2688	2573	2298	2057	1728	1223	921	683	512	294	30139
28																									
29																									
30																									
31																									
																								</	

VEHICLE TRAVEL SPEED DATA

Accurate Counts
978-664-2565

Location : Church Street
Location : South of Chaffee Street
City/State: New Bedford, MA

8807SP01

SB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
12/01/20	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
01:00	0	0	2	0	8	7	0	0	0	0	0	0	0	0	17
02:00	0	0	2	5	7	4	3	1	0	0	0	0	0	0	22
03:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
04:00	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6
05:00	0	0	0	2	5	3	1	0	0	0	0	0	0	0	11
06:00	0	2	5	18	14	2	0	0	0	0	0	0	0	0	41
07:00	1	3	15	46	37	10	6	0	0	0	0	0	0	0	118
08:00	0	14	63	110	79	28	1	0	0	0	0	0	0	0	295
09:00	1	14	35	74	61	24	3	2	1	0	0	0	0	0	215
10:00	2	7	29	83	65	13	2	0	0	0	0	0	0	0	200
11:00	6	8	30	87	76	17	2	1	0	0	0	0	0	0	223
12 PM	0	13	43	78	85	21	4	0	0	0	0	0	0	0	250
13:00	1	13	35	128	83	24	3	0	0	0	0	0	0	0	288
14:00	3	13	47	99	75	27	1	0	0	0	0	0	0	0	246
15:00	3	9	62	128	103	21	2	0	0	0	0	0	0	0	288
16:00	4	13	66	181	146	27	3	0	0	0	0	0	0	0	378
17:00	1	26	33	111	97	24	3	0	1	0	0	0	0	0	389
18:00	3	9	26	70	81	16	1	0	0	0	0	0	0	0	269
19:00	1	9	20	50	66	15	1	0	0	0	0	0	0	0	190
20:00	0	3	6	38	37	12	2	0	0	0	0	0	0	0	131
21:00	0	3	6	27	24	6	2	0	0	0	0	0	0	0	79
22:00	0	1	3	15	22	5	0	0	0	0	0	0	0	0	63
23:00	0	0	2	14	17	6	0	0	0	0	0	0	0	0	42
Total	27	176	567	1460	1212	320	41	4	2	0	0	0	0	0	45

Daily

15th Percentile : 23 MPH
50th Percentile : 28 MPH
85th Percentile : 34 MPH
95th Percentile : 37 MPH

Mean Speed(Average) : 29 MPH
10 MPH Pace Speed : 26-35 MPH

Number in Pace : 2672
Percent in Pace : 70.1%
Number of Vehicles > 30 MPH : 1579
Percent of Vehicles > 30 MPH : 41.5%

Accurate Counts
978-664-2565

Location : Church Street
Location : South of Chaffee Street
City/State: New Bedford, MA

SB

8807SP01

Start Time	1	15	16	20	21	26	30	31	36	41	46	51	56	61	66	71	76	Total
12/02/20	0	0	0	0	3	7	10	10	0	1	2	0	0	0	0	0	0	23
01:00	0	0	0	0	0	3	6	6	1	1	0	0	0	0	0	0	0	11
02:00	1	1	1	0	0	2	5	5	3	1	0	0	0	0	0	0	0	11
03:00	0	0	0	1	1	1	1	1	2	0	0	0	0	0	0	0	0	13
04:00	0	0	0	1	1	5	1	1	1	2	0	0	0	0	0	0	0	7
05:00	0	2	2	4	4	12	14	14	7	0	0	1	0	0	0	0	0	10
06:00	2	15	15	15	15	45	45	45	19	6	1	0	0	0	0	0	0	40
07:00	1	6	6	6	6	104	100	100	23	7	1	0	0	0	0	0	0	135
08:00	2	9	9	9	9	57	71	71	30	8	2	1	0	0	0	0	0	302
09:00	1	12	12	12	12	75	80	80	27	2	0	0	0	0	0	0	0	206
10:00	4	13	13	13	13	72	76	76	31	3	0	0	0	0	0	0	0	223
11:00	2	13	13	13	13	92	90	90	31	4	1	0	0	0	0	0	0	245
12 PM	2	7	7	7	7	93	107	107	31	7	0	0	0	0	0	0	0	274
13:00	2	11	11	11	11	80	113	113	40	5	0	0	0	0	0	0	0	281
14:00	3	8	8	8	8	96	88	88	20	6	1	0	0	0	0	0	0	278
15:00	0	14	14	14	14	167	137	137	18	3	1	0	0	0	0	0	0	267
16:00	2	15	15	15	15	77	159	159	21	0	0	0	0	0	0	0	0	400
17:00	2	14	14	14	14	116	86	86	10	0	1	0	0	0	0	0	0	378
18:00	2	5	5	5	5	74	56	56	8	3	0	0	0	0	0	0	0	265
19:00	2	10	10	10	10	53	43	43	7	4	1	0	0	0	0	0	0	175
20:00	0	7	7	7	7	27	38	38	8	0	3	0	0	0	0	0	0	142
21:00	0	1	1	1	1	18	23	23	5	2	0	0	0	0	0	0	0	68
22:00	0	1	1	1	1	9	10	10	2	2	0	0	0	0	0	0	0	58
23:00	0	0	0	0	1	19	21	21	2	2	0	0	0	0	0	0	0	29
Total	28	151	572	1139	1139	1386	1325	1325	345	69	16	2	0	0	0	0	0	3895

Daily
15th Percentile : 23 MPH
50th Percentile : 29 MPH
85th Percentile : 34 MPH
95th Percentile : 38 MPH

Mean Speed(Average) : 30 MPH
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 2712
Percent in Pace : 69.6%
Number of Vehicles > 30 MPH : 1758
Percent of Vehicles > 30 MPH : 45.1%

Grand Total	55	327	1139	2846	2538	665	110	20	4	0	0	0	0	0	0	0	0	7704
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Overall

15th Percentile : 23 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 : 5384
Percent in Pace : 69.9%
Number of Vehicles > 30 MPH : 3337
Percent of Vehicles > 30 MPH : 43.3%

Accurate Counts 978-664-2565

Location : Church Street
Location : South of Chaffee Street
City/State: New Bedford, MA

8807SP01

NB	Start Time	830/SPU																			Total
		1	15	16	20	21	26	30	31	36	40	41	46	50	51	56	61	66	71	76	
	12/01/20	0	0	0	0	0	0	4	1	1	2	0	0	0	0	0	0	0	0	0	
	01:00	2	0	0	2	2	2	2	1	1	0	0	0	0	1	0	0	0	0	0	
	02:00	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	
	03:00	0	0	0	0	1	1	1	3	1	1	0	0	0	0	0	0	0	0	0	
	04:00	0	0	0	1	1	6	14	21	21	8	6	6	0	1	0	0	0	0	0	
	05:00	0	1	5	18	40	40	40	27	27	10	2	2	0	0	0	0	0	0	0	
	06:00	10	4	3	20	61	61	24	24	24	17	4	4	0	0	0	0	0	0	0	
	07:00	5	7	18	24	51	51	44	44	10	6	6	0	0	3	0	0	0	0	0	
	08:00	0	16	36	33	51	51	36	36	22	22	0	0	0	0	0	0	0	0	0	
	09:00	4	5	24	32	63	63	38	38	22	22	3	3	0	0	0	0	0	0	0	
	10:00	4	7	23	40	68	68	52	52	9	9	5	5	0	0	0	0	0	0	0	
	11:00	5	12	17	27	88	88	70	70	14	14	2	2	0	0	0	0	0	0	0	
	12 PM	1	11	41	60	69	69	73	73	15	15	7	7	1	1	0	0	0	0	0	
	13:00	5	9	25	42	86	86	70	70	28	28	4	4	1	1	0	0	0	0	0	
	14:00	6	14	26	54	109	109	70	70	22	22	7	7	0	0	0	0	0	0	0	
	15:00	6	15	49	69	182	182	79	79	12	12	2	2	1	0	0	0	0	0	0	
	16:00	9	14	65	56	101	101	71	71	11	11	1	1	0	0	0	0	0	0	0	
	17:00	3	11	39	53	99	99	60	60	19	19	0	0	0	0	0	0	0	0	0	
	18:00	1	7	34	42	66	66	44	44	7	7	0	0	0	0	1	0	0	0	0	
	19:00	1	7	11	29	48	48	48	48	8	8	4	4	0	0	0	0	0	0	0	
	20:00	0	4	12	13	30	30	21	21	5	5	0	0	2	0	0	0	0	0	0	
	21:00	0	1	8	7	22	22	17	17	6	6	5	5	0	0	0	0	0	0	0	
	22:00	0	0	4	3	26	26	15	15	9	9	4	4	2	0	0	0	0	0	0	
	23:00	0	1	0	2	6	6	7	7	3	3	3	3	0	0	0	0	0	0	0	
	Total	62	146	441	634	1288	1288	893	893	261	261	66	66	9	5	2	0	0	0	0	

Daily

15th Percentile : 24 MPH
50th Percentile : 32 MPH
85th Percentile : 38 MPH
95th Percentile : 42 MPH

Mean Speed(Average) : 32 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 2181

Percent in Pace : 57.3%

Number of Vehicles > 30 MPH : 2524

Percent of Vehicles > 30 MPH : 66.3%

Accurate Counts
978-664-2565

Location : Church Street
Location : South of Chaffee Street
City/State: New Bedford, MA

NB

8807SP01

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
12/02/20	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
01:00	0	0	1	0	3	1	1	2	2	0	0	0	0	0	10
02:00	0	0	1	0	2	1	0	1	0	0	0	0	0	0	5
03:00	1	1	0	1	1	2	1	0	0	0	0	0	0	0	7
04:00	0	0	0	0	2	5	2	2	0	0	0	0	0	0	11
05:00	0	0	0	4	20	15	10	1	3	0	0	0	0	0	53
06:00	0	1	2	10	31	27	12	3	1	0	0	0	0	0	87
07:00	5	8	6	16	49	41	15	6	1	0	0	0	0	0	142
08:00	2	6	25	19	65	46	10	6	1	0	0	0	0	0	180
09:00	6	6	23	34	68	43	14	5	1	1	0	0	0	0	201
10:00	2	5	16	35	89	37	13	1	0	0	0	0	0	0	179
11:00	5	2	16	35	76	62	9	2	0	2	0	0	0	0	209
12 PM	1	7	20	44	92	54	21	1	1	0	0	0	0	0	241
13:00	6	7	25	41	82	75	30	3	1	0	0	0	0	0	270
14:00	10	8	29	49	84	59	15	11	1	0	0	0	0	0	266
15:00	1	10	38	90	110	77	10	3	0	0	0	0	0	0	340
16:00	14	14	49	73	153	77	11	3	0	0	0	1	0	0	396
17:00	4	13	50	88	133	53	14	3	1	0	0	0	0	0	359
18:00	9	15	32	59	102	38	9	2	0	0	0	0	0	0	266
19:00	1	8	23	23	71	35	5	2	0	0	0	0	0	0	188
20:00	0	11	30	27	63	34	11	0	0	0	0	0	0	0	177
21:00	0	3	10	7	34	31	10	1	0	0	0	0	0	0	96
22:00	0	0	3	5	24	14	10	1	1	0	0	0	0	0	58
23:00	0	0	4	7	27	23	8	3	0	0	0	0	0	0	72
Total	69	126	406	669	1371	858	246	59	15	5	0	1	0	0	3825

Daily
15th Percentile : 24 MPH
50th Percentile : 32 MPH
85th Percentile : 38 MPH
95th Percentile : 42 MPH

Mean Speed(Average) : 32 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 2229
Percent in Pace : 58.3%
Number of Vehicles > 30 MPH : 2555
Percent of Vehicles > 30 MPH : 66.8%

Grand Total	131	272	847	1303	2659	1751	507	125	24	10	2	1	0	0	7632
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Overall

15th Percentile : 24 MPH
50th Percentile : 32 MPH
85th Percentile : 38 MPH
95th Percentile : 42 MPH

Mean Speed(Average) : 32 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 4410
Percent in Pace : 57.8%
Number of Vehicles > 30 MPH : 5079
Percent of Vehicles > 30 MPH : 66.5%

Accurate Counts 978-664-2565

Location : Church Street
Location : South of Chaffee Street
City/State: New Bedford, MA

SB, NB

8807SP01

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
12/01/20	15	20	25	30	35	40	45	50	55	60	65	70	75	999	7616
01:00	0	0	2	0	12	8	2	0	0	0	0	0	0	0	24
02:00	2	0	2	7	9	5	3	1	1	0	0	0	0	0	30
03:00	0	1	1	1	2	1	1	1	0	0	0	0	0	0	8
04:00	0	0	1	3	4	3	1	0	0	0	0	0	0	0	12
05:00	0	0	1	8	19	24	9	6	0	1	0	0	0	0	68
06:00	11	3	10	36	54	29	10	2	0	0	0	0	0	0	144
07:00	7	7	18	66	98	34	23	4	0	3	0	0	0	0	261
08:00	5	21	81	134	130	72	11	6	0	0	0	0	0	0	463
09:00	1	30	71	107	112	60	25	2	2	0	0	0	0	0	410
10:00	6	15	53	115	128	51	24	3	0	0	0	0	0	0	391
11:00	11	25	60	127	144	69	11	6	0	0	0	0	0	0	431
12 PM	1	26	76	105	173	91	18	2	0	0	0	0	0	0	485
13:00	6	22	60	136	152	97	18	7	1	1	0	0	0	0	567
14:00	9	27	73	153	161	97	29	4	1	0	0	0	0	0	516
15:00	9	24	111	197	212	91	24	7	0	0	0	0	0	0	597
16:00	13	27	131	237	328	106	15	2	1	0	0	0	0	0	793
17:00	4	37	72	164	198	95	14	1	1	0	0	0	0	0	717
18:00	4	16	60	112	180	76	20	0	0	0	0	0	0	0	554
19:00	2	16	31	79	132	59	8	0	0	0	0	0	0	0	391
20:00	0	7	18	51	85	60	10	4	0	0	0	0	0	0	287
21:00	0	4	14	34	54	27	7	0	2	0	0	0	0	0	166
22:00	0	1	7	18	44	22	6	5	0	0	0	0	0	0	129
23:00	0	1	2	16	43	21	9	4	2	0	0	0	0	0	105
Total	89	322	1008	2094	2500	1213	302	70	11	5	2	0	0	0	87

Daily

15th Percentile : 23 MPH
50th Percentile : 30 MPH
85th Percentile : 36 MPH
95th Percentile : 40 MPH

Mean Speed(Average) : 31 MPH
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 4594
Percent in Pace : 60.3%
Number of Vehicles > 30 MPH : 4103
Percent of Vehicles > 30 MPH : 53.9%

SB, NB

8807SP01

[illegible]

8807SP02

Accurate Counts
978-664-2565

Location : Tarklin Hill Place
Location : South of Chaffee Street
City/State: New Bedford, MA

NB

Start Time	1	3	4	7	9	10	13	16	19	22	25	28	31	34	37	40	Total
12/01/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	2	1	1	1	5	13	14	11	2	0	0	0	0	0	52

Daily

15th Percentile : 12 MPH
50th Percentile : 18 MPH
85th Percentile : 22 MPH
95th Percentile : 23 MPH

Mean Speed(Average) : 18 MPH
10 MPH Pace Speed : 15-24 MPH
Number in Pace : 40
Percent in Pace : 76.9%
Number of Vehicles > 20 MPH : 18
Percent of Vehicles > 20 MPH : 34.0%

Accurate Counts
978-664-2565

Location : Tarklin Hill Place
Location : South of Chaffee Street
City/State: New Bedford, MA

8807SP02

NB		1	3	4	6	7	9	10	12	13	15	16	18	19	21	22	24	25	27	28	30	31	33	34	36	37	39	40	Total
Start Time	12/02/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00		1	0	0	0	1	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00		0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00		0	0	1	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		2	1	1	1	2	2	5	5	6	6	14	14	13	13	4	4	3	3	1	1	0	0	0	0	0	0	0	51

Daily

15th Percentile : 10 MPH
50th Percentile : 17 MPH
85th Percentile : 21 MPH
95th Percentile : 25 MPH

Mean Speed(Average) : 17 MPH
10 MPH Pace Speed : 12-21 MPH
Number in Pace : 35
Percent in Pace : 68.6%
Number of Vehicles > 20 MPH : 12
Percent of Vehicles > 20 MPH : 24.2%

Grand Total	5	3	3	3	6	11	27	27	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
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Overall

15th Percentile : 11 MPH
50th Percentile : 17 MPH
85th Percentile : 22 MPH
95th Percentile : 24 MPH

Mean Speed(Average) : 17 MPH
10 MPH Pace Speed : 15-24 MPH
Number in Pace : 73
Percent in Pace : 70.9%
Number of Vehicles > 20 MPH : 30
Percent of Vehicles > 20 MPH : 29.1%

Accurate Counts
978-664-2565

Location : Tarklin Hill Place
Location : South of Chaffee Street
City/State: New Bedford, MA

8807SP02

SB	Start Time	1	3	4	6	7	9	10	12	13	15	16	18	19	21	22	24	25	27	28	30	31	33	34	36	37	39	40	Total
	12/01/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	5	0	1	0	2	0	4	0	8	0	6	0	13	0	10	0	6	0	0	0	0	0	0	0	0	0	0	55

Daily

15th Percentile : 9 MPH
50th Percentile : 18 MPH
85th Percentile : 23 MPH
95th Percentile : 25 MPH

Mean Speed(Average) : 17 MPH
10 MPH Pace Speed : 15-24 MPH
Number in Pace : 32
Percent in Pace : 58.2%
Number of Vehicles > 20 MPH : 20
Percent of Vehicles > 20 MPH : 37.0%

Location : Tarklin Hill Place
 Location : South of Chaffee Street
 City/State: New Bedford, MA

SB

Accurate Counts
 978-664-2565

8807SP02

Start Time	1	3	4	6	7	9	10	12	13	15	16	18	19	21	22	24	25	27	28	30	31	33	34	36	37	39	40	Total
12/02/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	0	0	0	1	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	4	0	3	0	0	0	0	0	0	0	0	0	9
09:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00	1	0	0	0	1	0	0	0	1	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12PM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	3	2	2	0	0	0	0	0	0	0	0	0	7
14:00	1	0	0	0	0	0	1	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7
15:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	0	2	2	2	2	4	4	8	8	18	18	10	10	5	5	0	0	0	0	0	0	0	0	0	53

15th Percentile : 11 MPH
 50th Percentile : 19 MPH
 85th Percentile : 23 MPH
 95th Percentile : 25 MPH

Mean Speed(Average) : 18 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 38
 Percent in Pace : 71.7%
 Number of Vehicles > 20 MPH : 21
 Percent of Vehicles > 20 MPH : 39.6%

Grand Total	9	1	4	6	12	14	31	20	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108
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15th Percentile : 10 MPH
 50th Percentile : 18 MPH
 85th Percentile : 23 MPH
 95th Percentile : 25 MPH

Mean Speed(Average) : 18 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 69
 Percent in Pace : 63.9%
 Number of Vehicles > 20 MPH : 41
 Percent of Vehicles > 20 MPH : 38.3%

Overall

8807SP02

Accurate Counts
978-664-2565

Location : Tarklin Hill Place
Location : South of Chaffee Street
City/State: New Bedford, MA

NB, SB

Start Time	1	3	4	6	7	9	10	12	13	15	16	18	19	21	22	24	25	27	28	30	31	33	34	36	37	39	40	999	Total
12/01/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	1	1	1	0	0	1	0	2	2	3	3	2	2	1	1	2	2	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	1	1	2	2	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	13
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00	1	1	1	1	0	0	1	0	1	1	1	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
12 PM	0	0	0	0	0	0	0	0	2	2	4	4	2	2	3	2	2	2	0	0	0	0	0	0	0	0	0	0	11
13:00	1	1	0	1	1	2	2	0	1	1	0	0	4	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	13
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	3	3	3	3	3	5	5	13	13	19	19	27	27	21	21	8	8	0	0	0	0	0	0	0	0	0	0	107

15th Percentile : 10 MPH
50th Percentile : 18 MPH
85th Percentile : 22 MPH
95th Percentile : 24 MPH

Mean Speed(Average) : 17 MPH

10 MPH Pace Speed : 15-24 MPH

Number in Pace : 71

Percent in Pace : 66.4%

Number of Vehicles > 20 MPH : 38

Percent of Vehicles > 20 MPH : 35.5%

Daily

Accurate Counts 978-664-2565

Location : Tarkiln Hill Place
Location : South of Chaffee Street
City/State: New Bedford, MA

8807SP02

NB, SB

Start Time	1	3	4	6	7	9	10	12	13	15	16	18	19	21	22	24	25	27	28	30	31	33	34	36	37	39	40	Total
12/02/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	1	4	1	4	4	7	7	10	10	22	22	31	31	14	14	8	1	1	0	0	0	0	0	0	0	0	104

Daily

15th Percentile : 10 MPH
50th Percentile : 18 MPH
85th Percentile : 22 MPH
95th Percentile : 25 MPH

Mean Speed(Average) : 17 MPH
10 MPH Pace Speed : 15-24 MPH
Number in Pace : 70
Percent in Pace : 67.3%
Number of Vehicles > 20 MPH : 33
Percent of Vehicles > 20 MPH : 32.1%

Grand Total

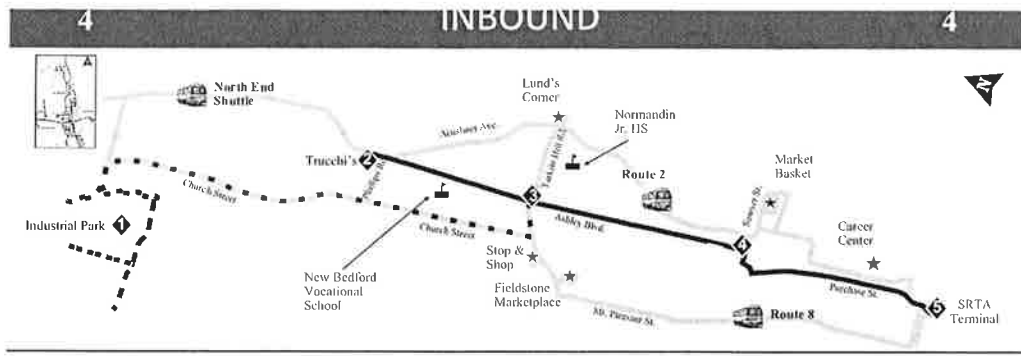
14 4 7 12 23 41 58 35 16 1 0 0 0 0 0 211

Overall

15th Percentile : 10 MPH
50th Percentile : 18 MPH
85th Percentile : 22 MPH
95th Percentile : 25 MPH

Mean Speed(Average) : 17 MPH
10 MPH Pace Speed : 15-24 MPH
Number in Pace : 142
Percent in Pace : 67.3%
Number of Vehicles > 20 MPH : 71
Percent of Vehicles > 20 MPH : 33.8%

PUBLIC TRANSPORTATION INFORMATION



	1 Industrial Park	2 Trucchi's	3 Ashley Blvd. at Tarkiln Hill Rd.	4 Ashley Blvd. at Holly St.	5 SRTA Terminal
WEEKDAYS					
AM	6:15 6:40	6:20 6:45	6:24 6:49	6:31 6:56	6:40 7:05
		7:15 7:40	7:18 7:43	7:23 7:48	7:35 8:00
		8:10 8:40	8:13 8:43	8:18 8:48	8:30 9:00
		9:10 9:40	9:13 9:43	9:18 9:48	9:30 10:00
		10:10 10:40	10:13 10:43	10:18 10:48	10:30 11:00
		11:10 11:40	11:13 11:43	11:18 11:48	11:30 12:00
PM		12:10 12:40	12:13 12:43	12:18 12:48	12:30 1:00
		1:10 1:40	1:13 1:43	1:18 1:48	1:30 2:00
		2:10 2:40	2:13 2:43	2:18 2:48	2:30 3:00
		3:10 3:40	3:13 3:43	3:18 3:48	3:30 4:00
	3:35	3:40	3:44	3:51	4:00
		4:10 4:40	4:13 4:43	4:18 4:48	4:30 5:00
		5:10 5:40	5:13 5:43	5:18 5:48	5:30 6:00
		6:10 6:40	6:13 6:43	6:18 6:48	6:30 7:00
		7:10 7:40	7:13 7:43	7:18 7:48	7:30 8:00
		8:10 8:40	8:13 8:43	8:18 8:48	8:30 9:00
SATURDAY					
AM		8:10 8:40	8:13 8:43	8:18 8:48	8:30 9:00
		9:10 9:40	9:13 9:43	9:18 9:48	9:30 10:00
		10:10 10:40	10:13 10:43	10:18 10:48	10:30 11:00
		11:10 11:40	11:13 11:43	11:18 11:48	11:30 12:00
PM		12:10 12:40	12:13 12:43	12:18 12:48	12:30 1:00
		1:10 1:40	1:13 1:43	1:18 1:48	1:30 2:00
		2:10 2:40	2:13 2:43	2:18 2:48	2:30 3:00
		3:10 3:40	3:13 3:43	3:18 3:48	3:30 4:00
		4:10 4:40	4:13 4:43	4:18 4:48	4:30 5:00
		5:10 5:40	5:13 5:43	5:18 5:48	5:30 6:00

Please note that schedule times are approximate.

Route 4

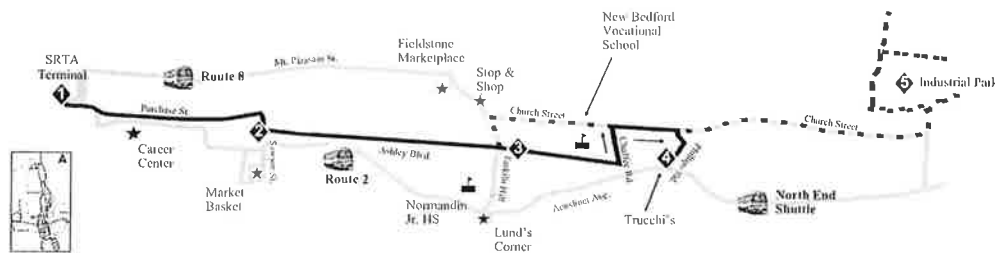
Ashley Blvd.

Southeastern Regional
Transit Authority

August 24, 2020

134 Elm Street
New Bedford, MA 02740
508-999-5211
www.srtabus.com

Operated by SouthCoast
Transit Management, Inc.



	1 SRTA Terminal	2 Ashley Blvd. at Sawyer St.	3 Ashley Blvd. at Daniel St.	4 Industrial Park	5 Trucchi's
WEEKDAYS					
AM	5:40	5:47	5:55	6:10	
	6:05	6:12	6:20	6:35	
	6:50	6:57	7:05		7:13
	7:15	7:22	7:30		7:38
	7:45	7:52	8:00		8:08
	8:15	8:22	8:30		8:38
	8:45	8:52	9:00		9:08
	9:15	9:22	9:30		9:38
	9:45	9:52	10:00		10:08
	10:15	10:22	10:30		10:38
	10:45	10:52	11:00		11:08
	11:15	11:22	11:30		11:38
	11:45	11:52	12:00		12:08
PM	12:15	12:22	12:30		12:38
	12:45	12:52	1:00		1:08
	1:15	1:22	1:30		1:38
	1:45	1:52	2:00		2:08
	2:15	2:22	2:30		2:38
	2:45	2:52	3:00		3:08
	3:15	3:22	3:30		3:38
	3:45	3:52	4:00		4:08
	4:15	4:22	4:30		4:38
	4:45	4:52	5:00		5:08
	5:15	5:22	5:30		5:38
	5:45	5:52	6:00		6:08
	6:15	6:22	6:30		6:38
	6:45	6:52	7:00		7:08
	7:15	7:22	7:30		7:38
	7:45	7:52	8:00		8:08
	8:15	8:22	8:30		8:38
SATURDAY					
AM	7:45	7:52	8:00		8:08
	8:15	8:22	8:30		8:38
	8:45	8:52	9:00		9:08
	9:15	9:22	9:30		9:38
	9:45	9:52	10:00		10:08
	10:15	10:22	10:30		10:38
	10:45	10:52	11:00		11:08
	11:15	11:22	11:30		11:38
	11:45	11:52	12:00		12:08
PM	12:15	12:22	12:30		12:38
	12:45	12:52	1:00		1:08
	1:15	1:22	1:30		1:38
	1:45	1:52	2:00		2:08
	2:15	14:22	2:30		2:38
	2:45	14:52	3:00		3:08
	3:15	3:22	3:30		3:38
	3:45	3:52	4:00		4:08
	4:15	4:22	4:30		4:38
	4:45	4:52	5:00		5:08
	5:15	5:22	5:30		5:38

Please note that schedule times are approximate.

FARES

Regular Fare—\$1.50 per trip
Children under 6—Free when accompanied by adult (Limit 2 children per adult)
6-11 Yrs. Old—\$0.75 per trip
Senior Citizens—\$0.75 per trip
Registered Disabled—\$0.75 per trip
Medicare Recipients—\$0.75 per trip

Charlie Card Fares

Regular Fare—\$1.40 per trip
Reduced Fare—\$0.70 per trip

All buses are wheelchair accessible.

NO SUNDAY SERVICE

SMOKING: Smoking is prohibited on all buses.

FOOD AND BEVERAGES:

The consuming of food or beverage of any kind on the bus is prohibited. Serious injury may occur when trash is left aboard the vehicle.

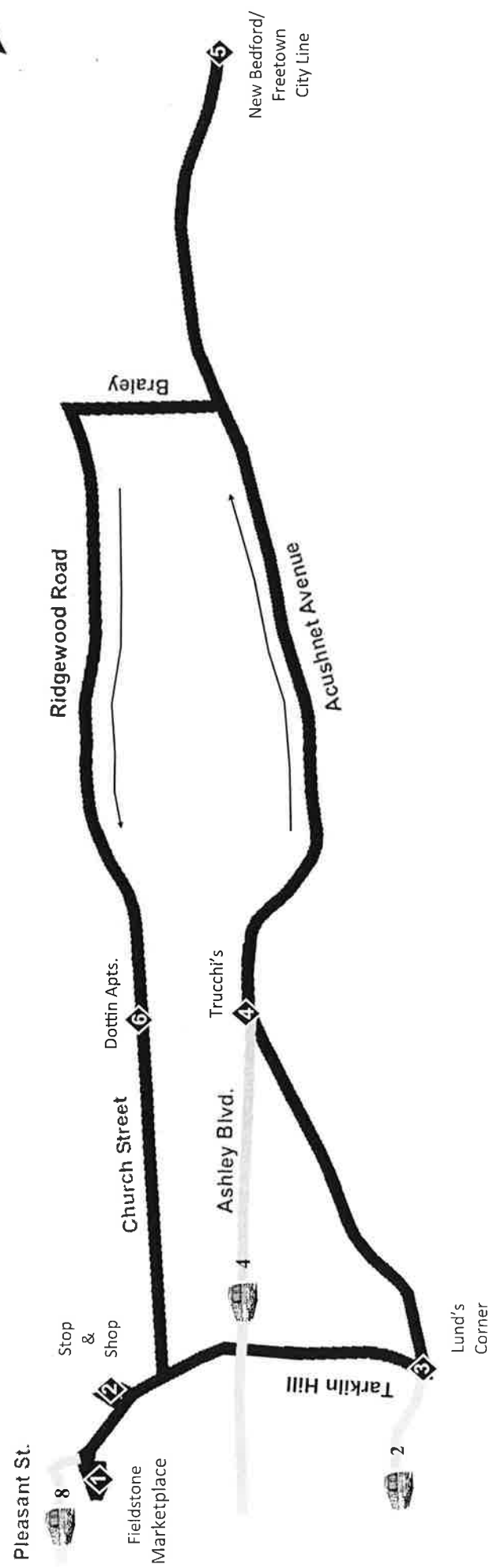
OBJECTIONABLE PERSONS:

This Authority and its Operator reserve the right to refuse to transport a person under the influence of alcohol or drugs, or who is incapable of taking care of him or herself, or whose conduct is such or likely to be such as to make him or her objectionable to other passengers or prospective passengers.

N. End Shuttle

LOOP

N. End Shuttle



1		2	3	4	5	6	1
Fieldstone	Stop &	Lund's	Trucchi's	City	Dottin	Fieldstone	
Marketplace	Shop	Corner		Line	Apartments	Marketplace	
MONDAY - SATURDAY							
AM	9:05	9:08	9:13	9:16	9:21	9:30	9:35
	9:45	9:48	9:53	9:56	10:01	10:10	10:15
	10:25	10:28	10:33	10:36	10:41	10:50	10:55
	11:05	11:08	11:13	11:16	11:21	11:30	11:35
	11:45	11:48	11:53	11:56	12:01	12:10	12:15
PM	12:25	12:28	12:33	12:36	12:41	12:50	12:55
	1:05	1:08	1:13	1:16	1:21	1:30	1:35
	1:45	1:48	1:53	1:56	2:01	2:10	2:15
	2:25	2:28	2:33	2:36	2:41	2:50	2:55
	3:05	3:08	3:13	3:16	3:21	3:30	3:35
	3:45	3:48	3:53	3:56	4:01	4:10	4:15
	4:25	4:28	4:33	4:36	4:41	4:50	4:55

Please note that schedule times are approximate.

FARES

- **Regular Fare**—\$1.50 per trip
- **Children under 6**—Free when accompanied by adult (Limit 2 children per adult)
- **6-11 Yrs. Old**—\$0.75 per trip
- **Senior Citizens**—\$0.75 per trip
- **Registered Disabled**—\$0.75 per trip
- **Medicare Recipients**—\$0.75 per trip

Charlie Card Fares

- **Regular Fare**—\$1.40 per trip
- **Reduced Fare**—\$0.70 per trip

All buses are wheelchair accessible.

NO SUNDAY SERVICE

SMOKING: Smoking is prohibited on all buses.

FOOD AND BEVERAGES:

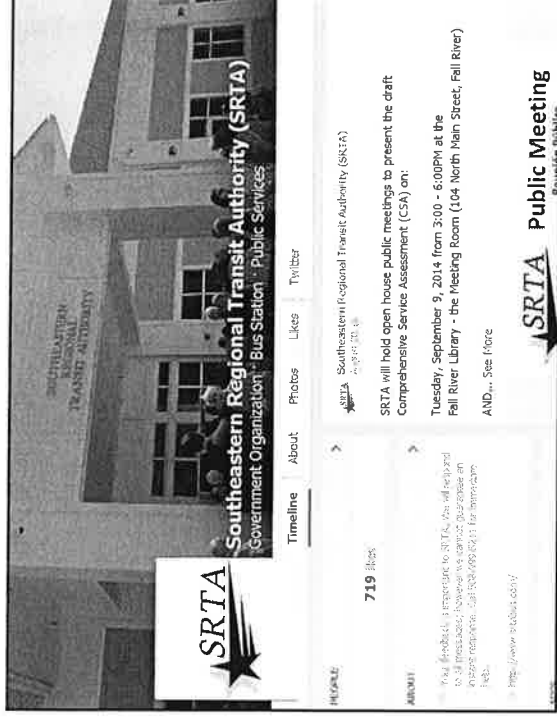
The consuming of food or beverage of any kind on the bus is prohibited. Serious injury may occur when trash is left aboard the vehicle.

OBJECTIONABLE PERSONS:

This Authority and its Operator reserve the right to refuse to transport a person under the influence of alcohol or drugs, or who is incapable of taking care of him or herself, or whose conduct is such or likely to be such as to make him or her objectionable to other passengers or prospective passengers.



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Visit our website: WWW.SRTABUS.COM



North End Shuttle

Southeastern Regional
Transit Authority



August 24, 2020



134 Elm Street
New Bedford, MA 02740
508-999-5211
www.srtabus.com

Operated by SouthCoast
Transit Management, Inc.

MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAPPING

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : New Bedford COUNT DATE : Dec-20

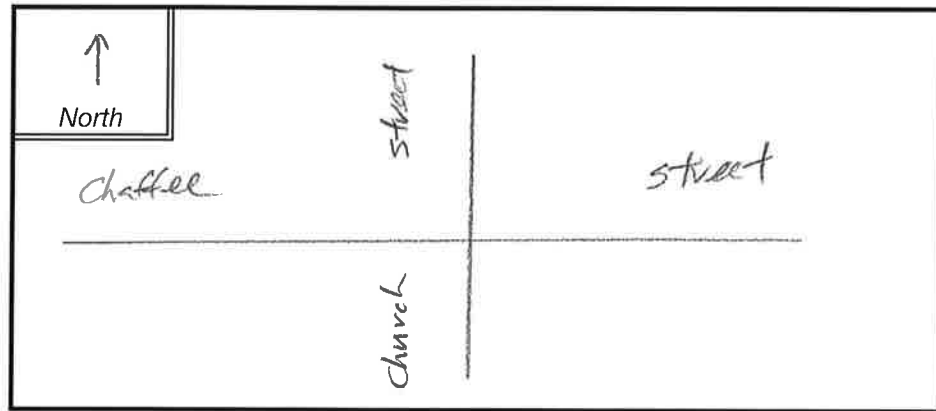
DISTRICT : 5 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Church Street

MINOR STREET(S) : Chaffee Street

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	21	119	513	521		1,174

"K" FACTOR : 0.090 INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME : 13,044

TOTAL # OF CRASHES : 7 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (A) : 1.40

CRASH RATE CALCULATION :

0.29

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : Below MassDOT District 5 crash rate

Project Title & Date : Proposed Medical Office - December 2020

Top Crash Locations

Accessible Version

+

-

chaffee street, new bedford, ma



Show search results for chaffee street...

Legend

Crash Clusters

2015-2017 HSIP Cluster



2008-2017 HSIP Bicycle Clusters



2008-2017 HSIP Pedestrian Cluster



300ft

-70.937 41.695 Degrees

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS

WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)



WEEKDAY EVENING PEAK HOUR (3:00 - 4:00 PM)



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure A-1



**U-Haul Moving and Storage
Facility
429 Church Street
Peak Hour Traffic Volumes**

WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)



WEEKDAY EVENING PEAK HOUR (3:00 - 4:00 PM)



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure A-2



**Proposed Alma Del Mar II
Charter School
739 Church Street
Peak Hour Traffic Volumes**

GENERAL BACKGROUND TRAFFIC GROWTH

General Background Traffic Growth

STA.	CITY/TOWN	ROUTE/STREET	LOCATION	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Average Annual Growth Rate
38	Fairhaven	I-195	East of Acushnet River	55,200		48,956	46,908	48,639	47,430	50,371	52,000	57,728	52,820	1.00%
														1.00%

TRIP-GENERATION CALCULATIONS

Medical-Dental Office Building (720)

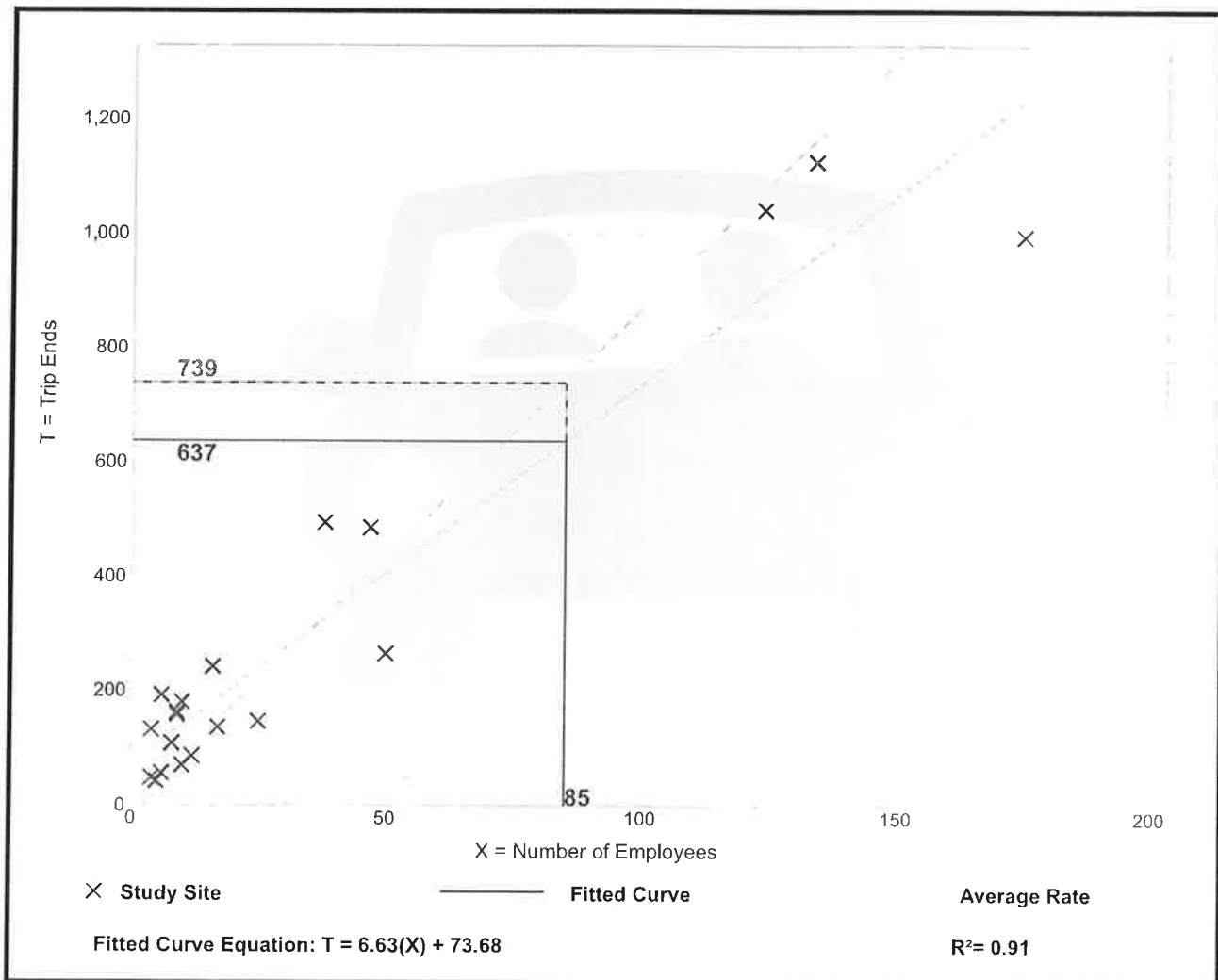
Vehicle Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. Num. of Employees: 35
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
8.70	5.32 - 33.00	4.25

Data Plot and Equation



Medical-Dental Office Building (720)

Vehicle Trip Ends vs: Employees

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

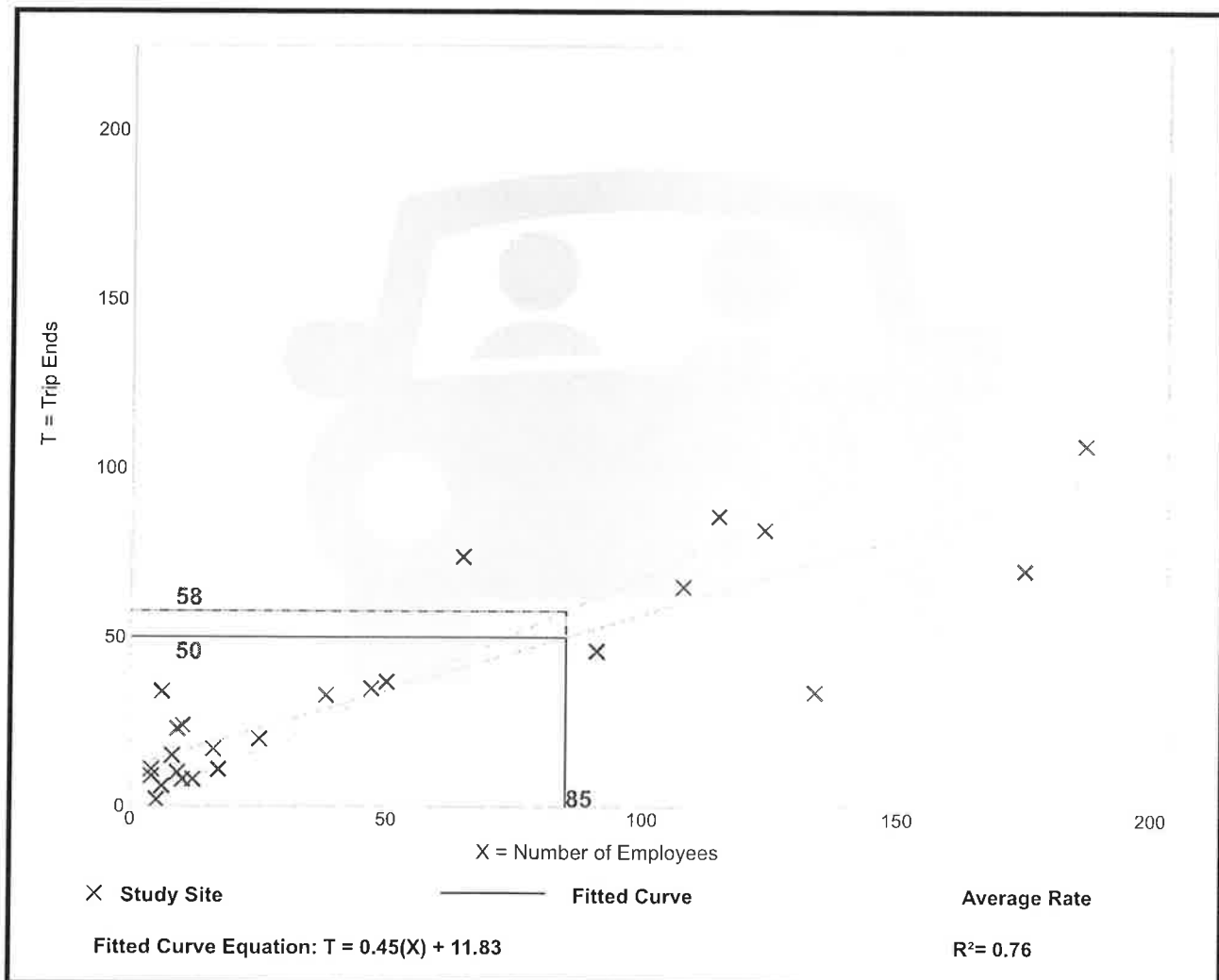
Avg. Num. of Employees: 51

Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.68	0.25 - 5.67	0.51

Data Plot and Equation



Medical-Dental Office Building (720)

Vehicle Trip Ends vs: Employees

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 29

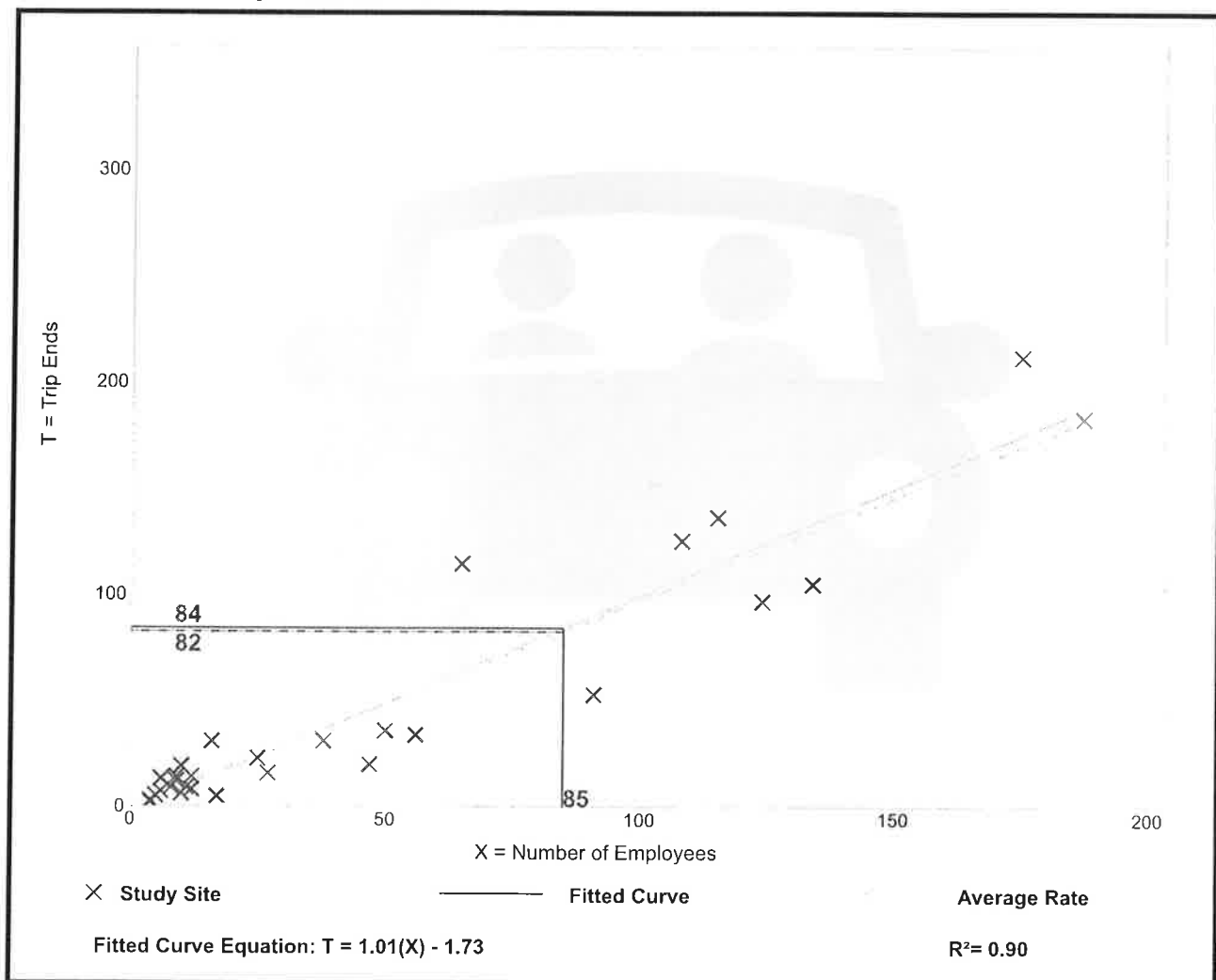
Avg. Num. of Employees: 48

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.97	0.29 - 2.17	0.35

Data Plot and Equation



CAPACITY ANALYSIS WORKSHEETS

Church Street at Chaffee Street

Tarkiln Hill Place at Chaffee Street

Church Street at the Project Site Driveway

Chaffee Street at the Project Site Driveway

Tarkiln Hill Place at the Project Site Driveway

Church Street at Chaffee Street

2020 Existing Wkdy AM Peak
1: Church Street & Chaffee Street

12/30/2020

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	1	4	29	9	71	8	170	27	116	333	17
Future Vol, veh/h	2	1	4	29	9	71	8	170	27	116	333	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	44	44	65	65	65	73	73	73	77	77	77
Heavy Vehicles, %	0	0	0	8	0	4	0	4	0	1	13	7
Mvmt Flow	5	2	9	45	14	109	11	233	37	151	432	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1080	1037	443	1025	1030	252	454	0	0	270	0	0
Stage 1	745	745	-	274	274	-	-	-	-	-	-	-
Stage 2	335	292	-	751	756	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.24	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.336	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	197	233	619	208	235	782	1117	-	-	1299	-	-
Stage 1	409	424	-	719	687	-	-	-	-	-	-	-
Stage 2	683	675	-	394	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	140	194	619	177	196	782	1117	-	-	1299	-	-
Mov Cap-2 Maneuver	140	194	-	177	196	-	-	-	-	-	-	-
Stage 1	404	358	-	710	679	-	-	-	-	-	-	-
Stage 2	569	667	-	326	354	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.2	23.2	0.3	2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1117	-	-	270	363	1299	-	-
HCM Lane V/C Ratio	0.01	-	-	0.059	0.462	0.116	-	-
HCM Control Delay (s)	8.3	0	-	19.2	23.2	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	2.4	0.4	-	-

2020 Existing Wkdy PM Peak
1: Church Street & Chaffee Street

12/30/2020

Intersection												
Int Delay, s/veh	11.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	10	2	9	41	4	74	10	455	48	86	424	11
Future Vol, veh/h	10	2	9	41	4	74	10	455	48	86	424	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	77	77	77	70	70	70	80	80	80
Heavy Vehicles, %	0	0	0	3	0	5	0	2	3	1	2	0
Mvmt Flow	16	3	15	53	5	96	14	650	69	108	530	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1516	1500	537	1475	1473	685	544	0	0	719	0	0
Stage 1	753	753	-	713	713	-	-	-	-	-	-	-
Stage 2	763	747	-	762	760	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.25	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4	3.345	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	99	123	548	104	128	443	1035	-	-	887	-	-
Stage 1	405	420	-	421	438	-	-	-	-	-	-	-
Stage 2	400	423	-	396	417	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	63	99	548	84	103	443	1035	-	-	887	-	-
Mov Cap-2 Maneuver	63	99	-	84	103	-	-	-	-	-	-	-
Stage 1	396	347	-	411	428	-	-	-	-	-	-	-
Stage 2	302	413	-	315	344	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	53.8	99.4	0.2	1.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1035	-	-	107	171	887	-	-
HCM Lane V/C Ratio	0.014	-	-	0.322	0.904	0.121	-	-
HCM Control Delay (s)	8.5	0	-	53.8	99.4	9.6	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	6.7	0.4	-	-

2028 No-Build Wkdy AM Peak
1: Church Street & Chaffee Street

12/30/2020

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	1	4	31	10	77	9	233	29	126	414	18
Future Vol, veh/h	2	1	4	31	10	77	9	233	29	126	414	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	44	44	65	65	65	73	73	73	77	77	77
Heavy Vehicles, %	0	0	0	8	0	4	0	4	0	1	13	7
Mvmt Flow	5	2	9	48	15	118	12	319	40	164	538	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1308	1261	550	1246	1252	339	561	0	0	359	0	0
Stage 1	878	878	-	363	363	-	-	-	-	-	-	-
Stage 2	430	383	-	883	889	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.24	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.336	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	138	172	539	146	174	699	1020	-	-	1205	-	-
Stage 1	345	368	-	644	628	-	-	-	-	-	-	-
Stage 2	607	616	-	332	364	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	136	539	119	137	699	1020	-	-	1205	-	-
Mov Cap-2 Maneuver	88	136	-	119	137	-	-	-	-	-	-	-
Stage 1	340	295	-	634	619	-	-	-	-	-	-	-
Stage 2	484	607	-	260	292	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26	43.3	0.3	1.9
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1020	-	-	187	266	1205	-	-
HCM Lane V/C Ratio	0.012	-	-	0.085	0.682	0.136	-	-
HCM Control Delay (s)	8.6	0	-	26	43.3	8.5	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	4.5	0.5	-	-

2028 No-Build Wkdy PM Peak
1: Church Street & Chaffee Street

12/30/2020

Intersection												
Int Delay, s/veh	29.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	2	10	44	4	80	11	530	52	93	492	12
Future Vol, veh/h	11	2	10	44	4	80	11	530	52	93	492	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	77	77	77	70	70	70	80	80	80
Heavy Vehicles, %	0	0	0	3	0	5	0	2	3	1	2	0
Mvmt Flow	18	3	16	57	5	104	16	757	74	116	615	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1736	1718	623	1690	1688	794	630	0	0	831	0	0
Stage 1	855	855	-	826	826	-	-	-	-	-	-	-
Stage 2	881	863	-	864	862	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.25	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4	3.345	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	69	91	490	73	95	383	962	-	-	806	-	-
Stage 1	356	378	-	365	389	-	-	-	-	-	-	-
Stage 2	344	374	-	347	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	39	69	490	~ 55	72	383	962	-	-	806	-	-
Mov Cap-2 Maneuver	39	69	-	~ 55	72	-	-	-	-	-	-	-
Stage 1	345	294	-	354	377	-	-	-	-	-	-	-
Stage 2	240	362	-	258	292	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	107.6	283.6	0.2	1.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	962	-	-	69 120	806	-	-
HCM Lane V/C Ratio	0.016	-	-	0.546 1.385	0.144	-	-
HCM Control Delay (s)	8.8	0	-	107.6 283.6	10.2	0	-
HCM Lane LOS	A	A	-	F F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.3 11.3	0.5	-	-

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

2028 Build Wkdy AM Peak
1: Church Street & Chaffee Street

01/04/2021

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	5	2	4	33	14	77	9	235	30	126	424	28
Future Vol, veh/h	5	2	4	33	14	77	9	235	30	126	424	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	44	44	65	65	65	73	73	73	77	77	77
Heavy Vehicles, %	0	0	0	8	0	4	0	4	0	1	13	7
Mvmt Flow	11	5	9	51	22	118	12	322	41	164	551	36
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1334	1284	569	1271	1282	343	587	0	0	363	0	0
Stage 1	897	897	-	367	367	-	-	-	-	-	-	-
Stage 2	437	387	-	904	915	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.24	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.336	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	132	166	525	141	167	695	998	-	-	1201	-	-
Stage 1	337	361	-	640	626	-	-	-	-	-	-	-
Stage 2	602	613	-	323	354	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	80	130	525	113	131	695	998	-	-	1201	-	-
Mov Cap-2 Maneuver	80	130	-	113	131	-	-	-	-	-	-	-
Stage 1	332	287	-	630	617	-	-	-	-	-	-	-
Stage 2	475	604	-	249	282	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	39.5		58.5		0.3		1.8					
HCM LOS	E		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	998	-	-	129	243	1201	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.194	0.785	0.136	-	-				
HCM Control Delay (s)	8.7	0	-	39.5	58.5	8.5	0	-				
HCM Lane LOS	A	A	-	E	F	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.7	5.8	0.5	-	-				

2028 Build Wkdy PM Peak
1: Church Street & Chaffee Street

01/04/2021

Intersection												
Int Delay, s/veh	54.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	25	7	10	46	7	80	11	544	52	93	499	19
Future Vol, veh/h	25	7	10	46	7	80	11	544	52	93	499	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	77	77	77	70	70	70	80	80	80
Heavy Vehicles, %	0	0	0	3	0	5	0	2	3	1	2	0
Mvmt Flow	41	11	16	60	9	104	16	777	74	116	624	24

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1771	1751	636	1728	1726	814	648	0	0	851	0	0
Stage 1	868	868	-	846	846	-	-	-	-	-	-	-
Stage 2	903	883	-	882	880	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.25	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4	3.345	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	66	87	481	69	90	373	947	-	-	792	-	-
Stage 1	350	372	-	356	381	-	-	-	-	-	-	-
Stage 2	335	367	-	340	368	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 34	65	481	~ 47	67	373	947	-	-	792	-	-
Mov Cap-2 Maneuver	~ 34	65	-	~ 47	67	-	-	-	-	-	-	-
Stage 1	338	286	-	344	368	-	-	-	-	-	-	-
Stage 2	228	355	-	243	283	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 403.7	\$ 422.7	0.2	1.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	947	-	-	49	102	792	-	-
HCM Lane V/C Ratio	0.017	-	-	1.405	1.693	0.147	-	-
HCM Control Delay (s)	8.9	0	-	\$ 403.7	\$ 422.7	10.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	6.5	13.6	0.5	-	-

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Tarkiln Hill Place at Chaffee Street

2020 Existing Wkdy AM Peak
2: Takin Hill Place & Chaffee Street

12/30/2020

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	0	17	10	9	0	0	1	2	0	0
Future Vol, veh/h	0	2	0	17	10	9	0	0	1	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	73	73	73	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	7	0	0	0	0	0	0	0	0
Mvmt Flow	0	4	0	23	14	12	0	0	4	8	0	0

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	31	20	0	20	18	2	0	0
Stage 1	16	16	-	2	2	-	-	-
Stage 2	15	4	-	18	16	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.5	6.2	4.1	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.5	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.5	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4	3.3	2.2	-
Pot Cap-1 Maneuver	982	878	-	981	880	1088	-	-
Stage 1	1009	886	-	1008	898	-	-	-
Stage 2	1010	897	-	988	886	-	-	-
Platoon blocked, %							-	-
Mov Cap-1 Maneuver	955	874	-	-	876	1088	-	-
Mov Cap-2 Maneuver	955	874	-	-	876	-	-	-
Stage 1	1009	882	-	1008	898	-	-	-
Stage 2	983	897	-	979	882	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	7.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	1631	-	-
HCM Lane V/C Ratio	-	-	-	-	0.005	-	-
HCM Control Delay (s)	0	-	-	-	7.2	0	-
HCM Lane LOS	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-	-

2020 Existing Wkdy PM Peak
2: Takin Hill Place & Chaffee Street

12/30/2020

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	25	0	0	8	7	1	0	17	11	1	0
Future Vol, veh/h	1	25	0	0	8	7	1	0	17	11	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	46	46	46	54	54	54	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	43	0	0	17	15	2	0	31	22	2	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	82	81	2	88	66	16	2	0	0	31	0	0
Stage 1	46	46	-	20	20	-	-	-	-	-	-	-
Stage 2	36	35	-	68	46	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	910	813	1088	902	829	1069	1634	-	-	1595	-	-
Stage 1	973	861	-	1004	883	-	-	-	-	-	-	-
Stage 2	985	870	-	947	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	873	801	1088	855	817	1069	1634	-	-	1595	-	-
Mov Cap-2 Maneuver	873	801	-	855	817	-	-	-	-	-	-	-
Stage 1	972	849	-	1003	882	-	-	-	-	-	-	-
Stage 2	951	869	-	886	849	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.7		9.1		0.4		6.7	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1634	-	-	804 918 1595	-	-	-
HCM Lane V/C Ratio	0.001	-	-	0.056 0.036 0.014	-	-	-
HCM Control Delay (s)	7.2	0	-	9.7 9.1 7.3	0	-	-
HCM Lane LOS	A	A	-	A A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2 0.1 0	-	-	-

2028 No-Build Wkdy AM Peak
2: Takin Hill Place & Chaffee Street

12/30/2020

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	0	18	10	10	0	0	1	2	0	0
Future Vol, veh/h	0	2	0	18	10	10	0	0	1	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	73	73	73	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	7	0	0	0	0	0	0	0	0
Mvmt Flow	0	4	0	25	14	14	0	0	4	8	0	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	32	20	0	20	18	2	0	0	0	4	0	0
Stage 1	16	16	-	2	2	-	-	-	-	-	-	-
Stage 2	16	4	-	18	16	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	981	878	-	981	880	1088	-	-	-	1631	-	-
Stage 1	1009	886	-	1008	898	-	-	-	-	-	-	-
Stage 2	1009	897	-	988	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	954	874	-	-	876	1088	-	-	-	1631	-	-
Mov Cap-2 Maneuver	954	874	-	-	876	-	-	-	-	-	-	-
Stage 1	1009	882	-	1008	898	-	-	-	-	-	-	-
Stage 2	981	897	-	979	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	7.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	1631	-	-
HCM Lane V/C Ratio	-	-	-	-	0.005	-	-
HCM Control Delay (s)	0	-	-	-	7.2	0	-
HCM Lane LOS	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-	-

2028 No-Build Wkdy PM Peak
2: Takin Hill Place & Chaffee Street

12/30/2020

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	25	0	0	8	8	1	0	18	12	1	0
Future Vol, veh/h	1	25	0	0	8	8	1	0	18	12	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	46	46	46	54	54	54	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	43	0	0	17	17	2	0	33	24	2	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	88	87	2	93	71	17	2	0	0	33	0	0
Stage 1	50	50	-	21	21	-	-	-	-	-	-	-
Stage 2	38	37	-	72	50	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	902	807	1088	895	823	1068	1634	-	-	1592	-	-
Stage 1	968	857	-	1003	882	-	-	-	-	-	-	-
Stage 2	982	868	-	943	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	862	794	1088	848	810	1068	1634	-	-	1592	-	-
Mov Cap-2 Maneuver	862	794	-	848	810	-	-	-	-	-	-	-
Stage 1	967	844	-	1002	881	-	-	-	-	-	-	-
Stage 2	946	867	-	881	844	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.8		9.1		0.4		6.7					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1634	-	-	796	921	1592	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.056	0.038	0.015	-	-				
HCM Control Delay (s)	7.2	0	-	9.8	9.1	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				

2028 Build Wkdy AM Peak
2: Takin Hill Place & Chaffee Street

01/04/2021

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	0	2	0	18	10	10	0	0	2	2	0	0
Future Vol, veh/h	0	2	0	18	10	10	0	0	2	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	73	73	73	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	7	0	0	0	0	0	0	0	0
Mvmt Flow	0	4	0	25	14	14	0	0	8	8	0	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	34	24	0	22	20	4	0	0	0	8	0	0
Stage 1	16	16	-	4	4	-	-	-	-	-	-	-
Stage 2	18	8	-	18	16	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	978	873	-	978	878	1085	-	-	-	1625	-	-
Stage 1	1009	886	-	1005	897	-	-	-	-	-	-	-
Stage 2	1006	893	-	988	886	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	951	869	-	-	874	1085	-	-	-	1625	-	-
Mov Cap-2 Maneuver	951	869	-	-	874	-	-	-	-	-	-	-
Stage 1	1009	882	-	1005	897	-	-	-	-	-	-	-
Stage 2	978	893	-	979	882	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s					0		7.2	
HCM LOS								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	1625	-	-
HCM Lane V/C Ratio	-	-	-	-	0.005	-	-
HCM Control Delay (s)	0	-	-	-	7.2	0	-
HCM Lane LOS	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-	-

2028 Build Wkdy PM Peak
2: Takin Hill Place & Chaffee Street

01/04/2021

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	25	0	0	8	8	1	0	21	12	1	0
Future Vol, veh/h	1	25	0	0	8	8	1	0	21	12	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	46	46	46	54	54	54	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	43	0	0	17	17	2	0	39	24	2	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	91	93	2	96	74	20	2	0	0	39	0	0
Stage 1	50	50	-	24	24	-	-	-	-	-	-	-
Stage 2	41	43	-	72	50	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	898	801	1088	891	820	1064	1634	-	-	1584	-	-
Stage 1	968	857	-	999	879	-	-	-	-	-	-	-
Stage 2	979	863	-	943	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	858	788	1088	844	807	1064	1634	-	-	1584	-	-
Mov Cap-2 Maneuver	858	788	-	844	807	-	-	-	-	-	-	-
Stage 1	967	844	-	998	878	-	-	-	-	-	-	-
Stage 2	943	862	-	881	844	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	9.1	0.3	6.7
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1634	-	-	790	918	1584	-	-
HCM Lane V/C Ratio	0.001	-	-	0.057	0.038	0.015	-	-
HCM Control Delay (s)	7.2	0	-	9.8	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Church Street at the Project Site Driveway

2028 Build Wkdy AM Peak
3: Church Street & Site Driveway

01/04/2021

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	YY			↑↑	↑↑	
Traffic Vol, veh/h	3	4	13	271	449	12
Future Vol, veh/h	3	4	13	271	449	12
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	3	4	14	295	488	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	818	495	501	0	-	0
Stage 1	495	-	-	-	-	-
Stage 2	323	-	-	-	-	-
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	346	575	1063	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	340	575	1063	-	-	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1063	-	444	-	-
HCM Lane V/C Ratio	0.013	-	0.017	-	-
HCM Control Delay (s)	8.4	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

2028 Build Wkdy PM Peak
3: Church Street & Site Driveway

01/04/2021

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	17	19	10	593	546	9
Future Vol, veh/h	17	19	10	593	546	9
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	18	21	11	645	593	10

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1265	598	603	0	-	0
Stage 1	598	-	-	-	-	-
Stage 2	667	-	-	-	-	-
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	187	502	975	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	184	502	975	-	-	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	975	-	276	-	-
HCM Lane V/C Ratio	0.011	-	0.142	-	-
HCM Control Delay (s)	8.7	0	20.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Chaffee Street at the Project Site Driveway

2028 Build Wkdy AM Peak
4: Site Driveway & Chaffee Street

01/04/2021

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰	↰	↰
Traffic Vol, veh/h	8	0	14	37	0	3
Future Vol, veh/h	8	0	14	37	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	15	40	0	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	9
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.218	-
Pot Cap-1 Maneuver	-	1611	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1611	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1073	-	-	1611	-
HCM Lane V/C Ratio	0.003	-	-	0.009	-
HCM Control Delay (s)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

2028 Build Wkdy PM Peak
4: Site Dtiveway & Chaffee Street

01/04/2021

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Vol, veh/h	26	0	10	27	0	16
Future Vol, veh/h	26	0	10	27	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	0	11	29	0	17

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	28	0	79	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1585	-	924	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1585	-	918	1047
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	964	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1047	-	-	1585	-
HCM Lane V/C Ratio	0.017	-	-	0.007	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Tarkiln Hill Place at the Project Site Driveway

2028 Build Wkdy AM Peak
5: Takin Hill Place & Site Driveway

01/04/2021

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			U
Traffic Vol, veh/h	0	1	1	0	0	18
Future Vol, veh/h	0	1	1	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	1	0	0	20

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	21	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	20	-	-	-	-	-
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	996	1084	-	-	1622	-
Stage 1	1022	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	996	1084	-	-	1622	-
Mov Cap-2 Maneuver	996	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1084	1622	-
HCM Lane V/C Ratio	-	- 0.001	-	-
HCM Control Delay (s)	-	- 8.3	0	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- 0	0	-

2028 Build Wkdy PM Peak
5: Takin Hill Place & Site Driveway

01/04/2021

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	3	19	0	0	1
Future Vol, veh/h	0	3	19	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	21	0	0	1

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	22	21	0
Stage 1	21	-	-
Stage 2	1	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	995	1056	-
Stage 1	1002	-	-
Stage 2	1022	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	995	1056	-
Mov Cap-2 Maneuver	995	-	-
Stage 1	1002	-	-
Stage 2	1022	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1056	1595
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s)	-	-	8.4	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0