Traffic Impact and Access Study

The Enclave

Norfolk, Massachusetts

Prepared for

Enclave Equities, LLC

June 2017

Prepared by

GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers

Green No. 17034

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1.0 INTRODUCTION AND EXECUTIVE SUMMARY

This report provides an analysis of the potential traffic and access impacts of a proposed residential development project on Village Green in Norfolk, Massachusetts, named "The Enclave." The site is proposed to be accessible via a new driveway located on the east side of Village Green in Norfolk, Massachusetts, and is shown in Figure 1. The proposed development project consists of 28 residential townhouse buildings, each providing two units of housing for a total of 56 residences. This report considers the potential impacts on the adjacent roadways and nearby intersections. Intersection capacity analyses were completed at each study intersection for the existing, future No-Build, and future Build conditions. An analysis of available stopping sight distance (SSD) and intersection sight distance (ISD) was also completed for the proposed site drive.

The analysis and evaluation in this report includes the collection of current traffic volumes, safety data review, and analysis of the roadway/site access interface. The guidelines of the Massachusetts Department of Transportation (MassDOT), as well as considering those of the Institute of Transportation Engineers (ITE), were used for completing this traffic impact and access study. The report contains descriptions of the existing characteristics of the abutting roadway network, current traffic conditions, estimated traffic impacts, and the access-egress characteristics of the proposed residential development project.

EXISTING CONDITIONS

The study area for this report consisted of the intersections of Rockwood Road at Cleveland Street/Tucker Road, Cleveland Street at Village Green, and Seekonk Street at Cleveland Street.

Rockwood Road, Cleveland Street, Village Green, and Seekonk Street are all two-lane, two-way roadways and fall under the jurisdiction of the Town of Norfolk. Rockwood Road is classified as a minor arterial roadway, Cleveland Street is classified as a minor collector roadway, Village Green is classified as a local roadway, and Seekonk Street is classified as a minor arterial roadway. Rockwood Road is also known as Route 115.

There are no existing sidewalks on Village Green, Cleveland Street, or Seekonk Street. A bituminous sidewalk is provided along the east side of Rockwood Road. The MBTA commuter rail Franklin line Norfolk station is located less than one mile south of the proposed site drive location via Village Green, Cleveland Street, and Rockwood Road. There is an at-grade rail crossing across Rockwood Road. The nearest school is the Freeman-Kennedy School, located off Boardman Street east of Rockwood Road and approximately ½ mile away from the residential development project site.

Traffic data were collected on March 28-29, 2017 and indicates that the daily traffic volume on Village Green near the proposed development project is approximately 250 vehicles per day (vpd). The weekday morning peak hour on Village Green generally occurs between 9:00-10:00 AM and represents approximately 8.2% of the daily traffic. The weekday evening peak hour on Village Green generally occurs between 5:00-6:00 PM and represents approximately 8.9% of the daily traffic. The daily traffic volume on Cleveland Street between the intersections with Rockwood Road and Village Green is approximately 2,780 vpd. The weekday morning peak hour on Cleveland Street generally occurs from 7:00-8:00 AM and represents approximately 10.6% of the daily traffic. The weekday evening peak hour on Cleveland Street generally occurs from 5:15-6:15 PM and represents approximately 9.0% of the daily traffic.

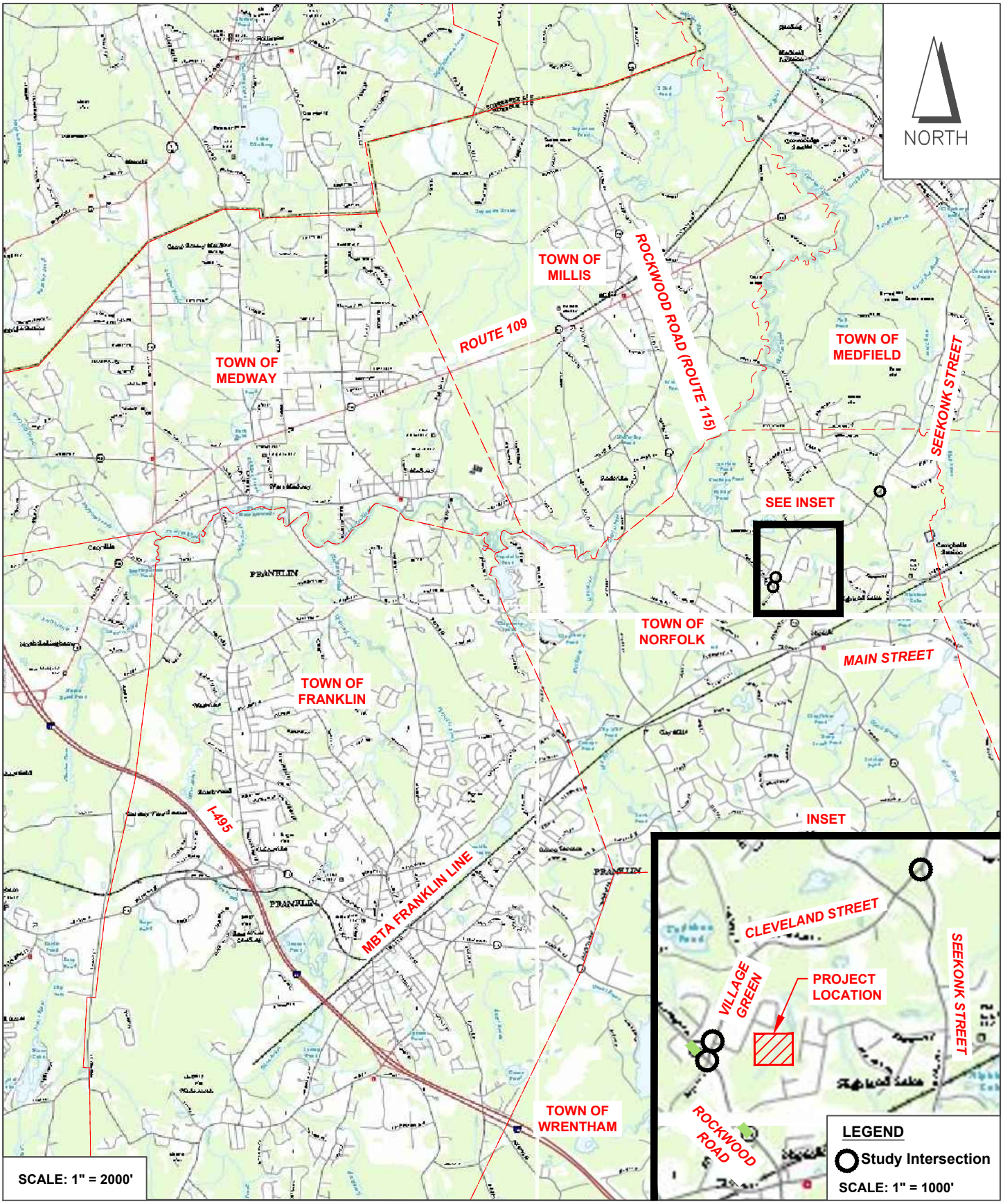

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Figure 1
Project Location
The Enclave
Norfolk, MA

The analysis of the crash data showed that there are no significant safety issues. The surrounding intersections generally operate well, with only moderate delays observed for vehicles turning from Cleveland Street onto Rockwood Road, and minimal delays at all other study intersections.

FUTURE CONDITIONS

A seven-year timeframe was used in the future analysis and is consistent with current state guidelines. For the future No-Build analysis, a one percent background annual growth rate was applied based on regional traffic growth data as well as relevant site-specific developments. Traffic volume forecasts of the proposed development project were based on models published by the Institute of Transportation Engineers (ITE) and local observations. The project is expected to generate a relatively small amount of vehicle trips, approximately 388 vehicle trips per day with 38 vehicle trips during each weekday peak hour. The trips were distributed across the study area network based on existing traffic patterns.

CONCLUSIONS/RECOMMENDATIONS

This traffic report describes the analysis procedures, assumptions, and results of this traffic study. The following summarizes the traffic analysis findings:

- Compared to the Future No-Build conditions, there is expected to be only minor increases in delay at all study intersections. At the Cleveland Street westbound approach to Rockwood Road, the 95th percentile queue length is expected to increase by approximately one to two car lengths during the weekday morning and afternoon peak hours.
- The available sight distances at the proposed site drive exceed the minimum required distances for safety. With minor tree trimming, the longer desirable intersection sight distances can also be attained.
- The project is expected to have minimal impact on the surrounding roadways and the study intersections and the existing roadway network has the capacity to accommodate the project.

The analysis showed the proposed project could be accommodated by the study area with the existing transportation infrastructure. However, the following actions are suggested to enhance the transportation infrastructure and to encourage alternative modes of transportation:

- In order to maintain available sight distances, existing vegetation will need to be cleared in the immediate vicinity of the site driveway and any proposed landscaping at the site driveway intersection with Village Green should be low lying and set back.
- The site drive westbound approach should be placed under STOP control at its intersection with Village Green.
- It is recommended that turn warning signs (W1-1) be installed facing each direction of traffic on Village Green in advance of the horizontal curve west of the proposed project site driveway.

W1-1

2.0 EXISTING CONDITIONS

The following sections describe the existing transportation system in terms of physical and operational characteristics. The selection of the study area took into account the location and type of project and focused on the evaluation of the roadways and intersections near the site that will potentially be impacted by the proposed residential development project.

2.1 Existing Roadway Network

The study focused on the roadway network in the vicinity of the proposed project with an emphasis on the following three intersections:

- Rockwood Road at Cleveland Street/Tucker Road
- Cleveland Street at Village Green
- Seekonk Street at Cleveland Street

As part of this study, a field reconnaissance was conducted to verify the current physical and operational features in the study area. A description of the study roadways and intersections follows:

2.1.1 Rockwood Road (Route 115)

Rockwood Road (Route 115) in Norfolk is a state-numbered minor arterial roadway that falls under the jurisdiction of the Town. Rockwood Road generally runs in a north-south direction and connects with Main Street at its southern terminus and continues north into the Town of Millis. Regionally, Route 115 provides connections to Millis and Route 109 to the north and Foxborough, and Route 1 to the south.

Rockwood Road near Cleveland Street, looking south

The posted speed limit along Rockwood Road is 35 mph in both directions in the vicinity of the intersection with Cleveland Street. Street signs in the area are white posts with black lettering written vertically. Rockwood Road generally provides one 12-foot-wide travel lane in each direction and a one- to two-foot-wide shoulder on each side of the road. There is a five-foot-wide grass strip along the east side of Rockwood Road and a five-foot-wide asphalt sidewalk in good condition. There is no sidewalk on the west side of Rockwood Road in the vicinity of the intersection with Cleveland Street. A marked crosswalk is provided along the east side of Rockwood Road across Cleveland Street. Granite curb is present on both sides of Rockwood Road in the immediate vicinity of the Cleveland Street intersection, with Cape Cod berm elsewhere along Rockwood Road. Curb ramps at the Cleveland Street intersection are asphalt and in fair condition, but do not have detectable warning panels. Pavement markings for the crosswalk across Cleveland Street are faded.

The project is located approximately one mile north of the Town Center and other key non-residential land uses including Town Hall, the library, and many shops. In addition, the MBTA Commuter Rail Norfolk station on the Franklin line is located in the Town center.

The Freeman-Kennedy School is located on the east side of Rockwood Road. Although the primary school driveway connects with Boardman Street, a secondary access driveway for the school is located on the east side of Rockwood Road, approximately 0.4 mile south of the intersection with Cleveland Street**.** A senior housing complex, Hillcrest Village, is located on the west side of Rockwood Road approximately 0.4 mile south of the intersection with Cleveland Street.

2.1.2 Cleveland Street

Cleveland Street is a two-way east/west roadway connecting Seekonk Street in the east with Rockwood Road to the west. Cleveland Street is a local roadway under the jurisdiction of the Town of Norfolk. No sidewalk is provided along Cleveland Street. One 11-foot-wide travel lane is provided for each direction of traffic with a double yellow line separating travel directions. There are no shoulders on Cleveland Street. The posted speed limit on Cleveland Street in both directions is 30 mph along its entire length. The pavement on Cleveland Street is in average condition. No curbing is provided on Cleveland Street, except in the immediate vicinity of the Rockwood Road intersection, where a vertical granite curb is provided.

Cleveland Street, looking east from Rockwood Road

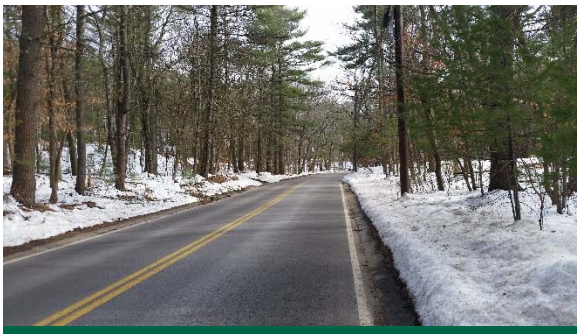
2.1.3 Village Green

Village Green is an unstriped two-way roadway. It runs east/west for approximately 600 feet from its terminus at Cleveland Street before reaching a 90^{o} horizontal curve, where Village Green changes to a north/south alignment. There is no outlet from the north end of Village Green. Stanhope Drive forms a loop at the north end of Village Green, reconnecting drivers to Village Green. Village Green is a local roadway under the jurisdiction of the Town of Norfolk. The site driveway is proposed to be located within a currently wooded area approximately 460 feet north of the 90^{o} degree curve, or approximately 1,060 feet away from the intersection with Cleveland Street. There are no existing sidewalks on Village Green. The only sign on Village Green is a SCHOOL BUS STOP AHEAD sign, which is in poor condition, and faces traffic headed away from Cleveland Street. Based on information posted on the Norfolk School District's website, school bus stops are currently at #4 and #7 Village Green, and the nearest school bus stop is currently located at #20 Village Green, approximately 400 feet north of the development project location. There are no posted speed limit signs along Village Green. The roadway width is approximately 24 feet on the east/west segment and approximately 26 feet on the north/south segment, the latter of which includes the location of the proposed site drive. The pavement is in poor to below average condition. There is existing asphalt curbing.

Village Green, looking north at the change in alignment

2.1.4 Seekonk Street

Seekonk Street in Norfolk is a two-way minor arterial roadway under the jurisdiction of the Town of Norfolk. It connects Main Street in the south with the Town of Medfield to the north. One 10-foot-wide travel lane is provided in each direction with a double yellow line separating directions of travel. There is an edge line but virtually no shoulder along Seekonk Street. The posted speed limit on Seekonk Street is 35 mph in the southbound direction. In the northbound direction, the posted speed limit is 35 mph between Main Street and Cleveland Street, and 25 mph to the north of Cleveland Street. There are no sidewalks or curbs on Seekonk Street.



Seekonk Street, looking south from Cleveland Street

2.1.5 Rockwood Road (Route 115) at Cleveland Street/Tucker Road

Rockwood Road at Cleveland Street looking north

The western terminus of Cleveland Street and the eastern terminus of Tucker Road intersect Rockwood Road at an unsignalized intersection. Rockwood Road forms the north and south legs with Cleveland Street providing the east leg and Tucker Road providing the west leg. The intersection is offset, with Tucker Road meeting Rockwood Road approximately 40 feet south of Cleveland Street. Each approach has one general-purpose travel lane. The width of the Cleveland Street east leg expands from 26 feet to approximately 38 feet at the mouth of the intersection with Rockwood Road. However, the northeast curb radius is small enough that Cleveland Street westbound operates as a one-lane approach. Similarly, Tucker Road is approximately 20 feet wide and widens to approximately 38 feet at the mouth of the intersection with Rockwood Road. However, the southwest curb radius is too small to allow vehicles to queue side-by-side. Land use is predominantly residential along all approaches to the intersection. The Cleveland Street westbound and Tucker Road eastbound approaches are under STOP sign control, while Rockwood Road traffic flows freely.

2.1.6 Cleveland Street at Village Green

Village Green intersects Cleveland Street at an unsignalized T-intersection. Village Green forms the east leg and is placed under STOP sign control, while Cleveland Street forms the north and south legs and flows freely. One general-purpose travel lane is provided for each direction of traffic. Land use is residential along all approaches to the intersection.

Cleveland Street, looking west from Village Green

2.1.7 Cleveland Street at Seekonk Street

Cleveland Street intersects Seekonk Street at an unsignalized T-intersection. Cleveland Street forms the west leg and is under STOP sign control, while Seekonk Street forms the north and south legs and flows freely. One general-purpose travel lane is provided for each direction of travel. Land use is residential along all approaches to the intersection.

2.2 Traffic Volumes

As part of this study, new traffic volume data were collected to form the basis of the traffic analysis. The new data were collected on March 28-29, 2017 and consisted of weekday peak period (7:00-9:00 AM and 4:00-6:00 PM) manual turning movement counts (TMC) at the following intersections:

- Rockwood Road at Cleveland Street/Tucker Road
- Cleveland Street at Village Green
- Seekonk Street at Cleveland Street

The count program also included 48 hour Automatic Traffic Recorder (ATR) vehicle counts at the following locations:

- Cleveland Street east of Rockwood Road
- Village Green east of Cleveland Street

The complete TMC and ATR data are included in the Appendix.

Table 2.1 summarizes the ATR data on Village Green.

Table 2.1 –Summary of Village Green Traffic Volumes

	WEEKDAY AVERAGE	AM PEAK HOUR	PM PEAK HOUR
Time Period	Daily	9:00-10:00	5:00-6:00
Traffic Volume[1]	252 vpd	21 vph	23 vph
K-Factor[2]	-	8.9%	9.7%
Directional Distribution	49.9% EB	61.0% WB	68.9% EB
Average Speed	20 MPH EB / 21 MPH WB		
85th %-ile Speed	23 MPH EB /24 MPH WB		

[1] vpd = volume per day, vph = volume per hour
[2] percent of daily traffic that occurs during the peak hour

The average weekday traffic on Village Green is 252 vehicles per day (vpd), with 8.2 % occurring during the morning peak hour and 8.9 % occurring during the evening peak hour. The directional distribution of traffic on Village Green is approximately 40% EB / 60% WB during the weekday morning peak hour and approximately 70% EB / 30% WB during the weekday evening peak hour.

Table 2.2 summarizes the ATR data on Cleveland Street.

Table 2.2 –Summary of Cleveland Street Traffic Volumes

	WEEKDAY AVERAGE	AM PEAK HOUR	PM PEAK HOUR
Time Period	Daily	7:00-8:00	5:15-6:15
Traffic Volume[1]	2,780 vpd	294 vph	250 vph
K-Factor[2]	-	10.6%	9.0%
Directional Distribution	52.1% EB	60.0% EB	58.7% WB
Average Speed	31 MPH EB / 32 MPH WB		
85th %-ile Speed	35 MPH EB /36 MPH WB		

[1] vpd = volume per day, vph = volume per hour, based on ATR data (March 28-29, 2017)
[2] percent of daily traffic that occurs during the peak hour

The average weekday traffic on Cleveland Street is 2,780 vehicles per day (vpd), with 10.6 % occurring during the morning peak hour and 9.0 % occurring during the evening peak hour. The directional distribution of traffic on Cleveland Street is approximately 60% EB / 40% WB during the weekday morning peak hour and approximately 40% EB / 60% WB during the weekday evening peak hour.

To develop the estimated average or typical volume conditions for analysis purposes, permanent traffic count station data maintained by the Massachusetts Department of Transportation (MassDOT) were reviewed. This review determined the seasonal variation of traffic flow on roadways in the general region and serves as the basis of any appropriate seasonal adjustments. The count station used to observe seasonal data was Station 6189 located on Interstate 95/Route 128 in Dedham north of Route 109. Although this permanent count station data is not representative of the study roadways herein, it does provide general seasonal variation characteristics within eastern Massachusetts. Although count stations on I-495 including 6125 in Bellingham, 6126 in Franklin, 6127 and 6128 in Wrentham, 6247 in Foxborough, and 10 in Mansfield are located in closer proximity to the project site than Station 6189, traffic volumes along I-495 tend to show larger seasonal variation. Along I-495, traffic volumes are typically significantly higher during the summer months, reflective of people traveling to and from Cape Cod on vacation. This larger fluctuation in traffic volume is not expected to occur along local roadways near the project site in Norfolk. The permanent count station data indicated that March average daily traffic volumes tended to be approximately 2.5% below annual average daily volumes. Therefore, observed traffic volumes were increased by 2.5% to more accurately reflect average conditions. Figure 2 illustrates the 2017 existing weekday morning and afternoon peak hour traffic volumes with seasonal adjustments.

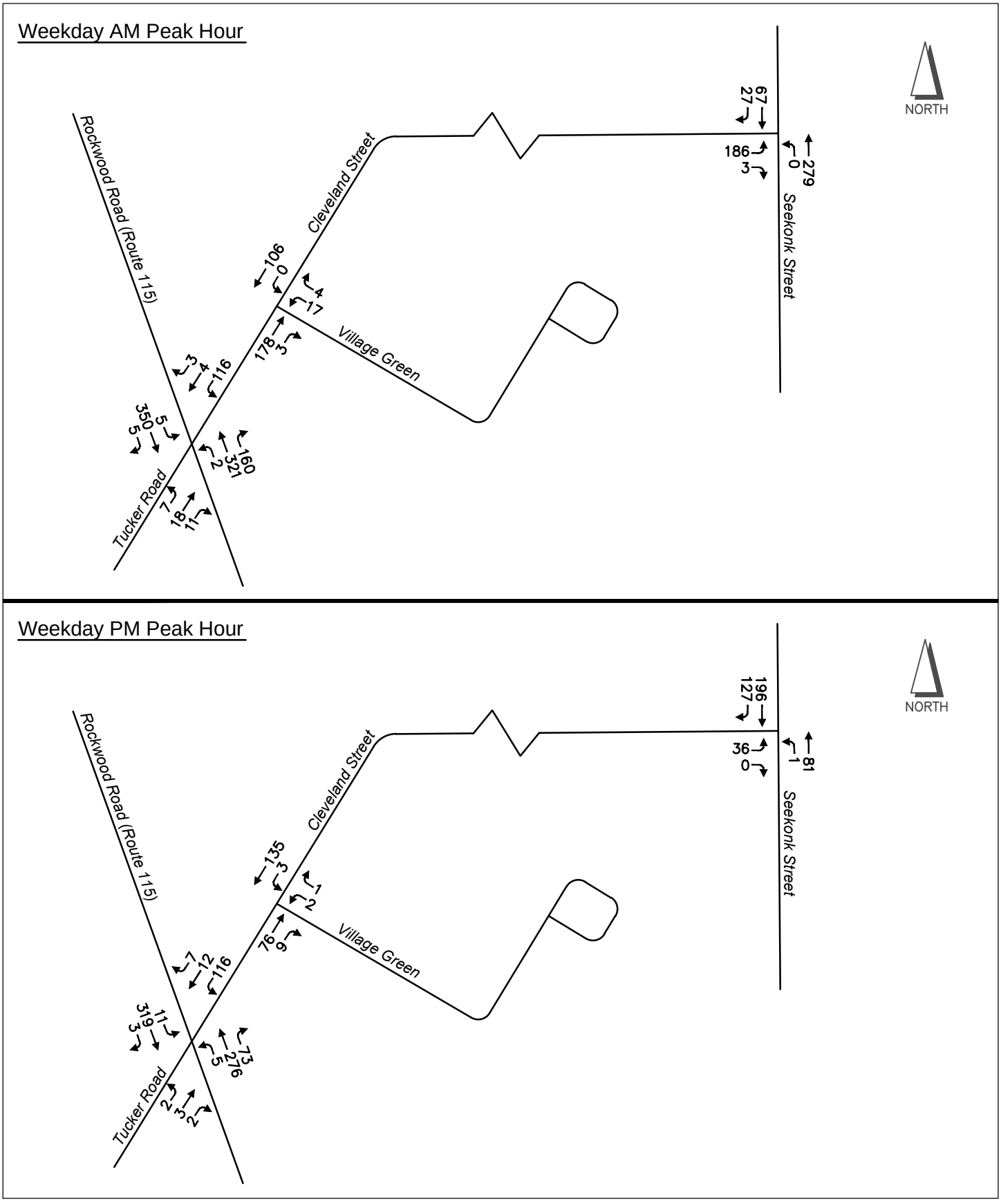


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Figure 2
2017 Existing Weekday Peak Hour Traffic Volumes
The Enclave
Norfolk, MA

2.3 Crash Experience

The crash history of the study intersections for the most recent three-year period available (2012-2014) was reviewed as part of the traffic impact & access study. Crash data presented in this report were obtained from the MassDOT Crash Record System (CRS). Table 2.3 summarizes the recent crash data.

As part of this safety review, the "crash rate", measured in crashes per million entering vehicles (MEV) for the study intersections was also determined. The standard MassDOT Crash Rate Worksheet was used to determine the crash rate at each location. The calculation of the crash rate relates the number of accidents at a location to the amount of traffic that passes through the location. It is a more comprehensive measure for identifying potentially hazardous locations compared to simple averages as it takes into account volume, although crash rates can skew higher due to low volumes. The calculated rate is compared to the MassDOT District-wide averages. Intersections experiencing crash rates greater than the above averages are potentially experiencing an unusually high number or higher than expected number of crashes relative to traffic volumes at that particular location and may warrant further investigation or improvements. MassDOT District 5, which includes the Town of Norfolk, has an average crash rate of 0.58 crashes per MEV for unsignalized intersections. The crash rate worksheets for each study intersection are included in the Appendix.

Table 2.3 – Summary of Reported Crash Data

	Cleveland Street at Village Green			*Rockwood Road at Cleveland St / Tucker Rd*			*Cleveland Street at Seekonk Street*		
	2012	2013	2014	2012	2013	2014	2012	2013	2014
Severity									
Property Damage				1	1	3			1
Injury		1							
Fatality									
Unknown									
Collision Type									
Rear End									
Angle					1	3			
Side Swipe				1					
Head On									
Single Vehicle		1							1
Collision with Ped									
Collision with Bike									
Other/Unknown									
Time of Day									
6:01 AM – 10:00 AM		1			1				
10:01 AM – 4:00 PM						3			1
4:01 PM – 7:00 PM									
7:01 PM – 6:00 AM				1					
Roadway Conditions									
Dry					1	2			
Wet		1		1		1			
Snow/Ice									1
Other/Unknown									
Season									
Dec-Feb				1		3			1
Mar-May		1							
June-Aug									
Sept-Nov					1				
Light Conditions									
Daylight		1			1	2			1
Dawn/Dusk						1			
Dark (Unlit)									
Dark (Lit)				1					
Unknown									
Totals	***0***	***1***	***0***	***1***	***1***	***3***	***0***	***0***	***1***
Annual Average Crashes		0.33			1.67			0.33	
Intersection Crash Rate		***0.37***			***0.51***			***0.45***	
MassDOT District 5 Average Crash Rate		0.58			0.58			0.58	

Some of the relevant findings from reviewing the data have been noted below.

- At all three study intersections, the crash rate was below the MassDOT District 5 average crash rate for unsignalized intersections.
- One single-vehicle crash, occurring at the intersection of Cleveland Street with Village Green, resulted in a personal injury. All of the other reported crashes at the study intersections from 2012-2014 caused property damage only.

In conclusion, the crash data showed that there are no significant safety concerns at the intersections surrounding the project location.

2.4 Existing Public Transit Network

The MBTA Commuter Rail Franklin line runs approximately one mile south of the development project location. The Norfolk commuter rail station is located on the western side of Rockwood Road. The train runs approximately every half hour during the morning and evening peak periods. The train provides access to South Station in Boston in about 50 minutes, and is a popular option for those who commute into Boston for work. The parking lot for the commuter rail station is on both sides of Rockwood Road north of the roundabout in the Town center. The platform where passengers board the train is on the west side of Rockwood Road. An eight (8) foot wide crosswalk across Rockwood Road is located approximately 200 feet north of the intersection with Main Street, and is used by pedestrians who park in the lot on the eastern side of Rockwood Road to access the commuter rail station. The route from the project site to the MBTA station is approximately one mile via Village Green, Cleveland Street, and Rockwood Road. Bicycle parking is provided at the Norfolk MBTA Station.

3.0 PROBABLE IMPACTS OF THE PROJECT

The potential impact of the proposed development project on the roadway network within the study area was evaluated and the results are described in this section. For this study, the year 2024 was selected for the future build out analysis. This allows for a 2 year permitting-construction start and a 5 year build out/full occupancy timeframe, and is consistent with current guidelines from MassDOT.

3.1 No-Build Traffic Volumes

The future year 2024 No-Build traffic volume networks were developed with the application of a background growth rate. Other site-specific planned development projects that could generate additional traffic flow within the study network were also identified.

3.1.1 Background Traffic Growth

In order to determine an appropriate annual background growth rate, traffic growth and historical count trends in regard to traffic volumes across the commonwealth have been reviewed. Based upon review of local count stations, an annual growth rate of one percent (1%) per year for seven years was used to forecast future traffic volumes. Several MassDOT count stations in the larger region surrounding Norfolk were used in our analysis to gain an understanding of the regional growth rates. The one percent background rates would presumably account for some of the more remote growth in the region as well as potential nearby smaller residential and business growth that could result in added traffic through the study area. The one percent annual background growth rate is consistent with other planning level traffic studies that have been conducted in the area. The MassDOT count station data are contained in the Appendix.

3.1.2 Site-Specific Developments

In addition to the general background growth rate, research on other specific development projects in the vicinity of the proposed project was conducted. Green had a conversation with the Town Planner to confirm that all proposed development projects expected to impact the study intersections are included in the analyses.

A 40-unit residential development is proposed to be located at #84 Cleveland Street (approximately 1.2 miles east of the Cleveland Street/Village Green intersection). The traffic study prepared for this development project was reviewed and the new trips generated were incorporated into the 2024 Future No Build peak hour traffic volume networks.

A 32-unit residential development project is proposed at 25 Rockwood Road, approximately ½ mile south of the intersection with Cleveland Street on the west side of Rockwood Road. The traffic study prepared for this development project was also reviewed and the new trips generated were incorporated into the 2024 Future No Build peak hour traffic volume networks.

A residential development project named Boyde's Crossing, consisting of 40 condominium units, is under construction at 106-108 Main Street, between the intersections with Rockwood Road and Seekonk Street. The traffic study prepared for this development project was reviewed and the new trips generated were incorporated into the 2024 Future No Build peak hour traffic volume networks.

A residential development project called Lakeland Hills is proposed to consist of 76 new single-family townhomes at 144 Seekonk Street, approximately 500 feet south of the intersection with Cleveland Street on the east side of Seekonk Street. This property is also proposed to include Lakeland Commons, which would consist of 10 duplex rental housing units and eight single-family townhomes. While the 40B application for the Lakeland Hills/Lakeland Commons development project has been submitted to MassHousing, it is uncertain that the project will move forward as it appears that the applicant has not yet received an eligibility letter from the State. Therefore, these project trips were not added to the 2024 Future No Build peak hour traffic volume networks.

Additional background development projects in the area are shown in Table 3.1.

Table 3.1 – Summary of Specific Development Projects

Project	Location		Type	Size	Status
Pondville Estate	Norfolk	Dedham Street	Mixed Used Development	220 Townhouses, 150 apartments, 180 assisted living housing units, 16,000 sq. ft. retail and 16,000 sq. ft. office space	Is Proposed
Eagle Brook Village	Wrentham	Route 140, near Franklin Border	Mixed Used Development		Phase 1 Completed, occupied 2014

The development projects identified in Table 3.1 are assumed to be sufficiently far from the currently proposed development project so as not to significantly affect traffic at the study intersections. Therefore, no trips were added to the study intersections based on the development projects shown in Table 3.1.

3.1.3 No-Build Traffic Volumes

Consequently, the 2024 No-Build traffic volumes were estimated by applying a 1% annual background traffic growth rate for seven (7) years to the existing (seasonally adjusted) traffic volumes in the study area and adding the trips expected to be generated by the development projects planned at 84 Cleveland Street and 25 Rockwood Road. The estimated year 2024 No-Build traffic volumes projected for the weekday morning and afternoon peak hours are shown in Figure 3.

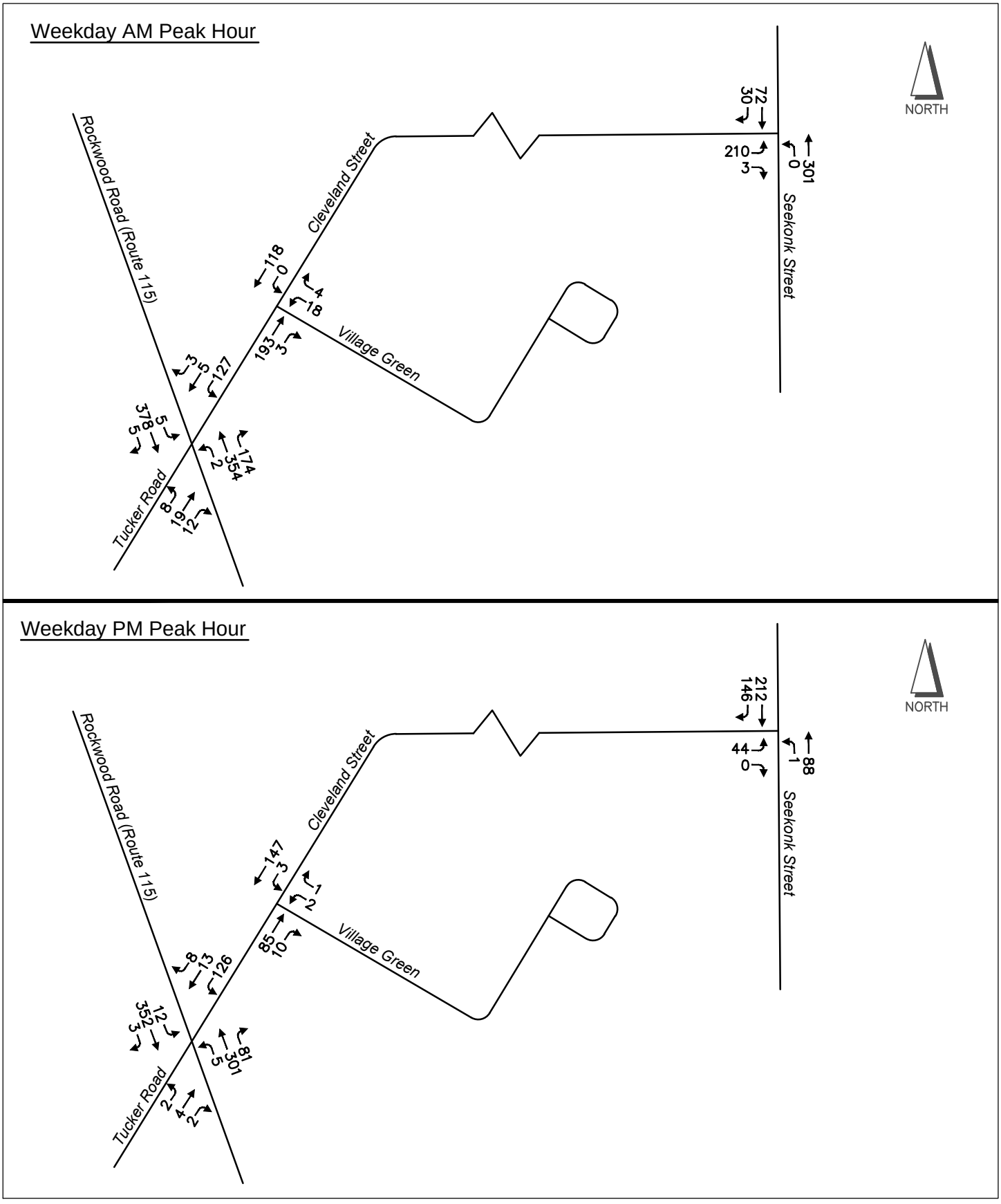

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Figure 3
2024 Weekday Peak Hour No-Build Traffic Volumes
The Enclave
Norfolk, MA

3.2 Proposed Project Description

The proposed project located on Village Green consists of 28 residential townhouse buildings, each providing two units of housing for a total of 56 residences. Each unit consists of two bedrooms. The site driveway will be located on the east side of Village Green approximately 460 feet north of the change in alignment and 1,060 feet away from the intersection with Cleveland Street.

The characteristics of the proposed project were compared to the existing housing supply in the Town of Norfolk to gain insight into the travel patterns that could be expected at the project site. The proposed townhouses will have an average of 2.0 bedrooms per unit. This is well below the existing average of 3.4 bedrooms per unit for all the residences in Norfolk.[1] As a result of the smaller units being proposed (relative to existing housing in Norfolk), it is likely that the proposed project will generate fewer new vehicle-trips than might otherwise be expected.

3.3 Site Generated Traffic Volumes

In this section, an estimate of traffic to be generated by the proposed project was completed, assigned to roadways/intersections within the study area, and added to the No-Build traffic volume network to develop the Build traffic volume networks.

3.3.1 Site Trip Generation

In order to estimate the number of trips that could be generated by the proposed residential development project, statistics published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual for similar land uses were examined. The ITE trip generation statistics represent compilations of data from studies/projects throughout the United States collected over the past 30+ years on trip generation characteristics for different types of land uses. The data has been compiled to provide transportation analysts with guidelines in forecasting daily and peak hour volumes for the specified use.

Based on a review of the ITE Trip Generation Manual[2], Land Use Code (LUC) 230 – Residential Condominium/Townhouse was selected for the proposed 56 dwelling units. This land use most closely matches that of the residential units being proposed. The total weekday and peak hour estimated trips generated by the proposed project according to the LUC 230 Model are summarized in Table 3.2. Detailed trip generation calculations for the proposed use are included in the Appendix.

Given that the proposed residential development project lies in a neighborhood consisting solely of residential homes that has only one access point to the surrounding roadway network, a comparison was made between local trip generation and the number of trips predicted using ITE LUC 230. The neighborhood along Village Green and Stanhope Drive has 36 existing single-family homes. The number of trips generated by the existing residential neighborhood was obtained from the turning movement count data collected as part of this study. From the observed trip counts, a trip generation rate was calculated for the neighborhood for the weekday morning and afternoon peak hours and applied to the 56 units proposed as part of this

[1] Based on data from the U.S. Census Bureau, *2010-2014 American Community Survey 5-Year Estimates*. Relevant data are included in the appendix.
[2] Institute of Transportation Engineers (ITE), Trip Generation Manual, Washington, D.C., 9th Edition, 2012.

project. Table 3.3 compares the trip generation estimates based on local data with those based on ITE LUC 230.

Table 3.2 – Summary of Trip Generation

	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Project Trips (ITE LUC 230)	5	27	32	25	13	38	194	194	388
Project Trips (Local Rate)	6	32	38	19	5	24	-	-	-

Source: ITE Trip Generation Manual LUC 230, Local Turning Movement Count Data Collected March 28, 2017

As shown in Table 3.2, the local trip generation rate was observed to be slightly higher than the rate predicted by ITE LUC 230 during the weekday morning peak hour, but lower than the ITE LUC 230 calculations in the afternoon peak hour. Therefore, for a conservative analysis, the local trip generation rate was used during the weekday morning peak hour, while ITE LUC 230 was used during the afternoon peak hour. The daily trip estimates from ITE LUC 230 were used, as turning movement count data were not collected for a full 24-hour day.

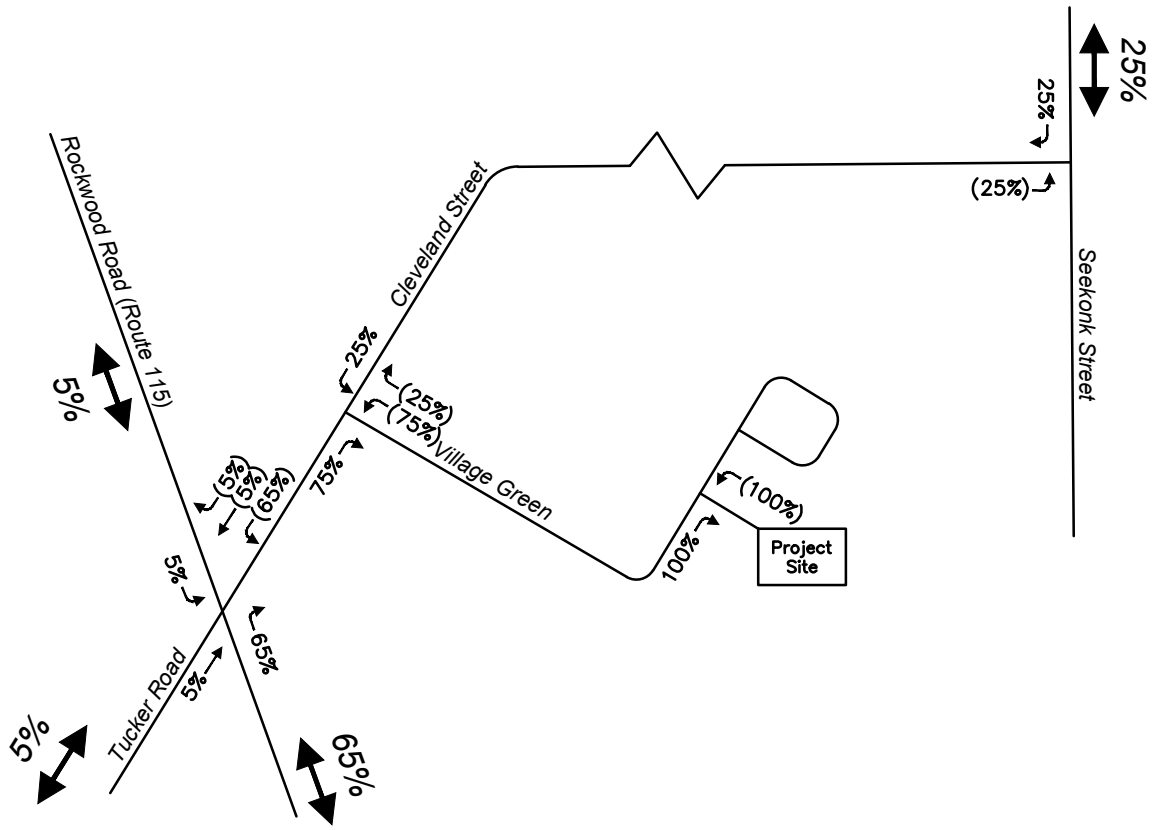
The proposed development project is expected to generate a total of approximately 388 vehicle trips over the course of an average weekday, including 194 entering trips and 194 exiting trips. The proposed project is expected to generate approximately 38 total trips during the weekday morning peak hour, with six entering and 32 exiting trips. During the weekday afternoon peak hour, the project is expected to generate approximately 38 total trips with 25 entering and 13 exiting trips.

3.3.2 Site Trip Distribution/Assignment

The vehicle trips generated by the proposed project were then distributed onto the roadway network to develop the future 2024 Build weekday peak hour traffic volumes. Directional distribution of generated trips to and from the site is expected to follow existing traffic patterns. Figure 4 shows the trip distribution percentages used in the analysis.

3.3.3 Build Traffic Volumes

The vehicle trips estimated for the proposed residential development project were assigned to the study intersections and the study area roadways using the trip distribution percentages discussed above. Figure 5 shows the additional traffic expected to use each study intersection during the weekday morning and afternoon peak hours due to the proposed project. The peak hour site traffic volumes were then added to future No-Build traffic volumes in order to establish the 2024 Build condition traffic volume networks. Figure 6 presents the 2024 Build traffic volumes for the weekday morning and afternoon peak hours.



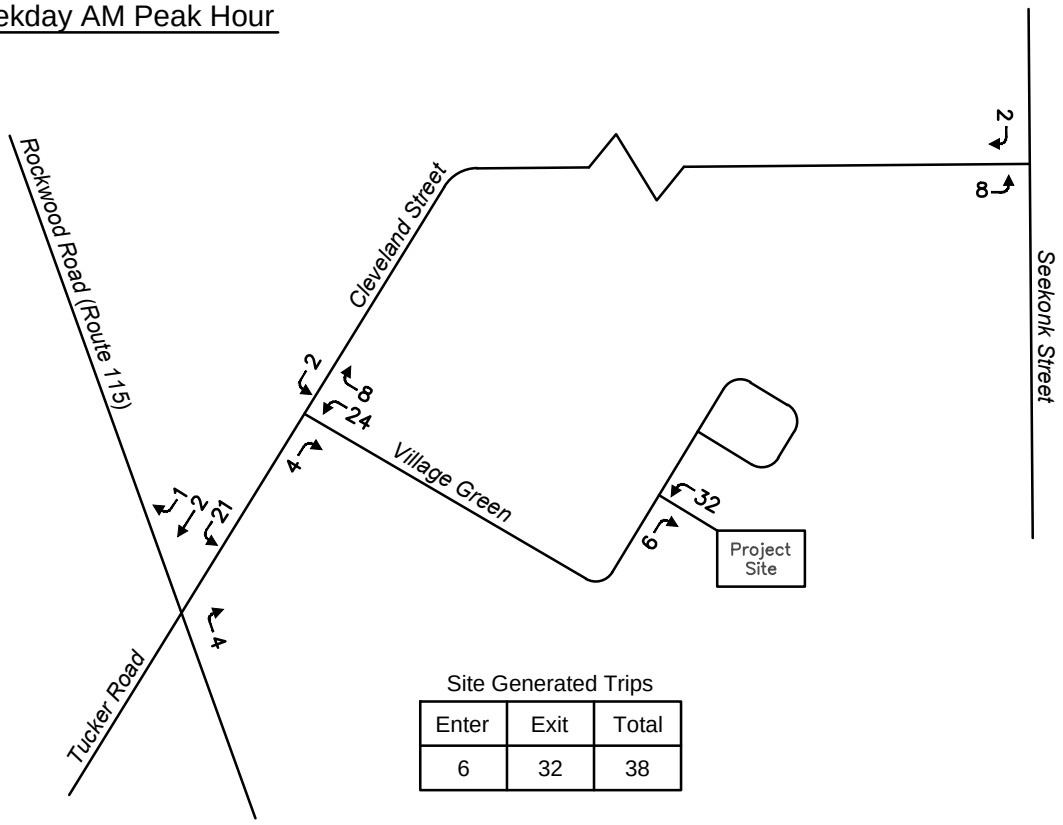
LEGEND

XX = Percent Distribution of Entering Trips
(XX) = Percent Distribution of Exiting Trips

GREEN INTERNATIONAL AFFILIATES, INC.
CIVIL AND STRUCTURAL ENGINEERS

Figure 4
Trip Distribution
The Enclave
Norfolk, MA

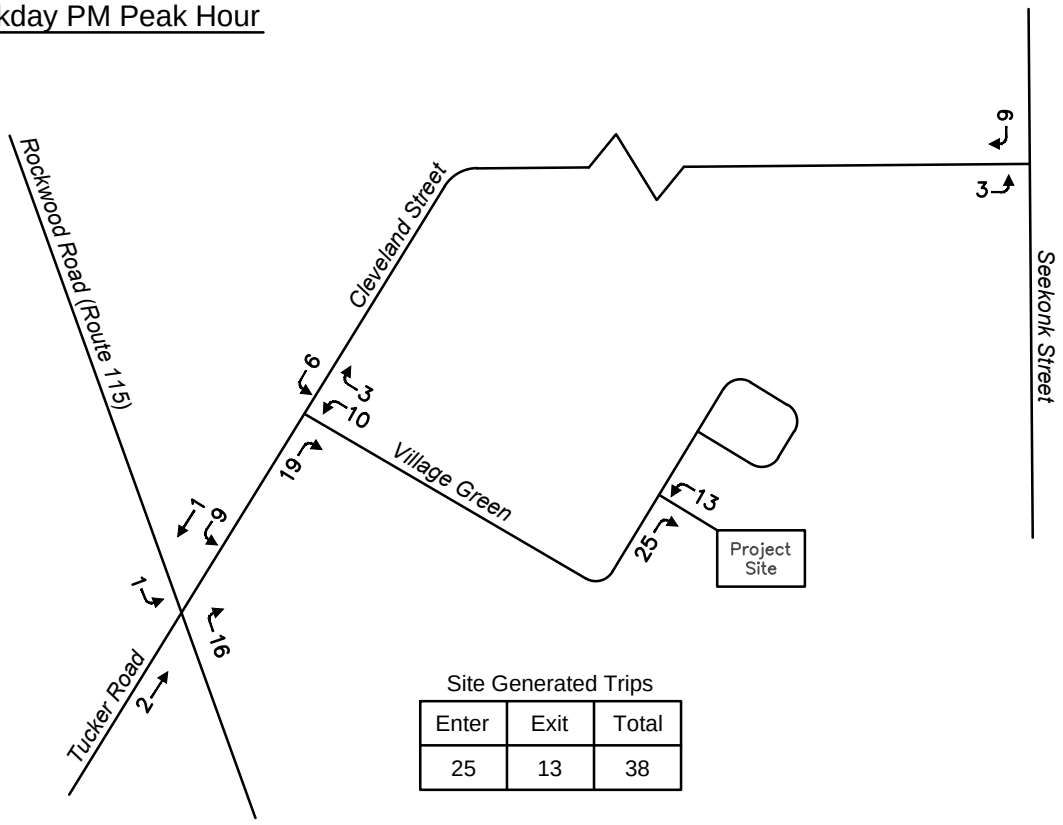
Weekday AM Peak Hour



Site Generated Trips

Enter	Exit	Total
6	32	38

Weekday PM Peak Hour



Site Generated Trips

Enter	Exit	Total
25	13	38

GREEN INTERNATIONAL AFFILIATES, INC.
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Figure 5
Weekday Peak Hour New Trips
The Enclave
Norfolk, MA

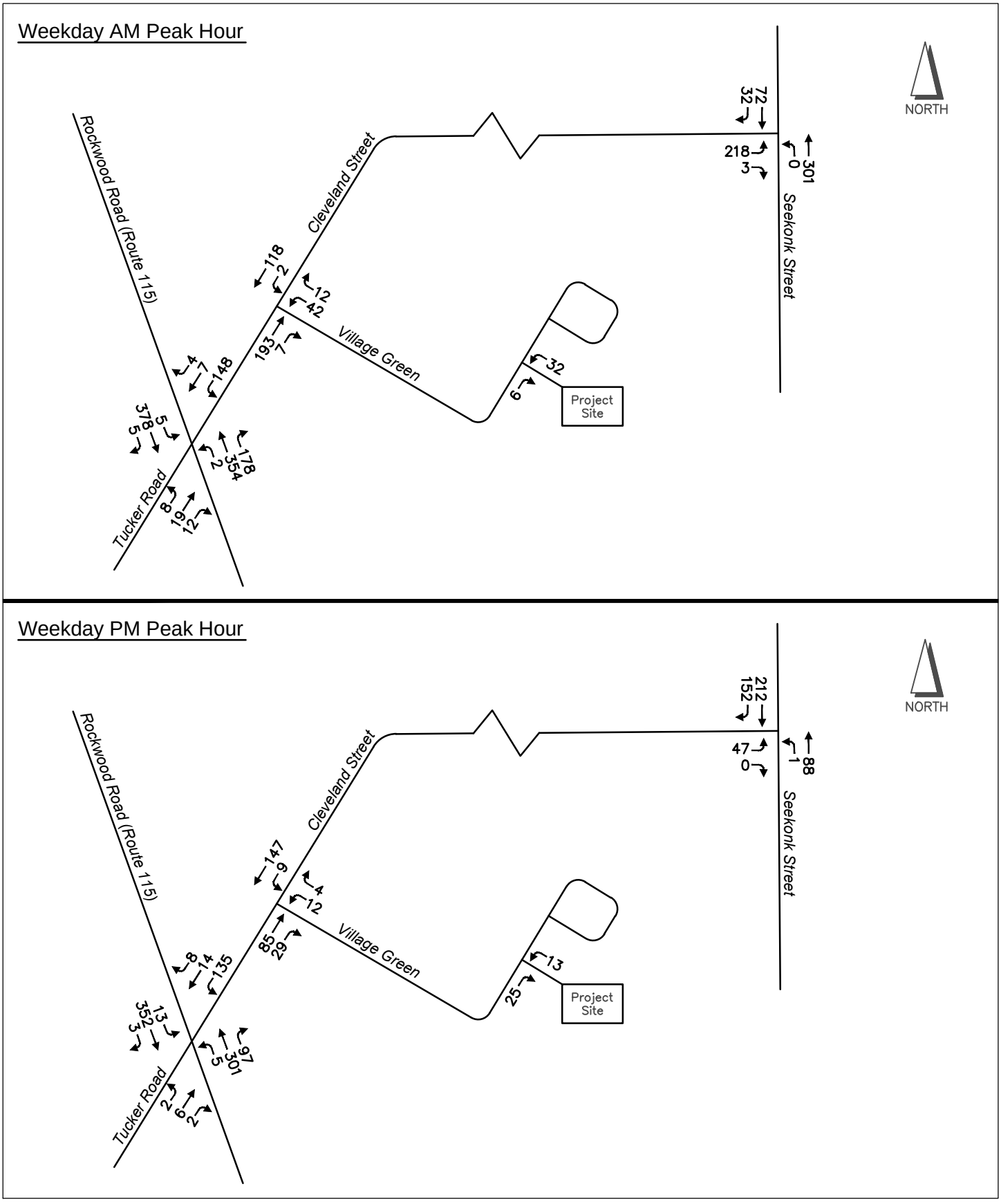

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Figure 6
2024 Weekday Peak Hour Build Traffic Volumes
The Enclave
Norfolk, MA

4.0 ANALYSIS

Previous sections of this report described the current conditions of the study intersections and the development of the 2024 No-Build and 2024 Build future traffic volume projections, including the site generated trip forecasts. Included in this section is an examination of the volume changes, and an intersection capacity/Level of Service (LOS) analysis for the study intersections under each condition.

4.1 Traffic Volume Increases

A comparison of No-Build and Build traffic volumes on the surrounding roadway system was completed. As discussed in Section 3.3 of this report, the development project is expected to generate 38 vehicle trips during each weekday peak hour. The study roadways and intersections are expected to experience a modest increase in traffic volumes. Table 4.1 summarizes the volume changes from No-Build to Full-Build on the major study roadways.

Table 4.1 – Summary of Estimated Roadway Traffic Increases

	AM Peak Hour				PM Peak Hour			
	2024 No Build	2024 Build	Increase	% Increase	2024 No Build	2024 Build	Increase	% Increase
Rockwood Road								
South of Cleveland St	1,034	1,059	25	2.4%	852	877	25	2.9%
Cleveland Street								
West of Village Green	332	360	28	8.4%	244	273	29	11.9%

As indicated in Table 4.1, there is a relatively low increase in traffic volume on each of the study roads due to the proposed project. The increase in traffic on Rockwood Road is likely less than the normal day-to-day variation of traffic.

4.2 Intersection Capacity Analysis

The three study intersections were examined with regard to flow rates, capacity, and delay characteristics to determine the Level of Service (LOS), as described in the Highway Capacity Manual (HCM)[3], for the existing and future (No-Build and Build) traffic conditions. Level of Service is an indicator of operating conditions which occur on a given roadway or intersection while accommodating varying levels of traffic volumes. It is a qualitative measure that accounts for a number of operational factors including roadway geometry, speed, traffic composition, travel delay, freedom to maneuver, and driver expectation. When all of these measures are assessed and a Level of Service is assigned to a roadway or intersection, it is equivalent to presenting an "index" to the operational qualities of the section under study. Level of Service is classified into six levels that are designated 'A' through 'F' based on the control delay ranges they fall under. Additionally, a movement with a volume-to-capacity ratio of over 1.00 also operates at LOS 'F', regardless of delay. The LOS delay criteria for unsignalized intersections is presented in Table 4.2.

[3] Transportation Research Board, Highway Capacity Manual, 6th Edition, 2016.

Table 4.2 – Level of Service Criteria for Unsignalized Intersections

LOS	UNSIGNALIZED INTERSECTION (SEC)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50 or v/c ≥1.0

In practice, any given roadway/intersection may operate at a wide LOS range depending upon time of day, day of week, or period of year. It should be noted that for unsignalized intersections, the Level of Service is not computed for the intersection as a whole. Instead, the Level of Service is determined by the computed or measured control delay for each individual critical movement. This is done because the majority of traffic on the major roadway at an unsignalized intersection may travel through the intersection freely, and experience no delay at all.

The three study intersections were evaluated using the Synchro 10 computer software that implements the procedures established in the HCM to complete the analysis. Synchro is approved by MassDOT for traffic operations analysis. Using the existing roadway features and the intersection controls, traffic operations at the study intersections were evaluated for existing as well as future conditions. Analysis results are presented in Tables 4.3 and 4.4 for the study intersections. Full worksheets presenting Synchro outputs are provided in the Appendix.

Table 4.3 – Weekday Morning Peak Hour Analysis

	2017 Existing				2024 No Build				2024 Build			
	Delay (s)	LOS	v/c	95th % Q (ft)	Delay (s)	LOS	v/c	95th % Q (ft)	Delay (s)	LOS	v/c	95th % Q (ft)
Rockwood Road at Cleveland Street/Tucker Road												
Tucker Rd EB LTR	17.8	C	0.12	10	19.6	C	0.15	13	19.7	C	0.15	13
Cleveland St WB LTR	34.0	D	0.53	70	47.9	E	0.66	103	61.5	F	0.78	140
Rockwood Rd NB LTR	8.1	A	0.00	0	8.2	A	0.00	0	8.2	A	0.00	0
Rockwood Rd SB LTR	8.5	A	0.01	0	8.7	A	0.01	0	8.7	A	0.01	0
Cleveland Street at Village Green												
Village Green WB LR	10.2	B	0.03	3	10.4	B	0.04	3	10.7	B	0.09	8
Cleveland St SB LT	0.0	A	0.00	0	0.0	A	0.00	0	7.7	A	0.00	0
Seekonk Street at Cleveland Street												
Cleveland St EB LR	14.1	B	0.35	40	15.5	C	0.41	50	15.8	C	0.43	53
Seekonk St NB LT	0.0	A	0.00	0	0.0	A	0.00	0	0.0	A	0.00	0

Abbreviations:

EB = Eastbound	L=Left	Delay = Average delay per vehicle (measured in seconds)
WB = Westbound	T=Through	LOS = Level of Service
NB = Northbound	R=Right	v/c = Volume-to-Capacity Ratio
SB = Southbound		50th = 50th percentile queue length (measured in feet)
		95th = 95th percentile queue length (measured in feet)

Table 4.4 – Weekday Afternoon Peak Hour Analysis

	2017 Existing				2024 No Build				2024 Build			
	Delay (s)	LOS	v/c	95th % Q (ft)	Delay (s)	LOS	v/c	95th % Q (ft)	Delay (s)	LOS	v/c	95th % Q (ft)
Rockwood Road at Cleveland Street/Tucker Road												
Tucker Rd EB LTR	15.6	C	0.02	3	17.1	C	0.03	3	17.9	C	0.04	3
Cleveland St WB LTR	29.4	D	0.53	73	39.9	E	0.65	103	46.8	E	0.71	123
Rockwood Rd NB LTR	8.1	A	0.01	0	8.2	A	0.01	0	8.2	A	0.01	0
Rockwood Rd SB LTR	8.2	A	0.01	0	8.3	A	0.01	0	8.4	A	0.01	0
Cleveland Street at Village Green												
Village Green WB LR	9.6	A	0.01	0	9.7	A	0.01	0	10.1	B	0.03	3
Cleveland St SB LT	7.4	A	0.00	0	7.4	A	0.00	0	7.5	A	0.01	0
Seekonk Street at Cleveland Street												
Cleveland Street EB LR	11.1	B	0.06	5	11.5	B	0.08	8	11.6	B	0.09	8
Seekonk Street NB LT	8.0	A	0.00	0	8.1	A	0.00	0	8.1	A	0.00	0

Abbreviations:

EB = Eastbound	L=Left	Delay = Average delay per vehicle (measured in seconds)
WB = Westbound	T=Through	LOS = Level of Service
NB = Northbound	R=Right	v/c = Volume-to-Capacity Ratio
SB = Southbound		50th = 50th percentile queue length (measured in feet)
		95th = 95th percentile queue length (measured in feet)

The intersection capacity analysis indicated the following:

- Under existing conditions the study intersections generally operate well, with the exception of the Cleveland Street westbound approach to the Rockwood Road intersection. This approach experiences moderate delays during both the weekday morning and afternoon peak hours.
- Traffic will continue to be able to safely and efficiently enter Cleveland Street with relatively short delays, operating at LOS A from either Rockwood Road or Seekonk Street.
- Relative to the 2023 No-Build conditions, the 95th percentile queue lengths are expected to increase by less than half a car length at all locations, with the exception of the Cleveland Street westbound approach to the Rockwood Road intersection. At that approach, queue lengths are expected to increase by approximately one (1) to two (2) car lengths during the weekday morning peak hour and afternoon peak hours.

In summary, the analyses show that the proposed project will have minimal effects on nearby traffic operations and the surrounding roadway network has the capacity to safely accommodate the new traffic.

4.3 Sight Distance Analysis

Adequate sight distance is an important safety consideration at intersections. The focus of this sight distance analysis was the intersection of Village Green at the proposed site drive. The study examined stopping sight distance (SSD) and intersection sight distance (ISD).

SSD, which is the more important of the two, is the distance required for an approaching driver on an uncontrolled approach to perceive and react accordingly to an obstruction in the roadway. The values are based on a perception-reaction time of 2.5 seconds and braking distance required under wet, level pavements. ISD is based on the time required to perceive, react, and complete desired exiting maneuver from the proposed driveway once the driver decides to execute the maneuver. Values for exiting sight distance represent the time to (1) turn left or right, in addition to accelerating to the operating speed of the roadway, without causing approaching vehicles on Village Green to reduce speed by more than 10 mph, and (2) upon turning left, to clear the near half of the intersection without conflicting with the vehicles approaching from the left.

ISD is more related to operations and to some degree, the convenience or inconvenience of oncoming motorists. When the roadway is either on an upgrade or downgrade, grade correction factors may be applied. Minimum criteria are defined by the American Association of State and Highway Transportation Officials (AASHTO). SSD relates specifically to safety. As indicated by AASHTO, if the available ISD at least meets or exceeds the SSD criteria, then there is adequate safe sight distance available for motorists to avoid collisions.

There is no posted speed limit on Village Green. At a point on Village Green north of the site driveway, the measured average speeds were 20-21 mph while the 85th percentile speeds were 23-24 mph depending on direction of travel. Therefore, a vehicle speed of 25 mph was used in the sight distance analysis for Village Green in both directions. Table 4.5 presents the AASHTO criteria and a summary of the sight distance analysis.

Table 4.5 – Summary of Sight Distance Analysis

Location	Sight Distance		
	Measured (ft)	Minimum Required (ft) [A]	Desirable (ft) [A]
Stopping Sight Distance			
Village Green at Site Driveway			
Village Green Northbound	520	155	-
Village Green Southbound	400	155	-
Intersection Sight Distance			
Village Green at Site Driveway			
Vehicles Exiting the Project Site, looking South	190 / 350 [B]	155	240
Vehicles Exiting the Project Site, looking North	330	155	240

[A] Based on an approach speed of 25 mph
[B] 190 ft measured. This could be increased to approximately 350 feet if the evergreen tree between houses #14 and #16 is trimmed

As indicated in Table 4.5, the available stopping sight distances and intersection sight distances exceed the minimum requirements for safety at the development project site driveway. The desirable ISD is provided for exiting drivers looking to the north and could be provided looking to the south as well, if an evergreen tree between houses #14 and #16 is trimmed.

5.0 CONCLUSIONS AND RECOMMENDATIONS

This traffic report describes the analysis procedures, assumptions, and results of this traffic study. The following summarizes the traffic analysis findings:

- Compared to the Future No-Build conditions, there is expected to be only minor increases in delay at all study intersections. At the Cleveland Street westbound approach to Rockwood Road, the 95th percentile queue length is expected to increase by approximately one to two car lengths during the weekday morning and afternoon peak hours.
- The available sight distances at the proposed site drive exceed the minimum required distances for safety. With minor tree trimming, the longer desirable intersection sight distances can also be attained.
- The project is expected to have minimal impact on the surrounding roadways and the study intersections and the existing roadway network has the capacity to accommodate the project.

The analysis showed the proposed project could be accommodated by the study area with the existing transportation infrastructure. However, the following actions are suggested to enhance the transportation infrastructure and to encourage alternative modes of transportation:

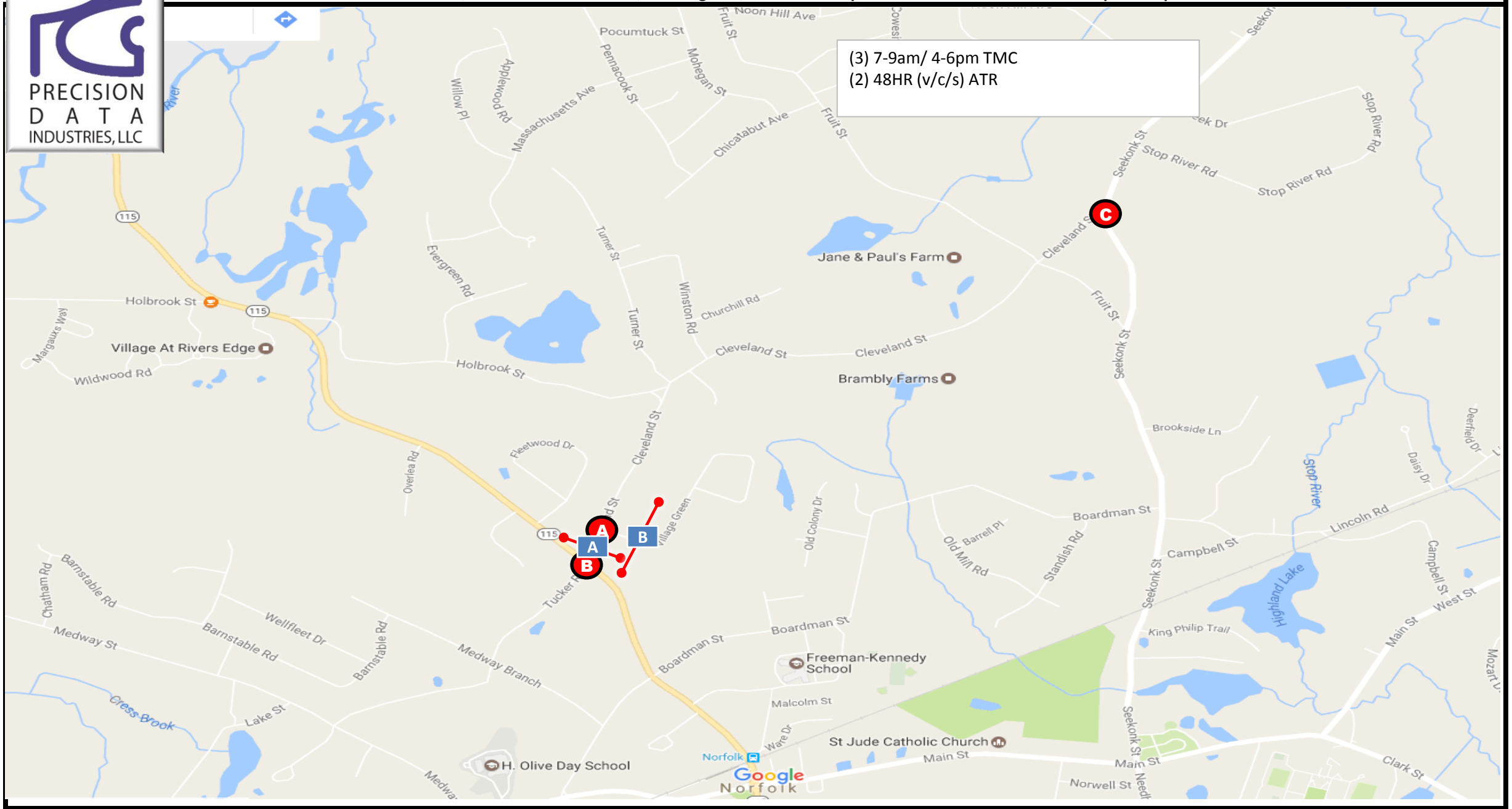
- In order to maintain available sight distances, existing vegetation will need to be cleared in the immediate vicinity of the site driveway and any proposed landscaping at the site driveway intersection with Village Green should be low lying and set back.
- The site drive westbound approach should be placed under STOP control at its intersection with Village Green.
- It is recommended that turn warning signs (W1-1) be installed facing each direction of traffic on Village Green in advance of the horizontal curve west of the proposed project site driveway.

W1-1

APPENDIX A – TRAFFIC VOLUMES

Location Map: 175553 Norfolk, MA

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



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
Green International	J. Freeman	TBA	Tues 3/28 thru Wed 3/29/2017	175553	Norfolk, MA

Cleveland Street
north of Rockwood Road (Route 115)
City, State: Norfolk, MA
Client: Green International/ J.Freeman

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

175553 A Volume
Site Code: TBD

Start	NB				SB				Combined				03/28/17
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	0		25		0		10		0		35		
12:15	0		24		1		26		1		50		
12:30	0		18		0		16		0		34		
12:45	0	0	21	88	0	1	30	82	0	1	51	170	
01:00	0		10		0		19		0		29		
01:15	0		20		0		16		0		36		
01:30	0		12		0		22		0		34		
01:45	0	0	13	55	0	0	17	74	0	0	30	129	
02:00	0		21		0		22		0		43		
02:15	0		21		0		20		0		41		
02:30	0		29		0		18		0		47		
02:45	0	0	19	90	0	0	24	84	0	0	43	174	
03:00	0		23		0		27		0		50		
03:15	0		21		0		23		0		44		
03:30	0		30		0		24		0		54		
03:45	1	1	27	101	0	0	25	99	1	1	52	200	
04:00	1		28		0		25		1		53		
04:15	2		24		0		31		2		55		
04:30	0		26		2		43		2		69		
04:45	5	8	24	102	2	4	34	133	7	12	58	235	
05:00	3		24		2		27		5		51		
05:15	8		19		8		32		16		51		
05:30	16		23		6		42		22		65		
05:45	2	29	20	86	5	21	37	138	7	50	57	224	
06:00	18		36		9		34		27		70		
06:15	24		20		2		36		26		56		
06:30	42		36		8		38		50		74		
06:45	31	115	18	110	16	35	24	132	47	150	42	242	
07:00	47		16		33		13		80		29		
07:15	48		18		22		15		70		33		
07:30	45		9		23		7		68		16		
07:45	40	180	10	53	43	121	10	45	83	301	20	98	
08:00	42		13		17		8		59		21		
08:15	27		9		24		11		51		20		
08:30	18		7		28		6		46		13		
08:45	34	121	17	46	26	95	6	31	60	216	23	77	
09:00	24		20		22		6		46		26		
09:15	15		22		23		12		38		34		
09:30	22		8		15		5		37		13		
09:45	18	79	6	56	16	76	4	27	34	155	10	83	
10:00	12		6		13		2		25		8		
10:15	17		4		12		6		29		10		
10:30	15		3		23		8		38		11		
10:45	22	66	2	15	15	63	3	19	37	129	5	34	
11:00	10		2		16		3		26		5		
11:15	16		1		12		5		28		6		
11:30	17		3		18		2		35		5		
11:45	20	63	3	9	18	64	1	11	38	127	4	20	
Total	662		811		480		875		1142		1686		
Percent	58.0%		48.1%		42.0%		51.9%						
Day Total		1473				1355				2828			
Peak	07:00	-	05:45	-	07:00	-	05:30	-	07:00	-	05:45	-	-	-
Vol.	180	-	112	-	121	-	149	-	301	-	257	-	-	-
P.H.F.	0.938		0.778		0.703		0.887		0.907		0.868			

Cleveland Street
north of Rockwood Road (Route 115)
City, State: Norfolk, MA
Client: Green International/ J.Freeman

PRECISION
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Email: datarequests@pdillc.com

175553 A Volume
Site Code: TBD

Start	NB				SB				Combined				03/29/17
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	0		20		0		17		0		37		
12:15	1		12		0		18		1		30		
12:30	0		15		2		16		2		31		
12:45	0	1	18	65	0	2	20	71	0	3	38	136	
01:00	0		18		0		23		0		41		
01:15	0		19		0		18		0		37		
01:30	0		24		0		17		0		41		
01:45	0	0	9	70	0	0	14	72	0	0	23	142	
02:00	1		16		0		18		1		34		
02:15	0		20		0		19		0		39		
02:30	0		24		0		31		0		55		
02:45	0	1	20	80	0	0	19	87	0	1	39	167	
03:00	0		26		0		18		0		44		
03:15	0		25		1		22		1		47		
03:30	1		30		0		23		1		53		
03:45	0	1	19	100	0	1	33	96	0	2	52	196	
04:00	1		12		0		29		1		41		
04:15	3		31		0		35		3		66		
04:30	0		28		1		33		1		61		
04:45	3	7	24	95	2	3	32	129	5	10	56	224	
05:00	4		21		5		33		9		54		
05:15	6		29		5		41		11		70		
05:30	15		32		2		33		17		65		
05:45	13	38	23	105	6	18	33	140	19	56	56	245	
06:00	11		24		8		41		19		65		
06:15	24		21		6		35		30		56		
06:30	36		19		13		26		49		45		
06:45	37	108	20	84	9	36	22	124	46	144	42	208	
07:00	29		11		35		21		64		32		
07:15	51		20		27		9		78		29		
07:30	50		15		21		14		71		29		
07:45	42	172	11	57	31	114	14	58	73	286	25	115	
08:00	35		15		20		10		55		25		
08:15	29		15		28		14		57		29		
08:30	23		23		20		5		43		28		
08:45	30	117	15	68	30	98	4	33	60	215	19	101	
09:00	20		10		20		5		40		15		
09:15	17		11		20		6		37		17		
09:30	18		7		15		4		33		11		
09:45	16	71	7	35	19	74	5	20	35	145	12	55	
10:00	18		7		12		3		30		10		
10:15	20		8		12		5		32		13		
10:30	24		0		12		1		36		1		
10:45	8	70	0	15	16	52	2	11	24	122	2	26	
11:00	13		5		16		2		29		7		
11:15	14		1		12		1		26		2		
11:30	16		1		12		1		28		2		
11:45	13	56	2	9	23	63	0	4	36	119	2	13	
Total	642		783		461		845		1103		1628		
Percent	58.2%		48.1%		41.8%		51.9%						
Day Total		1425				1306				2731			
Peak	07:15	-	05:15	-	07:00	-	05:15	-	07:00	-	05:15	-	- -
Vol.	178	-	108	-	114	-	148	-	286	-	256	-	- -
P.H.F.	0.873		0.844		0.814		0.902		0.917		0.914		

Cleveland Street
north of Rockwood Road (Route 115)
City, State: Norfolk, MA
Client: Green International/ J.Freeman

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INDUSTRIES, LLC
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Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

175553 A Class
Site Code: TBD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/28/1														
7	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
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
05:00	0	21	6	0	2	0	0	0	0	0	0	0	0	29
06:00	0	86	22	1	5	0	0	1	0	0	0	0	0	115
07:00	1	142	26	1	8	1	0	1	0	0	0	0	0	180
08:00	1	86	24	5	5	0	0	0	0	0	0	0	0	121
09:00	1	51	18	2	7	0	0	0	0	0	0	0	0	79
10:00	0	46	15	0	5	0	0	0	0	0	0	0	0	66
11:00	0	47	12	1	3	0	0	0	0	0	0	0	0	63
12 PM	0	61	17	4	6	0	0	0	0	0	0	0	0	88
13:00	0	37	15	0	3	0	0	0	0	0	0	0	0	55
14:00	0	60	24	0	6	0	0	0	0	0	0	0	0	90
15:00	1	72	22	1	5	0	0	0	0	0	0	0	0	101
16:00	0	55	39	0	8	0	0	0	0	0	0	0	0	102
17:00	1	62	22	0	1	0	0	0	0	0	0	0	0	86
18:00	0	80	25	0	5	0	0	0	0	0	0	0	0	110
19:00	0	40	7	0	6	0	0	0	0	0	0	0	0	53
20:00	0	33	10	0	3	0	0	0	0	0	0	0	0	46
21:00	0	38	16	0	2	0	0	0	0	0	0	0	0	56
22:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
23:00	0	4	3	0	2	0	0	0	0	0	0	0	0	9
Total	5	1038	329	15	83	1	0	2	0	0	0	0	0	1473
Percent	0.3%	70.5%	22.3%	1.0%	5.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	07:00	07:00		06:00						07:00
Vol.	1	142	26	5	8	1		1						180
PM Peak	15:00	18:00	16:00	12:00	16:00									18:00
Vol.	1	80	39	4	8									110

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

Cleveland Street
north of Rockwood Road (Route 115)
City, State: Norfolk, MA
Client: Green International/ J.Freeman

175553 A Class
Site Code: TBD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/29/1														
7	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
05:00	0	31	5	0	2	0	0	0	0	0	0	0	0	38
06:00	0	84	18	1	3	0	0	2	0	0	0	0	0	108
07:00	1	129	31	3	7	1	0	0	0	0	0	0	0	172
08:00	2	84	23	2	4	1	0	1	0	0	0	0	0	117
09:00	1	49	15	0	6	0	0	0	0	0	0	0	0	71
10:00	0	47	19	0	4	0	0	0	0	0	0	0	0	70
11:00	0	42	11	0	3	0	0	0	0	0	0	0	0	56
12 PM	0	39	17	0	9	0	0	0	0	0	0	0	0	65
13:00	0	47	19	0	4	0	0	0	0	0	0	0	0	70
14:00	0	56	15	0	9	0	0	0	0	0	0	0	0	80
15:00	1	66	24	1	7	1	0	0	0	0	0	0	0	100
16:00	0	68	21	1	4	1	0	0	0	0	0	0	0	95
17:00	0	81	18	0	6	0	0	0	0	0	0	0	0	105
18:00	1	58	23	0	2	0	0	0	0	0	0	0	0	84
19:00	0	45	10	0	2	0	0	0	0	0	0	0	0	57
20:00	0	51	12	1	4	0	0	0	0	0	0	0	0	68
21:00	0	26	9	0	0	0	0	0	0	0	0	0	0	35
22:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
23:00	0	6	1	0	2	0	0	0	0	0	0	0	0	9
Total	6	1027	296	9	80	4	0	3	0	0	0	0	0	1425
Percent	0.4%	72.1%	20.8%	0.6%	5.6%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	07:00	07:00	07:00		06:00						07:00
Vol.	2	129	31	3	7	1		2						172
PM Peak	15:00	17:00	15:00	15:00	12:00	15:00								17:00
Vol.	1	81	24	1	9	1								105

PRECISION
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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/28/1														
7	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
05:00	0	13	7	0	1	0	0	0	0	0	0	0	0	21
06:00	1	25	5	1	3	0	0	0	0	0	0	0	0	35
07:00	1	93	17	1	9	0	0	0	0	0	0	0	0	121
08:00	2	52	30	3	8	0	0	0	0	0	0	0	0	95
09:00	1	57	13	0	5	0	0	0	0	0	0	0	0	76
10:00	0	41	15	0	6	1	0	0	0	0	0	0	0	63
11:00	0	42	10	2	9	1	0	0	0	0	0	0	0	64
12 PM	0	49	21	5	7	0	0	0	0	0	0	0	0	82
13:00	0	46	20	1	7	0	0	0	0	0	0	0	0	74
14:00	0	50	22	3	9	0	0	0	0	0	0	0	0	84
15:00	0	60	27	3	9	0	0	0	0	0	0	0	0	99
16:00	0	63	58	0	10	0	0	1	0	1	0	0	0	133
17:00	1	91	34	0	12	0	0	0	0	0	0	0	0	138
18:00	0	92	34	0	6	0	0	0	0	0	0	0	0	132
19:00	0	25	18	0	2	0	0	0	0	0	0	0	0	45
20:00	0	23	6	0	2	0	0	0	0	0	0	0	0	31
21:00	0	24	3	0	0	0	0	0	0	0	0	0	0	27
22:00	0	15	2	0	2	0	0	0	0	0	0	0	0	19
23:00	0	3	8	0	0	0	0	0	0	0	0	0	0	11
Total	6	867	351	19	108	2	0	1	0	1	0	0	0	1355
Percent	0.4%	64.0%	25.9%	1.4%	8.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	08:00	07:00	10:00								07:00
Vol.	2	93	30	3	9	1								121
PM Peak	17:00	18:00	16:00	12:00	17:00			16:00		16:00				17:00
Vol.	1	92	58	5	12			1		1				138

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175553 A Class
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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/29/1														
7	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3
05:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
06:00	0	21	10	1	4	0	0	0	0	0	0	0	0	36
07:00	0	86	18	1	9	0	0	0	0	0	0	0	0	114
08:00	1	67	21	4	5	0	0	0	0	0	0	0	0	98
09:00	1	46	23	0	4	0	0	0	0	0	0	0	0	74
10:00	0	35	12	0	5	0	0	0	0	0	0	0	0	52
11:00	1	43	12	0	7	0	0	0	0	0	0	0	0	63
12 PM	0	46	17	0	8	0	0	0	0	0	0	0	0	71
13:00	0	49	16	0	7	0	0	0	0	0	0	0	0	72
14:00	0	61	21	2	3	0	0	0	0	0	0	0	0	87
15:00	1	59	23	6	5	1	0	1	0	0	0	0	0	96
16:00	0	97	28	0	3	0	0	1	0	0	0	0	0	129
17:00	1	106	29	0	4	0	0	0	0	0	0	0	0	140
18:00	0	100	23	0	1	0	0	0	0	0	0	0	0	124
19:00	0	41	15	0	2	0	0	0	0	0	0	0	0	58
20:00	0	24	7	0	2	0	0	0	0	0	0	0	0	33
21:00	0	13	6	0	1	0	0	0	0	0	0	0	0	20
22:00	0	8	1	0	2	0	0	0	0	0	0	0	0	11
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	5	921	288	14	75	1	0	2	0	0	0	0	0	1306
Percent	0.4%	70.5%	22.1%	1.1%	5.7%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	09:00	08:00	07:00									07:00
Vol.	1	86	23	4	9									114
PM Peak	15:00	17:00	17:00	15:00	12:00	15:00		15:00						17:00
Vol.	1	106	29	6	8	1		1						140

PRECISION
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Cleveland Street
north of Rockwood Road (Route 115)
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175553 A Speed
Site Code: TBD

NB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/28/ 17	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	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
04:00	0	0	0	0	3	2	**3**	0	0	0	0	0	0	8	42	37
05:00	0	0	1	3	14	9	2	0	0	0	0	0	0	29	37	33
06:00	0	0	4	16	62	32	1	0	0	0	0	0	0	115	36	32
07:00	0	0	6	**41**	**94**	**36**	3	0	0	0	0	0	0	**180**	35	32
08:00	0	**2**	6	33	62	17	1	0	0	0	0	0	0	121	33	31
09:00	0	2	**10**	22	32	10	3	0	0	0	0	0	0	79	34	30
10:00	0	0	5	14	33	12	2	0	0	0	0	0	0	66	35	31
11:00	0	1	3	18	32	7	2	0	0	0	0	0	0	63	33	31
12 PM	0	0	6	31	37	13	1	0	0	0	0	0	0	88	34	30
13:00	0	0	4	10	31	10	0	0	0	0	0	0	0	55	34	31
14:00	0	1	**8**	30	39	11	1	0	0	0	0	0	0	90	33	30
15:00	0	0	4	**34**	44	17	**2**	0	0	0	0	0	0	101	35	31
16:00	0	0	3	25	45	**27**	2	0	0	0	0	0	0	102	36	32
17:00	0	**2**	6	29	35	13	1	0	0	0	0	0	0	86	34	30
18:00	0	0	7	29	**49**	23	2	0	0	0	0	0	0	**110**	35	31
19:00	0	0	4	15	27	7	0	0	0	0	0	0	0	53	33	30
20:00	0	0	1	18	23	4	0	0	0	0	0	0	0	46	33	30
21:00	**2**	1	7	15	25	6	0	0	0	0	0	0	0	56	33	29
22:00	0	1	0	10	3	1	0	0	0	0	0	0	0	15	31	28
23:00	0	0	0	2	6	1	0	0	0	0	0	0	0	9	33	31
Total	2	10	85	396	696	258	26	0	0	0	0	0	0	1473		
%	0.1%	0.7%	5.8%	26.9%	47.3%	17.5%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	09:00	07:00	07:00	07:00	04:00							07:00		
Vol.		2	10	41	94	36	3							180		
PM Peak	21:00	17:00	14:00	15:00	18:00	16:00	15:00							18:00		
Vol.	2	2	8	34	49	27	2							110		

Stats

15th Percentile :	25 MPH
50th Percentile :	30 MPH
85th Percentile :	35 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	31 MPH
10 MPH Pace Speed :	25-34 MPH
Number in Pace :	1092
Percent in Pace :	74.1%
Number of Vehicles > 25 MPH :	1297
Percent of Vehicles > 25 MPH :	88.0%

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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Cleveland Street
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175553 A Speed
Site Code: TBD

NB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/29/ 17	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
04:00	0	0	0	2	2	2	1	0	0	0	0	0	0	7	38	33
05:00	0	0	0	5	22	10	1	0	0	0	0	0	0	38	36	33
06:00	0	0	3	15	52	38	0	0	0	0	0	0	0	108	36	33
07:00	**1**	0	**7**	28	**89**	**45**	**2**	0	0	0	0	0	0	**172**	36	32
08:00	0	0	2	**30**	60	24	1	0	0	0	0	0	0	117	35	32
09:00	0	**2**	5	21	32	10	1	0	0	0	0	0	0	71	34	30
10:00	0	1	6	20	34	9	0	0	0	0	0	0	0	70	33	30
11:00	0	2	3	19	26	5	1	0	0	0	0	0	0	56	33	30
12 PM	**1**	0	1	24	27	12	0	0	0	0	0	0	0	65	34	31
13:00	0	**3**	2	20	33	12	0	0	0	0	0	0	0	70	34	30
14:00	0	0	3	29	38	9	**1**	0	0	0	0	0	0	80	33	30
15:00	0	3	8	**33**	43	12	1	0	0	0	0	0	0	100	33	30
16:00	0	3	10	32	38	11	1	0	0	0	0	0	0	95	33	29
17:00	0	0	9	28	**50**	**18**	0	0	0	0	0	0	0	**105**	34	31
18:00	0	0	4	16	46	18	0	0	0	0	0	0	0	84	35	32
19:00	0	0	2	15	30	10	0	0	0	0	0	0	0	57	34	31
20:00	0	1	**12**	13	32	10	0	0	0	0	0	0	0	68	33	30
21:00	0	0	6	6	15	8	0	0	0	0	0	0	0	35	35	31
22:00	0	0	2	5	6	2	0	0	0	0	0	0	0	15	33	30
23:00	0	0	0	2	6	1	0	0	0	0	0	0	0	9	33	31
Total	2	15	85	364	683	266	10	0	0	0	0	0	0	1425		
%	0.1%	1.1%	6.0%	25.5%	47.9%	18.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	07:00	08:00	07:00	07:00	07:00							07:00		
Vol.	1	2	7	30	89	45	2							172		
PM Peak	12:00	13:00	20:00	15:00	17:00	17:00	14:00							17:00		
Vol.	1	3	12	33	50	18	1							105		

Stats

15th Percentile :	25 MPH
50th Percentile :	30 MPH
85th Percentile :	35 MPH
95th Percentile :	37 MPH
Mean Speed(Average) :	31 MPH
10 MPH Pace Speed :	25-34 MPH
Number in Pace :	1047
Percent in Pace :	73.5%
Number of Vehicles > 25 MPH :	1250
Percent of Vehicles > 25 MPH :	87.7%

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SB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/28/ 17	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	3	1	0	0	0	0	0	0	0	4	36	33
05:00	0	0	0	7	9	4	1	0	0	0	0	0	0	21	36	32
06:00	0	0	1	9	13	10	2	0	0	0	0	0	0	35	37	32
07:00	0	0	**11**	**38**	**55**	16	1	0	0	0	0	0	0	**121**	33	30
08:00	**1**	0	7	21	40	**23**	**3**	0	0	0	0	0	0	95	36	31
09:00	0	**2**	11	19	28	14	2	0	0	0	0	0	0	76	35	30
10:00	0	0	4	17	18	21	3	0	0	0	0	0	0	63	37	32
11:00	0	0	1	15	28	19	1	0	0	0	0	0	0	64	36	32
12 PM	0	0	**7**	13	36	22	3	**1**	0	0	0	0	0	82	37	32
13:00	0	0	2	13	36	22	0	1	0	0	0	0	0	74	36	33
14:00	0	1	4	22	33	23	1	0	0	0	0	0	0	84	36	32
15:00	0	1	0	13	56	25	4	0	0	0	0	0	0	99	36	33
16:00	**2**	1	4	23	55	**38**	**10**	0	0	0	0	0	0	133	37	33
17:00	0	**2**	6	29	**59**	36	6	0	0	0	0	0	0	**138**	36	32
18:00	0	1	7	**35**	51	35	3	0	0	0	0	0	0	132	36	32
19:00	0	0	2	9	23	11	0	0	0	0	0	0	0	45	35	32
20:00	0	1	5	10	12	3	0	0	0	0	0	0	0	31	33	29
21:00	0	1	3	16	7	0	0	0	0	0	0	0	0	27	31	27
22:00	0	0	3	3	11	2	0	0	0	0	0	0	0	19	33	30
23:00	0	0	1	1	2	7	0	0	0	0	0	0	0	11	37	34
Total	3	10	79	313	576	332	40	2	0	0	0	0	0	1355		
%	0.2%	0.7%	5.8%	23.1%	42.5%	24.5%	3.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	07:00	07:00	07:00	08:00	08:00							07:00		
Vol.	1	2	11	38	55	23	3							121		
PM Peak	16:00	17:00	12:00	18:00	17:00	16:00	16:00	12:00						17:00		
Vol.	2	2	7	35	59	38	10	1						138		

Stats

15th Percentile :	25 MPH
50th Percentile :	31 MPH
85th Percentile :	36 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	32 MPH
10 MPH Pace Speed :	30-39 MPH
Number in Pace :	908
Percent in Pace :	67.0%
Number of Vehicles > 25 MPH :	1200
Percent of Vehicles > 25 MPH :	88.6%

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

Cleveland Street
north of Rockwood Road (Route 115)
City, State: Norfolk, MA
Client: Green International/ J.Freeman

175553 A Speed
Site Code: TBD

SB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/29/ 17	0	0	0	0	0	2	0	0	0	0	0	0	0	2	38	37
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
04:00	0	0	0	0	1	0	2	0	0	0	0	0	0	3	42	39
05:00	0	0	2	5	8	2	1	0	0	0	0	0	0	18	34	31
06:00	0	0	1	5	19	10	1	0	0	0	0	0	0	36	36	33
07:00	0	**2**	7	**28**	**49**	**24**	4	0	0	0	0	0	0	**114**	36	31
08:00	0	0	**8**	15	49	21	4	**1**	0	0	0	0	0	98	36	32
09:00	0	0	5	15	32	20	2	0	0	0	0	0	0	74	36	32
10:00	0	2	0	8	30	11	1	0	0	0	0	0	0	52	35	32
11:00	0	2	2	9	29	16	**5**	0	0	0	0	0	0	63	37	33
12 PM	0	0	1	19	31	18	2	0	0	0	0	0	0	71	36	32
13:00	0	**1**	3	14	36	17	1	0	0	0	0	0	0	72	36	32
14:00	0	0	3	20	41	19	4	0	0	0	0	0	0	87	36	32
15:00	0	0	3	21	38	32	2	0	0	0	0	0	0	96	37	32
16:00	0	1	**10**	23	57	**36**	2	0	0	0	0	0	0	129	36	32
17:00	0	0	3	**33**	**68**	35	1	0	0	0	0	0	0	**140**	36	32
18:00	0	1	6	25	52	35	**5**	0	0	0	0	0	0	124	37	32
19:00	0	0	2	10	25	18	2	**1**	0	0	0	0	0	58	37	33
20:00	0	0	2	4	19	6	2	0	0	0	0	0	0	33	36	32
21:00	0	0	0	3	8	7	2	0	0	0	0	0	0	20	38	34
22:00	0	0	0	1	6	4	0	0	0	0	0	0	0	11	36	33
23:00	0	0	0	1	1	1	1	0	0	0	0	0	0	4	41	34
Total	0	9	58	259	599	335	44	2	0	0	0	0	0	1306		
%	0.0%	0.7%	4.4%	19.8%	45.9%	25.7%	3.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	08:00	07:00	07:00	07:00	11:00	08:00						07:00		
Vol.		2	8	28	49	24	5	1						114		
PM Peak		13:00	16:00	17:00	17:00	16:00	18:00	19:00						17:00		
Vol.		1	10	33	68	36	5	1						140		

Stats

15th Percentile :	26 MPH
50th Percentile :	31 MPH
85th Percentile :	36 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	32 MPH
10 MPH Pace Speed :	30-39 MPH
Number in Pace :	934
Percent in Pace :	71.5%
Number of Vehicles > 25 MPH :	1187
Percent of Vehicles > 25 MPH :	90.9%

Village Green
east of Cleveland Street
City, State: Norfolk, MA
Client: Green International/ J.Freeman

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

175553 B Volume
Site Code: TBD

Start	EB				WB				Combined				03/28/17
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	0		1		0		1		0		2		
12:15	0		6		0		3		0		9		
12:30	0		2		0		2		0		4		
12:45	0	0	4	13	0	0	4	10	0	0	8	23	
01:00	0		1		0		1		0		2		
01:15	0		1		0		1		0		2		
01:30	0		2		0		1		0		3		
01:45	0	0	1	5	0	0	3	6	0	0	4	11	
02:00	0		1		0		3		0		4		
02:15	0		3		0		2		0		5		
02:30	0		5		0		4		0		9		
02:45	0	0	1	10	0	0	1	10	0	0	2	20	
03:00	0		1		0		0		0		1		
03:15	0		2		0		2		0		4		
03:30	0		2		0		4		0		6		
03:45	0	0	5	10	0	0	1	7	0	0	6	17	
04:00	0		7		0		1		0		8		
04:15	0		3		0		4		0		7		
04:30	0		0		1		1		1		1		
04:45	0	0	5	15	0	1	1	7	0	1	6	22	
05:00	0		2		0		2		0		4		
05:15	0		2		1		1		1		3		
05:30	0		2		0		0		0		2		
05:45	0	0	5	11	0	1	2	5	0	1	7	16	
06:00	0		1		0		0		0		1		
06:15	0		3		0		6		0		9		
06:30	1		4		1		4		2		8		
06:45	0	1	2	10	5	6	4	14	5	7	6	24	
07:00	1		2		6		0		7		2		
07:15	0		4		4		1		4		5		
07:30	1		1		4		2		5		3		
07:45	1	3	4	11	3	17	0	3	4	20	4	14	
08:00	1		1		3		1		4		2		
08:15	0		2		1		0		1		2		
08:30	2		1		4		0		6		1		
08:45	1	4	1	5	3	11	0	1	4	15	1	6	
09:00	1		0		4		0		5		0		
09:15	3		2		1		0		4		2		
09:30	4		0		3		0		7		0		
09:45	1	9	1	3	5	13	0	0	6	22	1	3	
10:00	0		1		1		0		1		1		
10:15	1		0		3		0		4		0		
10:30	3		0		3		0		6		0		
10:45	1	5	1	2	2	9	0	0	3	14	1	2	
11:00	1		0		3		0		4		0		
11:15	2		0		1		0		3		0		
11:30	1		0		0		0		1		0		
11:45	4	8	1	1	1	5	0	0	5	13	1	1	
Total	30		96		63		63		93		159		
Percent	32.3%		60.4%		67.7%		39.6%						
Day Total		126				126				252			
Peak	08:45	-	03:30	-	06:45	-	06:00	-	09:00	-	03:30	-	-	-
Vol.	9	-	17	-	19	-	14	-	22	-	27	-	-	-
P.H.F.	0.563		0.607		0.792		0.583		0.786		0.844			

Village Green
east of Cleveland Street
City, State: Norfolk, MA
Client: Green International/ J.Freeman

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

175553 B Volume
Site Code: TBD

Start	EB				WB				Combined				03/29/17
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	0		0		0		1		0		1		
12:15	0		3		0		3		0		6		
12:30	0		2		0		0		0		2		
12:45	0	0	3	8	0	0	4	8	0	0	7	16	
01:00	0		5		0		3		0		8		
01:15	0		0		0		2		0		2		
01:30	0		0		0		3		0		3		
01:45	0	0	0	5	0	0	0	8	0	0	0	13	
02:00	0		1		0		2		0		3		
02:15	0		2		0		2		0		4		
02:30	0		4		0		6		0		10		
02:45	0	0	2	9	0	0	0	10	0	0	2	19	
03:00	0		2		0		0		0		2		
03:15	0		2		0		2		0		4		
03:30	0		4		0		1		0		5		
03:45	0	0	2	10	0	0	1	4	0	0	3	14	
04:00	0		2		0		2		0		4		
04:15	0		3		0		3		0		6		
04:30	0		5		0		2		0		7		
04:45	0	0	2	12	1	1	2	9	1	1	4	21	
05:00	1		6		2		3		3		9		
05:15	0		5		2		2		2		7		
05:30	0		3		0		3		0		6		
05:45	0	1	6	20	0	4	1	9	0	5	7	29	
06:00	0		3		0		2		0		5		
06:15	0		1		0		1		0		2		
06:30	1		0		1		0		2		0		
06:45	1	2	1	5	2	3	1	4	3	5	2	9	
07:00	0		2		6		2		6		4		
07:15	0		3		5		2		5		5		
07:30	0		1		1		1		1		2		
07:45	1	1	1	7	5	17	0	5	6	18	1	12	
08:00	1		0		2		1		3		1		
08:15	1		3		2		0		3		3		
08:30	1		7		4		1		5		8		
08:45	0	3	3	13	5	13	1	3	5	16	4	16	
09:00	2		1		1		0		3		1		
09:15	2		2		2		1		4		3		
09:30	1		2		6		0		7		2		
09:45	2	7	0	5	3	12	1	2	5	19	1	7	
10:00	1		1		2		1		3		2		
10:15	0		1		2		0		2		1		
10:30	2		0		2		0		4		0		
10:45	4	7	0	2	3	9	0	1	7	16	0	3	
11:00	1		1		0		0		1		1		
11:15	1		0		1		0		2		0		
11:30	3		0		1		0		4		0		
11:45	2	7	0	1	2	4	0	0	4	11	0	1	
Total	28		97		63		63		91		160		
Percent	30.8%		60.6%		69.2%		39.4%						
Day Total		125				126				251			
Peak	10:45	-	05:00	-	07:00	-	00:45	-	08:45	-	05:00	-	-	-
Vol.	9	-	20	-	17	-	12	-	19	-	29	-	-	-
P.H.F.	0.563		0.833		0.708		0.750		0.679		0.806			

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

Village Green
east of Cleveland Street
City, State: Norfolk, MA
Client: Green International/ J.Freeman

175553 B Class
Site Code: TBD

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/28/1														
7	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
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	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
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
08:00	0	1	2	1	0	0	0	0	0	0	0	0	0	4
09:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
10:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
11:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
12 PM	0	6	2	1	4	0	0	0	0	0	0	0	0	13
13:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
14:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
15:00	0	7	1	0	2	0	0	0	0	0	0	0	0	10
16:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
17:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
18:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
19:00	0	10	0	0	1	0	0	0	0	0	0	0	0	11
20:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
21:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	86	31	2	7	0	0	0	0	0	0	0	0	126
Percent	0.0%	68.3%	24.6%	1.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	10:00	08:00										09:00
Vol.		7	3	1										9
PM Peak		16:00	14:00	12:00	12:00									16:00
Vol.		13	5	1	4									15

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

Village Green
east of Cleveland Street
City, State: Norfolk, MA
Client: Green International/ J.Freeman

175553 B Class
Site Code: TBD

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/29/1														
7	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
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	1	0	1	1	0	0	0	0	0	0	0	0	3
09:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
10:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
11:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12 PM	0	3	3	0	2	0	0	0	0	0	0	0	0	8
13:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
14:00	0	5	3	0	0	1	0	0	0	0	0	0	0	9
15:00	0	7	2	1	0	0	0	0	0	0	0	0	0	10
16:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
17:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
18:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
19:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	88	26	2	8	1	0	0	0	0	0	0	0	125
Percent	0.0%	70.4%	20.8%	1.6%	6.4%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	06:00	08:00	10:00									09:00
Vol.		6	1	1	2									7
PM Peak		17:00	12:00	15:00	12:00	14:00								17:00
Vol.		16	3	1	2	1								20

PRECISION
D A T A
INDUSTRIES, LLC
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Village Green
east of Cleveland Street
City, State: Norfolk, MA
Client: Green International/ J.Freeman

175553 B Class
Site Code: TBD

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/28/1														
7	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
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
07:00	0	12	4	0	1	0	0	0	0	0	0	0	0	17
08:00	0	9	1	1	0	0	0	0	0	0	0	0	0	11
09:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
10:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
11:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
12 PM	0	4	1	1	4	0	0	0	0	0	0	0	0	10
13:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
14:00	0	3	5	0	2	0	0	0	0	0	0	0	0	10
15:00	0	5	0	0	2	0	0	0	0	0	0	0	0	7
16:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
17:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
18:00	0	11	1	0	2	0	0	0	0	0	0	0	0	14
19:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	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
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	84	27	2	13	0	0	0	0	0	0	0	0	126
Percent	0.0%	66.7%	21.4%	1.6%	10.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	08:00	07:00									07:00
Vol.		12	4	1	1									17
PM Peak		18:00	14:00	12:00	12:00									18:00
Vol.		11	5	1	4									14

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

Village Green
east of Cleveland Street
City, State: Norfolk, MA
Client: Green International/ J.Freeman

175553 B Class
Site Code: TBD

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/29/1														
7	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
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:00	0	11	3	0	3	0	0	0	0	0	0	0	0	17
08:00	0	9	3	1	0	0	0	0	0	0	0	0	0	13
09:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
10:00	0	5	1	0	3	0	0	0	0	0	0	0	0	9
11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
12 PM	0	5	1	0	2	0	0	0	0	0	0	0	0	8
13:00	0	4	2	0	2	0	0	0	0	0	0	0	0	8
14:00	0	6	2	0	1	1	0	0	0	0	0	0	0	10
15:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4
16:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
17:00	0	4	3	0	2	0	0	0	0	0	0	0	0	9
18:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
19:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	78	30	2	15	1	0	0	0	0	0	0	0	126
Percent	0.0%	61.9%	23.8%	1.6%	11.9%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	08:00	07:00									07:00
Vol.		11	3	1	3									17
PM Peak		14:00	16:00	15:00	12:00	14:00								14:00
Vol.		6	4	1	2	1								10

PRECISION
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Village Green
east of Cleveland Street
City, State: Norfolk, MA
Client: Green International/ J.Freeman

175553 B Speed
Site Code: TBD

EB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/28/ 17	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	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	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	*	*
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
07:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	22	20
08:00	0	**4**	0	0	0	0	0	0	0	0	0	0	0	4	18	17
09:00	0	4	**5**	0	0	0	0	0	0	0	0	0	0	**9**	22	20
10:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	22	19
11:00	0	4	3	**1**	0	0	0	0	0	0	0	0	0	8	23	20
12 PM	**1**	**7**	2	**3**	0	0	0	0	0	0	0	0	0	13	25	19
13:00	0	3	1	1	0	0	0	0	0	0	0	0	0	5	25	20
14:00	1	4	3	2	0	0	0	0	0	0	0	0	0	10	25	20
15:00	0	1	**9**	0	0	0	0	0	0	0	0	0	0	10	23	21
16:00	0	5	9	1	0	0	0	0	0	0	0	0	0	**15**	23	21
17:00	1	2	7	1	0	0	0	0	0	0	0	0	0	11	23	20
18:00	0	2	7	0	**1**	0	0	0	0	0	0	0	0	10	23	22
19:00	0	3	6	2	0	0	0	0	0	0	0	0	0	11	24	22
20:00	1	1	3	0	0	0	0	0	0	0	0	0	0	5	22	18
21:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3	21	15
22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	23	22
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
Total	5	46	63	11	1	0	0	0	0	0	0	0	0	126		
%	4.0%	36.5%	50.0%	8.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	09:00	11:00										09:00		
Vol.		4	5	1										9		
PM Peak	12:00	12:00	15:00	12:00	18:00									16:00		
Vol.	1	7	9	3	1									15		

Stats

15th Percentile :	15 MPH
50th Percentile :	19 MPH
85th Percentile :	23 MPH
95th Percentile :	26 MPH
Mean Speed(Average) :	20 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	109
Percent in Pace :	86.5%
Number of Vehicles > 25 MPH :	10
Percent of Vehicles > 25 MPH :	7.8%

Village Green
east of Cleveland Street
City, State: Norfolk, MA
Client: Green International/ J.Freeman

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

175553 B Speed
Site Code: TBD

EB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/29/ 17	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	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11	8
06:00	0	1	0	**1**	0	0	0	0	0	0	0	0	0	2	27	22
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
08:00	0	0	2	1	0	0	0	0	0	0	0	0	0	3	26	24
09:00	0	**4**	3	0	0	0	0	0	0	0	0	0	0	**7**	22	19
10:00	**2**	2	3	0	0	0	0	0	0	0	0	0	0	7	22	16
11:00	0	2	**4**	1	0	0	0	0	0	0	0	0	0	7	23	21
12 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	21	18
13:00	0	0	5	0	0	0	0	0	0	0	0	0	0	5	23	22
14:00	0	5	3	1	0	0	0	0	0	0	0	0	0	9	23	20
15:00	1	4	2	3	0	0	0	0	0	0	0	0	0	10	26	20
16:00	0	5	4	3	0	0	0	0	0	0	0	0	0	12	26	21
17:00	1	5	**10**	**4**	0	0	0	0	0	0	0	0	0	**20**	25	21
18:00	0	1	3	1	0	0	0	0	0	0	0	0	0	5	25	22
19:00	1	0	5	1	0	0	0	0	0	0	0	0	0	7	23	21
20:00	**2**	**7**	4	0	0	0	0	0	0	0	0	0	0	13	21	17
21:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5	20	16
22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	23	22
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
Total	9	46	54	16	0	0	0	0	0	0	0	0	0	125		
%	7.2%	36.8%	43.2%	12.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	11:00	06:00										09:00		
Vol.	2	4	4	1										7		
PM Peak	20:00	20:00	17:00	17:00										17:00		
Vol.	2	7	10	4										20		

Stats

15th Percentile :	15 MPH
50th Percentile :	19 MPH
85th Percentile :	23 MPH
95th Percentile :	27 MPH
Mean Speed(Average) :	20 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	100
Percent in Pace :	80.0%
Number of Vehicles > 25 MPH :	13
Percent of Vehicles > 25 MPH :	10.2%

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Village Green
east of Cleveland Street
City, State: Norfolk, MA
Client: Green International/ J.Freeman

175553 B Speed
Site Code: TBD

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/28/ 17	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	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
06:00	0	1	5	0	0	0	0	0	0	0	0	0	0	6	23	21
07:00	**1**	4	9	**3**	0	0	0	0	0	0	0	0	0	**17**	24	21
08:00	1	**6**	4	0	0	0	0	0	0	0	0	0	0	11	21	18
09:00	0	2	**10**	1	0	0	0	0	0	0	0	0	0	13	23	22
10:00	0	4	4	1	0	0	0	0	0	0	0	0	0	9	23	20
11:00	0	2	2	1	0	0	0	0	0	0	0	0	0	5	25	21
12 PM	0	**4**	4	**2**	0	0	0	0	0	0	0	0	0	10	25	21
13:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6	22	20
14:00	**1**	4	3	2	0	0	0	0	0	0	0	0	0	10	25	20
15:00	1	0	4	2	0	0	0	0	0	0	0	0	0	7	26	21
16:00	1	2	3	1	0	0	0	0	0	0	0	0	0	7	23	19
17:00	1	1	2	1	0	0	0	0	0	0	0	0	0	5	25	19
18:00	0	3	**9**	2	0	0	0	0	0	0	0	0	0	**14**	23	22
19:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3	26	22
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
21:00	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	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	6	37	66	17	0	0	0	0	0	0	0	0	0	126		
%	4.8%	29.4%	52.4%	13.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	09:00	07:00										07:00		
Vol.	1	6	10	3										17		
PM Peak	14:00	12:00	18:00	12:00										18:00		
Vol.	1	4	9	2										14		

Stats

15th Percentile :	15 MPH
50th Percentile :	20 MPH
85th Percentile :	23 MPH
95th Percentile :	27 MPH
Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	103
Percent in Pace :	81.7%
Number of Vehicles > 25 MPH :	14
Percent of Vehicles > 25 MPH :	10.8%

PRECISION
D A T A
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Village Green
east of Cleveland Street
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175553 B Speed
Site Code: TBD

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/29/ 17	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	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
05:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4	23	21
06:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3	23	22
07:00	**1**	4	**9**	**3**	0	0	0	0	0	0	0	0	0	**17**	24	21
08:00	0	4	7	2	0	0	0	0	0	0	0	0	0	13	24	21
09:00	1	**5**	5	1	0	0	0	0	0	0	0	0	0	12	23	19
10:00	1	3	3	2	0	0	0	0	0	0	0	0	0	9	25	20
11:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4	23	21
12 PM	0	**3**	4	1	0	0	0	0	0	0	0	0	0	8	23	21
13:00	0	3	2	**3**	0	0	0	0	0	0	0	0	0	8	27	22
14:00	**1**	3	4	2	0	0	0	0	0	0	0	0	0	**10**	25	20
15:00	0	0	4	0	0	0	0	0	0	0	0	0	0	4	23	22
16:00	0	2	4	3	0	0	0	0	0	0	0	0	0	9	26	23
17:00	1	2	**5**	1	0	0	0	0	0	0	0	0	0	9	23	20
18:00	1	0	3	0	0	0	0	0	0	0	0	0	0	4	23	18
19:00	1	1	2	1	0	0	0	0	0	0	0	0	0	5	25	19
20:00	1	1	0	1	0	0	0	0	0	0	0	0	0	3	26	17
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	22	15
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	9	34	62	21	0	0	0	0	0	0	0	0	0	126		
%	7.1%	27.0%	49.2%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	07:00	07:00										07:00		
Vol.	1	5	9	3										17		
PM Peak	14:00	12:00	17:00	13:00										14:00		
Vol.	1	3	5	3										10		

Stats

15th Percentile :	15 MPH
50th Percentile :	20 MPH
85th Percentile :	24 MPH
95th Percentile :	27 MPH
Mean Speed(Average) :	20 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	96
Percent in Pace :	76.2%
Number of Vehicles > 25 MPH :	17
Percent of Vehicles > 25 MPH :	13.3%

PDI File #: **175553 A**
Location: **N: Cleveland Street S: Cleveland Street**
Location: **E: Village Green Street W: Driveway**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles

	Cleveland Street					Village Green Street					Cleveland Street					Driveway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	28	0	0	28	1	0	5	0	6	1	44	0	0	45	0	0	0	0	0	79
7:15 AM	0	18	0	0	18	2	0	2	0	4	0	46	0	0	46	0	0	0	0	0	68
7:30 AM	0	18	0	0	18	0	0	6	0	6	1	48	0	0	49	0	0	0	0	0	73
7:45 AM	0	39	0	0	39	1	0	4	0	5	1	36	0	1	38	0	0	0	0	0	82
Total	0	103	0	0	103	4	0	17	0	21	3	174	0	1	178	0	0	0	0	0	302
8:00 AM	0	14	1	0	15	0	0	3	0	3	1	42	0	0	43	0	0	0	0	0	61
8:15 AM	0	24	0	0	24	1	0	0	0	1	0	28	0	0	28	0	0	0	0	0	53
8:30 AM	0	24	1	0	25	2	0	4	0	6	1	19	0	0	20	0	0	0	0	0	51
8:45 AM	0	23	0	0	23	0	0	3	0	3	2	31	0	0	33	0	0	0	0	0	59
Total	0	85	2	0	87	3	0	10	0	13	4	120	0	0	124	0	0	0	0	0	224
Grand Total	0	188	2	0	190	7	0	27	0	34	7	294	0	1	302	0	0	0	0	0	526
Approach %	0.0	98.9	1.1	0.0		20.6	0.0	79.4	0.0		2.3	97.4	0.0	0.3		0.0	0.0	0.0	0.0		
Total %	0.0	35.7	0.4	0.0	36.1	1.3	0.0	5.1	0.0	6.5	1.3	55.9	0.0	0.2	57.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					301					9					216					0	526
Cars	0	180	1	0	181	7	0	25	0	32	5	280	0	1	286	0	0	0	0	0	499
% Cars	0.0	95.7	50.0	0.0	95.3	100.0	0.0	92.6	0.0	94.1	71.4	95.2	0.0	100.0	94.7	0.0	0.0	0.0	0.0	0.0	94.9
Exiting Leg Total					287					6					206					0	499
Heavy Vehicles	0	8	1	0	9	0	0	2	0	2	2	14	0	0	16	0	0	0	0	0	27
% Heavy Vehicles	0.0	4.3	50.0	0.0	4.7	0.0	0.0	7.4	0.0	5.9	28.6	4.8	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5.1
Exiting Leg Total					14					3					10					0	27

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

7:00 AM	Cleveland Street					Village Green Street					Cleveland Street					Driveway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	28	0	0	28	1	0	5	0	6	1	44	0	0	45	0	0	0	0	0	79
7:15 AM	0	18	0	0	18	2	0	2	0	4	0	46	0	0	46	0	0	0	0	0	68
7:30 AM	0	18	0	0	18	0	0	6	0	6	1	48	0	0	49	0	0	0	0	0	73
7:45 AM	0	39	0	0	39	1	0	4	0	5	1	36	0	1	38	0	0	0	0	0	82
Total Volume	0	103	0	0	103	4	0	17	0	21	3	174	0	1	178	0	0	0	0	0	302
% Approach Total	0.0	100.0	0.0	0.0		19.0	0.0	81.0	0.0		1.7	97.8	0.0	0.6		0.0	0.0	0.0	0.0		
PHF	0.000	0.660	0.000	0.000	0.660	0.500	0.000	0.708	0.000	0.875	0.750	0.906	0.000	0.250	0.908	0.000	0.000	0.000	0.000	0.000	0.921
Cars	0	100	0	0	100	4	0	17	0	21	3	168	0	1	172	0	0	0	0	0	293
Cars %	0.0	97.1	0.0	0.0	97.1	100.0	0.0	100.0	0.0	100.0	100.0	96.6	0.0	100.0	96.6	0.0	0.0	0.0	0.0	0.0	97.0
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Heavy Vehicles %	0.0	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.0
Cars Enter Leg	0	100	0	0	100	4	0	17	0	21	3	168	0	1	172	0	0	0	0	0	293
Heavy Enter Leg	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Total Entering Leg	0	103	0	0	103	4	0	17	0	21	3	174	0	1	178	0	0	0	0	0	302
Cars Exiting Leg					172					3					118					0	293
Heavy Exit Leg					6					0					3					0	9
Total Exiting Leg					178					3					121					0	302

PDI File #: **175553 A**
Location: **N: Cleveland Street S: Cleveland Street**
Location: **E: Village Green Street W: Driveway**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars

	Cleveland Street					Village Green Street					Cleveland Street					Driveway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	25	0	0	25	1	0	5	0	6	1	42	0	0	43	0	0	0	0	0	74
7:15 AM	0	18	0	0	18	2	0	2	0	4	0	46	0	0	46	0	0	0	0	0	68
7:30 AM	0	18	0	0	18	0	0	6	0	6	1	46	0	0	47	0	0	0	0	0	71
7:45 AM	0	39	0	0	39	1	0	4	0	5	1	34	0	1	36	0	0	0	0	0	80
Total	0	100	0	0	100	4	0	17	0	21	3	168	0	1	172	0	0	0	0	0	293
8:00 AM	0	13	1	0	14	0	0	3	0	3	1	41	0	0	42	0	0	0	0	0	59
8:15 AM	0	23	0	0	23	1	0	0	0	1	0	24	0	0	24	0	0	0	0	0	48
8:30 AM	0	23	0	0	23	2	0	2	0	4	0	18	0	0	18	0	0	0	0	0	45
8:45 AM	0	21	0	0	21	0	0	3	0	3	1	29	0	0	30	0	0	0	0	0	54
Total	0	80	1	0	81	3	0	8	0	11	2	112	0	0	114	0	0	0	0	0	206
Grand Total	0	180	1	0	181	7	0	25	0	32	5	280	0	1	286	0	0	0	0	0	499
Approach %	0.0	99.4	0.6	0.0		21.9	0.0	78.1	0.0		1.7	97.9	0.0	0.3		0.0	0.0	0.0	0.0		
Total %	0.0	36.1	0.2	0.0	36.3	1.4	0.0	5.0	0.0	6.4	1.0	56.1	0.0	0.2	57.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					287					6					206					0	499

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

7:00 AM	Cleveland Street					Village Green Street					Cleveland Street					Driveway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	25	0	0	25	1	0	5	0	6	1	42	0	0	43	0	0	0	0	0	74
7:15 AM	0	18	0	0	18	2	0	2	0	4	0	46	0	0	46	0	0	0	0	0	68
7:30 AM	0	18	0	0	18	0	0	6	0	6	1	46	0	0	47	0	0	0	0	0	71
7:45 AM	0	39	0	0	39	1	0	4	0	5	1	34	0	1	36	0	0	0	0	0	80
Total Volume	0	100	0	0	100	4	0	17	0	21	3	168	0	1	172	0	0	0	0	0	293
% Approach Total	0.0	100.0	0.0	0.0		19.0	0.0	81.0	0.0		1.7	97.7	0.0	0.6		0.0	0.0	0.0	0.0		
PHF	0.000	0.641	0.000	0.000	0.641	0.500	0.000	0.708	0.000	0.875	0.750	0.913	0.000	0.250	0.915	0.000	0.000	0.000	0.000	0.000	0.916
Entering Leg	0	100	0	0	100	4	0	17	0	21	3	168	0	1	172	0	0	0	0	0	293
Exiting Leg					172					3					118					0	293
Total					272					24					290					0	586

PDI File #: **175553 A**
Location: **N: Cleveland Street S: Cleveland Street**
Location: **E: Village Green Street W: Driveway**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Heavy Vehicles

	Cleveland Street					Village Green Street					Cleveland Street					Driveway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
8:30 AM	0	1	1	0	2	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	6
8:45 AM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
Total	0	5	1	0	6	0	0	2	0	2	2	8	0	0	10	0	0	0	0	0	18
Grand Total	0	8	1	0	9	0	0	2	0	2	2	14	0	0	16	0	0	0	0	0	27
Approach %	0.0	88.9	11.1	0.0		0.0	0.0	100.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	29.6	3.7	0.0	33.3	0.0	0.0	7.4	0.0	7.4	7.4	51.9	0.0	0.0	59.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					14					3					10					0	27

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

8:00 AM	Cleveland Street					Village Green Street					Cleveland Street					Driveway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
8:30 AM	0	1	1	0	2	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	6
8:45 AM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
Total Volume	0	5	1	0	6	0	0	2	0	2	2	8	0	0	10	0	0	0	0	0	18
% Approach Total	0.0	83.3	16.7	0.0		0.0	0.0	100.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.250	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.500	0.500	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	5	1	0	6	0	0	2	0	2	2	8	0	0	10	0	0	0	0	0	18
Exiting Leg					8					3					7					0	18
Total					14					5					17					0	36

PDI File #: **175553 A**
Location: **N: Cleveland Street S: Cleveland Street**
Location: **E: Village Green Street W: Driveway**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Bicycles (on Roadway and Crosswalks)

	Cleveland Street							Village Green Street							Cleveland Street							Driveway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							1							0	1

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

7:00 AM	Cleveland Street							Village Green Street							Cleveland Street							Driveway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							0							1							1							0	2

PDI File #: **175553 A**
Location: **N: Cleveland Street S: Cleveland Street**
Location: **E: Village Green Street W: Driveway**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Pedestrians

	Cleveland Street							Village Green Street							Cleveland Street							Driveway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

7:00 AM	Cleveland Street							Village Green Street							Cleveland Street							Driveway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175553 AA**
Location: **N: Cleveland Street S: Cleveland Street**
Location: **E: Village Green Street W: Driveway**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles

	Cleveland Street					Village Green Street					Cleveland Street					Driveway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	24	2	0	26	0	0	1	0	1	6	22	0	0	28	0	0	0	0	0	55
4:15 PM	0	27	1	0	28	0	0	4	0	4	2	22	0	0	24	0	0	0	0	0	56
4:30 PM	0	38	0	0	38	0	0	2	0	2	0	26	0	0	26	0	0	0	0	0	66
4:45 PM	0	34	2	0	36	0	0	1	0	1	3	23	0	0	26	0	0	0	0	0	63
Total	0	123	5	0	128	0	0	8	0	8	11	93	0	0	104	0	0	0	0	0	240
5:00 PM	0	26	0	0	26	1	0	1	0	2	3	20	0	0	23	0	0	0	0	0	51
5:15 PM	0	31	0	0	31	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	50
5:30 PM	0	41	2	0	43	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	67
5:45 PM	0	34	1	0	35	0	0	1	0	1	4	13	0	0	17	0	0	0	0	0	53
Total	0	132	3	0	135	1	0	2	0	3	9	74	0	0	83	0	0	0	0	0	221
Grand Total	0	255	8	0	263	1	0	10	0	11	20	167	0	0	187	0	0	0	0	0	461
Approach %	0.0	97.0	3.0	0.0		9.1	0.0	90.9	0.0		10.7	89.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	55.3	1.7	0.0	57.0	0.2	0.0	2.2	0.0	2.4	4.3	36.2	0.0	0.0	40.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					168					28					265					0	461
Cars	0	251	8	0	259	1	0	10	0	11	20	166	0	0	186	0	0	0	0	0	456
% Cars	0.0	98.4	100.0	0.0	98.5	100.0	0.0	100.0	0.0	100.0	100.0	99.4	0.0	0.0	99.5	0.0	0.0	0.0	0.0	0.0	98.9
Exiting Leg Total					167					28					261					0	456
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
% Heavy Vehicles	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	1.1
Exiting Leg Total					1					0					4					0	5

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

4:00 PM	Cleveland Street					Village Green Street					Cleveland Street					Driveway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	24	2	0	26	0	0	1	0	1	6	22	0	0	28	0	0	0	0	0	55
4:15 PM	0	27	1	0	28	0	0	4	0	4	2	22	0	0	24	0	0	0	0	0	56
4:30 PM	0	38	0	0	38	0	0	2	0	2	0	26	0	0	26	0	0	0	0	0	66
4:45 PM	0	34	2	0	36	0	0	1	0	1	3	23	0	0	26	0	0	0	0	0	63
Total Volume	0	123	5	0	128	0	0	8	0	8	11	93	0	0	104	0	0	0	0	0	240
% Approach Total	0.0	96.1	3.9	0.0		0.0	0.0	100.0	0.0		10.6	89.4	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.809	0.625	0.000	0.842	0.000	0.000	0.500	0.000	0.500	0.458	0.894	0.000	0.000	0.929	0.000	0.000	0.000	0.000	0.000	0.909
Cars	0	120	5	0	125	0	0	8	0	8	11	92	0	0	103	0	0	0	0	0	236
Cars %	0.0	97.6	100.0	0.0	97.7	0.0	0.0	100.0	0.0	100.0	100.0	98.9	0.0	0.0	99.0	0.0	0.0	0.0	0.0	0.0	98.3
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Heavy Vehicles %	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.7
Cars Enter Leg	0	120	5	0	125	0	0	8	0	8	11	92	0	0	103	0	0	0	0	0	236
Heavy Enter Leg	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Entering Leg	0	123	5	0	128	0	0	8	0	8	11	93	0	0	104	0	0	0	0	0	240
Cars Exiting Leg					92					16					128					0	236
Heavy Exit Leg					1					0					3					0	4
Total Exiting Leg					93					16					131					0	240

PDI File #: **175553 AA**
Location: **N: Cleveland Street S: Cleveland Street**
Location: **E: Village Green Street W: Driveway**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars

	Cleveland Street					Village Green Street					Cleveland Street					Driveway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	24	2	0	26	0	0	1	0	1	6	22	0	0	28	0	0	0	0	0	55
4:15 PM	0	26	1	0	27	0	0	4	0	4	2	22	0	0	24	0	0	0	0	0	55
4:30 PM	0	36	0	0	36	0	0	2	0	2	0	26	0	0	26	0	0	0	0	0	64
4:45 PM	0	34	2	0	36	0	0	1	0	1	3	22	0	0	25	0	0	0	0	0	62
Total	0	120	5	0	125	0	0	8	0	8	11	92	0	0	103	0	0	0	0	0	236
5:00 PM	0	26	0	0	26	1	0	1	0	2	3	20	0	0	23	0	0	0	0	0	51
5:15 PM	0	30	0	0	30	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	49
5:30 PM	0	41	2	0	43	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	67
5:45 PM	0	34	1	0	35	0	0	1	0	1	4	13	0	0	17	0	0	0	0	0	53
Total	0	131	3	0	134	1	0	2	0	3	9	74	0	0	83	0	0	0	0	0	220
Grand Total	0	251	8	0	259	1	0	10	0	11	20	166	0	0	186	0	0	0	0	0	456
Approach %	0.0	96.9	3.1	0.0		9.1	0.0	90.9	0.0		10.8	89.2	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	55.0	1.8	0.0	56.8	0.2	0.0	2.2	0.0	2.4	4.4	36.4	0.0	0.0	40.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					167					28					261					0	456

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

4:00 PM	Cleveland Street					Village Green Street					Cleveland Street					Driveway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	24	2	0	26	0	0	1	0	1	6	22	0	0	28	0	0	0	0	0	55
4:15 PM	0	26	1	0	27	0	0	4	0	4	2	22	0	0	24	0	0	0	0	0	55
4:30 PM	0	36	0	0	36	0	0	2	0	2	0	26	0	0	26	0	0	0	0	0	64
4:45 PM	0	34	2	0	36	0	0	1	0	1	3	22	0	0	25	0	0	0	0	0	62
Total Volume	0	120	5	0	125	0	0	8	0	8	11	92	0	0	103	0	0	0	0	0	236
% Approach Total	0.0	96.0	4.0	0.0		0.0	0.0	100.0	0.0		10.7	89.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.833	0.625	0.000	0.868	0.000	0.000	0.500	0.000	0.500	0.458	0.885	0.000	0.000	0.920	0.000	0.000	0.000	0.000	0.000	0.922
Entering Leg	0	120	5	0	125	0	0	8	0	8	11	92	0	0	103	0	0	0	0	0	236
Exiting Leg					92					16					128					0	236
Total					217					24					231					0	472

PDI File #: **175553 AA**
Location: **N: Cleveland Street S: Cleveland Street**
Location: **E: Village Green Street W: Driveway**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Heavy Vehicles

	Cleveland Street (North)					Village Green Street (East)					Cleveland Street (South)					Driveway (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					4					0	5

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

4:00 PM	Cleveland Street (North)					Village Green Street (East)					Cleveland Street (South)					Driveway (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Exiting Leg					1					0					3					0	4
Total					4					0					4					0	8

PDI File #: **175553 AA**
Location: **N: Cleveland Street S: Cleveland Street**
Location: **E: Village Green Street W: Driveway**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Bicycles (on Roadway and Crosswalks)

	Cleveland Street							Village Green Street							Cleveland Street							Driveway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

4:00 PM	Cleveland Street							Village Green Street							Cleveland Street							Driveway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175553 AA**
Location: **N: Cleveland Street S: Cleveland Street**
Location: **E: Village Green Street W: Driveway**
City, State: **Norfolk, MA**
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Count Date: **Tuesday, March 28, 2017**
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Class:

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

Pedestrians

	Cleveland Street (North)							Village Green Street (East)							Cleveland Street (South)							Driveway (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

4:00 PM	Cleveland Street (North)							Village Green Street (East)							Cleveland Street (South)							Driveway (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175553 B**
Location: **N: Cleveland Street S: Tucker Road**
Location: **E: Rockwood Road (Route 115) W: Rockwood Road (Route 115)**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles

	Cleveland Street					Rockwood Road (Route 115)					Tucker Road					Rockwood Road (Route 115)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	32	0	33	42	65	0	0	107	0	4	1	0	5	1	110	1	0	112	257
7:15 AM	2	2	15	0	19	41	73	0	0	114	2	6	3	0	11	1	59	3	0	63	207
7:30 AM	0	0	25	0	25	39	75	0	0	114	2	6	3	0	11	1	94	0	0	95	245
7:45 AM	1	1	41	0	43	34	100	2	0	136	7	2	0	0	9	2	78	1	0	81	269
Total	3	4	113	0	120	156	313	2	0	471	11	18	7	0	36	5	341	5	0	351	978
8:00 AM	1	0	15	0	16	39	76	1	0	116	0	2	6	0	8	2	69	3	0	74	214
8:15 AM	0	1	24	0	25	22	65	0	0	87	2	3	0	0	5	1	59	1	0	61	178
8:30 AM	2	2	24	0	28	15	68	0	0	83	1	3	0	0	4	2	48	1	0	51	166
8:45 AM	1	0	25	0	26	30	49	0	0	79	1	1	3	0	5	0	58	2	0	60	170
Total	4	3	88	0	95	106	258	1	0	365	4	9	9	0	22	5	234	7	0	246	728
Grand Total	7	7	201	0	215	262	571	3	0	836	15	27	16	0	58	10	575	12	0	597	1706
Approach %	3.3	3.3	93.5	0.0		31.3	68.3	0.4	0.0		25.9	46.6	27.6	0.0		1.7	96.3	2.0	0.0		
Total %	0.4	0.4	11.8	0.0	12.6	15.4	33.5	0.2	0.0	49.0	0.9	1.6	0.9	0.0	3.4	0.6	33.7	0.7	0.0	35.0	
Exiting Leg Total					301					791					20					594	1706
Cars	7	6	192	0	205	250	541	3	0	794	15	23	16	0	54	7	557	11	0	575	1628
% Cars	100.0	85.7	95.5	0.0	95.3	95.4	94.7	100.0	0.0	95.0	100.0	85.2	100.0	0.0	93.1	70.0	96.9	91.7	0.0	96.3	95.4
Exiting Leg Total					284					764					16					564	1628
Heavy Vehicles	0	1	9	0	10	12	30	0	0	42	0	4	0	0	4	3	18	1	0	22	78
% Heavy Vehicles	0.0	14.3	4.5	0.0	4.7	4.6	5.3	0.0	0.0	5.0	0.0	14.8	0.0	0.0	6.9	30.0	3.1	8.3	0.0	3.7	4.6
Exiting Leg Total					17					27					4					30	78

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

7:00 AM	Cleveland Street					Rockwood Road (Route 115)					Tucker Road					Rockwood Road (Route 115)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	32	0	33	42	65	0	0	107	0	4	1	0	5	1	110	1	0	112	257
7:15 AM	2	2	15	0	19	41	73	0	0	114	2	6	3	0	11	1	59	3	0	63	207
7:30 AM	0	0	25	0	25	39	75	0	0	114	2	6	3	0	11	1	94	0	0	95	245
7:45 AM	1	1	41	0	43	34	100	2	0	136	7	2	0	0	9	2	78	1	0	81	269
Total Volume	3	4	113	0	120	156	313	2	0	471	11	18	7	0	36	5	341	5	0	351	978
% Approach Total	2.5	3.3	94.2	0.0		33.1	66.5	0.4	0.0		30.6	50.0	19.4	0.0		1.4	97.2	1.4	0.0		
PHF	0.375	0.500	0.689	0.000	0.698	0.929	0.783	0.250	0.000	0.866	0.393	0.750	0.583	0.000	0.818	0.625	0.775	0.417	0.000	0.783	0.909
Cars	3	4	110	0	117	151	299	2	0	452	11	16	7	0	34	3	332	5	0	340	943
Cars %	100.0	100.0	97.3	0.0	97.5	96.8	95.5	100.0	0.0	96.0	100.0	88.9	100.0	0.0	94.4	60.0	97.4	100.0	0.0	96.9	96.4
Heavy Vehicles	0	0	3	0	3	5	14	0	0	19	0	2	0	0	2	2	9	0	0	11	35
Heavy Vehicles %	0.0	0.0	2.7	0.0	2.5	3.2	4.5	0.0	0.0	4.0	0.0	11.1	0.0	0.0	5.6	40.0	2.6	0.0	0.0	3.1	3.6
Cars Enter Leg	3	4	110	0	117	151	299	2	0	452	11	16	7	0	34	3	332	5	0	340	943
Heavy Enter Leg	0	0	3	0	3	5	14	0	0	19	0	2	0	0	2	2	9	0	0	11	35
Total Entering Leg	3	4	113	0	120	156	313	2	0	471	11	18	7	0	36	5	341	5	0	351	978
Cars Exiting Leg					172					453					9					309	943
Heavy Exit Leg					7					12					2					14	35
Total Exiting Leg					179					465					11					323	978

PDI File #: **175553 B**
Location: **N: Cleveland Street S: Tucker Road**
Location: **E: Rockwood Road (Route 115) W: Rockwood Road (Route 115)**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars

	Cleveland Street					Rockwood Road (Route 115)					Tucker Road					Rockwood Road (Route 115)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	29	0	30	41	65	0	0	106	0	2	1	0	3	0	107	1	0	108	247
7:15 AM	2	2	15	0	19	41	69	0	0	110	2	6	3	0	11	1	58	3	0	62	202
7:30 AM	0	0	25	0	25	37	69	0	0	106	2	6	3	0	11	1	94	0	0	95	237
7:45 AM	1	1	41	0	43	32	96	2	0	130	7	2	0	0	9	1	73	1	0	75	257
Total	3	4	110	0	117	151	299	2	0	452	11	16	7	0	34	3	332	5	0	340	943
8:00 AM	1	0	14	0	15	38	71	1	0	110	0	2	6	0	8	1	66	3	0	70	203
8:15 AM	0	1	23	0	24	18	58	0	0	76	2	3	0	0	5	1	58	1	0	60	165
8:30 AM	2	1	22	0	25	15	66	0	0	81	1	2	0	0	3	2	46	0	0	48	157
8:45 AM	1	0	23	0	24	28	47	0	0	75	1	0	3	0	4	0	55	2	0	57	160
Total	4	2	82	0	88	99	242	1	0	342	4	7	9	0	20	4	225	6	0	235	685
Grand Total	7	6	192	0	205	250	541	3	0	794	15	23	16	0	54	7	557	11	0	575	1628
Approach %	3.4	2.9	93.7	0.0		31.5	68.1	0.4	0.0		27.8	42.6	29.6	0.0		1.2	96.9	1.9	0.0		
Total %	0.4	0.4	11.8	0.0	12.6	15.4	33.2	0.2	0.0	48.8	0.9	1.4	1.0	0.0	3.3	0.4	34.2	0.7	0.0	35.3	
Exiting Leg Total					284					764					16					564	1628

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

7:00 AM	Cleveland Street					Rockwood Road (Route 115)					Tucker Road					Rockwood Road (Route 115)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	29	0	30	41	65	0	0	106	0	2	1	0	3	0	107	1	0	108	247
7:15 AM	2	2	15	0	19	41	69	0	0	110	2	6	3	0	11	1	58	3	0	62	202
7:30 AM	0	0	25	0	25	37	69	0	0	106	2	6	3	0	11	1	94	0	0	95	237
7:45 AM	1	1	41	0	43	32	96	2	0	130	7	2	0	0	9	1	73	1	0	75	257
Total Volume	3	4	110	0	117	151	299	2	0	452	11	16	7	0	34	3	332	5	0	340	943
% Approach Total	2.6	3.4	94.0	0.0		33.4	66.2	0.4	0.0		32.4	47.1	20.6	0.0		0.9	97.6	1.5	0.0		
PHF	0.375	0.500	0.671	0.000	0.680	0.921	0.779	0.250	0.000	0.869	0.393	0.667	0.583	0.000	0.773	0.750	0.776	0.417	0.000	0.787	0.917
Entering Leg	3	4	110	0	117	151	299	2	0	452	11	16	7	0	34	3	332	5	0	340	943
Exiting Leg					172					453					9					309	943
Total					289					905					43					649	1886

PDI File #: **175553 B**
Location: **N: Cleveland Street S: Tucker Road**
Location: **E: Rockwood Road (Route 115) W: Rockwood Road (Route 115)**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Heavy Vehicles

	Cleveland Street (North)					Rockwood Road (Route 115) (East)					Tucker Road (South)					Rockwood Road (Route 115) (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	3	0	3	1	0	0	0	1	0	2	0	0	2	1	3	0	0	4	10
7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
7:30 AM	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0	8
7:45 AM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	1	5	0	0	6	12
Total	0	0	3	0	3	5	14	0	0	19	0	2	0	0	2	2	9	0	0	11	35
8:00 AM	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	1	3	0	0	4	11
8:15 AM	0	0	1	0	1	4	7	0	0	11	0	0	0	0	0	0	1	0	0	1	13
8:30 AM	0	1	2	0	3	0	2	0	0	2	0	1	0	0	1	0	2	1	0	3	9
8:45 AM	0	0	2	0	2	2	2	0	0	4	0	1	0	0	1	0	3	0	0	3	10
Total	0	1	6	0	7	7	16	0	0	23	0	2	0	0	2	1	9	1	0	11	43
Grand Total	0	1	9	0	10	12	30	0	0	42	0	4	0	0	4	3	18	1	0	22	78
Approach %	0.0	10.0	90.0	0.0		28.6	71.4	0.0	0.0		0.0	100.0	0.0	0.0		13.6	81.8	4.5	0.0		
Total %	0.0	1.3	11.5	0.0	12.8	15.4	38.5	0.0	0.0	53.8	0.0	5.1	0.0	0.0	5.1	3.8	23.1	1.3	0.0	28.2	
Exiting Leg Total					17					27					4					30	78

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

7:45 AM	Cleveland Street (North)					Rockwood Road (Route 115) (East)					Tucker Road (South)					Rockwood Road (Route 115) (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	1	5	0	0	6	12
8:00 AM	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	1	3	0	0	4	11
8:15 AM	0	0	1	0	1	4	7	0	0	11	0	0	0	0	0	0	1	0	0	1	13
8:30 AM	0	1	2	0	3	0	2	0	0	2	0	1	0	0	1	0	2	1	0	3	9
Total Volume	0	1	4	0	5	7	18	0	0	25	0	1	0	0	1	2	11	1	0	14	45
% Approach Total	0.0	20.0	80.0	0.0		28.0	72.0	0.0	0.0		0.0	100.0	0.0	0.0		14.3	78.6	7.1	0.0		
PHF	0.000	0.250	0.500	0.000	0.417	0.438	0.643	0.000	0.000	0.568	0.000	0.250	0.000	0.000	0.250	0.500	0.550	0.250	0.000	0.583	0.865
Entering Leg	0	1	4	0	5	7	18	0	0	25	0	1	0	0	1	2	11	1	0	14	45
Exiting Leg					9					15					3					18	45
Total					14					40					4					32	90

PDI File #: **175553 B**
Location: **N: Cleveland Street S: Tucker Road**
Location: **E: Rockwood Road (Route 115) W: Rockwood Road (Route 115**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Cleveland Street (North)							Rockwood Road (Route 115) (East)							Tucker Road (South)							Rockwood Road (Route 115) (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

7:00 AM	Cleveland Street (North)							Rockwood Road (Route 115) (East)							Tucker Road (South)							Rockwood Road (Route 115) (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175553 B**
Location: **N: Cleveland Street S: Tucker Road**
Location: **E: Rockwood Road (Route 115) W: Rockwood Road (Route 115**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Pedestrians

	Cleveland Street (North)							Rockwood Road (Route 115) (East)							Tucker Road (South)							Rockwood Road (Route 115) (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	3	0	3	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	60.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							3							2							0							0	5

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

7:15 AM	Cleveland Street (North)							Rockwood Road (Route 115) (East)							Tucker Road (South)							Rockwood Road (Route 115) (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	2	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	2	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg							2							2							0							0	4
Total							4							4							0							0	8

PDI File #: **175553 BB**
Location: **N: Cleveland Street S: Tucker Road**
Location: **E: Rockwood Road (Route 115) W: Rockwood Road (Route 115)**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles

	Cleveland Street					Rockwood Road (Route 115)					Tucker Road					Rockwood Road (Route 115)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	22	0	24	25	70	1	0	96	0	1	0	0	1	1	72	1	0	74	195
4:15 PM	5	1	25	0	31	23	63	0	0	86	1	1	1	0	3	1	64	1	0	66	186
4:30 PM	0	4	35	0	39	21	82	0	0	103	0	3	1	0	4	4	79	2	0	85	231
4:45 PM	2	3	32	0	37	24	37	0	0	61	0	0	0	0	0	1	83	0	0	84	182
Total	7	10	114	0	131	93	252	1	0	346	1	5	2	0	8	7	298	4	0	309	794
5:00 PM	3	3	22	0	28	19	59	2	0	80	1	1	1	0	3	2	66	3	0	71	182
5:15 PM	1	1	27	0	29	18	61	0	0	79	0	0	1	0	1	0	79	2	0	81	190
5:30 PM	3	4	32	0	39	20	86	3	0	109	0	1	0	0	1	1	88	3	0	92	241
5:45 PM	0	4	32	0	36	14	63	0	0	77	1	1	0	0	2	0	78	3	0	81	196
Total	7	12	113	0	132	71	269	5	0	345	2	3	2	0	7	3	311	11	0	325	809
Grand Total	14	22	227	0	263	164	521	6	0	691	3	8	4	0	15	10	609	15	0	634	1603
Approach %	5.3	8.4	86.3	0.0		23.7	75.4	0.9	0.0		20.0	53.3	26.7	0.0		1.6	96.1	2.4	0.0		
Total %	0.9	1.4	14.2	0.0	16.4	10.2	32.5	0.4	0.0	43.1	0.2	0.5	0.2	0.0	0.9	0.6	38.0	0.9	0.0	39.6	
Exiting Leg Total					187					839					38					539	1603
Cars	14	20	224	0	258	163	512	6	0	681	3	8	4	0	15	9	594	15	0	618	1572
% Cars	100.0	90.9	98.7	0.0	98.1	99.4	98.3	100.0	0.0	98.6	100.0	100.0	100.0	0.0	100.0	90.0	97.5	100.0	0.0	97.5	98.1
Exiting Leg Total					186					821					35					530	1572
Heavy Vehicles	0	2	3	0	5	1	9	0	0	10	0	0	0	0	0	1	15	0	0	16	31
% Heavy Vehicles	0.0	9.1	1.3	0.0	1.9	0.6	1.7	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	10.0	2.5	0.0	0.0	2.5	1.9
Exiting Leg Total					1					18					3					9	31

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

5:00 PM	Cleveland Street					Rockwood Road (Route 115)					Tucker Road					Rockwood Road (Route 115)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	3	3	22	0	28	19	59	2	0	80	1	1	1	0	3	2	66	3	0	71	182
5:15 PM	1	1	27	0	29	18	61	0	0	79	0	0	1	0	1	0	79	2	0	81	190
5:30 PM	3	4	32	0	39	20	86	3	0	109	0	1	0	0	1	1	88	3	0	92	241
5:45 PM	0	4	32	0	36	14	63	0	0	77	1	1	0	0	2	0	78	3	0	81	196
Total Volume	7	12	113	0	132	71	269	5	0	345	2	3	2	0	7	3	311	11	0	325	809
% Approach Total	5.3	9.1	85.6	0.0		20.6	78.0	1.4	0.0		28.6	42.9	28.6	0.0		0.9	95.7	3.4	0.0		
PHF	0.583	0.750	0.883	0.000	0.846	0.888	0.782	0.417	0.000	0.791	0.500	0.750	0.500	0.000	0.583	0.375	0.884	0.917	0.000	0.883	0.839
Cars	7	12	112	0	131	71	263	5	0	339	2	3	2	0	7	3	302	11	0	316	793
Cars %	100.0	100.0	99.1	0.0	99.2	100.0	97.8	100.0	0.0	98.3	100.0	100.0	100.0	0.0	100.0	100.0	97.1	100.0	0.0	97.2	98.0
Heavy Vehicles	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	16
Heavy Vehicles %	0.0	0.0	0.9	0.0	0.8	0.0	2.2	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.8	2.0
Cars Enter Leg	7	12	112	0	131	71	263	5	0	339	2	3	2	0	7	3	302	11	0	316	793
Heavy Enter Leg	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	16
Total Entering Leg	7	12	113	0	132	71	269	5	0	345	2	3	2	0	7	3	311	11	0	325	809
Cars Exiting Leg					85					416					20					272	793
Heavy Exit Leg					0					10					0					6	16
Total Exiting Leg					85					426					20					278	809

PDI File #: **175553 BB**
Location: **N: Cleveland Street S: Tucker Road**
Location: **E: Rockwood Road (Route 115) W: Rockwood Road (Route 115)**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars

	Cleveland Street					Rockwood Road (Route 115)					Tucker Road					Rockwood Road (Route 115)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	22	0	24	25	68	1	0	94	0	1	0	0	1	1	70	1	0	72	191
4:15 PM	5	0	25	0	30	23	62	0	0	85	1	1	1	0	3	1	62	1	0	64	182
4:30 PM	0	3	35	0	38	21	82	0	0	103	0	3	1	0	4	3	78	2	0	83	228
4:45 PM	2	3	30	0	35	23	37	0	0	60	0	0	0	0	0	1	82	0	0	83	178
Total	7	8	112	0	127	92	249	1	0	342	1	5	2	0	8	6	292	4	0	302	779
5:00 PM	3	3	22	0	28	19	56	2	0	77	1	1	1	0	3	2	65	3	0	70	178
5:15 PM	1	1	26	0	28	18	61	0	0	79	0	0	1	0	1	0	73	2	0	75	183
5:30 PM	3	4	32	0	39	20	84	3	0	107	0	1	0	0	1	1	86	3	0	90	237
5:45 PM	0	4	32	0	36	14	62	0	0	76	1	1	0	0	2	0	78	3	0	81	195
Total	7	12	112	0	131	71	263	5	0	339	2	3	2	0	7	3	302	11	0	316	793
Grand Total	14	20	224	0	258	163	512	6	0	681	3	8	4	0	15	9	594	15	0	618	1572
Approach %	5.4	7.8	86.8	0.0		23.9	75.2	0.9	0.0		20.0	53.3	26.7	0.0		1.5	96.1	2.4	0.0		
Total %	0.9	1.3	14.2	0.0	16.4	10.4	32.6	0.4	0.0	43.3	0.2	0.5	0.3	0.0	1.0	0.6	37.8	1.0	0.0	39.3	
Exiting Leg Total					186					821					35					530	1572

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

5:00 PM	Cleveland Street					Rockwood Road (Route 115)					Tucker Road					Rockwood Road (Route 115)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	3	3	22	0	28	19	56	2	0	77	1	1	1	0	3	2	65	3	0	70	178
5:15 PM	1	1	26	0	28	18	61	0	0	79	0	0	1	0	1	0	73	2	0	75	183
5:30 PM	3	4	32	0	39	20	84	3	0	107	0	1	0	0	1	1	86	3	0	90	237
5:45 PM	0	4	32	0	36	14	62	0	0	76	1	1	0	0	2	0	78	3	0	81	195
Total Volume	7	12	112	0	131	71	263	5	0	339	2	3	2	0	7	3	302	11	0	316	793
% Approach Total	5.3	9.2	85.5	0.0		20.9	77.6	1.5	0.0		28.6	42.9	28.6	0.0		0.9	95.6	3.5	0.0		
PHF	0.583	0.750	0.875	0.000	0.840	0.888	0.783	0.417	0.000	0.792	0.500	0.750	0.500	0.000	0.583	0.375	0.878	0.917	0.000	0.878	0.836
Entering Leg	7	12	112	0	131	71	263	5	0	339	2	3	2	0	7	3	302	11	0	316	793
Exiting Leg					85					416					20					272	793
Total					216					755					27					588	1586

PDI File #: **175553 BB**
Location: **N: Cleveland Street S: Tucker Road**
Location: **E: Rockwood Road (Route 115) W: Rockwood Road (Route 115)**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Heavy Vehicles

	Cleveland Street					Rockwood Road (Route 115)					Tucker Road					Rockwood Road (Route 115)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
4:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
4:45 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	4
Total	0	2	2	0	4	1	3	0	0	4	0	0	0	0	0	1	6	0	0	7	15
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	7
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	16
Grand Total	0	2	3	0	5	1	9	0	0	10	0	0	0	0	0	1	15	0	0	16	31
Approach %	0.0	40.0	60.0	0.0		10.0	90.0	0.0	0.0		0.0	0.0	0.0	0.0		6.3	93.8	0.0	0.0		
Total %	0.0	6.5	9.7	0.0	16.1	3.2	29.0	0.0	0.0	32.3	0.0	0.0	0.0	0.0	0.0	3.2	48.4	0.0	0.0	51.6	
Exiting Leg Total					1					18					3					9	31

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

4:00 PM	Cleveland Street					Rockwood Road (Route 115)					Tucker Road					Rockwood Road (Route 115)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
4:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
4:45 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	4
Total Volume	0	2	2	0	4	1	3	0	0	4	0	0	0	0	0	1	6	0	0	7	15
% Approach Total	0.0	50.0	50.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		14.3	85.7	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.500	0.250	0.375	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.875	0.938
Entering Leg	0	2	2	0	4	1	3	0	0	4	0	0	0	0	0	1	6	0	0	7	15
Exiting Leg					1					8					3					3	15
Total					5					12					3					10	30

PDI File #: **175553 BB**
Location: **N: Cleveland Street S: Tucker Road**
Location: **E: Rockwood Road (Route 115) W: Rockwood Road (Route 115**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Cleveland Street (North)							Rockwood Road (Route 115) (East)							Tucker Road (South)							Rockwood Road (Route 115) (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

4:00 PM	Cleveland Street (North)							Rockwood Road (Route 115) (East)							Tucker Road (South)							Rockwood Road (Route 115) (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175553 BB**
Location: **N: Cleveland Street S: Tucker Road**
Location: **E: Rockwood Road (Route 115) W: Rockwood Road (Route 115**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Pedestrians

	Cleveland Street							Rockwood Road (Route 115)							Tucker Road							Rockwood Road (Route 115)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	66.7	33.3	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							3							0							0							0	3

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

4:00 PM	Cleveland Street							Rockwood Road (Route 115)							Tucker Road							Rockwood Road (Route 115)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175553 C**
Location: **N: Seekonk Street S: Seekonk Street**
Location: **E: Driveway W: Cleveland Street**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles

	Seekonk Street					Driveway					Seekonk Street					Cleveland Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	11	0	0	15	0	0	0	0	0	0	64	0	0	64	0	0	44	0	44	123
7:15 AM	3	14	0	0	17	0	0	0	0	0	0	80	0	0	80	1	0	55	0	56	153
7:30 AM	5	16	0	0	21	0	0	0	0	0	0	71	0	0	71	2	0	45	0	47	139
7:45 AM	14	24	0	0	38	0	0	0	0	0	0	57	0	0	57	0	0	37	0	37	132
Total	26	65	0	0	91	0	0	0	0	0	0	272	0	0	272	3	0	181	0	184	547
8:00 AM	8	16	0	0	24	0	0	0	0	0	0	56	0	0	56	0	0	37	0	37	117
8:15 AM	10	17	0	0	27	0	0	0	0	0	0	49	1	0	50	0	0	31	0	31	108
8:30 AM	11	22	0	0	33	0	0	0	0	0	0	30	0	0	30	0	0	23	0	23	86
8:45 AM	8	29	0	0	37	0	0	0	0	0	0	40	1	0	41	1	0	25	0	26	104
Total	37	84	0	0	121	0	0	0	0	0	0	175	2	0	177	1	0	116	0	117	415
Grand Total	63	149	0	0	212	0	0	0	0	0	0	447	2	0	449	4	0	297	0	301	962
Approach %	29.7	70.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	99.6	0.4	0.0		1.3	0.0	98.7	0.0		
Total %	6.5	15.5	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	46.5	0.2	0.0	46.7	0.4	0.0	30.9	0.0	31.3	
Exiting Leg Total					744					0					153					65	962
Cars	62	147	0	0	209	0	0	0	0	0	0	440	1	0	441	4	0	289	0	293	943
% Cars	98.4	98.7	0.0	0.0	98.6	0.0	0.0	0.0	0.0	0.0	0.0	98.4	50.0	0.0	98.2	100.0	0.0	97.3	0.0	97.3	98.0
Exiting Leg Total					729					0					151					63	943
Heavy Vehicles	1	2	0	0	3	0	0	0	0	0	0	7	1	0	8	0	0	8	0	8	19
% Heavy Vehicles	1.6	1.3	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.6	50.0	0.0	1.8	0.0	0.0	2.7	0.0	2.7	2.0
Exiting Leg Total					15					0					2					2	19

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

7:00 AM	Seekonk Street					Driveway					Seekonk Street					Cleveland Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	11	0	0	15	0	0	0	0	0	0	64	0	0	64	0	0	44	0	44	123
7:15 AM	3	14	0	0	17	0	0	0	0	0	0	80	0	0	80	1	0	55	0	56	153
7:30 AM	5	16	0	0	21	0	0	0	0	0	0	71	0	0	71	2	0	45	0	47	139
7:45 AM	14	24	0	0	38	0	0	0	0	0	0	57	0	0	57	0	0	37	0	37	132
Total Volume	26	65	0	0	91	0	0	0	0	0	0	272	0	0	272	3	0	181	0	184	547
% Approach Total	28.6	71.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		1.6	0.0	98.4	0.0		
PHF	0.464	0.677	0.000	0.000	0.599	0.000	0.000	0.000	0.000	0.000	0.000	0.850	0.000	0.000	0.850	0.375	0.000	0.823	0.000	0.821	0.894
Cars	26	65	0	0	91	0	0	0	0	0	0	269	0	0	269	3	0	177	0	180	540
Cars %	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	98.9	0.0	0.0	98.9	100.0	0.0	97.8	0.0	97.8	98.7
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	4	0	4	7
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	2.2	0.0	2.2	1.3
Cars Enter Leg	26	65	0	0	91	0	0	0	0	0	0	269	0	0	269	3	0	177	0	180	540
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	4	0	4	7
Total Entering Leg	26	65	0	0	91	0	0	0	0	0	0	272	0	0	272	3	0	181	0	184	547
Cars Exiting Leg					446					0					68					26	540
Heavy Exit Leg					7					0					0					0	7
Total Exiting Leg					453					0					68					26	547

PDI File #: **175553 C**
Location: **N: Seekonk Street S: Seekonk Street**
Location: **E: Driveway W: Cleveland Street**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars

	Seekonk Street					Driveway					Seekonk Street					Cleveland Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	11	0	0	15	0	0	0	0	0	0	62	0	0	62	0	0	41	0	41	118
7:15 AM	3	14	0	0	17	0	0	0	0	0	0	80	0	0	80	1	0	55	0	56	153
7:30 AM	5	16	0	0	21	0	0	0	0	0	0	70	0	0	70	2	0	44	0	46	137
7:45 AM	14	24	0	0	38	0	0	0	0	0	0	57	0	0	57	0	0	37	0	37	132
Total	26	65	0	0	91	0	0	0	0	0	0	269	0	0	269	3	0	177	0	180	540
8:00 AM	8	15	0	0	23	0	0	0	0	0	0	55	0	0	55	0	0	36	0	36	114
8:15 AM	10	17	0	0	27	0	0	0	0	0	0	47	0	0	47	0	0	29	0	29	103
8:30 AM	10	21	0	0	31	0	0	0	0	0	0	30	0	0	30	0	0	22	0	22	83
8:45 AM	8	29	0	0	37	0	0	0	0	0	0	39	1	0	40	1	0	25	0	26	103
Total	36	82	0	0	118	0	0	0	0	0	0	171	1	0	172	1	0	112	0	113	403
Grand Total	62	147	0	0	209	0	0	0	0	0	0	440	1	0	441	4	0	289	0	293	943
Approach %	29.7	70.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	99.8	0.2	0.0		1.4	0.0	98.6	0.0		
Total %	6.6	15.6	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	46.7	0.1	0.0	46.8	0.4	0.0	30.6	0.0	31.1	
Exiting Leg Total					729					0					151					63	943

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

7:00 AM	Seekonk Street					Driveway					Seekonk Street					Cleveland Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	11	0	0	15	0	0	0	0	0	0	62	0	0	62	0	0	41	0	41	118
7:15 AM	3	14	0	0	17	0	0	0	0	0	0	80	0	0	80	1	0	55	0	56	153
7:30 AM	5	16	0	0	21	0	0	0	0	0	0	70	0	0	70	2	0	44	0	46	137
7:45 AM	14	24	0	0	38	0	0	0	0	0	0	57	0	0	57	0	0	37	0	37	132
Total Volume	26	65	0	0	91	0	0	0	0	0	0	269	0	0	269	3	0	177	0	180	540
% Approach Total	28.6	71.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		1.7	0.0	98.3	0.0		
PHF	0.464	0.677	0.000	0.000	0.599	0.000	0.000	0.000	0.000	0.000	0.000	0.841	0.000	0.000	0.841	0.375	0.000	0.805	0.000	0.804	0.882
Entering Leg	26	65	0	0	91	0	0	0	0	0	0	269	0	0	269	3	0	177	0	180	540
Exiting Leg					446					0					68					26	540
Total					537					0					337					206	1080

PDI File #: **175553 C**
Location: **N: Seekonk Street S: Seekonk Street**
Location: **E: Driveway W: Cleveland Street**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Heavy Vehicles

	Seekonk Street					Driveway					Seekonk Street					Cleveland Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	4	0	4	7
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	5
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	4	0	4	12
Grand Total	1	2	0	0	3	0	0	0	0	0	0	7	1	0	8	0	0	8	0	8	19
Approach %	33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	87.5	12.5	0.0		0.0	0.0	100.0	0.0		
Total %	5.3	10.5	0.0	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	36.8	5.3	0.0	42.1	0.0	0.0	42.1	0.0	42.1	
Exiting Leg Total					15					0					2					2	19

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

8:00 AM	Seekonk Street					Driveway					Seekonk Street					Cleveland Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	5
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	4	0	4	12
% Approach Total	33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.417	0.000	0.000	0.500	0.000	0.500	0.600
Entering Leg	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	4	0	4	12
Exiting Leg					8					0					2					2	12
Total					11					0					7					6	24

PDI File #: **175553 C**
Location: **N: Seekonk Street S: Seekonk Street**
Location: **E: Driveway W: Cleveland Street**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Seekonk Street (North)							Driveway (East)							Seekonk Street (South)							Cleveland Street (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

7:00 AM	Seekonk Street (North)							Driveway (East)							Seekonk Street (South)							Cleveland Street (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175553 C**
Location: **N: Seekonk Street S: Seekonk Street**
Location: **E: Driveway W: Cleveland Street**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Pedestrians

	Seekonk Street (North)							Driveway (East)							Seekonk Street (South)							Cleveland Street (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

7:00 AM	Seekonk Street (North)							Driveway (East)							Seekonk Street (South)							Cleveland Street (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175553 CC**
Location: **N: Seekonk Street S: Seekonk Street**
Location: **E: Driveway W: Cleveland Street**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles

	Seekonk Street					Driveway					Seekonk Street					Cleveland Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	19	29	0	0	48	0	0	0	0	0	0	21	1	0	22	0	0	7	0	7	77
4:15 PM	13	38	0	0	51	0	0	0	0	0	0	12	0	0	12	0	0	8	0	8	71
4:30 PM	40	40	0	0	80	0	0	0	0	0	0	18	0	0	18	0	0	14	0	14	112
4:45 PM	30	35	0	0	65	0	0	0	0	0	0	10	0	0	10	1	0	7	0	8	83
Total	102	142	0	0	244	0	0	0	0	0	0	61	1	0	62	1	0	36	0	37	343
5:00 PM	22	61	0	0	83	0	0	0	0	0	0	19	0	0	19	0	0	11	0	11	113
5:15 PM	32	49	0	0	81	0	0	0	0	0	0	25	0	0	25	0	0	12	0	12	118
5:30 PM	45	36	0	0	81	0	0	0	0	0	0	18	0	0	18	0	0	5	0	5	104
5:45 PM	25	45	0	0	70	0	0	0	0	0	0	17	1	0	18	0	0	7	0	7	95
Total	124	191	0	0	315	0	0	0	0	0	0	79	1	0	80	0	0	35	0	35	430
Grand Total	226	333	0	0	559	0	0	0	0	0	0	140	2	0	142	1	0	71	0	72	773
Approach %	40.4	59.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	98.6	1.4	0.0		1.4	0.0	98.6	0.0		
Total %	29.2	43.1	0.0	0.0	72.3	0.0	0.0	0.0	0.0	0.0	0.0	18.1	0.3	0.0	18.4	0.1	0.0	9.2	0.0	9.3	
Exiting Leg Total					211					0					334					228	773
Cars	221	329	0	0	550	0	0	0	0	0	0	136	2	0	138	1	0	70	0	71	759
% Cars	97.8	98.8	0.0	0.0	98.4	0.0	0.0	0.0	0.0	0.0	0.0	97.1	100.0	0.0	97.2	100.0	0.0	98.6	0.0	98.6	98.2
Exiting Leg Total					206					0					330					223	759
Heavy Vehicles	5	4	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	14
% Heavy Vehicles	2.2	1.2	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.8	0.0	0.0	1.4	0.0	1.4	1.8
Exiting Leg Total					5					0					4					5	14

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

5:00 PM	Seekonk Street					Driveway					Seekonk Street					Cleveland Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	22	61	0	0	83	0	0	0	0	0	0	19	0	0	19	0	0	11	0	11	113
5:15 PM	32	49	0	0	81	0	0	0	0	0	0	25	0	0	25	0	0	12	0	12	118
5:30 PM	45	36	0	0	81	0	0	0	0	0	0	18	0	0	18	0	0	5	0	5	104
5:45 PM	25	45	0	0	70	0	0	0	0	0	0	17	1	0	18	0	0	7	0	7	95
Total Volume	124	191	0	0	315	0	0	0	0	0	0	79	1	0	80	0	0	35	0	35	430
% Approach Total	39.4	60.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	98.8	1.3	0.0		0.0	0.0	100.0	0.0		
PHF	0.689	0.783	0.000	0.000	0.949	0.000	0.000	0.000	0.000	0.000	0.000	0.790	0.250	0.000	0.800	0.000	0.000	0.729	0.000	0.729	0.911
Cars	123	191	0	0	314	0	0	0	0	0	0	78	1	0	79	0	0	35	0	35	428
Cars %	99.2	100.0	0.0	0.0	99.7	0.0	0.0	0.0	0.0	0.0	0.0	98.7	100.0	0.0	98.8	0.0	0.0	100.0	0.0	100.0	99.5
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Heavy Vehicles %	0.8	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.5
Cars Enter Leg	123	191	0	0	314	0	0	0	0	0	0	78	1	0	79	0	0	35	0	35	428
Heavy Enter Leg	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Entering Leg	124	191	0	0	315	0	0	0	0	0	0	79	1	0	80	0	0	35	0	35	430
Cars Exiting Leg					113					0					191					124	428
Heavy Exit Leg					1					0					0					1	2
Total Exiting Leg					114					0					191					125	430

PDI File #: **175553 CC**
Location: **N: Seekonk Street S: Seekonk Street**
Location: **E: Driveway W: Cleveland Street**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars

	Seekonk Street					Driveway					Seekonk Street					Cleveland Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	19	26	0	0	45	0	0	0	0	0	0	19	1	0	20	0	0	7	0	7	72
4:15 PM	11	38	0	0	49	0	0	0	0	0	0	12	0	0	12	0	0	8	0	8	69
4:30 PM	38	39	0	0	77	0	0	0	0	0	0	17	0	0	17	0	0	14	0	14	108
4:45 PM	30	35	0	0	65	0	0	0	0	0	0	10	0	0	10	1	0	6	0	7	82
Total	98	138	0	0	236	0	0	0	0	0	0	58	1	0	59	1	0	35	0	36	331
5:00 PM	22	61	0	0	83	0	0	0	0	0	0	19	0	0	19	0	0	11	0	11	113
5:15 PM	31	49	0	0	80	0	0	0	0	0	0	24	0	0	24	0	0	12	0	12	116
5:30 PM	45	36	0	0	81	0	0	0	0	0	0	18	0	0	18	0	0	5	0	5	104
5:45 PM	25	45	0	0	70	0	0	0	0	0	0	17	1	0	18	0	0	7	0	7	95
Total	123	191	0	0	314	0	0	0	0	0	0	78	1	0	79	0	0	35	0	35	428
Grand Total	221	329	0	0	550	0	0	0	0	0	0	136	2	0	138	1	0	70	0	71	759
Approach %	40.2	59.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	98.6	1.4	0.0		1.4	0.0	98.6	0.0		
Total %	29.1	43.3	0.0	0.0	72.5	0.0	0.0	0.0	0.0	0.0	0.0	17.9	0.3	0.0	18.2	0.1	0.0	9.2	0.0	9.4	
Exiting Leg Total					206					0					330					223	759

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

5:00 PM	Seekonk Street					Driveway					Seekonk Street					Cleveland Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	22	61	0	0	83	0	0	0	0	0	0	19	0	0	19	0	0	11	0	11	113
5:15 PM	31	49	0	0	80	0	0	0	0	0	0	24	0	0	24	0	0	12	0	12	116
5:30 PM	45	36	0	0	81	0	0	0	0	0	0	18	0	0	18	0	0	5	0	5	104
5:45 PM	25	45	0	0	70	0	0	0	0	0	0	17	1	0	18	0	0	7	0	7	95
Total Volume	123	191	0	0	314	0	0	0	0	0	0	78	1	0	79	0	0	35	0	35	428
% Approach Total	39.2	60.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	98.7	1.3	0.0		0.0	0.0	100.0	0.0		
PHF	0.683	0.783	0.000	0.000	0.946	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.250	0.000	0.823	0.000	0.000	0.729	0.000	0.729	0.922
Entering Leg	123	191	0	0	314	0	0	0	0	0	0	78	1	0	79	0	0	35	0	35	428
Exiting Leg					113					0					191					124	428
Total					427					0					270					159	856

PDI File #: **175553 CC**
Location: **N: Seekonk Street S: Seekonk Street**
Location: **E: Driveway W: Cleveland Street**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Heavy Vehicles

	Seekonk Street (North)					Driveway (East)					Seekonk Street (South)					Cleveland Street (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	4	4	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	5	4	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	14
Approach %	55.6	44.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	35.7	28.6	0.0	0.0	64.3	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	0.0	0.0	7.1	0.0	7.1	
Exiting Leg Total					5					0					4					5	14

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

4:00 PM	Seekonk Street (North)					Driveway (East)					Seekonk Street (South)					Cleveland Street (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	4	4	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	12
% Approach Total	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.500	0.333	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.250	0.000	0.250	0.600
Entering Leg	4	4	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	12
Exiting Leg					4					0					4					4	12
Total					12					0					7					5	24

PDI File #: **175553 CC**
Location: **N: Seekonk Street S: Seekonk Street**
Location: **E: Driveway W: Cleveland Street**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Seekonk Street (North)							Driveway (East)							Seekonk Street (South)							Cleveland Street (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

4:00 PM	Seekonk Street (North)							Driveway (East)							Seekonk Street (South)							Cleveland Street (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175553 CC**
Location: **N: Seekonk Street S: Seekonk Street**
Location: **E: Driveway W: Cleveland Street**
City, State: **Norfolk, MA**
Client: **Green International/ J. Freeman**
Site Code: **TBA**
Count Date: **Tuesday, March 28, 2017**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Pedestrians

	Seekonk Street (North)							Driveway (East)							Seekonk Street (South)							Cleveland Street (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

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

4:00 PM	Seekonk Street (North)							Driveway (East)							Seekonk Street (South)							Cleveland Street (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

APPENDIX B – CRASH RATE CALCULATIONS

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Norfolk COUNT DA 3/28/2017

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

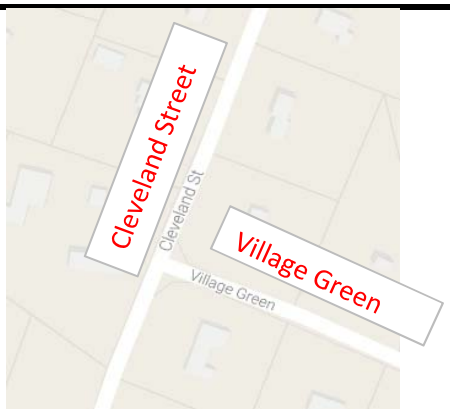
~ INTERSECTION DATA ~

MAJOR STREET : Cleveland Street

MINOR STREET(S) : Village Green

INTERSECTION DIAGRAM (Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	WB	NB	SB			
PEAK HOURLY VOLUMES (AM/PM) :	3	83	135			**221**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **2,456**

TOTAL # OF CRASHES : 1 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR (**A**) : **0.33**

CRASH RATE CALCULATION : **0.37** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : MassDOT District 5 average crash rate at unsignalized intersections is 0.58/MEV.

Project Title & Date: TIAS Norfolk - The Enclave, 4/3/2017

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Norfolk COUNT DA˙ 3/28/2017

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

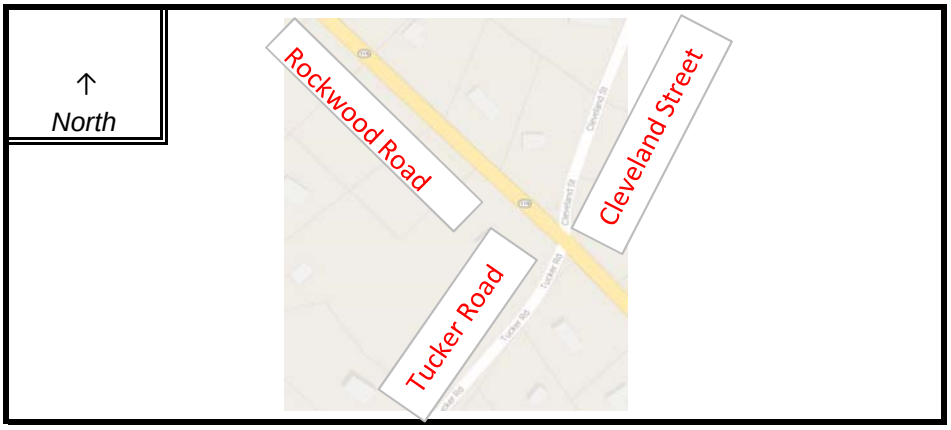
~ INTERSECTION DATA ~

MAJOR STREET : Rockwood Road

MINOR STREET(S) : Cleveland Street

Tucker Road

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	7	132	345	325		**809**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **8,989**

TOTAL # OF CRASHES : 5 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR (**A**) : **1.67**

CRASH RATE CALCULATION : **0.51** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : MassDOT District 5 average crash rate at unsignalized intersections is 0.58/MEV.

Project Title & Date: TIAS Norfolk - The Enclave, 4/3/2017

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Norfolk COUNT DA˙ 3/28/2017

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Seekonk Street

MINOR STREET(S) : Cleveland Street

INTERSECTION DIAGRAM (Label Approaches)

↑ *North*

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	NB	SB			
PEAK HOURLY VOLUMES (AM/PM) :	35	79	70			**184**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **2,044**

TOTAL # OF CRASHES : 1 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR (**A**) : **0.33**

CRASH RATE CALCULATION : **0.45** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : MassDOT District 5 average crash rate at unsignalized intersections is 0.58/MEV.

Project Title & Date: TIAS Norfolk - The Enclave, 4/3/2017

APPENDIX C – MASSDOT COUNT STATION DATA

GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers
239 Littleton Road, Suite 3
WESTFORD, MA 01886

JOB	17034 TIAS Norfolk - The Enclave		
SHEET NO.	1	OF	1
CALCULATED BY	JF	DATE	4/3/2017
CHECKED BY		DATE	
DESCRIPTION	Annual Traffic Growth and Seasonal Data		

17034 TIAS Norfolk - The Enclave

Annual Growth Rate

Route 9	**MassDOT continuous count, location ID 307 - East of Route 20, Westborough**								
year	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
Daily traffic volume	49742	48288	44001	48089	48234	49008	49195	44037	51474
average annual growth rate (relative to 2007)		-2.92%	-5.77%	-1.11%	-0.76%	-0.30%	-0.18%	-1.64%	0.44%

Route 146	**MassDOT continuous count, location ID 310 - South of Purgatory Road, Sutton**								
year	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
Daily traffic volume	30892	31758	-	31896	30189	32360	32795	34900	35737
average annual growth rate (relative to 2007)		2.80%		1.08%	-0.57%	0.95%	1.03%	1.85%	1.96%

Route 24	**MassDOT continuous count, location ID 6237 - South of Route 139, Stoughton**								
year	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
Daily traffic volume	114300	110139	110453	112184	113610	111272	114277	115998	115842
average annual growth rate (relative to 2007)		-3.64%	-1.68%	-0.62%	-0.15%	-0.53%	0.00%	0.21%	0.17%

Average Annual Growth:	0.9%
Say:	1.0%

Seasonal Adjustment Factor

I-95/Route 128	**MassDOT continuous count, location ID 6189 - North of Route 109, Dedham**												
Month	January	February	March	April	May	June	July	August	September	October	November	December	Average
Average Total Daily Traffic 2005	138000	132174	136654	142226	145240	152638	138350	146758	142964	139299	131242	132683	139852
Seasonal Adjustment Factor	0.9868	0.9451	0.9771	1.0170	1.0385	1.0914	0.9893	1.0494	1.0222	0.9960	0.9384	0.9487	-

note - 2005 data is the most recent available for this station

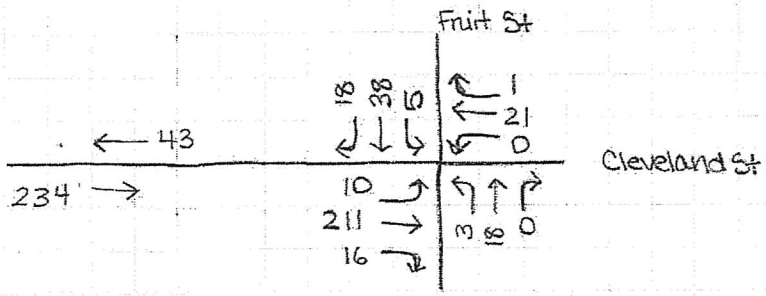
Average Seasonal Factor (March)	0.9771
Resulting Seasonal Adjustment Factor:	102.5%

APPENDIX D – BACKGROUND PROJECT TRIPS

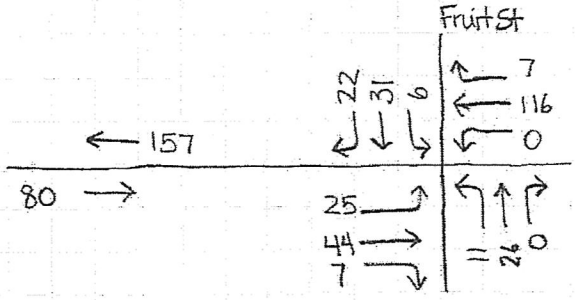
From Norfolk Traffic Impact Analysis
84 Cleveland Street
Prepared by WSP/Parsons Brinckerhoff
June 2, 2016

52779 Norfolk

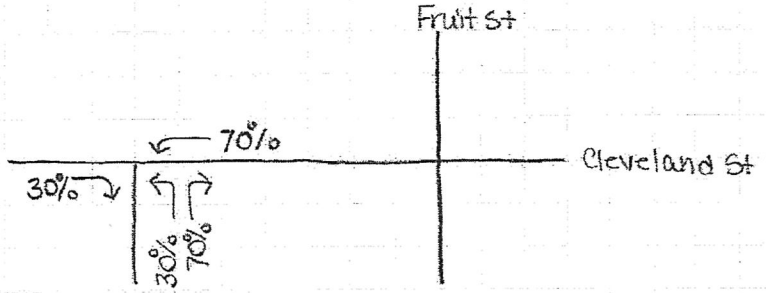
2016 Existing Condition
AM Peak Hour (7:00AM - 8:00AM)



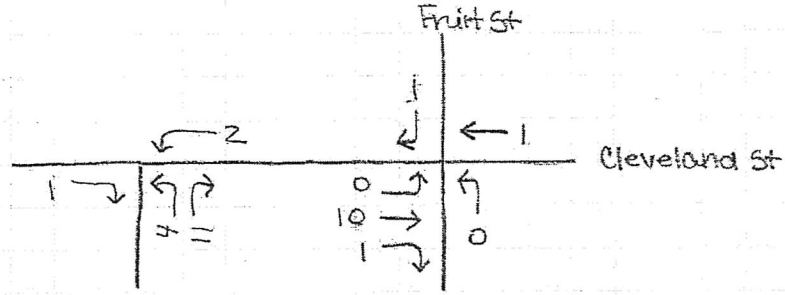
PM Peak Hour (5:00PM to 6:00PM)



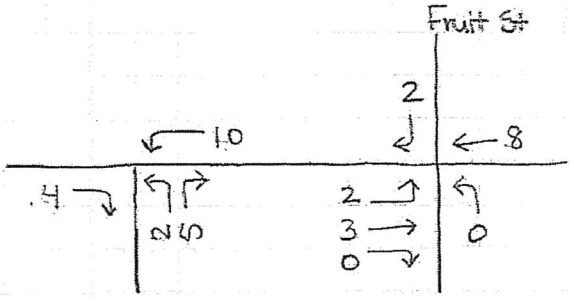
Distribution



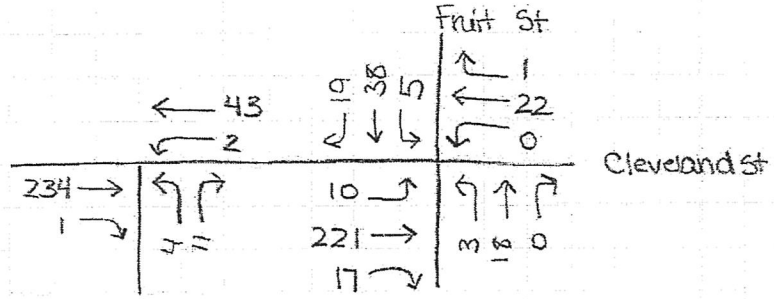
Trip Generation
AM Peak Hour IN 3 OUT 15



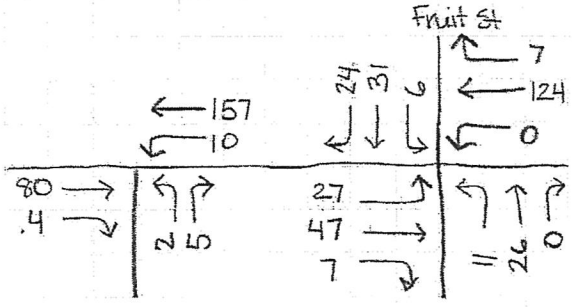
PM Peak Hour IN 14 OUT 7



2016 Build Condition
AM Peak Hour

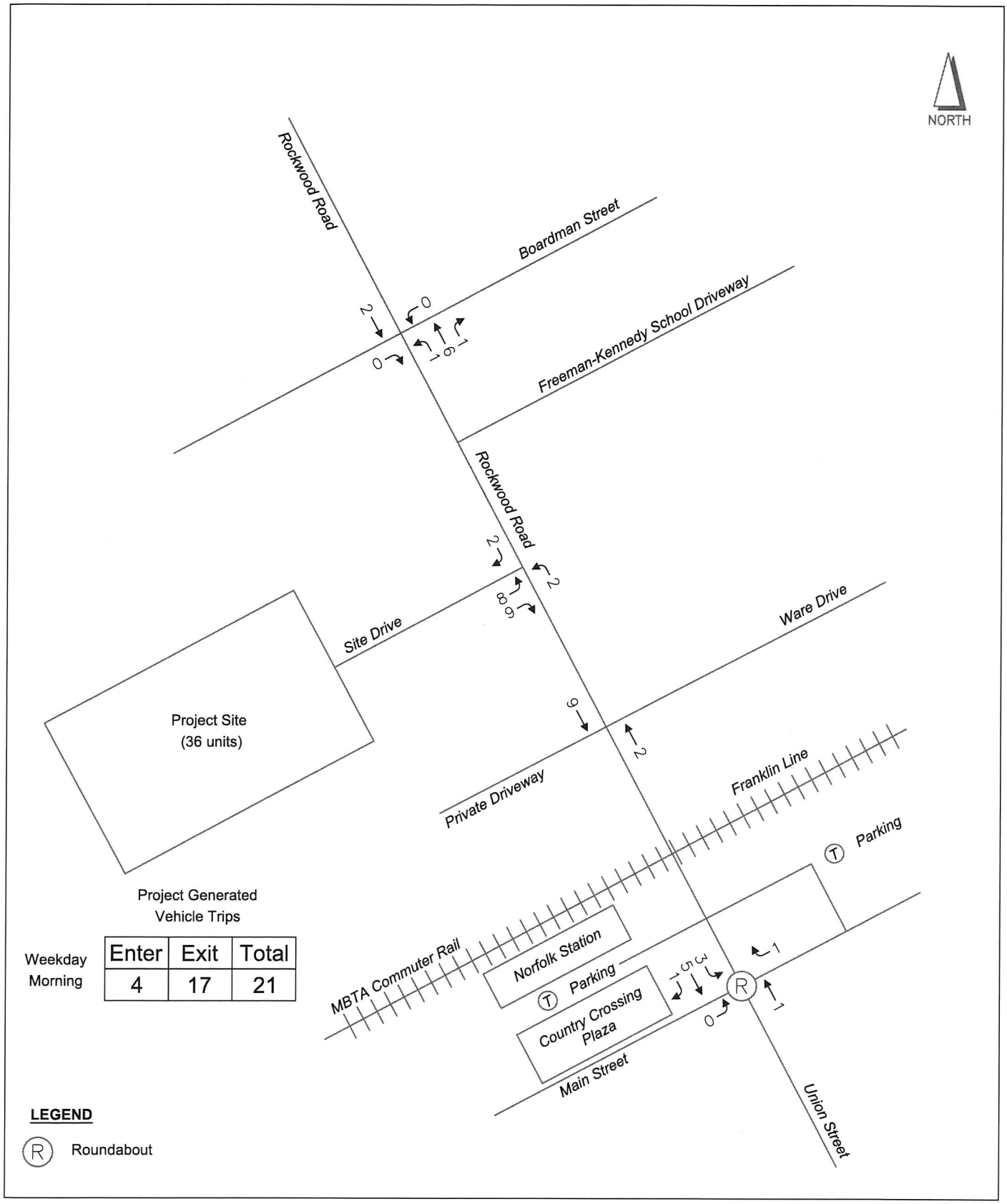


PM Peak Hour



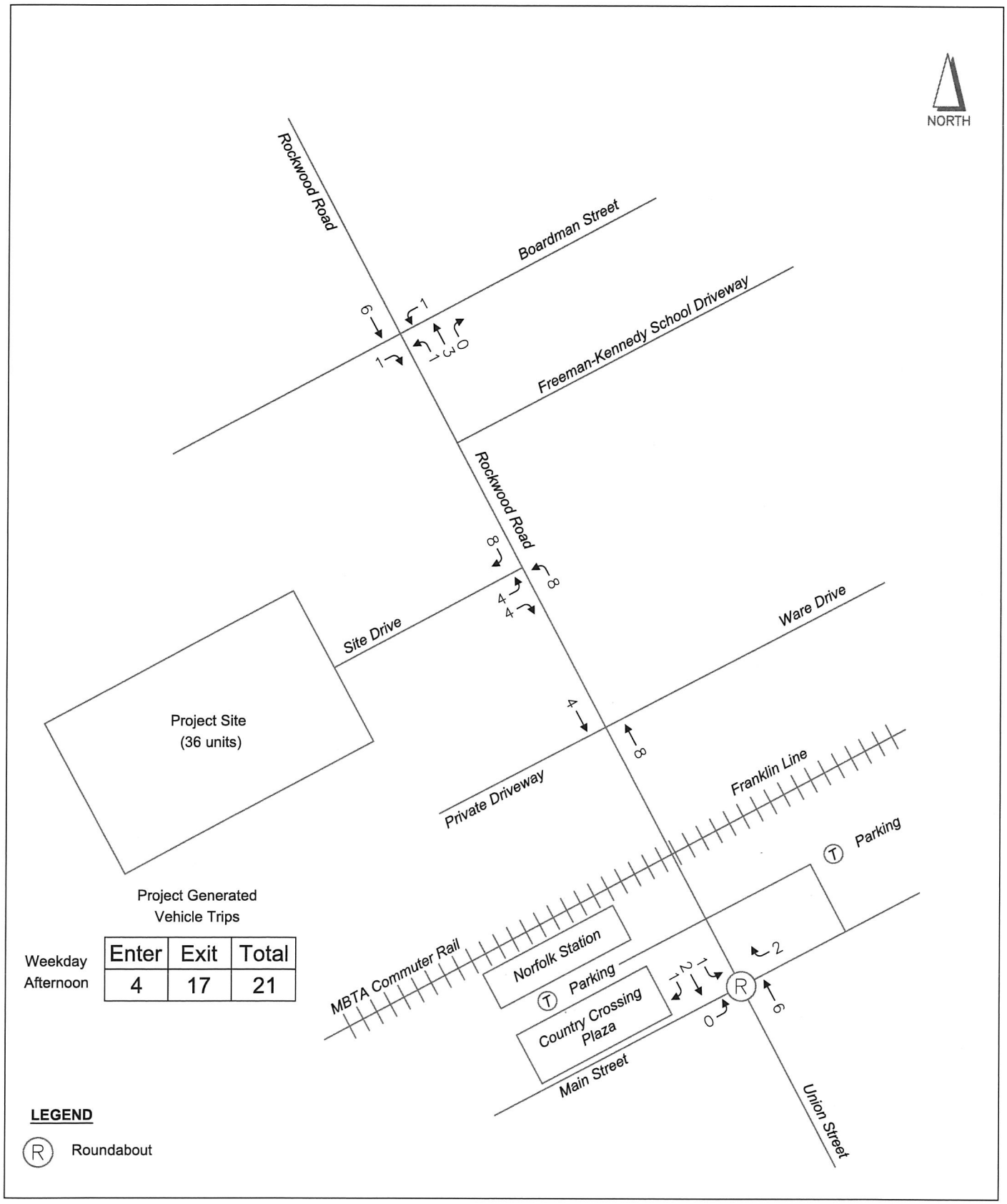
From Traffic Impact and Access Study
Proposed Residential Development
25 Rockwood Road
Norfolk, Massachusetts

Prepared by Green International Affiliates
for Stonebridge Homes, Inc.
November 2016



GREEN INTERNATIONAL AFFILIATES, INC.
CIVIL AND STRUCTURAL ENGINEERS

Figure 7
Site-Generated Vehicle Trips
Weekday Morning Peak Hour
25 Rockwood Road
Norfolk, MA

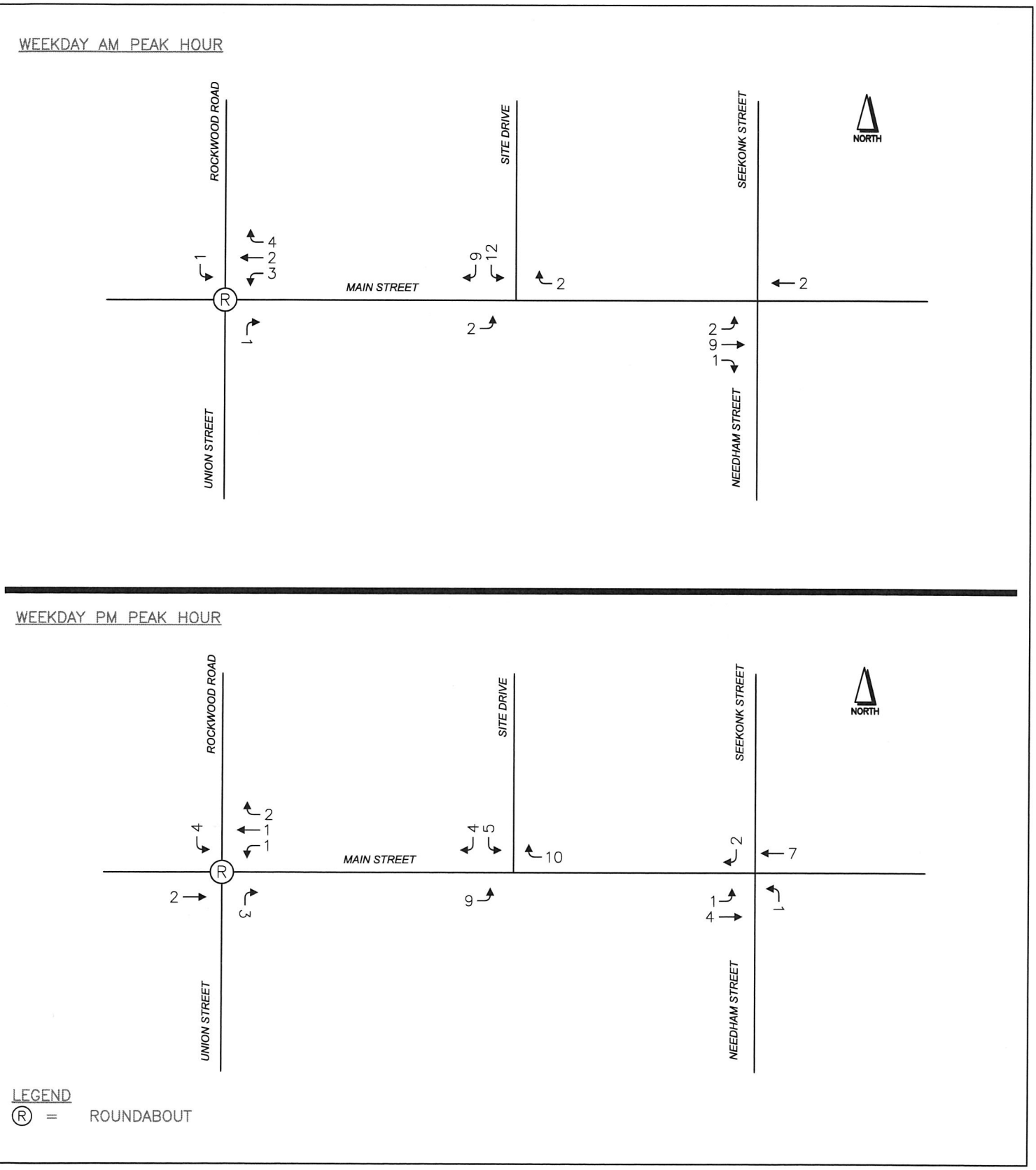


GREEN INTERNATIONAL AFFILIATES, INC.
CIVIL AND STRUCTURAL ENGINEERS

Figure 8
Site-Generated Vehicle Trips
Weekday Afternoon Peak Hour
25 Rockwood Road
Norfolk, MA

From Traffic Impact and Access Study
Proposed 40B Residential Development
Boyde's Crossing
Norfolk, Massachusetts

Prepared by Green International Affiliates
for Powerhead, LLC
April 2015



GREEN INTERNATIONAL AFFILIATES, INC.

FIGURE 5
Site-Generated Vehicle Trips
Boyde's Crossing
Norfolk, Massachusetts

APPENDIX E – BEDROOMS PER HOUSEHOLD DATA

DP04

SELECTED HOUSING CHARACTERISTICS

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Norfolk town, Norfolk County, Massachusetts			
	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSING OCCUPANCY				
Total housing units	3,276	+/-155	3,276	(X)
Occupied housing units	3,185	+/-149	97.2%	+/-1.8
Vacant housing units	91	+/-60	2.8%	+/-1.8
Homeowner vacancy rate	2.2	+/-1.7	(X)	(X)
Rental vacancy rate	0.0	+/-17.6	(X)	(X)
UNITS IN STRUCTURE				
Total housing units	3,276	+/-155	3,276	(X)
1-unit, detached	3,020	+/-172	92.2%	+/-1.8
1-unit, attached	146	+/-47	4.5%	+/-1.5
2 units	48	+/-31	1.5%	+/-1.0
3 or 4 units	13	+/-16	0.4%	+/-0.5
5 to 9 units	41	+/-27	1.3%	+/-0.8
10 to 19 units	0	+/-19	0.0%	+/-1.1
20 or more units	0	+/-19	0.0%	+/-1.1
Mobile home	8	+/-13	0.2%	+/-0.4
Boat, RV, van, etc.	0	+/-19	0.0%	+/-1.1
YEAR STRUCTURE BUILT				
Total housing units	3,276	+/-155	3,276	(X)
Built 2010 or later	53	+/-36	1.6%	+/-1.1
Built 2000 to 2009	352	+/-76	10.7%	+/-2.4
Built 1990 to 1999	362	+/-85	11.1%	+/-2.5
Built 1980 to 1989	979	+/-112	29.9%	+/-3.2
Built 1970 to 1979	597	+/-136	18.2%	+/-3.9
Built 1960 to 1969	337	+/-95	10.3%	+/-2.9
Built 1950 to 1959	257	+/-79	7.8%	+/-2.5
Built 1940 to 1949	57	+/-35	1.7%	+/-1.1
Built 1939 or earlier	282	+/-98	8.6%	+/-2.9
ROOMS				
Total housing units	3,276	+/-155	3,276	(X)
1 room	0	+/-19	0.0%	+/-1.1
2 rooms	40	+/-28	1.2%	+/-0.9

Subject	Norfolk town, Norfolk County, Massachusetts			
	Estimate	Margin of Error	Percent	Percent Margin of Error
3 rooms	50	+/-41	1.5%	+/-1.3
4 rooms	199	+/-75	6.1%	+/-2.3
5 rooms	206	+/-88	6.3%	+/-2.7
6 rooms	335	+/-91	10.2%	+/-2.7
7 rooms	497	+/-131	15.2%	+/-4.1
8 rooms	939	+/-152	28.7%	+/-4.2
9 rooms or more	1,010	+/-117	30.8%	+/-3.2
Median rooms	7.8	+/-0.2	(X)	(X)
BEDROOMS				
Total housing units	3,276	+/-155	3,276	(X)
No bedroom	7	+/-10	0.2%	+/-0.3
1 bedroom	107	+/-40	3.3%	+/-1.2
2 bedrooms	330	+/-90	10.1%	+/-2.8
3 bedrooms	1,112	+/-159	33.9%	+/-4.5
4 bedrooms	1,543	+/-176	47.1%	+/-4.6
5 or more bedrooms	177	+/-66	5.4%	+/-2.0
HOUSING TENURE				
Occupied housing units	3,185	+/-149	3,185	(X)
Owner-occupied	3,005	+/-143	94.3%	+/-2.1
Renter-occupied	180	+/-67	5.7%	+/-2.1
Average household size of owner-occupied unit	3.01	+/-0.09	(X)	(X)
Average household size of renter-occupied unit	1.66	+/-0.20	(X)	(X)
YEAR HOUSEHOLDER MOVED INTO UNIT				
Occupied housing units	3,185	+/-149	3,185	(X)
Moved in 2010 or later	312	+/-87	9.8%	+/-2.6
Moved in 2000 to 2009	1,202	+/-124	37.7%	+/-3.5
Moved in 1990 to 1999	771	+/-115	24.2%	+/-3.5
Moved in 1980 to 1989	568	+/-111	17.8%	+/-3.3
Moved in 1970 to 1979	199	+/-70	6.2%	+/-2.2
Moved in 1969 or earlier	133	+/-53	4.2%	+/-1.6
VEHICLES AVAILABLE				
Occupied housing units	3,185	+/-149	3,185	(X)
No vehicles available	43	+/-26	1.4%	+/-0.8
1 vehicle available	441	+/-92	13.8%	+/-2.7
2 vehicles available	1,822	+/-160	57.2%	+/-4.6
3 or more vehicles available	879	+/-134	27.6%	+/-4.1
HOUSE HEATING FUEL				
Occupied housing units	3,185	+/-149	3,185	(X)
Utility gas	311	+/-73	9.8%	+/-2.3
Bottled, tank, or LP gas	170	+/-63	5.3%	+/-2.0
Electricity	85	+/-38	2.7%	+/-1.2
Fuel oil, kerosene, etc.	2,490	+/-166	78.2%	+/-3.1
Coal or coke	0	+/-19	0.0%	+/-1.1
Wood	83	+/-48	2.6%	+/-1.5
Solar energy	0	+/-19	0.0%	+/-1.1
Other fuel	26	+/-39	0.8%	+/-1.2
No fuel used	20	+/-22	0.6%	+/-0.7
SELECTED CHARACTERISTICS				
Occupied housing units	3,185	+/-149	3,185	(X)
Lacking complete plumbing facilities	8	+/-12	0.3%	+/-0.4
Lacking complete kitchen facilities	0	+/-19	0.0%	+/-1.1
No telephone service available	11	+/-16	0.3%	+/-0.5

Subject	Norfolk town, Norfolk County, Massachusetts			
	Estimate	Margin of Error	Percent	Percent Margin of Error
OCCUPANTS PER ROOM				
Occupied housing units	3,185	+/-149	3,185	(X)
1.00 or less	3,178	+/-147	99.8%	+/-0.3
1.01 to 1.50	0	+/-19	0.0%	+/-1.1
1.51 or more	7	+/-10	0.2%	+/-0.3
VALUE				
Owner-occupied units	3,005	+/-143	3,005	(X)
Less than $50,000	26	+/-23	0.9%	+/-0.8
$50,000 to $99,999	8	+/-12	0.3%	+/-0.4
$100,000 to $149,999	8	+/-13	0.3%	+/-0.4
$150,000 to $199,999	44	+/-33	1.5%	+/-1.1
$200,000 to $299,999	191	+/-62	6.4%	+/-2.0
$300,000 to $499,999	1,808	+/-145	60.2%	+/-4.0
$500,000 to $999,999	902	+/-121	30.0%	+/-3.9
$1,000,000 or more	18	+/-18	0.6%	+/-0.6
Median (dollars)	445,900	+/-8,263	(X)	(X)
MORTGAGE STATUS				
Owner-occupied units	3,005	+/-143	3,005	(X)
Housing units with a mortgage	2,358	+/-167	78.5%	+/-4.2
Housing units without a mortgage	647	+/-129	21.5%	+/-4.2
SELECTED MONTHLY OWNER COSTS (SMOC)				
Housing units with a mortgage	2,358	+/-167	2,358	(X)
Less than $300	0	+/-19	0.0%	+/-1.5
$300 to $499	0	+/-19	0.0%	+/-1.5
$500 to $699	8	+/-13	0.3%	+/-0.5
$700 to $999	10	+/-16	0.4%	+/-0.7
$1,000 to $1,499	202	+/-69	8.6%	+/-2.7
$1,500 to $1,999	262	+/-83	11.1%	+/-3.3
$2,000 or more	1,876	+/-136	79.6%	+/-4.0
Median (dollars)	2,652	+/-153	(X)	(X)
Housing units without a mortgage	647	+/-129	647	(X)
Less than $100	0	+/-19	0.0%	+/-5.3
$100 to $199	0	+/-19	0.0%	+/-5.3
$200 to $299	10	+/-14	1.5%	+/-2.2
$300 to $399	0	+/-19	0.0%	+/-5.3
$400 or more	637	+/-128	98.5%	+/-2.2
Median (dollars)	929	+/-60	(X)	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)				
Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)	2,349	+/-165	2,349	(X)
Less than 20.0 percent	972	+/-126	41.4%	+/-4.6
20.0 to 24.9 percent	378	+/-81	16.1%	+/-3.3
25.0 to 29.9 percent	323	+/-73	13.8%	+/-2.9
30.0 to 34.9 percent	245	+/-82	10.4%	+/-3.5
35.0 percent or more	431	+/-107	18.3%	+/-4.3
Not computed	9	+/-14	(X)	(X)
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	647	+/-129	647	(X)
Less than 10.0 percent	242	+/-80	37.4%	+/-9.8
10.0 to 14.9 percent	176	+/-76	27.2%	+/-9.1
15.0 to 19.9 percent	56	+/-32	8.7%	+/-5.1

Subject	Norfolk town, Norfolk County, Massachusetts			
	Estimate	Margin of Error	Percent	Percent Margin of Error
20.0 to 24.9 percent	62	+/-39	9.6%	+/-6.0
25.0 to 29.9 percent	26	+/-23	4.0%	+/-3.6
30.0 to 34.9 percent	0	+/-19	0.0%	+/-5.3
35.0 percent or more	85	+/-45	13.1%	+/-6.8
Not computed	0	+/-19	(X)	(X)
GROSS RENT				
Occupied units paying rent	162	+/-65	162	(X)
Less than $200	17	+/-18	10.5%	+/-11.9
$200 to $299	0	+/-19	0.0%	+/-19.3
$300 to $499	8	+/-12	4.9%	+/-7.8
$500 to $749	11	+/-17	6.8%	+/-10.2
$750 to $999	26	+/-24	16.0%	+/-14.4
$1,000 to $1,499	23	+/-23	14.2%	+/-14.1
$1,500 or more	77	+/-56	47.5%	+/-20.7
Median (dollars)	1,400	+/-572	(X)	(X)
No rent paid	18	+/-19	(X)	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)				
Occupied units paying rent (excluding units where GRAPI cannot be computed)	162	+/-65	162	(X)
Less than 15.0 percent	0	+/-19	0.0%	+/-19.3
15.0 to 19.9 percent	20	+/-22	12.3%	+/-13.0
20.0 to 24.9 percent	62	+/-46	38.3%	+/-22.1
25.0 to 29.9 percent	35	+/-33	21.6%	+/-18.8
30.0 to 34.9 percent	17	+/-19	10.5%	+/-12.2
35.0 percent or more	28	+/-27	17.3%	+/-15.9
Not computed	18	+/-19	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Households not paying cash rent are excluded from the calculation of median gross rent.

Telephone service data are not available for certain geographic areas due to problems with data collection. See Errata Note #93 for details.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval

APPENDIX F – TRIP GENERATION DATA

TRIP GENERATION WORKSHEET

LAND USE: *Residential Condominium*

LAND USE CODE: 230 Independant Variable---Trips per Dwelling Unit

JOB: TIAS Norfolk - The Enclave

JOB NUMBER: 17034 Number of Units: 56

WEEKDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	5.81	1.53	11.79	50%	50%	56
AM PEAK	0.44	0.15	1.61	17%	83%	59
PM PEAK	0.52	0.18	1.24	67%	33%	62
PK GEN AM	0.44	0.15	0.97	19%	81%	54
PK GEN PM	0.52	0.18	1.24	64%	36%	52

	BY AVERAGE			BY REGRESSION*			
	Total	Enter	Exit	Total	Enter	Exit	R2
DAILY	325	163	163	388	194	194	0.80
AM PEAK	25	4	21	32	5	27	0.76
PM PEAK	29	19	10	37	25	12	0.80
PK GEN AM	25	5	20	32	6	26	0.80
PK GEN PM	29	19	10	55	35	20	0.82

SATURDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	5.67	1.17	11.4	50%	50%	30
PEAK HR	0.47	0.14	0.93	54%	46%	27

	BY AVERAGE			BY REGRESSION*			
	Total	Enter	Exit	Total	Enter	Exit	R2
DAILY	318	159	159	631	315	315	0.84
PEAK HR	26	14	12	59	32	27	0.84

* Use with caution. Regression not valid for small developments.

SUNDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	4.84	1.36	8.56	50%	50%	30
PEAK HR	0.45	0.16	1.07	49%	51%	27

	BY AVERAGE			BY REGRESSION*			
	Total	Enter	Exit	Total	Enter	Exit	R2
DAILY	271	136	136	533	266	266	0.88
PEAK HR	25	12	13	63	31	32	0.78

* Use with caution. Regression not valid for small developments.

SOURCE: Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012

GREEN INTERNATIONAL AFFILIATES, INC.
Civil & Structural Engineers
239 Littleton Road, Suite 3
WESTFORD, MA 01886
(978) 923-0400 (978) 399-0033 (Fax)

JOB 17034 Norfolk Enclave
SHEET NO. _____ OF _____
CALCULATED BY JF DATE 5/4/17
CHECKED BY _____ DATE _____
SCALE _____

Local Trip Generation – Peak Hours

Existing Traffic Volumes at Cleveland St / Village Green

AM Entering Village Green : 3
AM ~~Existing~~ Turning from Village Green : 21

36 Existing Houses
56 Additional Proposed

$3\left(\frac{56}{36}\right) = 4.7 \Rightarrow 5$
$21\left(\frac{56}{36}\right) = 32.7 \Rightarrow 33$
} 38 Total AM Peak Hour

PM Entering Village Green : 12
PM Turning from Village Green : 3

$12\left(\frac{56}{36}\right) = 18.7 \Rightarrow 19$
$3\left(\frac{56}{36}\right) = 4.7 \Rightarrow 5$
} 24 Total PM Peak Hour

APPENDIX G – INTERSECTION CAPACITY WORKSHEETS

Intersection	
Int Delay, s/veh	4.8

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	18	11	116	4	3	5	350	5	2	321	160
Future Vol, veh/h	7	18	11	116	4	3	5	350	5	2	321	160
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	2
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	3	3	3	3	3	3	4	4	4
Mvmt Flow	8	20	12	127	4	3	5	385	5	2	353	176

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	847	933	390	863	847	443	531	0	0	390	0	0
Stage 1	398	398	-	447	447	-	-	-	-	-	-	-
Stage 2	449	535	-	416	400	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.13	6.53	6.23	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.527	4.027	3.327	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	277	262	650	274	298	613	1031	-	-	1158	-	-
Stage 1	620	596	-	589	572	-	-	-	-	-	-	-
Stage 2	582	517	-	612	600	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	271	259	649	250	295	612	1029	-	-	1158	-	-
Mov Cap-2 Maneuver	271	259	-	250	295	-	-	-	-	-	-	-
Stage 1	616	592	-	584	569	-	-	-	-	-	-	-
Stage 2	573	514	-	576	596	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	17.8	34	0.1	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	NWR	SEL	SET	SER	SBLn1
Capacity (veh/h)	321	1158	-	-	1029	-	-	255
HCM Lane V/C Ratio	0.123	0.002	-	-	0.005	-	-	0.53
HCM Control Delay (s)	17.8	8.1	0	-	8.5	0	-	34
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	2.8

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	4	178	3	0	106
Future Vol, veh/h	17	4	178	3	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	3	3	3
Mvmt Flow	18	4	193	3	0	115

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	310	195	0	0	196	0
Stage 1	195	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	687	851	-	-	1371	-
Stage 1	843	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	687	851	-	-	1371	-
Mov Cap-2 Maneuver	687	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	1371	-
HCM Lane V/C Ratio	-	-	0.032	-	-
HCM Control Delay (s)	-	-	10.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	186	3	0	279	67	27
Future Vol, veh/h	186	3	0	279	67	27
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	89	89	89	89	89	89
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	209	3	0	313	75	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	403	90	105	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	601	965	1486	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	601	965	1486	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1486	-	605	-	-
HCM Lane V/C Ratio	-	-	0.351	-	-
HCM Control Delay (s)	0	-	14.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1.6	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	2	116	12	7	11	319	3	5	276	73
Future Vol, veh/h	2	3	2	116	12	7	11	319	3	5	276	73
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	3
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	1	1	1	3	3	3	2	2	2
Mvmt Flow	2	4	2	138	14	8	13	380	4	6	329	87

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	804	839	384	801	798	376	419	0	0	384	0	0
Stage 1	408	408	-	388	388	-	-	-	-	-	-	-
Stage 2	396	431	-	413	410	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	304	304	668	304	320	673	1135	-	-	1174	-	-
Stage 1	624	600	-	638	611	-	-	-	-	-	-	-
Stage 2	633	586	-	618	597	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	285	296	667	294	312	671	1132	-	-	1174	-	-
Mov Cap-2 Maneuver	285	296	-	294	312	-	-	-	-	-	-	-
Stage 1	615	591	-	627	605	-	-	-	-	-	-	-
Stage 2	606	580	-	602	588	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	15.6	29.4	0.3	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	NWR	SEL	SET	SER	SBLn1
Capacity (veh/h)	347	1174	-	-	1132	-	-	304
HCM Lane V/C Ratio	0.024	0.005	-	-	0.012	-	-	0.529
HCM Control Delay (s)	15.6	8.1	0	-	8.2	0	-	29.4
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	2.9

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	76	9	3	135
Future Vol, veh/h	2	1	76	9	3	135
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	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	2	1	93	11	4	165

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	272	99	0	0	104	0
Stage 1	99	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	722	962	-	-	1494	-
Stage 1	930	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	720	962	-	-	1494	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	786	1494	-
HCM Lane V/C Ratio	-	-	0.005	0.002	-
HCM Control Delay (s)	-	-	9.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	0	1	81	196	127
Future Vol, veh/h	36	0	1	81	196	127
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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	40	0	1	89	215	140

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	376	285	355	0	-	0
Stage 1	285	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	629	759	1209	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	628	759	1209	-	-	-
Mov Cap-2 Maneuver	628	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1209	-	628	-	-
HCM Lane V/C Ratio	0.001	-	0.063	-	-
HCM Control Delay (s)	8	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	19	12	127	5	3	5	378	5	2	354	174
Future Vol, veh/h	8	19	12	127	5	3	5	378	5	2	354	174
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	2
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	3	3	3	3	3	3	4	4	4
Mvmt Flow	9	21	13	140	5	3	5	415	5	2	389	191

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	921	1014	420	938	921	487	582	0	0	420	0	0
Stage 1	428	428	-	491	491	-	-	-	-	-	-	-
Stage 2	493	586	-	447	430	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.13	6.53	6.23	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.527	4.027	3.327	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	247	235	625	243	269	579	987	-	-	1128	-	-
Stage 1	597	578	-	557	546	-	-	-	-	-	-	-
Stage 2	550	491	-	589	582	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	240	232	624	219	266	578	985	-	-	1128	-	-
Mov Cap-2 Maneuver	240	232	-	219	266	-	-	-	-	-	-	-
Stage 1	593	574	-	552	543	-	-	-	-	-	-	-
Stage 2	540	489	-	551	578	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	19.6	47.9	0.1	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	NWR	SEL	SET	SER	SBLn1
Capacity (veh/h)	290	1128	-	-	985	-	-	224
HCM Lane V/C Ratio	0.148	0.002	-	-	0.006	-	-	0.662
HCM Control Delay (s)	19.6	8.2	0	-	8.7	0	-	47.9
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	4.1

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	4	193	3	0	118
Future Vol, veh/h	18	4	193	3	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	3	3	3
Mvmt Flow	20	4	210	3	0	128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	340	212	0	0	213	0
Stage 1	212	-	-	-	-	-
Stage 2	128	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	660	833	-	-	1351	-
Stage 1	828	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	660	833	-	-	1351	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	686	1351	-
HCM Lane V/C Ratio	-	-	0.035	-	-
HCM Control Delay (s)	-	-	10.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	210	3	0	301	72	30
Future Vol, veh/h	210	3	0	301	72	30
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	89	89	89	89	89	89
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	236	3	0	338	81	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	436	98	115	0	-	0
Stage 1	98	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	576	955	1474	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	576	955	1474	-	-	-
Mov Cap-2 Maneuver	576	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1474	-	579	-	-
HCM Lane V/C Ratio	-	-	0.413	-	-
HCM Control Delay (s)	0	-	15.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	2	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	4	2	126	13	8	12	352	3	5	301	81
Future Vol, veh/h	2	4	2	126	13	8	12	352	3	5	301	81
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	3
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	1	1	1	3	3	3	2	2	2
Mvmt Flow	2	5	2	150	15	10	14	419	4	6	358	96

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	880	918	423	876	872	409	457	0	0	423	0	0
Stage 1	449	449	-	421	421	-	-	-	-	-	-	-
Stage 2	431	469	-	455	451	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	270	274	635	270	290	645	1099	-	-	1136	-	-
Stage 1	593	576	-	612	591	-	-	-	-	-	-	-
Stage 2	607	564	-	587	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	250	267	634	259	282	643	1096	-	-	1136	-	-
Mov Cap-2 Maneuver	250	267	-	259	282	-	-	-	-	-	-	-
Stage 1	583	566	-	600	585	-	-	-	-	-	-	-
Stage 2	578	558	-	569	563	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	17.1	39.9	0.3	0.1
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	NWR	SEL	SET	SER	SBLn1
Capacity (veh/h)	306	1136	-	-	1096	-	-	270
HCM Lane V/C Ratio	0.031	0.005	-	-	0.013	-	-	0.648
HCM Control Delay (s)	17.1	8.2	0	-	8.3	0	-	39.9
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	4.1

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	85	10	3	147
Future Vol, veh/h	2	1	85	10	3	147
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	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	2	1	104	12	4	179

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	297	110	0	0	116	0
Stage 1	110	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	698	949	-	-	1479	-
Stage 1	920	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	696	949	-	-	1479	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	850	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	764	1479	-
HCM Lane V/C Ratio	-	-	0.005	0.002	-
HCM Control Delay (s)	-	-	9.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	0	1	88	212	146
Future Vol, veh/h	44	0	1	88	212	146
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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	48	0	1	97	233	160

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	412	313	393	0	-	0
Stage 1	313	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	600	732	1171	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	599	732	1171	-	-	-
Mov Cap-2 Maneuver	599	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	930	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1171	-	599	-	-
HCM Lane V/C Ratio	0.001	-	0.081	-	-
HCM Control Delay (s)	8.1	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	9.5

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	19	12	148	7	4	5	378	5	2	354	178
Future Vol, veh/h	8	19	12	148	7	4	5	378	5	2	354	178
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	2
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	3	3	3	3	3	3	4	4	4
Mvmt Flow	9	21	13	163	8	4	5	415	5	2	389	196

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	925	1019	420	940	923	489	587	0	0	420	0	0
Stage 1	428	428	-	493	493	-	-	-	-	-	-	-
Stage 2	497	591	-	447	430	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.13	6.53	6.23	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.527	4.027	3.327	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	245	233	625	243	269	577	983	-	-	1128	-	-
Stage 1	597	578	-	556	545	-	-	-	-	-	-	-
Stage 2	548	488	-	589	582	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	236	230	624	219	266	576	981	-	-	1128	-	-
Mov Cap-2 Maneuver	236	230	-	219	266	-	-	-	-	-	-	-
Stage 1	593	574	-	551	542	-	-	-	-	-	-	-
Stage 2	534	486	-	551	578	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	19.7	61.5	0.1	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	NWR	SEL	SET	SER	SBLn1
Capacity (veh/h)	287	1128	-	-	981	-	-	224
HCM Lane V/C Ratio	0.149	0.002	-	-	0.006	-	-	0.78
HCM Control Delay (s)	19.7	8.2	0	-	8.7	0	-	61.5
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	5.6

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	12	193	7	2	118
Future Vol, veh/h	42	12	193	7	2	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	3	3	3
Mvmt Flow	46	13	210	8	2	128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	346	214	0	0	218	0
Stage 1	214	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	655	831	-	-	1346	-
Stage 1	826	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	654	831	-	-	1346	-
Mov Cap-2 Maneuver	654	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	686	1346	-
HCM Lane V/C Ratio	-	-	0.086	0.002	-
HCM Control Delay (s)	-	-	10.7	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	218	3	0	301	72	32
Future Vol, veh/h	218	3	0	301	72	32
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	89	89	89	89	89	89
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	245	3	0	338	81	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	437	99	117	0	-	0
Stage 1	99	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	575	954	1471	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	575	954	1471	-	-	-
Mov Cap-2 Maneuver	575	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1471	-	578	-	-
HCM Lane V/C Ratio	-	-	0.43	-	-
HCM Control Delay (s)	0	-	15.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	2.1	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	6	2	135	14	8	13	352	3	5	301	97
Future Vol, veh/h	2	6	2	135	14	8	13	352	3	5	301	97
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	3
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	1	1	1	3	3	3	2	2	2
Mvmt Flow	2	7	2	161	17	10	15	419	4	6	358	115

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	892	939	423	889	884	419	476	0	0	423	0	0
Stage 1	451	451	-	431	431	-	-	-	-	-	-	-
Stage 2	441	488	-	458	453	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	265	266	635	265	285	636	1081	-	-	1136	-	-
Stage 1	592	574	-	605	585	-	-	-	-	-	-	-
Stage 2	599	553	-	585	572	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	244	259	634	252	277	634	1078	-	-	1136	-	-
Mov Cap-2 Maneuver	244	259	-	252	277	-	-	-	-	-	-	-
Stage 1	581	564	-	592	579	-	-	-	-	-	-	-
Stage 2	569	547	-	564	562	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	17.9	46.8	0.3	0.1
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	NWR	SEL	SET	SER	SBLn1
Capacity (veh/h)	290	1136	-	-	1078	-	-	262
HCM Lane V/C Ratio	0.041	0.005	-	-	0.014	-	-	0.713
HCM Control Delay (s)	17.9	8.2	0	-	8.4	0	-	46.8
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	4.9

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	4	85	29	9	147
Future Vol, veh/h	12	4	85	29	9	147
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	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	15	5	104	35	11	179

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	323	122	0	0	139	0
Stage 1	122	-	-	-	-	-
Stage 2	201	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	675	935	-	-	1451	-
Stage 1	908	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	670	935	-	-	1451	-
Mov Cap-2 Maneuver	670	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	721	1451	-
HCM Lane V/C Ratio	-	-	0.027	0.008	-
HCM Control Delay (s)	-	-	10.1	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	0	1	88	212	152
Future Vol, veh/h	47	0	1	88	212	152
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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	52	0	1	97	233	167

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	416	317	400	0	-	0
Stage 1	317	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	597	728	1164	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	596	728	1164	-	-	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	930	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1164	-	596	-	-
HCM Lane V/C Ratio	0.001	-	0.087	-	-
HCM Control Delay (s)	8.1	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-