

## MEMORANDUM

**TO:** Massachusetts Department of Transportation  
District 5 Office  
1000 County Street  
Taunton, MA 02780

**DATE:** July 26, 2022

**FROM:** Kevin R. Dandrade, PE, PTOE, Principal  
Frankie Ann Schripsema, Project Engineer

**PROJECT NO.:** T1138

**RE:** Manufacturing & Warehouse Development  
Fall River Executive Park - Innovation Way – Fall River & Freetown, MA  
Traffic Impact Assessment

### INTRODUCTION

TEC, Inc. (TEC) has been retained by V.M.D Companies, LLC (the “Applicant”) to prepare a Traffic Impact Assessment (TIA) associated with a proposed industrial warehousing space (the “Project”) to be located along the northerly segment of Innovation Way in Fall River and Freetown, Massachusetts. The development covers approximately 900,000 square feet (SF). Most of the site is currently undeveloped and was part of a larger master planned development as described in this study and the recent documentation provided through the Massachusetts Environmental Policy Act (MEPA) review process. Access/egress to the Project will be provided via nine (9) new driveways along the easterly side of Innovation Way, which is currently under the jurisdiction of the Massachusetts Department of Transportation (MassDOT).

TEC has evaluated the traffic operations for the study area under existing and future conditions consistent with the *Transportation Impact Assessment (TIA) Guidelines* issued by MassDOT<sup>1</sup> and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports. The future year planning horizon examines traffic operations under existing conditions (2022), as well as a 7-year design horizon (2029) for traffic-volume projections, which includes an evaluation of the no-build conditions (without the proposed project) and build conditions (with site traffic added). These conditions are compared to determine what, if any, additional off-site mitigation is necessary to provide reasonable traffic operations in the area after the project is complete.

### Project Permitting History

In 2008, the Fall River Executive Park (FREP), designated as project EEA#12902A, completed its original MEPA review and was issued a Certificate on a Supplemental Final Environmental Impact Report. The Master Plan for the FREP included 3.0 MSF of office and industrial space. As described in the 1<sup>st</sup> Notice of Project Change in 2015, the South Coast Life Science & Technology Park at Fall River (SCLSTP) project change included the construction of the 1.06 MSF Amazon distribution warehouse in lieu of the originally proposed 1.5 MSF of office space in the northwest

<sup>1</sup> *Transportation Impact Assessment (TIA) Guidelines*; Massachusetts Department of Transportation; March 13, 2014.

portion of the FREP/SCLSTP project area. According to a memorandum by Langan in 2015, this project change resulted in a net drop of 9,152 less trips generated on Innovation Way on an average weekday. The physical mitigation identified within MassDOT's Section 61 Findings<sup>2</sup> for the SCLSTP project appears to be satisfied by the applicants connected to earlier phases of development. In recent years, MassDOT completed improvements as part of the Route 24 Access Improvements Project under EEA#12902B.

According to the 2<sup>nd</sup> NPC in early 2021, the second project change included the construction of three commercial buildings for retail and restaurant. This project site is outside the limits of the original 3.0 MSF and provides a 17,000 SF increase in gross square footage. The proposed retail and restaurant are anticipated to generate 2,837 new trips on an average weekday. With this 2<sup>nd</sup> NPC, the entire 3.0 MSF of the FREP/SCLSTP, plus the additional 17,000 SF, is anticipated to generate 14,270 trips on an average weekday, which is 6,915 less trips than the originally approved 21,185 total daily trips.

The Proponent filed a third NPC in late 2021 to evaluate the impacts of a ±937,000 SF industrial development on the subject parcels. The reduction of trip generation for the site is documented in the MEPA filing and updated in this report. The received an affirmative Certificate from MEPA on February 14, 2022 with a corresponding review memorandum from MassDOT dated February 3, 2022. Since the time of that MEPA review, the total floor area of the project was reduced to approximately 901,000 SF (approximately 4 percent).

## EXISTING CONDITIONS

The study area was selected to contain the major roadways and intersections providing local access to the project site. This includes an evaluation of intersection(s) in which the site-generated trips increase the peak hour traffic volume by more than 5 percent and/or by more than 100 vehicles per hour per MassDOT's *TIA Guidelines* (Section 3.1.C).

The following intersections were included in the study area:

1. Innovation Way / Building 1 Southerly Truck Driveway
2. Innovation Way / Building 1 Southerly Employee Driveway
3. Innovation Way / Building 1 Northerly Employee Driveway
4. Innovation Way / Building 1 Northerly Truck Driveway
5. Innovation Way / Building 2 Southerly Truck Driveway / Building 4 Driveway
6. Innovation Way / Building 2 Southerly Employee Driveway
7. Innovation Way / Southerly Amazon Driveway
8. Innovation Way / Building 2 Northerly Employee Driveway
9. Innovation Way / Building 2 & Building 3 Combined Truck Driveway
10. Innovation Way / Amazon Warehouse – Northerly Driveway
11. Innovation Way / Southerly Gas Station Driveway
12. Innovation Way / Building 3 Employee Driveway

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<sup>2</sup> Massachusetts Department of Transportation Finding pursuant to M.G.L. Chapter 30, Section 61; EOEEA # 12902A, October 9, 2015.

13. Innovation Way / Northerly Gas Station Driveway
14. Innovation Way / Route 24 Northbound On/Off Ramps
15. Innovation Way / Route 24 Southbound On/Off Ramps
16. Innovation Way / South Main Street

The study area intersections are shown graphically in Figure 1.

### **Geometry**

A comprehensive field inventory of existing traffic conditions at the study area intersections was conducted by TEC staff to obtain information related to intersection geometry and lane usage. The field investigation consisted of an inventory of existing roadway geometrics, operating characteristics, and safety characteristics. TEC also relied on record plans for the gas station development project as provided by MassDOT staff. A description of the existing roadway and intersection inventory is provided below.

### **Roadways**

#### *Innovation Way*

Innovation Way is a four-lane, north-south local roadway under the jurisdiction of MassDOT. Although the original FREP/SCLSTP project intention was for Innovation Way to become a local roadway, the City of Fall River and/or Freetown have not yet accepted the roadway and therefore MassDOT currently retains jurisdiction. Innovation Way provides local connection between State Route 24 to the north and the Riggerbach Road to the south. Innovation Way is generally 55-foot wide in the vicinity of the project area with two travel lanes in each direction and directional flow separated by a marked centerline. The posted speed limit along Innovation Way is 30 miles per hour (mph). There is no posted speed limit immediately adjacent to the proposed development. Through most of the corridor, sidewalks are provided along the west side of the roadway; however, the southern end of the road are without sidewalks. There are no formal bicycle accommodations along Innovation Way in the vicinity of the site. Land uses along the roadway include industrial uses.

### **Existing Intersections**

#### *Innovation Way / Amazon Warehouse – Southerly Driveway*

Amazon Warehouse – Southerly Driveway intersects Innovation Way to create a three-legged, unsignalized intersection. The driveway eastbound approach consists of a left-turn lane and a right-turn lane under stop-control. Directional flow along the driveway is separated by a marked centerline. Both the Innovation Way northbound and southbound approaches consist of two general-purpose travel lanes under free flow conditions separated by a dashed white line with directional flow separated by a marked centerline. There are sidewalks provided along the west side of Innovation Way. There are no bicycle accommodations provided at this intersection.





1" = 1000'

**Study Area Intersections:**

1. Innov. Way / Bldg. 1 S. Truck DW
2. Innov. Way / Bldg. 1 S. Empl. DW
3. Innov. Way / Bldg. 1 N. Empl. DW
4. Innov. Way / Bldg. 1 N. Truck DW
5. Innov. Way / Bldg. 2 S. Truck DW & Bldg. 4 DW
6. Innov. Way / Bldg. 2 S. Empl. DW
7. Innov. Way / S. Amazon Warehouse
8. Innov. Way / Bldg. 2 N. Empl. DW
9. Innov. Way / Bldg. 2 N. Truck DW & Bldg. 3 Truck DW
10. Innov. Way / N. Amazon Warehouse
11. Innov. Way / S. Gas Station DW
12. Innov. Way / Bldg. 3 Empl. DW
13. Innov. Way / N. Gas Station DW
14. Innov. Way / RT 24 NB Ramps
15. Innov. Way / RT 24 SB Ramps
16. Innov. Way / S. Main St.

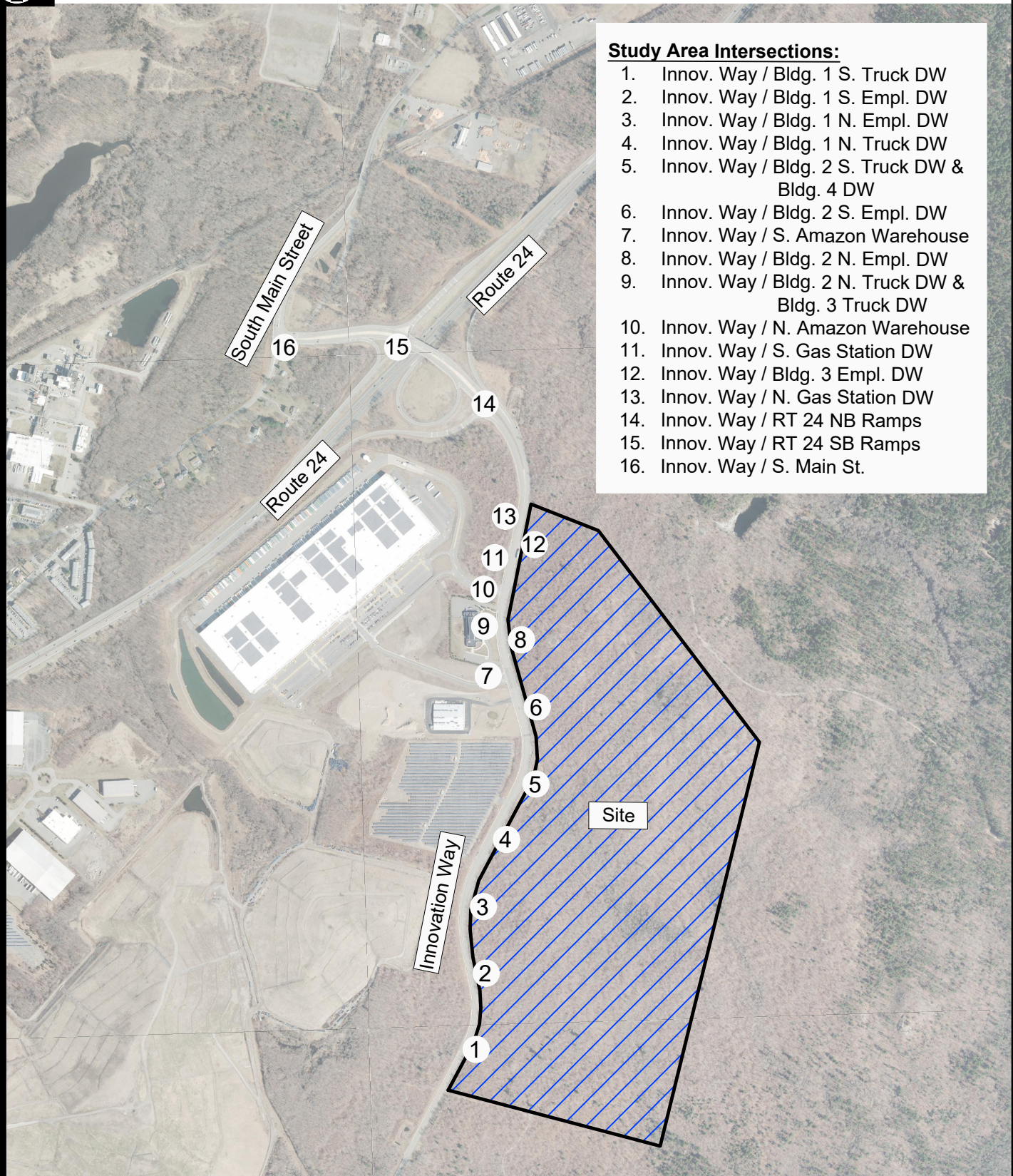


Figure 1

Project Location Map & Study Area Intersection



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#### *Innovation Way / Amazon Warehouse – Northerly Driveway*

Amazon Warehouse – Northerly Driveway (signed as the main truck entrance) intersects Innovation Way to create a three-legged, unsignalized intersection. The driveway eastbound approach consists of a left-turn lane and a right-turn lane under stop-control. Directional flow along the driveway is separated by a marked centerline. Both the Innovation Way northbound and southbound approaches consist of two general-purpose travel lanes under free flow conditions separated by a dashed white line with directional flow separated by a marked centerline. There are sidewalks provided along the west side of Innovation Way. There are no bicycle accommodations provided at this intersection.

#### *Innovation Way / Route 24 Northbound Ramps*

The Route 24 NB Ramps intersect Innovation Way to create a three-legged, signalized intersection. The Innovation Way eastbound and westbound approaches both consist of two through lanes and a channelized right turn lane, which operates under YIELD-control. Both through lanes are signal controlled with directional flow along Innovation Way separated by a raised median. The Route 24 Off Ramp northbound approach consists of a channelized right-turn lane and two left turn lanes. The approach is signal controlled. Sidewalks are provided along the southern edge of the intersection. There are crosswalks provided across the northbound approach and the southern edges at this intersection. Formal bicycle lanes are not provided at the intersection.

#### *Innovation Way / Route 24 Southbound Ramps*

The Route 24 SB Ramps intersect Innovation Way to create a four-legged, signalized intersection. The Innovation Way eastbound approach consists of two through lanes and a channelized right turn lane, which operates under YIELD-control. The innovation Way westbound approach consists of two through lanes and a left-turn lane. Both through lanes are signal controlled with directional flow along Innovation Way separated by a raised median. The Route 24 Off Ramp southbound approach consists of a channelized right-turn lane and two left turn lanes. The approach is signal controlled. Sidewalks are provided along the southern edge of the intersection. There are crosswalks provided across the northbound approach and the southern edges at this intersection. Formal bicycle lanes are not provided at the intersection.

#### *Innovation Way / South Main Street*

Innovation Way intersects South Main Street to create a three-legged, signalized intersection. The Innovation Way westbound approach consists of two left-turn lanes and a right turn lane under signalized control. Directional flow along Innovation way is separated by raised median. The South Main Street northbound approach consists of a single general-purpose travel lane. The South Main Street southbound approach consists of a left- turn lane and a left/through lane. The approaches are signal controlled with directional flow separated by raised median. Sidewalks are provided along the southerly side of Innovation Way and along the western side of South Main Street. The sidewalks terminate along the southern leg of the intersection. A crosswalk is provided across the South Main Street northbound approach. Formal bicycle lanes are not provided at the intersection.

## Public Transportation

The Southeastern Regional Transit Authority (SRTA) provides bus services within the vicinity of the proposed project site. SRTA Bus Route 2 – North Main Street, Fall River Route (Route FR2) service three stops plus the SRTA Terminal. Route FR2 starts weekdays at 6:00 AM to 9:30 PM and weekends 6:30 AM to 7:30 PM. Starting at the SRTA Bus Terminal, FR2 makes stops at the Shaw’s on North Main Street, corner of Rigenbach and Currant Road, Four Winds, and the Amazon Fulfillment Center across from the proposed project. The headway for each stop is 30 minutes. The route ends at the SRTA Bus Terminal. Schedule and route data are included in Attachment A. The proposed site plan provides bus pull offs for up to two roadside bus stops with a proposed sidewalk network from the employee access points and those bus stops. TEC is currently coordinating with SRTA for their potential accommodations for the project, but we understand there is significant reserve capacity in the current bus routes.

## Existing Traffic Volumes

In order to establish existing traffic-volume conditions at the study area intersections, manual Turning Movement Counts (TMCs) were conducted at the study area intersections during the weekday morning (7:00 AM – 9:00 AM) and weekday evening (4:00 PM – 6:00 PM) peak periods on Thursday, January 13, 2022. The traffic counts represent a reasonable reflection of traffic within COVID-19 pandemic conditions. A detailed summary of the turning movement counts, partitioned into 15-minute intervals, is provided within Attachment B.

In addition, Automatic Traffic Recorder (ATR) counts were conducted along Innovation Way, north of the Amazon Driveway, from Wednesday January 12, 2022, through Thursday, January 13, 2022 concurrently with the TMCs to gather daily traffic-volume data, vehicle speeds, and vehicle classifications during a continuous 48-hour time period. A summary of the Weekday ATR traffic data is presented in Table 1 on the following page. A detailed summary of the ATR data, partitioned into one-hour intervals, is provided within Attachment C.

**Table 1 – Existing Weekday Traffic Volume Summary**

Location	Weekday Traffic Volume <sup>(a)</sup>	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Traffic Volume <sup>(b)</sup>	K Factor <sup>(c)</sup>	Directional Distribution <sup>(d)</sup>	Traffic Volume	K Factor	Directional Distribution
Innovation Way, North of Amazon Driveway	4,020	350	8.7	75.5% SB	423	10.5	55.3% NB

<sup>a</sup> Daily traffic expressed in vehicles per day

<sup>b</sup> Hourly traffic expressed in vehicles per hour

<sup>c</sup> Percent of daily traffic volumes which occurs during the peak hour

<sup>d</sup> Percent of peak-hour volume in the predominant direction of travel

Innovation Way carries approximately 4,020 vehicles per day (vpd) on an average weekday as adjusted for COVID. Directional distribution along the roadway is more prominent in the commuter and trucker direction to/from State Route 24 during both the weekday morning peak hour. During the weekday evening peak hour, the distribution is generally balanced northbound and southbound. Speed data indicates that the average speed and 85<sup>th</sup> percentile speed along Innovation Way is 38 mph and 44 mph in the northbound direction, respectively, and 34 mph and 40 mph in the southbound direction, respectively.



### **Traffic Volume Adjustments**

Traffic volumes and area businesses have been significantly affected by and since the onset of the COVID-19 pandemic. TEC understands that traffic volumes in the area may be artificially lower than a standard non-pandemic time period. To establish a normalized traffic volume condition that could reasonably be expected without the COVID-19 pandemic, TEC adjusted area traffic volumes using historical traffic volumes evaluated at the closest MassDOT permanent count station and the following parameters.

### **Seasonal Adjustments**

In accordance with MassDOT standards, traffic volumes are typically adjusted to average-month conditions. Within the vicinity of project, there is currently no MassDOT permanent count station with month-to-month continuous data available to provide a precise overview of month-to-month fluctuations in traffic volumes. To account for seasonal adjustment, TEC utilized MassDOT's weekday seasonal and axle correction factors as published in 2019 (most recent publication). The factors provide a month-to-month overview of traffic volumes statewide by roadway functional classification and land (urban vs. rural) type. For local roadways within an urban setting, traffic volumes in the month of January are factored by 1.01 average-month conditions. Therefore, the January 2022 traffic volumes were adjusted to reflect a conservative condition. The compiled seasonal adjustment data is provided in Attachment D.

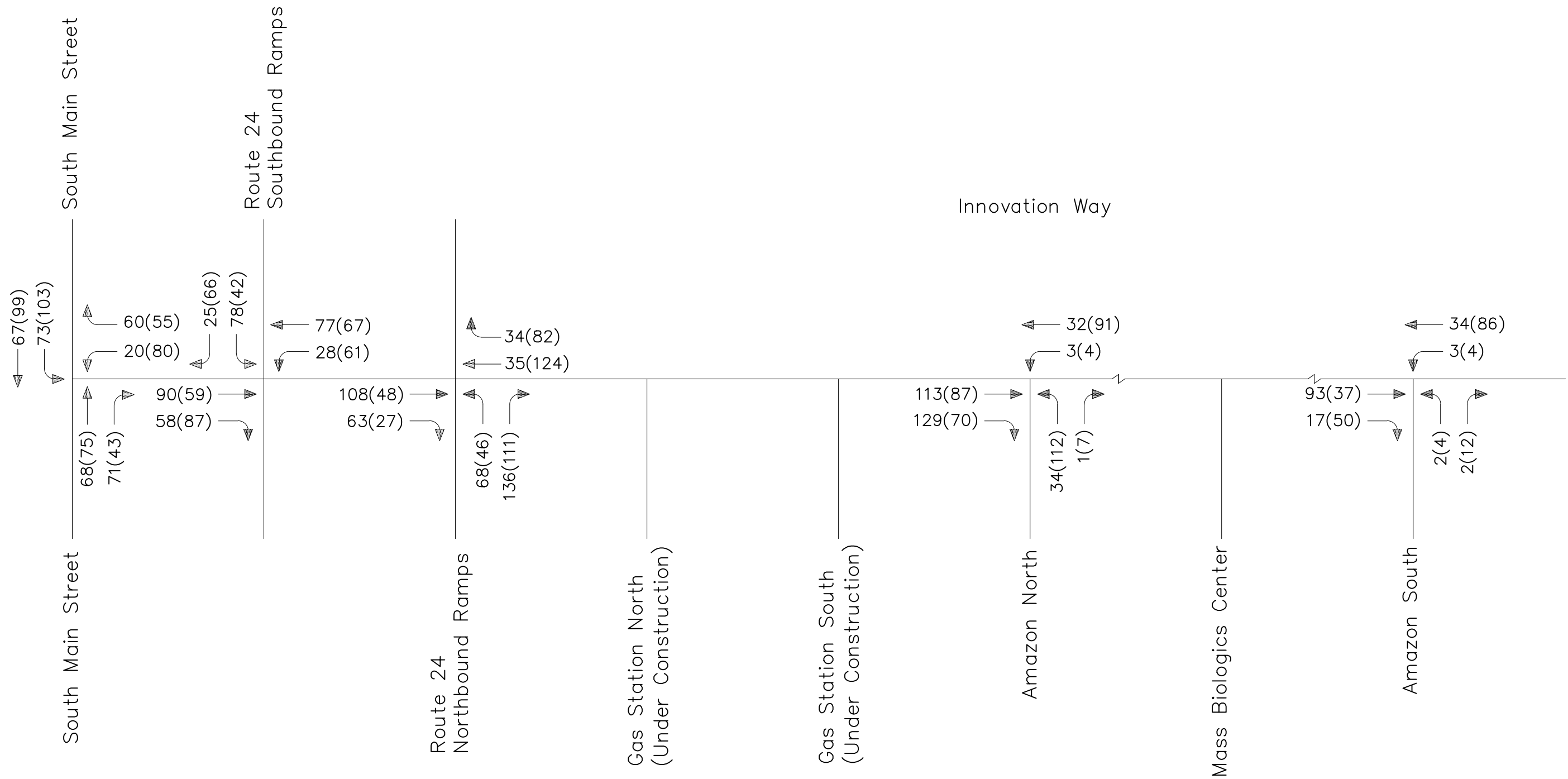
### **COVID 19 Pandemic Adjustments**

To determine the level of traffic impact of COVID-19 in the project limits, TEC compared daily traffic volumes at the closest MassDOT permanent count station. This count station<sup>3</sup> is located along Interstate 195 west of Hixville Road in Dartmouth. The comparison examined the daily traffic volume on Thursday, January 13, 2022 (date of TMCs) and the comparable mid-January Thursday (January 17, 2019) prior to the onset of the pandemic. TEC then utilized MassDOT published year-by-year annual growth data between 2016 and 2019. The data indicates that for local urban roadways, traffic volumes grew by approximately 0.5 percent per year on average between 2016 and 2019. Therefore, the 2019 seasonally adjusted traffic volumes were upwardly increased by the aforementioned growth rates year-by-year to reflect a comparative 2022 base comparison to the 2022 traffic count.

Upon review of the January 2022 traffic volumes and the adjusted January 2019 traffic volumes along Interstate 195, traffic along in the area were shown to have decreased by 8.7 percent because of the COVID-19 pandemic. Therefore, the January 2022 traffic volumes were upwardly increased by 8.7 percent to reflect a non-COVID-19 2022 Existing Year Condition. The compiled COVID-19 adjustment data, including the 2019 and 2022 comparative Interstate 195 traffic counts are provided in Attachment E. The resulting 2022 Existing Year Conditions weekday morning and weekday evening peak hour traffic volume network is illustrated in Figure 2.

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<sup>3</sup> MassDOT Permanent Count Station #601 – Dartmouth – Interstate 195 West of Hixville Road



XXX(XXX) = Weekday Morning(Weekday Evening)



**Figure 2**  
2022 Existing Conditions  
Weekday Morning and Weekday Evening  
Peak Hour Traffic Volumes



## **Safety Analysis**

### **Crash History Analysis**

Crash data for the study area intersections was compiled and analyzed for the period January 1<sup>st</sup>, 2017, to May 31<sup>st</sup>, 2022 on file from MassDOT through the Interactive Mapping Portal for Analysis and Crash Tracking (IMPACT) database and the Massachusetts Registry of Motor Vehicles (RMV). The motor vehicle crash data was reviewed to determine if any crash trends exist within the study area. A summary of the vehicle crash data is provided in Table 2.

### **Crash Data Summary**

The intersection of Innovation Way at South Main Street experienced six (6) crashes over the study period. Half (3 of 6) of the crashes at this location were single vehicle crashes. Two (2) crashes were angled crashes, and one (1) manner of collision was not reported. A low number (2 of 6) of the crashes resulted in non-fatal injuries.

The intersection of Route 24 Northbound Ramps at Innovation Way experienced only two (2) crashes over the study period. Both crashes occurred in the evening with clear weather. Only one (1) crash experienced a non-fatal injury.

The intersection of Route 24 Southbound Ramps at Innovation Way experienced five (5) crashes over the study period. Three (3) crashes at this location were single vehicle crashes, one (1) was a rear-end collision, and the other was a head-on collision. A high number (4 of 5) of crashes resulted in non-fatal injuries.

The intersection of Innovation Way and the northerly Amazon Warehouse driveway experienced six (6) crashes over the study period. Over half (4 of 6) of the crashes were angled collisions.

**Table 2 – Intersection Crash History Summary**

Parameter		Innovation Way / Amazon Warehouse – North	Innovation Way / Amazon Warehouse – South	Innovation Way / Route 24 NB Ramp	Innovation Way / Route 24 SB Ramp	Innovation Way / South Main Street
Year	2017	2	1	0	1	0
	2018	2	2	1	0	0
	2019	0	0	0	2	1
	2020	2	0	1	0	4
	2021	0	1	0	1	1
	2022	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>
	<b>TOTAL</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>6</b>
Manner of Collision	Angle	4	2	0	0	2
	Rear-end	0	0	1	1	0
	Sideswipe	1	0	0	0	0
	Single Vehicle	1	2	0	3	3
	Head-On	0	0	1	1	0
	Ped / Bike	0	0	0	0	0
	Not Reported	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>TOTAL</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>6</b>	
Road Surface Conditions	Dry	4	1	2	5	5
	Wet	2	1	0	0	1
	Snow / Ice	0	2	0	0	0
	Other / Unknown	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<b>TOTAL</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>6</b>
Injury Status (Crash Severity)	Prop Damage	1	3	1	1	4
	Non-Fatal Injury	5	1	1	4	2
	Fatal Injury	0	0	0	0	0
	Not Reported	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<b>TOTAL</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>6</b>
Day of Week	Monday-Friday	5	3	2	4	6
	Saturday-Sunday	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>
	<b>TOTAL</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>6</b>
Time of Day	6:00AM-9:00AM	2	1	0	0	0
	9:00AM-3:00PM	2	0	0	1	1
	3:00PM-6:00PM	1	1	0	0	0
	6:00PM-6:00AM	<u>1</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>5</u>
	<b>TOTAL</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>6</b>



## Sight Distance Measurements

The available sight lines were compared to minimum requirements established by the American Association of State Highway and Transportation Officials (AASHTO).

Sight distance represents the length of roadway that is visible to a driver traveling within the roadway. Two types of sight distance are typically evaluated for driveways and intersections: stopping sight distance (SSD) and intersection sight distance (ISD). SSD is the minimum distance required for a driver traveling along a roadway to perceive an object in the roadway and stop safely in advance of the object when traveling on a wet pavement surface. SSD is measured from an eye height of 3.5-feet to an object height of 2-feet above the ground, which is equivalent to a driver viewing the taillight of a vehicle ahead. SSD is measured along the centerline of the travel lane approaching the driveway or intersection.

ISD represents the length of the roadway visible to a driver waiting to exit a driveway or minor street. Minimum ISD requirements are based on the distance required for a driver to exit a minor street onto a major street without requiring an approaching vehicle to reduce its speed from the design speed to less than 70 percent of the design speed. ISD is measured from an eye height of 3.5-feet to an object height of 3.5-feet and is measured from a distance 14.5-feet beyond the edge of the travel-way of the major roadway to represent a driver waiting to exit a driveway or minor roadway.

SSD is typically considered the critical sight distance, as it represents the minimum distance required for safe stopping, while ISD represents an acceptable speed reduction for approaching vehicles. The ISD, however, must be at least equal to the minimum required SSD in order to prevent a driver from entering the roadway when an approaching vehicle is too close to safely stop. The guidance provided by AASHTO states:

*“If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road.”*

The Applicant is committed to provide sight lines to/from the proposed driveways to satisfy AASHTO criteria for SSD and ISD at the operating speed of 40 mph. This includes limiting and maintaining signage and landscaping along Innovation Way so that these sight lines are acceptable at the time of occupancy and in the future.

## **FUTURE CONDITIONS**

Traffic volumes in the study area were projected to the year 2029, which reflects a 7-year planning horizon in accordance with MassDOT standards for TIA. The traffic conditions for the year 2029, under No-Build conditions, were developed to document the operating conditions independent of the proposed project, including all existing traffic, new traffic from background growth, and traffic from other specific developments in the site area. Anticipated site-generated traffic volumes for the proposed school were superimposed upon the No-Build traffic networks to reflect the Build conditions with the proposed project.

### **Background Traffic Growth**

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

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

To provide a conservative analysis framework, both procedures were considered.

### **General Background Growth**

Traffic-volume data compiled by MassDOT from temporary count stations and historic traffic counts in Fall River and Freetown along principal arterial roadways within the vicinity of the project were reviewed to determine traffic growth trends. Based on the MassDOT traffic volume data, traffic volumes in the area have been increasing at a rate of 0.9 percent per year since 2017. Innovation Way is oriented to principally serve the master-planned development and therefore it is not anticipated to see a regular ambient growth of through traffic or measurable changes in ramps volumes at Route 24, outside of direct site trip generation. To provide a reasonable analysis scenario, a 0.5 percent per year compounded annual background traffic growth rate was used to account for potential future traffic growth external to the study area and presently unforeseen development. Count station data have been included in Attachment G.

### **Specific Development by Others**

TEC coordinated with the City of Fall River and the Town of Freetown Planning Departments to identify nearby private / public development projects in the vicinity of the study area that are either in the planning process or were recently approved but not yet occupied. Based on these discussions there are several private or public development projects in the vicinity, including the following:

- **#30-36 Innovation Way** - The Town of Freetown Planning Department indicated that a new gas station plaza is being constructed across the street from proposed site driveway. This plaza is anticipated to include: ±6,900 SF Retail/Restaurant (w/ drive-thru), ±3,500 SF Restaurant (w/ drive-thru), and ±3,500 SF Gas/Convenience (w/ drive-thru). To assess the impact of additional traffic from the site that would not be represented in the January 2022 traffic counts, TEC estimated site generated traffic for the proposed gas station plaza based on standard trip rates published in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 11<sup>th</sup> Edition* for Land Use Codes (LUC) 934 – Fast Food Restaurant with Drive-Through Window, LUC 937 – Coffee/donut shop with Drive-Through Window, and LUC 945 – Convenience Store/Gas Station, respectively. The trips were distributed along the traffic network based on existing traffic patterns. The resulting occupancy of vacant space weekday morning and weekday evening peak-hour traffic-volume networks are illustrated in Figure 3.

Trip generation and trip distribution calculations related to these specific developments by others are provided in Attachment H.

### **No-Build Traffic Volumes**

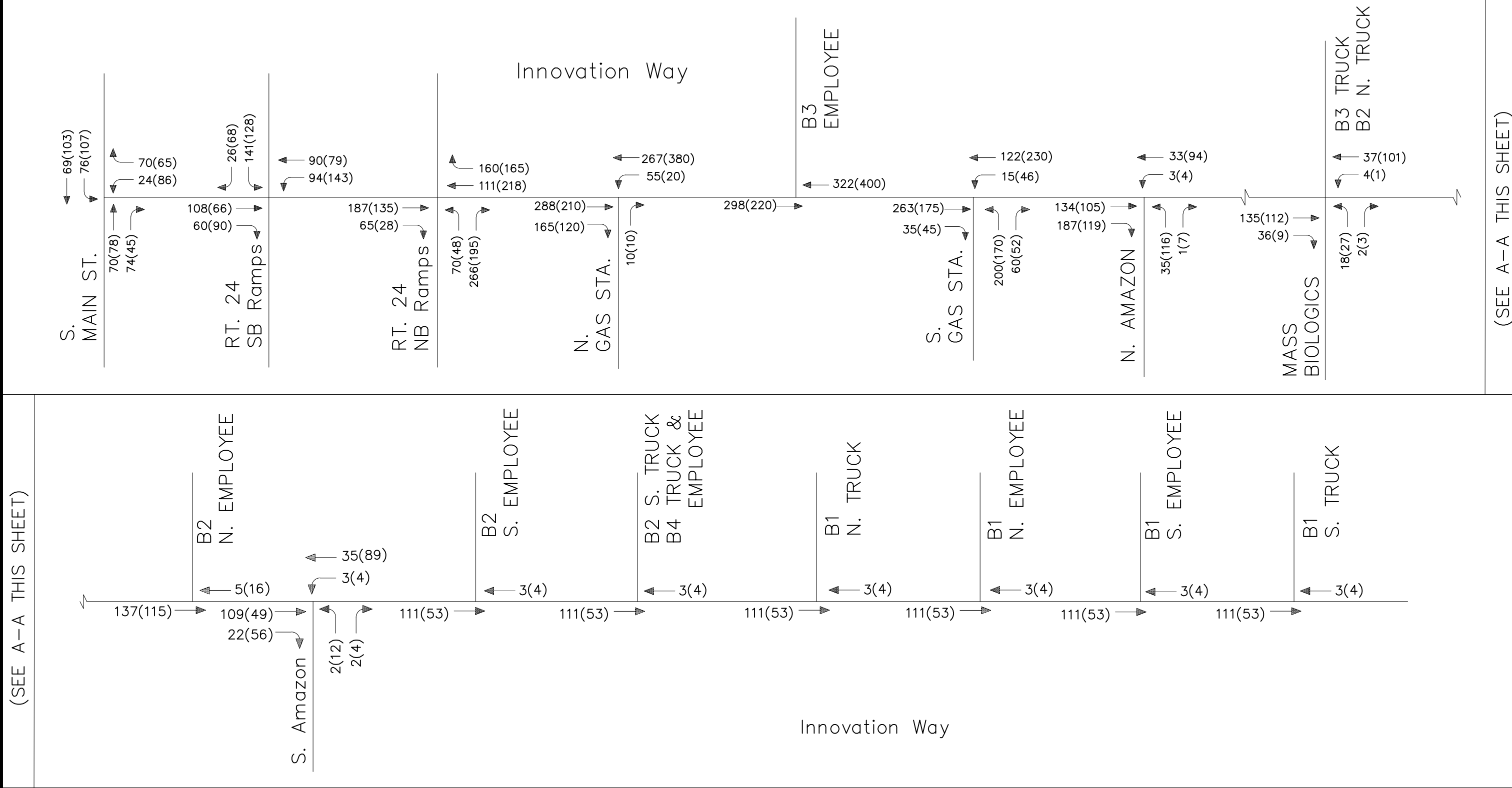
The 2029 No-Build weekday morning and weekday evening peak-hour traffic-volume networks were developed by applying the 0.5% per year compounded annual background traffic growth rate to the 2022 Existing Conditions peak-hour traffic volumes over the 7-year design horizon and adding traffic generated by the nearby proposed developments. The resulting 2029 No-Build weekday morning and weekday evening peak-hour traffic-volume networks are illustrated in Figure 3.

### **Site Generated Traffic**

The Project proposes to construct four different warehousing, manufacturing (or similar use) developments with a maximum total footprint of 901,391 SF. To provide a conservative analysis, TEC estimated the site-generated traffic based on industry standard trip rates published in the ITE publication, *Trip Generation, 11<sup>th</sup> Edition*, for potential use LUC 140 – Manufacturing and compare to the previously approved trip generation as noted in the 2015 Traffic Memorandum by Langan, Inc. Values for both regular cars and trucks were collected.

The largest building (referred to as Building 1) footprint will cover 291,200 SF, located in the southern area of the project site on Innovation Way. The other three buildings (Building 2 – 4) are each 203,397 SF. The three smaller buildings are planned to house four tenants each. Potential use will be the same or similar, therefore for trip generation traffic, trips were conservatively calculated based on the footprint for each building instead using the gross floor area of 901,391 SF.

To continue to provide a full conservative analysis, heavy vehicles / trucks generated by the site were estimated based on industry standard trip rates published in the ITE publication, *Trip Generation, 11<sup>th</sup> Edition*. These projected truck values were added to the projected vehicle values for trip distribution projection.



(SEE A-A THIS SHEET)

(SEE A-A THIS SHEET)

**Figure 3**  
2029 No-Build Conditions  
Weekday Morning and Weekday Evening  
Peak Hour Traffic Volumes





**Table 3 - Trip Generation Summary: Vehicles**

<b>Time Period / Direction</b>	<b>Approved Corporate Office (1.5 MSF)<sup>a</sup></b>	<b>3 Buildings LUC 140 Manufacturing (200 KSF)</b>	<b>1 Building LUC 140 Manufacturing (291 KSF)</b>	<b>4 Buildings LUC 140 Manufacturing TOTAL</b>
<i>Weekday Daily</i>	11,202	956	1,299	4,167
<i>Weekday Morning Adjacent Peak Hour</i>				
Enter	1,873	100	142	442
Exit	<u>141</u>	<u>32</u>	<u>45</u>	<u>141</u>
Total	2,014	132	187	583
<i>Weekday Evening Adjacent Peak Hour</i>				
Enter	159	49	73	220
Exit	<u>1,433</u>	<u>108</u>	<u>163</u>	<u>487</u>
Total	1,592	157	236	707

<sup>a</sup> Trip Generation obtained from Langan Traffic Memorandum Project #: 100501001 – August 2015

**Table 4 - Trip Generation Summary: Heavy Vehicles / Trucks**

<b>Time Period / Direction</b>	<b>LUC 140 Manufacturing (200 KSF)</b>	<b>LUC 140 Manufacturing (291 KSF)</b>	<b>LUC 140 Manufacturing TOTAL</b>
<i>Weekday Daily</i>	90	131	401
<i>Weekday Morning Adjacent Peak Hour</i>			
Enter	3	5	14
Exit	<u>3</u>	<u>4</u>	<u>13</u>
Total	6	9	27
<i>Weekday Evening Adjacent Peak Hour</i>			
Enter	2	4	10
Exit	<u>4</u>	<u>5</u>	<u>17</u>
Total	6	9	27

In comparison to the previously approved corporate office use, manufacturing and warehousing will generate significantly less trips. The net trip generation is described in Table 5. The total weekday daily projected trips for manufacturing are 6,634 less than the approved corporate office. There are only two instances where manufacturing will generate more traffic. During the morning, there are 13 more trips exiting the manufacturing and warehouse than the previously proposed office use. Since the difference is small, this level of new traffic is insignificant and negligible. During the evening, there are 71 more trips entering the manufacturing warehouse than the corporate office. The totals for the manufacturing warehouse are substantially lower than the previous approved corporate office building. With a difference of 1,404 total trips in the morning and 858 total trips in the evening, the difference of 71, in the peak evening hour entering the site, is inconsequential.

**Table 5 – Net Trip Generation Summary**

<b>Time Period / Direction</b>	<b>Approved Corporate Office (1.5 MSF)</b>	<b>LUC 140 Manufacturing TOTAL (Cars + Trucks)</b>	<b>Net Trips</b>
<i>Weekday Daily</i>	11,202	4,568	-6,634
<i>Weekday Morning Peak Hour</i>			
Enter	1,873	456	-1,417
Exit	141	154	+13
Total	2,014	610	1,404
<i>Weekday Evening Peak Hour</i>			
Enter	159	230	+71
Exit	1,433	504	-929
Total	1,592	734	-858

The total predicted manufacturing and warehouse trips will be significantly less than the previously approved and permitted corporate office building. In 2015, the previously approved 1.5 MSF Corporate Office was anticipated to generate 11,202 trips on an average weekday from the current Amazon Fulfillment Center site. The manufacturing use will generate 4,568 trips on an average weekday. In comparison, the proposed use will leave 6,634 weekday trips “remaining” in the approved capacity.

The proposed warehousing and manufacturing uses are anticipated to generate 610 new trips (456 entering and 154 exiting) during the weekday morning peak-hour and 734 new trips (230 entering and 504 exiting) during the weekday evening peak-hour. Trip generation worksheets are provided in Attachment I.

**Regional Trip Distribution**

The distribution of the industrial site-generated traffic volumes was based on gravity models using 2009-2013 U.S. Census Bureau Journey-to-Work/Home data for the City of Fall River. The workforce distribution models the commutes of residents from the top 24 residential cities and towns to Fall River, which represent approximately 99 percent of total Fall River workers. The top 99 percent of workforce communities generally allow for an approximation of overall distribution of traffic. Additional communities at this level each contribute less than 0.50% of the Fall River workers each which is deemed to not change the distribution of traffic calculations significantly.

The resulting primary trip distributions are shown in Table 6. The Net Site-Generated Trip Assignment traffic-volume network is graphically depicted in Figure 4 for the weekday morning and weekday evening peak hours. Trip distribution gravity model information is provided in Attachment J.

**Table 6 – Trip Distribution Summary**

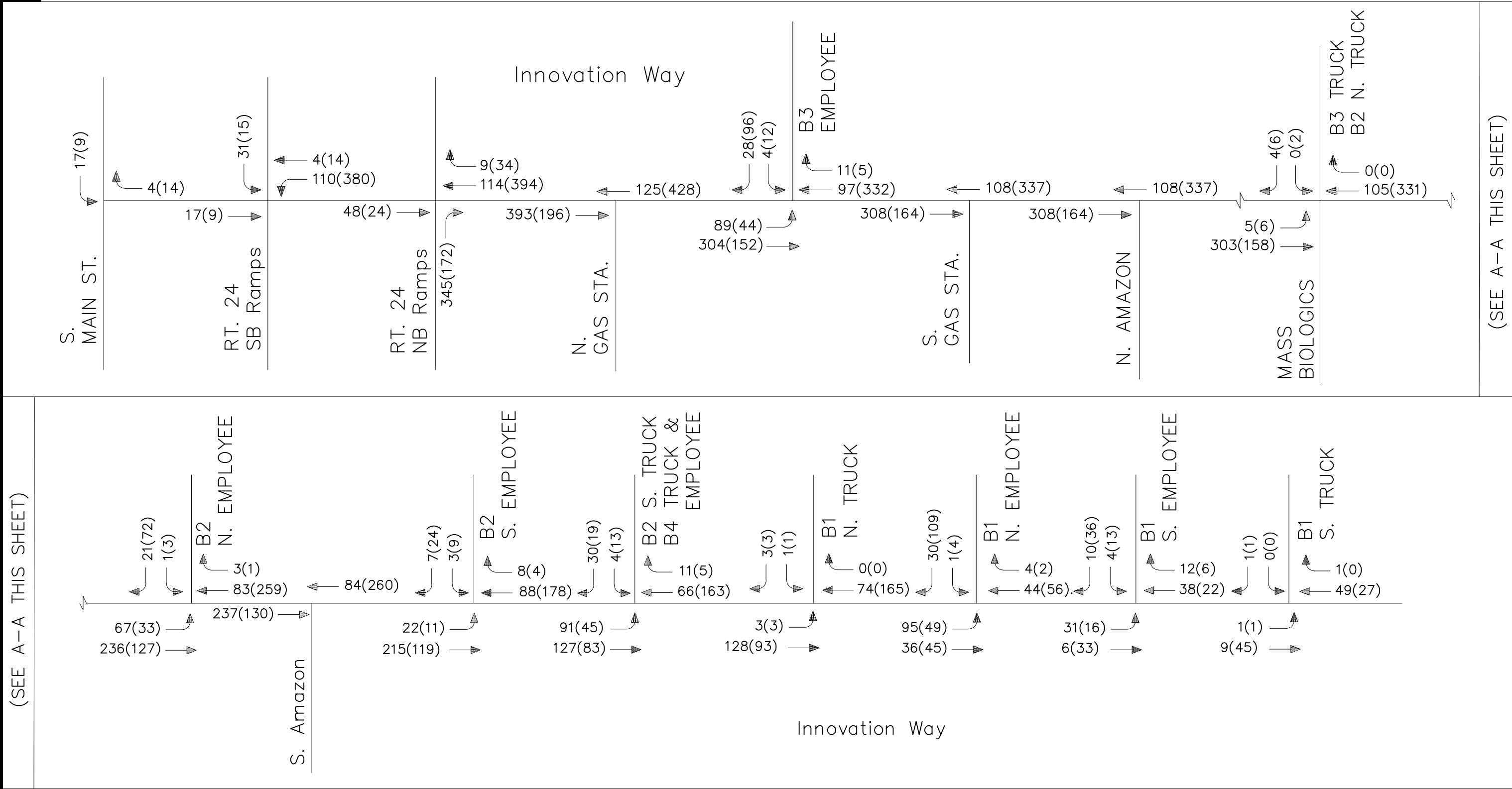
Direction	All Time Periods
Route 24 to/from North	7%
Route 24 to/from South	78%
Innovation Way to/from South	11%
<u>South Main Street to/from East</u>	<u>4%</u>
<b>Total</b>	<b>100%</b>

**Proposed Driveways - Configuration and Location**

The proposed development site, as shown with the MBL site plan in Attachment L depicts a total of nine driveways located over approximately 3,900 feet (or 0.74 miles) of site frontage along Innovation Way in Fall River and Freetown. Given the proposed manufacturing and warehousing uses in the four buildings, the design intent was to separate the employee vehicle traffic from the heavy vehicle traffic whenever possible. This was possible for most site driveways and is expected to result in safer on-site traffic flow conditions while not noticeably affecting the traffic operations along Innovation Way. Similar to the gas station / mixed retail project across the street, no site driveways are located within the limited access portion of Innovation Way closer to Route 24.

**2029 Build Traffic Volumes**

The 2029 Build Condition traffic-volume networks consist of the 2029 No-Build traffic-volumes with the addition of the site-generated traffic for the proposed. The resulting 2029 Build weekday morning and weekday evening peak-hour traffic-volume networks are presented in Figure 5.



XXX(XXX) = Weekday Morning(Weekday Evening)

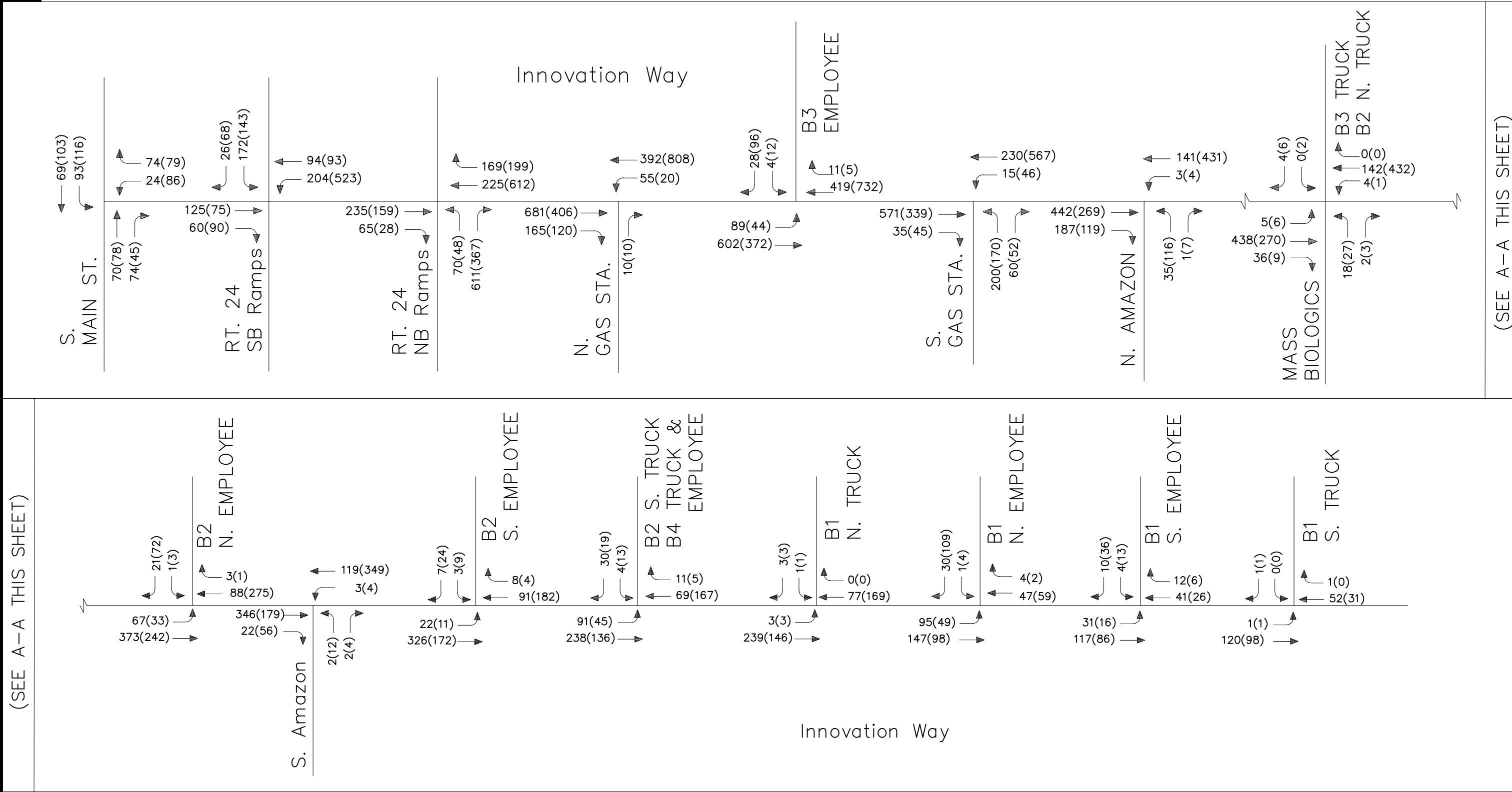
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**Figure 4**  
2029 Site Trip Generation  
Weekday Morning and Weekday Evening  
Peak Hour Traffic Volumes

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XXX(XXX) = Weekday Morning(Weekday Evening)

**Figure 5**  
2029 Build Conditions  
Weekday Morning and Weekday Evening  
Peak Hour Traffic Volumes



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## CAPACITY AND QUEUE ANALYSIS

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

### Methodology

#### Levels of Service

A primary result of capacity analyses is the assignment of level-of-service to traffic facilities under various traffic-flow conditions.<sup>4</sup> The concept of level-of-service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

#### Queue Length Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro 11.0™ intersection capacity analysis software which is also based upon the methodology and procedures presented in the *Highway Capacity Manual (HCM) 6<sup>th</sup> Edition*. Synchro reports the 95<sup>th</sup> percentile queues for unsignalized intersections and both the 50<sup>th</sup> (average) and 95<sup>th</sup> percentile vehicle queues for signalized intersections, which are based on the number of vehicles that experience a delay of six (6) seconds or more at an intersection and is a function of the traffic signal timing; vehicle arrival patterns during the analysis period; and the saturation flow rate. The 50<sup>th</sup> percentile or average vehicle queue is the average number of vehicles that are projected to be delayed by six seconds or more at the intersection under study during the analysis period. The 95<sup>th</sup> percentile vehicle queue is the vehicle queue length that will be exceeded only five (5) percent of the time; or approximately three (3) minutes out of 60 minutes during the peak one hour of the day. During the remaining 57 minutes, the vehicle queue length will be less than the 95<sup>th</sup> percentile queue length.

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<sup>4</sup> The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual 6<sup>th</sup> Edition*; Transportation Research Board; Washington, DC; 2017

## Parameters for Traffic Impact Analysis

### Unsignalized Intersections

The levels of service of two-way stop-controlled unsignalized intersections are determined by application of a procedure described in the *HCM 6<sup>th</sup> Edition*. Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and stop signs. Control delay includes the effects of initial deceleration delay approaching a stop sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the *HCM 6<sup>th</sup> Edition*. Table 7 summarizes the relationship between level of service and average control delay.

To account for heavy vehicles, Innovation Way was adjusted to have 10% of its traveling volume to be trucks. And then for each truck exclusive driveway, the lanes were adjusted to 100%.

**Table 7 – Level-of-Service Criteria for Unsignalized Intersections <sup>(a)</sup>**

Level of Service (v/c ≤ 1.0)	Level of Service (v/c > 1.0)	Average Control Delay (seconds per vehicle)	Description
A	F	≤10.0	LOS A represents a condition with little or no control delay to minor street traffic.
B	F	10.1 to 15.0	LOS B represents a condition with short control delays to minor street traffic.
C	F	15.1 to 25.0	LOS C represents a condition with average control delays to minor street traffic.
D	F	25.1 to 35.0	LOS D represents a condition with long control delays to minor street traffic.
E	F	35.1 to 50.0	LOS E represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
F	F	>50.0	LOS F represents a condition where minor street demand volume exceeds capacity of an approach lane, with excessive control delays resulting.

<sup>a</sup> Source: *Highway Capacity Manual 6<sup>th</sup> Edition*; Transportation Research Board; Washington D.C.; 2017

### Intersection Capacity and Queue Analysis Results

Level-of-service and queue analyses were conducted for 2022 Existing Conditions, 2029 No-Build Conditions, and 2029 Build Conditions for the intersections within the study area. The results of the intersection capacity and queue analysis are summarized in Table 8.

All movements at the study area both existing and proposed intersections are expected to operate at acceptable levels-of-service (LOS D or better) during each the weekday morning and weekday evening peak hours. The detailed intersection capacity and queue analysis worksheets are provided in Attachment K.

**Table 8 – Capacity and Queue Analysis Summary**

Intersection / Lane Group	2022 Base Year - Existing Conditions				2029 Future Year - No Build				2029 Future Year - Build			
	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue <sup>d</sup>	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
<b>Innovation Way / South Main Street</b>												
<i>Weekday Morning Peak Period</i>												
Innovation Way WBL	0.65	57.4	E	<7/28	0.7	64.7	E	<25/27	0.4	30.5	C	<25/30
Innovation Way WBR	0.02	14.6	B	<25/<25	0.02	11.5	B	<25/<25	0.02	12.6	B	0/<25
South Main Street NBT	0.15	12.5	B	<13/55	0.19	13.8	B	<25/59	0.18	14.8	B	<25/61
South Main Street SBL	0.14	16.6	B	<25/53	0.14	13.3	B	<25/48	0.16	15.3	B	<25/58
South Main Street SBT	0.16	16.7	B	<25/58	0.15	13.4	B	<25/51	0.16	15.3	B	<25/61
INTERSECTION	0.22	23.6	B	-	0.24	23.34	B	-	0.18	17.70	B	-
<i>Weekday Evening Peak Period</i>												
Innovation Way WBL	0.5	29	C	34/72	0.53	29.5	C	36/77	0.40	30.0	C	33/71
Innovation Way WBR	0.02	11.7	B	<25/<25	0.02	11.7	B	0/<25	0.06	2.2	A	<25/<25
South Main Street NBT	0.18	16.8	B	25/66	0.19	16.9	B	27/68	0.24	14.4	B	27/67
South Main Street SBL	0.2	17.7	B	31/72	0.2	17.8	B	32/73	0.22	18.8	B	33/74
South Main Street SBT	0.22	17.9	B	37/82	0.23	18.1	B	40/85	0.23	18.9	B	36/81
INTERSECTION	0.22	18.6	B	-	0.23	18.8	B	-	0.23	16.9	B	-
<b>Innovation Way / Route 24 South Ramps</b>												
<i>Weekday Morning Peak Period</i>												
Innovation Way EBT	0.34	10.0	A	<25/<25	0.34	12.7	B	<25/28	0.3	13.9	B	<25/37
Innovation Way EBR	0.04	0.0	A	<25/<25	0.04	0	A	0	0.04	0	A	0
Innovation Way WBL	0.08	4.7	A	<25/<25	0.22	5.9	A	<25/25	0.38	5.4	A	<25/50
Innovation Way WBT	0.06	4.4	A	<25/<25	0.07	5.2	A	<25/,25	0.06	4.2	A	<25/<25
Route 24 South SBL	0.31	9.9	A	<25/<25	0.25	10.6	B	<25/33	0.39	13.8	B	<25/45
Route 24 South SBR	0.02	0.0	A	<25/<25	0.02	0	A	0	0.02	0	A	0
INTERSECTION	0.14	4.8	A	-	0.16	5.73	A	-	0.20	6.22	A	-
<i>Weekday Evening Peak Period</i>												
Innovation Way EBT	0.23	9.8	A	<25/<25	0.34	12.5	B	<25/<25	0.12	19.9	B	<25/28
Innovation Way EBR	0.06	0.1	A	<25/<25	0.06	0.1	A	0	0.06	0.1	A	0/0
Innovation Way WBL	0.14	4.1	A	<25/<25	0.28	5	A	<25/35	0.65	9.5	A	72/148
Innovation Way WBT	0.05	3.7	A	<25/<25	0.06	4.3	A	<25/<25	0.05	4.1	A	<25/<25
Route 24 South SBL	0.43	11.7	B	<25/<25	0.35	11.2	B	<25/32	0.21	19.5	B	<25/41
Route 24 South SBR	0.05	0.1	A	<25/<25	0.05	0.1	A	0	0.05	0.1	A	0/0
INTERSECTION	0.16	4.9	A	-	0.19	5.5	A	-	0.23	10.6	A	-



Intersection / Lane Group	2022 Base Year - Existing Conditions				2029 Future Year - No Build				2029 Future Year - Build			
<b>Innovation Way / Route 24 North Ramps</b>												
<i>Weekday Morning Peak Period</i>												
Innovation Way EBT	0.3	17	B	<25/32	0.37	15.2	B	<25/46	0.43	15.2	B	28/54
Innovation Way WBT	0.09	16.4	B	<25/<25	0.2	14.7	B	<25/28	0.38	15.1	B	26/50
Innovation Way WBR	0.02	0	A	0	0.11	0.1	A	0	0.12	0.1	A	0
Route 24 North NBL	0.04	3.6	A	<25/<25	0.04	4.5	A	<25/<25	0.04	4.8	A	<25/<25
Route 24 South NBT	0.09	0.1	A	0	0.18	0.3	A	0	0.42	0.8	A	0
INTERSECTION	0.11	7.4	A	-	0.18	6.96	A	-	0.28	7.20	A	-
<i>Weekday Evening Peak Period</i>												
Innovation Way EBT	0.13	16.5	B	<25/<25	0.25	14.8	B	<25/34	0.20	11.0	B	<25/36
Innovation Way WBT	0.31	17	A	<25/31	0.38	15.2	B	25/48	0.66	18.2	B	83/126
Innovation Way WBR	0.06	0.1	A	0	0.11	0.1	A	0	0.14	0.2	A	0/0
Route 24 North NBL	0.02	3.6	A	<25/<25	0.03	4.6	A	<25/<25	0.03	8.3	A	<25/<25
Route 24 South NBT	0.08	0.1	A	0	0.13	0.2	A	0	0.25	0.4	A	0/0
INTERSECTION	0.12	7.5	A	-	0.18	7.0	A	-	0.26	7.6	A	-
<b>Innovation Way / North Gas Station</b>												
<i>Weekday Morning Peak Period</i>												
North Gas Station EBR	0	0	A	0	0.01	9.8	A	60	0.02	11.7	B	<25
Innovation Way NBL	0	0	-	0	0.06	3.6	A	<25	0.08	3.7	A	<25
Innovation Way NBT	0.03	0	-	0	0.11	0	-	0	0.17	0	-	0
Innovation Way SBR	0.1	0	-	0	0.12	0	-	0	0.29	0	-	0
Innovation Way SBT	0.05	0	-	0	0.17	0	-	0	0.25	0	-	0
<i>Weekday Evening Peak Period</i>												
North Gas Station EBR	0	0	A	0	0.01	9.4	A	<25	0.02	8.7	A	<25
Innovation Way NBL	0	0	-	0	0.02	1.2	A	<25	0.02	0.2	A	<25
Innovation Way NBT	0.09	0	-	0	0.16	0	-	0	0.02	10.1	B	<25
Innovation Way SBR	0.07	0	-	0	0.09	0	-	0	0	0	-	-
Innovation Way SBT	0.03	0	-	0	0.12	0	-	0	0	0	-	-

Intersection / Lane Group	2022 Base Year - Existing Conditions				2029 Future Year - No Build				2029 Future Year - Build			
<b>Innovation Way / South Gas Station</b>												
<i>Weekday Morning Peak Period</i>												
South Gas Station EBL	0	0	A	0	0.46	15.7	C	60	0.78	42.5	E	161
Innovation Way NBL	0	0	-	0	0.01	2.2	A	<25	0.02	1.6	A	<25
Innovation Way NBT	0.03	0	-	0	0.05	0	-	0	0.1	0	-	0
Innovation Way SBT	0.1	0	-	0	0.11	0	-	0	0.24	0	-	0
Innovation Way SBR	0.05	0	-	0	0.08	0	-	0	0.14	0	-	0
<i>Weekday Evening Peak Period</i>												
South Gas Station EBL	0	0	A	0	0.41	15.5	C	51	0.70	8.3	E	<25
Innovation Way NBL	0	0	-	0	0.04	3	A	<25	0.70	-	-	<25
Innovation Way NBT	0.09	0	-	0	0.1	0	-	0	0.04	0.2	A	<25
Innovation Way SBT	0.07	0	-	0	0.07	0	-	0	0.04	35	A	<25
Innovation Way SBR	0.03	0	-	0	0.07	0	-	0	0	0	-	-
<b>Innovation Way / North Amazon</b>												
<i>Weekday Morning Peak Period</i>												
Amazon North EBL	0.07	12.2	B	<25	0.08	13.1	B	<25	0.16	23.6	C	<25
Amazon North EBR	0	10.5	B	0	0	11	B	0	0	13.2	B	0
Innovation Way NBL	0	2	A	0	0	2	A	0	0.01	0.8	A	0
Innovation Way NBT	0.01	0	-	0	0.01	0	-	0	0.06	0	-	0
Innovation Way SBT	0.05	0	-	0	0.06	0	-	0	0.19	0	-	0
Innovation Way SBR	0.11	0	-	0	0.15	0	-	0	0.21	0	-	0
<i>Weekday Evening Peak Period</i>												
Amazon North EBL	0.22	13.2	B	<25	0.24	14.2	B	<25	0.48	31	B	<25
Amazon North EBR	0.01	10.1	B	<25	0.01	10.5	B	<25	0.01	11.5	A	<25
Innovation Way NBL	0	1	A	0	0	1	A	0	0.01	10.5	D	<25
Innovation Way NBT	0.04	0	-	0	0.04	0	-	0	0.01	10.5	B	<25
Innovation Way SBT	0.04	0	-	0	0.04	0	-	0	0	0	-	<25
Innovation Way SBR	0.06	0	-	0	0.1	0	-	0	0	0	-	<25

Intersection / Lane Group	2022 Base Year - Existing Conditions				2029 Future Year - No Build				2029 Future Year - Build			
<b>Innovation Way / South Amazon</b>												
<i>Weekday Morning Peak Period</i>												
Amazon South EBL	0	9.4	A	0	0	9.5	A	0	0	12.1	B	0
Amazon South EBR	0	8.7	A	0	0	8.8	A	0	0	9.6	A	0
Innovation Way NBL	0	1.5	A	0	0	1.5	A	0	0	0.6	A	0
Innovation Way NBT	0.01	0	-	0	0	0	0	0	0.05	0	-	0
Innovation Way SBT	0.04	0	-	0	0.05	0	0	0	0.15	0	-	0
Innovation Way SBR	0.03	0	-	0	0.04	0	0	0	0.09	0	-	0
<i>Weekday Evening Peak Period</i>												
Amazon South EBL	0.02	9.4	A	<25	0.02	9.5	A	<25	0.03	13.4	B	0
Amazon South EBR	0	8.7	A	0	0	8.7	A	0	0.01	9.8	A	0
Innovation Way NBL	0	0.9	A	0	0	0.9	A	0	0.01	8.2	A	0
Innovation Way NBT	0.04	0	-	0	0.04	0	-	0	0.01	0	A	0
Innovation Way SBT	0.02	0	-	0	0.02	0	-	0	-	-	-	-
Innovation Way SBR	0.04	0	-	0	0.05	0	-	0	-	-	-	-
<b>Building 1 North Truck Driveway</b>												
<i>Weekday Morning Peak Period</i>												
Building 1 North Truck Driveway EBL	-	-	-	-	-	-	-	-	0.01	10.2	B	0
Building 1 North Truck Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	0.03	0	-	0
Innovation Way NBR	-	-	-	-	-	-	-	-	0.02	0	-	0
Innovation Way SBL	-	-	-	-	-	-	-	-	0	0.3	A	0
Innovation Way SBT	-	-	-	-	-	-	-	-	0.1	0	-	0
<i>Weekday Evening Peak Period</i>												
Building 1 North Truck Driveway EBL	-	-	-	-	-	-	-	-	0.01	10.7	B	0
Building 1 North Truck Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way SBL	-	-	-	-	-	-	-	-	0.01	9	A	0
Innovation Way SBT	-	-	-	-	-	-	-	-	-	-	-	-

Intersection / Lane Group	2022 Base Year - Existing Conditions				2029 Future Year - No Build				2029 Future Year - Build			
<b>Building 1 North Employee Driveway</b>												
<i>Weekday Morning Peak Period</i>												
Building 1 North Employee Driveway EBL	-	-	-	-	-	-	-	-	0.03	8.8	A	<25
Building 1 North Truck Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	0.02	0	-	0
Innovation Way NBR	-	-	-	-	-	-	-	-	0.01	0	-	0
Innovation Way SBL	-	-	-	-	-	-	-	-	0.07	5.2	A	<25
Innovation Way SBT	-	-	-	-	-	-	-	-	0.06	0	-	0
<i>Weekday Evening Peak Period</i>												
Building 1 North Truck Driveway EBL	-	-	-	-	-	-	-	-	0.12	9.1	A	0
Building 1 North Truck Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way SBL	-	-	-	-	-	-	-	-	0.04	7.5	A	0
Innovation Way SBT	-	-	-	-	-	-	-	-	-	-	-	-
<b>Building 1 South Employee Driveway</b>												
<i>Weekday Morning Peak Period</i>												
Building 1 South Employee Driveway EBL	-	-	-	-	-	-	-	-	0.02	8.9	A	<25
Building 1 South Employee Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	0.02	0	-	0
Innovation Way NBR	-	-	-	-	-	-	-	-	0.02	0	-	0
Innovation Way SBL	-	-	-	-	-	-	-	-	0.02	3.4	A	<25
Innovation Way SBT	-	-	-	-	-	-	-	-	0.05	0	-	0
<i>Weekday Evening Peak Period</i>												
Building 1 South Truck Driveway EBL	-	-	-	-	-	-	-	-	0.05	8.9	A	0
Building 1 South Truck Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way SBL	-	-	-	-	-	-	-	-	0.01	7.4	A	0
Innovation Way SBT	-	-	-	-	-	-	-	-	-	-	-	-



Intersection / Lane Group	2022 Base Year - Existing Conditions				2029 Future Year - No Build				2029 Future Year - Build			
<b>Building 1 South Truck Driveway</b>												
<i>Weekday Morning Peak Period</i>												
Building 1 South Truck Driveway EBL	-	-	-	-	-	-	-	-	0	9.5	A	0
Building 1 South Truck Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	0.02	0	-	0
Innovation Way NBR	-	-	-	-	-	-	-	-	0.01	0	-	0
Innovation Way SBL	-	-	-	-	-	-	-	-	0	0.2	A	0
Innovation Way SBT	-	-	-	-	-	-	-	-	0.05	0	-	0
<i>Weekday Evening Peak Period</i>												
Building 1 South Truck Driveway EBL	-	-	-	-	-	-	-	-	0	9.4	A	0
Building 1 South Truck Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way SBL	-	-	-	-	-	-	-	-	0	8.3	A	0
Innovation Way SBT	-	-	-	-	-	-	-	-	-	-	-	-
<b>Building 2 North Truck Driveway &amp; Building 3 Truck Driveway</b>												
<i>Weekday Morning Peak Period</i>												
Building 2 & Building 3 Driveway EBL	-	-	-	-	-	-	-	-	0.05	14.5	B	<25
Building 2 & Building 3 Driveway EBR	-	-	-	-	-	-	-	-	0.01	10	A	0
Innovation Way NBL	-	-	-	-	-	-	-	-	0	0.4	A	0
Innovation Way NBT	-	-	-	-	-	-	-	-	0.05	0	-	0
Innovation Way SBL	-	-	-	-	-	-	-	-	0.01	8.9	A	0
Innovation Way SBT	-	-	-	-	-	-	-	-	0.01	0.1	A	0
Innovation Way SBR	-	-	-	-	-	-	-	-	0.16	0	-	0
<i>Weekday Evening Peak Period</i>												
Building 2 & Building 3 Driveway EBL	-	-	-	-	-	-	-	-	0.08	14	B	0
Building 2 & Building 3 Driveway EBR	-	-	-	-	-	-	-	-	0.02	14.4	B	0
Innovation Way NBL	-	-	-	-	-	-	-	-	0.01	7.9	A	0
Innovation Way NBT	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way SBL	-	-	-	-	-	-	-	-	0.01	10.9	B	0
Innovation Way SBT	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way SBR	-	-	-	-	-	-	-	-	-	-	-	-

Intersection / Lane Group	2022 Base Year - Existing Conditions				2029 Future Year - No Build				2029 Future Year - Build			
<b>Building 2 North Employee Driveway</b>												
<i>Weekday Morning Peak Period</i>												
Building 2 North Employee Driveway EBL	-	-	-	-	-	-	-	-	0.03	8.9	A	<25
Building 2 North Employee Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBR	-	-	-	-	-	-	-	-	0.04	0	-	0
Innovation Way NBT	-	-	-	-	-	-	-	-	0.02	0	-	0
Innovation Way SBL	-	-	-	-	-	-	-	-	0.05	3	A	<25
Innovation Way SBT	-	-	-	-	-	-	-	-	0.16	0	-	0
<i>Weekday Evening Peak Period</i>												
Building 2 North Employee Driveway EBL	-	-	-	-	-	-	-	-	0.1	9.9	A	0
Building 2 North Employee Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way SBL	-	-	-	-	-	-	-	-	0.03	8.1	A	0
Innovation Way SBT	-	-	-	-	-	-	-	-	-	-	-	-
<b>Building 2 South Employee Driveway</b>												
<i>Weekday Morning Peak Period</i>												
Building 2 South Employee Driveway EBL	-	-	-	-	-	-	-	-	0.01	9.4	A	<25
Building 2 South Employee Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBR	-	-	-	-	-	-	-	-	0.04	0	-	0
Innovation Way NBT	-	-	-	-	-	-	-	-	0.02	0	-	0
Innovation Way SBL	-	-	-	-	-	-	-	-	0.02	1.4	A	<25
Innovation Way SBT	-	-	-	-	-	-	-	-	0.14	0	-	0
<i>Weekday Evening Peak Period</i>												
Building 2 South Employee Driveway EBL	-	-	-	-	-	-	-	-	0.04	9.7	A	0
Building 2 South Employee Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way SBL	-	-	-	-	-	-	-	-	0.01	7.8	A	0
Innovation Way SBT	-	-	-	-	-	-	-	-	-	-	-	-

Intersection / Lane Group	2022 Base Year - Existing Conditions				2029 Future Year - No Build				2029 Future Year - Build			
<b>Building 2 South Truck Driveway &amp; Building 4 Driveway</b>												
<i>Weekday Morning Peak Period</i>												
Building 2 & Building 4 Driveway EBL	-	-	-	-	-	-	-	-	0.04	9.2	A	<25
Building 2 & Building 4 Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	0.03	0	-	0
Innovation Way NBR	-	-	-	-	-	-	-	-	0.02	0	-	0
Innovation Way SBL	-	-	-	-	-	-	-	-	0.07	4.4	A	<25
Innovation Way SBT	-	-	-	-	-	-	-	-	0.1	0	-	0
<i>Weekday Evening Peak Period</i>												
Building 2 & Building 4 Driveway EBL	-	-	-	-	-	-	-	-	0.05	10.1	B	0
Building 2 & Building 4 Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way SBL	-	-	-	-	-	-	-	-	0.04	7.8	A	0
Innovation Way SBT	-	-	-	-	-	-	-	-	-	-	-	-
<b>Building 3 Employee Driveway</b>												
<i>Weekday Morning Peak Period</i>												
Building 3 Employee Driveway EBL	-	-	-	-	-	-	-	-	0.06	11.7	B	<25
Building 3 Employee Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	0.18	0	-	0
Innovation Way NBR	-	-	-	-	-	-	-	-	0.1	0	-	0
Innovation Way SBL	-	-	-	-	-	-	-	-	0.09	3.4	A	<25
Innovation Way SBT	-	-	-	-	-	-	-	-	0.26	0	-	0
<i>Weekday Evening Peak Period</i>												
Building 3 Employee Driveway EBL	-	-	-	-	-	-	-	-	0.25	15.4	C	0
Building 3 Employee Driveway EBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBT	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way NBR	-	-	-	-	-	-	-	-	-	-	-	-
Innovation Way SBL	-	-	-	-	-	-	-	-	0.06	10	A	0
Innovation Way SBT	-	-	-	-	-	-	-	-	-	-	-	-

<sup>a</sup> Volume-to-capacity ratio,

<sup>b</sup> Delay expressed in seconds per vehicle (average)

<sup>c</sup> Level of service,

<sup>d</sup> 50<sup>th</sup>/95<sup>th</sup> Percentile Queue [95<sup>th</sup> Percentile Queue only for unsignalized intersections]

### **Capacity Analysis Results Summary**

All movements at the proposed unsignalized site driveway intersections and signalized intersections are expected to operate at superior levels-of-service (LOS C or better) during the weekday morning and weekday evening peak hours.

The proposed gas station exiting movements will remain under-capacity with an unsignalized LOS E or better during the morning and evening peak hours under 2029 Build conditions.

### **Proposed Transportation Demand Management Measures**

The Proponent commits to perform to the following trip generation reduction measures similar to those identified in the most recent Section 61 Finding for the redevelopment district dated October 9, 2015:

- Provision of an Owner Transportation Coordinator that will coordinate with each tenant on the subject parcel.
- Provision for preferential carpool and vanpool parking spaces.
- Provision of either covered exterior bicycle racks or an internal bicycle storage area for employees.
- Join with other area businesses to form a Transportation Management Association (TMA).

The Proponent shall work with each tenant to evaluate the feasibility of the following:

- Provision of showers and locker facilities on-site.
- Provision of flexible working hours and telecommuting for office-based employees.
- Provision of a guaranteed ride home program for transit and vanpools users.
- Provision of amenities such as direct deposit, food service and childcare services.
- Provision for a shuttle connection to a station along the South Coast Rail Line.
- Provision of transit pass subsidies for SRTA bus service.

The Proponent will work cooperatively with Office of Transportation Planning (OTP) / MassDOT to implement these and other feasible and sustainable TDM measures.

### **Complete Streets Accommodations**

The Proponent commits to the construction of sidewalks along the easterly side of Innovation Way along the site's frontage that will facilitate access to the existing SRTA bus service. An ADA- and AAB-compliant sidewalk will be constructed with a minimum width of 5 feet and pedestrian curb ramps at driveways with connections into the site to facilitate pedestrian travel. The plan currently contemplates one or more potential bus bays along Innovation Way, if deemed desirable by MassDOT and SRTA. If the Proponent's tenant population base will be expected to use the existing bus stop within the Amazon campus, TEC and the Proponent will identify one or more

new crosswalk locations with rectangular rapid flash beacons to facilitate the roadway crossing(s). Similar to the recently approved gas station permit project, the offsite improvements will be limited to a sidewalk-only project and will not involve physical changes in the curb lines or roadway striping to introduce formal bicycle accommodations.

## **CONCLUSIONS AND RECOMMENDATIONS**

TEC has examined the potential traffic impacts associated with the proposed industrial manufacturing and warehousing uses to be constructed along the northerly segment of Innovation Way in Fall River and Freetown, Massachusetts. The following is a summary of the relevant development facts, analysis results, and conclusions of this effort:

- The Project proposes to construct four different warehousing (or similar use) developments with a maximum total footprint of 901,391 SF. Building 1 will cover 291,200 SF, located in the southern area of the project site on Innovation Way. The other three buildings (Building 2 – 4) are each 203,397 SF. The three smaller buildings are planned to house four tenants each. Traffic impacts were evaluated based on total footprint of each building because potential tenants will be of same or similar use.
- Access and egress for the developments will be provided via proposed driveways. Building 1 and Building 2 have four driveways each, two are for specific truck use only and two are for employee vehicles only. Building 3 has two driveways, one for trucks and the other for employees. Building 4 has one driveway to be used for both trucks and employees. Building 3 and Building 4 share driveways with Building 2.
- The intersection sight distance (ISD) and stopping sight distance (SSD) at the study area intersections will be constructed with sight lines in excess of AASHTO minimum recommendations.
- The proposed development is anticipated to generate approximately 4,568 new trips during the average weekday. During the weekday morning peak hour it is anticipated 610 new trips (456 entering and 154 exiting) will be generated. During the weekday evening, 734 (230 entering and 504 exiting) will be generated.
- All movements at the MassDOT-controlled signalized intersections and the proposed site driveway are expected to operate at superior levels-of-service (LOS C or better) during the weekday morning and weekday evening peak hours. The proposed gas station driveway will operate under capacity at LOS E or better during the future-year full-build conditions.
- The Proponent will construct sidewalks and crosswalks to provide a pedestrian connection to bus stop(s) along Innovation Way and will take diligent steps to implement a robust transportation demand management program.

In conclusion, the anticipated traffic generated by the proposed manufacturing and warehousing development is less than originally projected, was pre-planned more than a decade ago, and can be safely and efficiently accommodated within the study area corridors and intersections without the implementation of off-site capacity-focused mitigation measures.

**Attachment A**

Public Transportation



# Route 2

# North Main



Fall River Route

Map on reverse side

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

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

## Information



No Sunday service



All buses are wheelchair accessible

## Rules of Riding

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

## Contact SRTA

 SRTA  
700 Pleasant St, Suite 530  
New Bedford, MA 02740  
508-999-5211  
[www.srtabus.com](http://www.srtabus.com)

## Weekday Outbound

A	B	C	D
SRTA Terminal	N Main St Shaw's	Riggenbach Rd & Currant Rd	Four Winds
6:00 AM	6:16	6:23	6:35
6:30 AM <sup>C</sup>	6:46 <sup>C</sup>	6:53 <sup>C</sup>	7:05 <sup>C</sup>
7:00 AM	7:16	7:23	7:35
7:30 AM	7:46	7:53	8:05
8:00 AM	8:16	8:23	8:35
8:30 AM <sup>C</sup>	8:46 <sup>C</sup>	8:53 <sup>C</sup>	9:05 <sup>C</sup>
9:00 AM	9:16	9:23	9:35
9:30 AM	9:46	9:53	10:05
10:00 AM	10:16	10:23	10:35
10:30 AM	10:46	10:53	11:05
11:00 AM	11:16	11:23	11:35
11:30 AM	11:46	11:53	12:05
12:00 PM	12:16	no stop	12:21
12:30 PM	12:46	no stop	12:51
1:00 PM <sup>SS</sup>	1:16 <sup>SS</sup>	no stop	1:32 <sup>SS</sup>
1:30 PM	1:46	no stop	1:51
2:00 PM	2:16	no stop	2:21
2:30 PM	2:46	no stop	2:51
3:00 PM <sup>H</sup>	3:20 <sup>H</sup>	no stop	3:25 <sup>H</sup>
3:20 PM <sup>S</sup>	3:36 <sup>S</sup>	no stop	3:41 <sup>S</sup>
3:30 PM	3:46	no stop	3:51
4:00 PM	4:16	no stop	4:21
4:30 PM <sup>H</sup>	4:50 <sup>H</sup>	no stop	4:55 <sup>H</sup>
5:00 PM	5:16	no stop	5:21
5:30 PM	5:46	no stop	5:51
6:00 PM	6:16	no stop	6:21
6:30 PM	6:46	no stop	6:51
7:00 PM	7:16	no stop	7:21
7:30 PM	7:46	no stop	7:51
8:00 PM	8:16	no stop	8:21
8:30 PM	8:46	no stop	8:51

<sup>C</sup> Trip serves Commerce Drive

<sup>H</sup> Trip serves Holmes Apartments

<sup>I</sup> Trip starts at Industrial Park

<sup>S</sup> Trip operates only on school days

## Weekday Inbound

D	C	B	A
Four Winds	Riggenbach Rd & Currant Rd	N Main St Shaw's	SRTA Terminal
6:05 AM <sup>I</sup>	no stop	6:09 <sup>I</sup>	6:24 <sup>I</sup>
6:35 AM	no stop	6:39	6:54
7:00 AM <sup>S</sup>	no stop	7:04 <sup>S</sup>	7:19 <sup>S</sup>
7:05 AM	no stop	7:09	7:24
7:35 AM	no stop	7:39	7:54
8:05 AM	no stop	8:09	8:24
8:35 AM	no stop	8:39	8:54
9:05 AM	no stop	9:09	9:24
9:35 AM	no stop	9:39	9:54
10:05 AM <sup>I</sup>	no stop	10:09 <sup>I</sup>	10:28 <sup>I</sup>
10:35 AM	no stop	10:39	10:54
11:05 AM	no stop	11:09	11:24
11:35 AM	no stop	11:39	11:54
12:05 PM <sup>H</sup>	no stop	12:09 <sup>H</sup>	12:28 <sup>H</sup>
12:25 PM	12:37	12:44	12:59
12:55 PM	1:07	1:14	1:29
1:35 PM	no stop	1:39	1:54
1:55 PM	2:07	2:14	2:29
2:25 PM	2:37	2:44	2:59
3:25 PM	3:37	3:44	3:59
3:55 PM <sup>C</sup>	4:07 <sup>C</sup>	4:14 <sup>C</sup>	4:29 <sup>C</sup>
4:25 PM	4:37	4:44	4:59
4:55 PM <sup>C</sup>	5:07 <sup>C</sup>	5:14 <sup>C</sup>	5:29 <sup>C</sup>
5:25 PM	5:37	5:44	5:59
5:55 PM	6:07	6:14	6:29
6:25 PM	6:37	6:44	6:59
6:55 PM	7:07	7:14	7:29
7:25 PM	7:37	7:44	7:59
7:55 PM	8:07	8:14	8:29
8:25 PM	8:37	8:44	8:59
8:55 PM <sup>SS</sup>	no stop	9:20 <sup>SS</sup>	9:33 <sup>SS</sup>

<sup>SS</sup> Trip serves Stop & Shop Distribution Center

Holiday service operates on a Saturday schedule

## Saturday Outbound

A	B	C	D
SRTA Terminal	N Main St Shaw's	Riggenbach Rd & Currant Rd	Four Winds
6:30 AM	6:46	6:53	7:05
7:00 AM	7:16	7:23	7:35
7:30 AM	7:46	7:53	8:05
8:00 AM	8:16	8:23	8:35
8:30 AM	8:46	8:53	9:05
9:00 AM	9:16	9:23	9:35
9:30 AM	9:46	9:53	10:05
10:00 AM	10:16	10:23	10:35
10:30 AM	10:46	10:53	11:05
11:00 AM	11:16	11:23	11:35
11:30 AM	11:46	11:53	12:05
12:00 PM	12:16	no stop	12:21
12:30 PM	12:46	no stop	12:51
1:00 PM	1:16	no stop	1:21
1:30 PM	1:46	no stop	1:51
2:00 PM	2:16	no stop	2:21
2:30 PM	2:46	no stop	2:51
3:00 PM <sup>H</sup>	3:20 <sup>H</sup>	no stop	3:25 <sup>H</sup>
3:30 PM	3:46	no stop	3:51
4:00 PM	4:16	no stop	4:21
4:30 PM	4:46	no stop	4:51
5:00 PM <sup>H</sup>	5:20 <sup>H</sup>	no stop	5:25 <sup>H</sup>
5:30 PM	5:46	no stop	5:51
6:00 PM	6:16	no stop	6:21
6:30 PM	6:46	no stop	6:51

## Saturday Inbound

D	C	B	A
Four Winds	Riggenbach Rd & Currant Rd	N Main St Shaw's	SRTA Terminal
7:05 AM	no stop	7:09	7:24
7:35 AM	no stop	7:39	7:54
8:05 AM	no stop	8:09	8:24
8:35 AM	no stop	8:39	8:54
9:05 AM	no stop	9:09	9:24
9:35 AM	no stop	9:39	9:54
10:05 AM	no stop	10:09	10:24
10:35 AM <sup>I</sup>	no stop	10:39 <sup>I</sup>	10:58 <sup>I</sup>
11:05 AM	no stop	11:09	11:24
11:35 AM	no stop	11:39	11:54
12:05 PM	no stop	12:09	12:24
12:22 PM <sup>H</sup>	12:34 <sup>H</sup>	12:41 <sup>H</sup>	1:00 <sup>H</sup>
12:54 PM	1:06	1:13	1:28
1:24 PM	1:36	1:43	1:58
1:53 PM	2:05	2:12	2:27
2:24 PM	2:36	2:43	2:58
2:55 PM	3:07	3:14	3:29
3:25 PM	3:37	3:44	3:59
3:55 PM <sup>C</sup>	4:07 <sup>C</sup>	4:14 <sup>C</sup>	4:29 <sup>C</sup>
4:25 PM	4:37	4:44	4:59
4:55 PM <sup>C</sup>	5:07 <sup>C</sup>	5:14 <sup>C</sup>	5:29 <sup>C</sup>
5:25 PM	5:37	5:44	5:59
5:52 PM	6:04	6:11	6:26
6:22 PM	6:34	6:41	6:56
6:52 PM	7:04	7:11	7:26

Visit our website!

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# Route 2

# North Main



New Bedford Route

Timetable on reverse side

**LEGEND**

- Route
- Only Served on Some Trips
- Key Destinations



## **Attachment B**

Turning Movement Counts (TMCs)

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	38	35	0	73	14	1	0	15	0	8	0	8	96
7:15 AM	44	21	0	65	4	0	0	4	1	10	0	11	80
7:30 AM	28	28	0	56	4	1	0	5	0	8	0	8	69
7:45 AM	9	20	0	29	7	1	0	8	0	5	0	5	42
<b>Total</b>	<b>119</b>	<b>104</b>	<b>0</b>	<b>223</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>32</b>	<b>287</b>
8:00 AM	7	24	0	31	8	0	0	8	1	7	0	8	47
8:15 AM	8	14	0	22	8	0	0	8	0	4	0	4	34
8:30 AM	5	10	0	15	8	0	0	8	1	7	0	8	31
8:45 AM	6	12	0	18	10	0	0	10	0	4	0	4	32
<b>Total</b>	<b>26</b>	<b>60</b>	<b>0</b>	<b>86</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>2</b>	<b>22</b>	<b>0</b>	<b>24</b>	<b>144</b>
<b>Grand Total</b>	<b>145</b>	<b>164</b>	<b>0</b>	<b>309</b>	<b>63</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>3</b>	<b>53</b>	<b>0</b>	<b>56</b>	<b>431</b>
Approach %	46.9	53.1	0.0		95.5	4.5	0.0		5.4	94.6	0.0		
Total %	33.6	38.1	0.0	71.7	14.6	0.7	0.0	15.3	0.7	12.3	0.0	13.0	
Exiting Leg Total				116				167				148	431
Cars	121	135	0	256	36	2	0	38	1	25	0	26	320
% Cars	83.4	82.3	0.0	82.8	57.1	66.7	0.0	57.6	33.3	47.2	0.0	46.4	74.2
Exiting Leg Total				61				136				123	320
Heavy Vehicles	24	29	0	53	27	1	0	28	2	28	0	30	111
% Heavy Vehicles	16.6	17.7	0.0	17.2	42.9	33.3	0.0	42.4	66.7	52.8	0.0	53.6	25.8
Exiting Leg Total				55				31				25	111

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

7:00 AM	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	38	35	0	73	14	1	0	15	0	8	0	8	96
7:15 AM	44	21	0	65	4	0	0	4	1	10	0	11	80
7:30 AM	28	28	0	56	4	1	0	5	0	8	0	8	69
7:45 AM	9	20	0	29	7	1	0	8	0	5	0	5	42
<b>Total Volume</b>	<b>119</b>	<b>104</b>	<b>0</b>	<b>223</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>32</b>	<b>287</b>
% Approach Total	53.4	46.6	0.0		90.6	9.4	0.0		3.1	96.9	0.0		
PHF	0.676	0.743	0.000	0.764	0.518	0.750	0.000	0.533	0.250	0.775	0.000	0.727	0.747
Cars	104	91	0	195	16	2	0	18	1	16	0	17	230
Cars %	87.4	87.5	0.0	87.4	55.2	66.7	0.0	56.3	100.0	51.6	0.0	53.1	80.1
Heavy Vehicles	15	13	0	28	13	1	0	14	0	15	0	15	57
Heavy Vehicles %	12.6	12.5	0.0	12.6	44.8	33.3	0.0	43.8	0.0	48.4	0.0	46.9	19.9
Cars Enter Leg	104	91	0	195	16	2	0	18	1	16	0	17	230
Heavy Enter Leg	15	13	0	28	13	1	0	14	0	15	0	15	57
<b>Total Entering Leg</b>	<b>119</b>	<b>104</b>	<b>0</b>	<b>223</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>32</b>	<b>287</b>
Cars Exiting Leg				32				92				106	230
Heavy Exiting Leg				28				13				16	57
<b>Total Exiting Leg</b>				<b>60</b>				<b>105</b>				<b>122</b>	<b>287</b>

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	33	30	0	63	9	1	0	10	0	4	0	4	77
7:15 AM	41	20	0	61	3	0	0	3	1	5	0	6	70
7:30 AM	24	23	0	47	2	1	0	3	0	5	0	5	55
7:45 AM	6	18	0	24	2	0	0	2	0	2	0	2	28
<b>Total</b>	<b>104</b>	<b>91</b>	<b>0</b>	<b>195</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>230</b>
8:00 AM	2	20	0	22	7	0	0	7	0	3	0	3	32
8:15 AM	6	10	0	16	4	0	0	4	0	1	0	1	21
8:30 AM	4	6	0	10	4	0	0	4	0	3	0	3	17
8:45 AM	5	8	0	13	5	0	0	5	0	2	0	2	20
<b>Total</b>	<b>17</b>	<b>44</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>90</b>
<b>Grand Total</b>	<b>121</b>	<b>135</b>	<b>0</b>	<b>256</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>25</b>	<b>0</b>	<b>26</b>	<b>320</b>
Approach %	47.3	52.7	0.0		94.7	5.3	0.0		3.8	96.2	0.0		
Total %	37.8	42.2	0.0	80.0	11.3	0.6	0.0	11.9	0.3	7.8	0.0	8.1	
Exiting Leg Total				61				136				123	320

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

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	33	30	0	63	9	1	0	10	0	4	0	4	77
7:15 AM	41	20	0	61	3	0	0	3	1	5	0	6	70
7:30 AM	24	23	0	47	2	1	0	3	0	5	0	5	55
7:45 AM	6	18	0	24	2	0	0	2	0	2	0	2	28
<b>Total Volume</b>	<b>104</b>	<b>91</b>	<b>0</b>	<b>195</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>230</b>
% Approach Total	53.3	46.7	0.0		88.9	11.1	0.0		5.9	94.1	0.0		
PHF	0.634	0.758	0.000	0.774	0.444	0.500	0.000	0.450	0.250	0.800	0.000	0.708	0.747
Entering Leg	104	91	0	195	16	2	0	18	1	16	0	17	230
Exiting Leg				32				92				106	230
<b>Total</b>				<b>227</b>				<b>110</b>				<b>123</b>	<b>460</b>

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	5	5	0	10	5	0	0	5	0	4	0	4	19
7:15 AM	3	1	0	4	1	0	0	1	0	5	0	5	10
7:30 AM	4	5	0	9	2	0	0	2	0	3	0	3	14
7:45 AM	3	2	0	5	5	1	0	6	0	3	0	3	14
<b>Total</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>28</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>57</b>
8:00 AM	5	4	0	9	1	0	0	1	1	4	0	5	15
8:15 AM	2	4	0	6	4	0	0	4	0	3	0	3	13
8:30 AM	1	4	0	5	4	0	0	4	1	4	0	5	14
8:45 AM	1	4	0	5	5	0	0	5	0	2	0	2	12
<b>Total</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>25</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>15</b>	<b>54</b>
Grand Total	24	29	0	53	27	1	0	28	2	28	0	30	111
Approach %	45.3	54.7	0.0		96.4	3.6	0.0		6.7	93.3	0.0		
Total %	21.6	26.1	0.0	47.7	24.3	0.9	0.0	25.2	1.8	25.2	0.0	27.0	
Exiting Leg Total				55				31				25	111
Buses	0	0	0	0	0	0	0	0	0	3	0	3	3
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	10.0	2.7
Exiting Leg Total				3				0				0	3
Single-Unit Trucks	4	11	0	15	13	1	0	14	0	8	0	8	37
% Single-Unit	16.7	37.9	0.0	28.3	48.1	100.0	0.0	50.0	0.0	28.6	0.0	26.7	33.3
Exiting Leg Total				21				11				5	37
Articulated Trucks	20	18	0	38	14	0	0	14	2	17	0	19	71
% Articulated	83.3	62.1	0.0	71.7	51.9	0.0	0.0	50.0	100.0	60.7	0.0	63.3	64.0
Exiting Leg Total				31				20				20	71

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

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	5	5	0	10	5	0	0	5	0	4	0	4	19
7:15 AM	3	1	0	4	1	0	0	1	0	5	0	5	10
7:30 AM	4	5	0	9	2	0	0	2	0	3	0	3	14
7:45 AM	3	2	0	5	5	1	0	6	0	3	0	3	14
<b>Total Volume</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>28</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>57</b>
% Approach Total	53.6	46.4	0.0		92.9	7.1	0.0		0.0	100.0	0.0		
PHF	0.750	0.650	0.000	0.700	0.650	0.250	0.000	0.583	0.000	0.750	0.000	0.750	0.750
Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	13.3	3.5
Single-Unit Trucks	1	6	0	7	8	1	0	9	0	8	0	8	24
Single-Unit %	6.7	46.2	0.0	25.0	61.5	100.0	0.0	64.3	0.0	53.3	0.0	53.3	42.1
Articulated Trucks	14	7	0	21	5	0	0	5	0	5	0	5	31
Articulated %	93.3	53.8	0.0	75.0	38.5	0.0	0.0	35.7	0.0	33.3	0.0	33.3	54.4
Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	1	6	0	7	8	1	0	9	0	8	0	8	24
Articulated Trucks	14	7	0	21	5	0	0	5	0	5	0	5	31
Total Entering Leg	15	13	0	28	13	1	0	14	0	15	0	15	57
Buses				2				0				0	2
Single-Unit Trucks				16				6				2	24
Articulated Trucks				10				7				14	31
Total Exiting Leg				28				13				16	57



PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Innovation Way				Innovation Way				Amazon North Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	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	1	1	1
7:30 AM	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	1	0	1	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	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	100.0		
Exiting Leg Total				3				0				0		3

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

7:00 AM	Innovation Way				Innovation Way				Amazon North Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	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	1	1	1
7:30 AM	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	1	0	1	1	1
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500		0.500
Entering Leg	0	0	0	0	0	0	0	0	0	2	0	2	2	2
Exiting Leg				2				0				0		2
<b>Total</b>				<b>2</b>				<b>0</b>				<b>2</b>		<b>4</b>

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	3	0	3	3	0	0	3	0	4	0	4	10
7:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
7:30 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
7:45 AM	0	1	0	1	3	1	0	4	0	2	0	2	7
<b>Total</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>24</b>
8:00 AM	2	2	0	4	1	0	0	1	0	0	0	0	5
8:15 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
8:30 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
8:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
<b>Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>Grand Total</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>37</b>
Approach %	26.7	73.3	0.0		92.9	7.1	0.0		0.0	100.0	0.0		
Total %	10.8	29.7	0.0	40.5	35.1	2.7	0.0	37.8	0.0	21.6	0.0	21.6	
Exiting Leg Total				21				11				5	37

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

7:00 AM	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	3	0	3	3	0	0	3	0	4	0	4	10
7:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
7:30 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
7:45 AM	0	1	0	1	3	1	0	4	0	2	0	2	7
<b>Total Volume</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>24</b>
% Approach Total	14.3	85.7	0.0		88.9	11.1	0.0		0.0	100.0	0.0		
PHF	0.250	0.500	0.000	0.583	0.667	0.250	0.000	0.563	0.000	0.500	0.000	0.500	0.600
Entering Leg	1	6	0	7	8	1	0	9	0	8	0	8	24
Exiting Leg				16				6				2	24
<b>Total</b>				<b>23</b>				<b>15</b>				<b>10</b>	<b>48</b>

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	5	2	0	7	2	0	0	2	0	0	0	0	9
7:15 AM	2	1	0	3	1	0	0	1	0	2	0	2	6
7:30 AM	4	3	0	7	0	0	0	0	0	3	0	3	10
7:45 AM	3	1	0	4	2	0	0	2	0	0	0	0	6
<b>Total</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>31</b>
8:00 AM	3	2	0	5	0	0	0	0	1	4	0	5	10
8:15 AM	1	4	0	5	3	0	0	3	0	3	0	3	11
8:30 AM	1	2	0	3	2	0	0	2	1	3	0	4	9
8:45 AM	1	3	0	4	4	0	0	4	0	2	0	2	10
<b>Total</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>14</b>	<b>40</b>
Grand Total	20	18	0	38	14	0	0	14	2	17	0	19	71
Approach %	52.6	47.4	0.0		100.0	0.0	0.0		10.5	89.5	0.0		
Total %	28.2	25.4	0.0	53.5	19.7	0.0	0.0	19.7	2.8	23.9	0.0	26.8	
Exiting Leg Total				31				20				20	71

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

8:00 AM	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	3	2	0	5	0	0	0	0	1	4	0	5	10
8:15 AM	1	4	0	5	3	0	0	3	0	3	0	3	11
8:30 AM	1	2	0	3	2	0	0	2	1	3	0	4	9
8:45 AM	1	3	0	4	4	0	0	4	0	2	0	2	10
Total Volume	6	11	0	17	9	0	0	9	2	12	0	14	40
% Approach Total	35.3	64.7	0.0		100.0	0.0	0.0		14.3	85.7	0.0		
PHF	0.500	0.688	0.000	0.850	0.563	0.000	0.000	0.563	0.500	0.750	0.000	0.700	0.909
Entering Leg	6	11	0	17	9	0	0	9	2	12	0	14	40
Exiting Leg				21				13				6	40
<b>Total</b>				<b>38</b>				<b>22</b>				<b>20</b>	<b>80</b>

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Innovation Way						Innovation Way						Amazon North Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Exiting Leg Total	0						0						0						0

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

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

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	Innovation Way						Innovation Way						Amazon North Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

	Innovation Way						Innovation Way						Amazon North Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
<b>Total</b>	0						0						0						0

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	6	14	0	20	36	1	0	37	1	16	0	17	74
4:15 PM	7	13	0	20	13	0	0	13	1	10	0	11	44
4:30 PM	2	15	0	17	20	1	0	21	0	9	0	9	47
4:45 PM	8	21	1	30	24	0	0	24	2	9	0	11	65
<b>Total</b>	<b>23</b>	<b>63</b>	<b>1</b>	<b>87</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>44</b>	<b>0</b>	<b>48</b>	<b>230</b>
5:00 PM	10	12	0	22	29	2	0	31	2	8	0	10	63
5:15 PM	11	21	0	32	20	0	0	20	1	9	0	10	62
5:30 PM	19	21	0	40	23	1	0	24	1	60	0	61	125
5:45 PM	24	26	0	50	12	1	0	13	2	26	0	28	91
<b>Total</b>	<b>64</b>	<b>80</b>	<b>0</b>	<b>144</b>	<b>84</b>	<b>4</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>103</b>	<b>0</b>	<b>109</b>	<b>341</b>
Grand Total	87	143	1	231	177	6	0	183	10	147	0	157	571
Approach %	37.7	61.9	0.4		96.7	3.3	0.0		6.4	93.6	0.0		
Total %	15.2	25.0	0.2	40.5	31.0	1.1	0.0	32.0	1.8	25.7	0.0	27.5	
Exiting Leg Total				325				153				93	571
Cars	70	116	0	186	170	5	0	175	4	126	0	130	491
% Cars	80.5	81.1	0.0	80.5	96.0	83.3	0.0	95.6	40.0	85.7	0.0	82.8	86.0
Exiting Leg Total				296				120				75	491
Heavy Vehicles	17	27	1	45	7	1	0	8	6	21	0	27	80
% Heavy Vehicles	19.5	18.9	100.0	19.5	4.0	16.7	0.0	4.4	60.0	14.3	0.0	17.2	14.0
Exiting Leg Total				29				33				18	80

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

5:00 PM	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:00 PM	10	12	0	22	29	2	0	31	2	8	0	10	63
5:15 PM	11	21	0	32	20	0	0	20	1	9	0	10	62
5:30 PM	19	21	0	40	23	1	0	24	1	60	0	61	125
5:45 PM	24	26	0	50	12	1	0	13	2	26	0	28	91
<b>Total Volume</b>	<b>64</b>	<b>80</b>	<b>0</b>	<b>144</b>	<b>84</b>	<b>4</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>103</b>	<b>0</b>	<b>109</b>	<b>341</b>
% Approach Total	44.4	55.6	0.0		95.5	4.5	0.0		5.5	94.5	0.0		
PHF	0.667	0.769	0.000	0.720	0.724	0.500	0.000	0.710	0.750	0.429	0.000	0.447	0.682
Cars	55	74	0	129	84	4	0	88	3	96	0	99	316
Cars %	85.9	92.5	0.0	89.6	100.0	100.0	0.0	100.0	50.0	93.2	0.0	90.8	92.7
Heavy Vehicles	9	6	0	15	0	0	0	0	3	7	0	10	25
Heavy Vehicles %	14.1	7.5	0.0	10.4	0.0	0.0	0.0	0.0	50.0	6.8	0.0	9.2	7.3
Cars Enter Leg	55	74	0	129	84	4	0	88	3	96	0	99	316
Heavy Enter Leg	9	6	0	15	0	0	0	0	3	7	0	10	25
<b>Total Entering Leg</b>	<b>64</b>	<b>80</b>	<b>0</b>	<b>144</b>	<b>84</b>	<b>4</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>103</b>	<b>0</b>	<b>109</b>	<b>341</b>
Cars Exiting Leg				180				77				59	316
Heavy Exiting Leg				7				9				9	25
<b>Total Exiting Leg</b>				<b>187</b>				<b>86</b>				<b>68</b>	<b>341</b>



PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	5	7	0	12	34	1	0	35	0	9	0	9	56
4:15 PM	1	11	0	12	11	0	0	11	0	10	0	10	33
4:30 PM	1	9	0	10	19	0	0	19	0	7	0	7	36
4:45 PM	8	15	0	23	22	0	0	22	1	4	0	5	50
<b>Total</b>	<b>15</b>	<b>42</b>	<b>0</b>	<b>57</b>	<b>86</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>1</b>	<b>30</b>	<b>0</b>	<b>31</b>	<b>175</b>
5:00 PM	8	12	0	20	29	2	0	31	1	5	0	6	57
5:15 PM	9	19	0	28	20	0	0	20	1	9	0	10	58
5:30 PM	16	20	0	36	23	1	0	24	0	59	0	59	119
5:45 PM	22	23	0	45	12	1	0	13	1	23	0	24	82
<b>Total</b>	<b>55</b>	<b>74</b>	<b>0</b>	<b>129</b>	<b>84</b>	<b>4</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>96</b>	<b>0</b>	<b>99</b>	<b>316</b>
Grand Total	70	116	0	186	170	5	0	175	4	126	0	130	491
Approach %	37.6	62.4	0.0		97.1	2.9	0.0		3.1	96.9	0.0		
Total %	14.3	23.6	0.0	37.9	34.6	1.0	0.0	35.6	0.8	25.7	0.0	26.5	
Exiting Leg Total				296				120				75	491

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

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:00 PM	8	12	0	20	29	2	0	31	1	5	0	6	57
5:15 PM	9	19	0	28	20	0	0	20	1	9	0	10	58
5:30 PM	16	20	0	36	23	1	0	24	0	59	0	59	119
5:45 PM	22	23	0	45	12	1	0	13	1	23	0	24	82
<b>Total Volume</b>	<b>55</b>	<b>74</b>	<b>0</b>	<b>129</b>	<b>84</b>	<b>4</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>96</b>	<b>0</b>	<b>99</b>	<b>316</b>
% Approach Total	42.6	57.4	0.0		95.5	4.5	0.0		3.0	97.0	0.0		
PHF	0.625	0.804	0.000	0.717	0.724	0.500	0.000	0.710	0.750	0.407	0.000	0.419	0.664
Entering Leg	55	74	0	129	84	4	0	88	3	96	0	99	316
Exiting Leg				180				77				59	316
<b>Total</b>				<b>309</b>				<b>165</b>				<b>158</b>	<b>632</b>

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	7	0	8	2	0	0	2	1	7	0	8	18
4:15 PM	6	2	0	8	2	0	0	2	1	0	0	1	11
4:30 PM	1	6	0	7	1	1	0	2	0	2	0	2	11
4:45 PM	0	6	1	7	2	0	0	2	1	5	0	6	15
<b>Total</b>	<b>8</b>	<b>21</b>	<b>1</b>	<b>30</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>17</b>	<b>55</b>
5:00 PM	2	0	0	2	0	0	0	0	1	3	0	4	6
5:15 PM	2	2	0	4	0	0	0	0	0	0	0	0	4
5:30 PM	3	1	0	4	0	0	0	0	1	1	0	2	6
5:45 PM	2	3	0	5	0	0	0	0	1	3	0	4	9
<b>Total</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>25</b>
<b>Grand Total</b>	<b>17</b>	<b>27</b>	<b>1</b>	<b>45</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>21</b>	<b>0</b>	<b>27</b>	<b>80</b>
Approach %	37.8	60.0	2.2		87.5	12.5	0.0		22.2	77.8	0.0		
Total %	21.3	33.8	1.3	56.3	8.8	1.3	0.0	10.0	7.5	26.3	0.0	33.8	
Exiting Leg Total				29				33				18	80
Buses	0	5	0	5	0	0	0	0	5	0	0	5	10
% Buses	0.0	18.5	0.0	11.1	0.0	0.0	0.0	0.0	83.3	0.0	0.0	18.5	12.5
Exiting Leg Total				0				10				0	10
Single-Unit Trucks	10	15	1	26	1	1	0	2	1	3	0	4	32
% Single-Unit	58.8	55.6	100.0	57.8	14.3	100.0	0.0	25.0	16.7	14.3	0.0	14.8	40.0
Exiting Leg Total				5				16				11	32
Articulated Trucks	7	7	0	14	6	0	0	6	0	18	0	18	38
% Articulated	41.2	25.9	0.0	31.1	85.7	0.0	0.0	75.0	0.0	85.7	0.0	66.7	47.5
Exiting Leg Total				24				7				7	38

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

4:00 PM	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	7	0	8	2	0	0	2	1	7	0	8	18
4:15 PM	6	2	0	8	2	0	0	2	1	0	0	1	11
4:30 PM	1	6	0	7	1	1	0	2	0	2	0	2	11
4:45 PM	0	6	1	7	2	0	0	2	1	5	0	6	15
<b>Total Volume</b>	<b>8</b>	<b>21</b>	<b>1</b>	<b>30</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>17</b>	<b>55</b>
<b>% Approach Total</b>	<b>26.7</b>	<b>70.0</b>	<b>3.3</b>		<b>87.5</b>	<b>12.5</b>	<b>0.0</b>		<b>17.6</b>	<b>82.4</b>	<b>0.0</b>		
<b>PHF</b>	<b>0.333</b>	<b>0.750</b>	<b>0.250</b>	<b>0.938</b>	<b>0.875</b>	<b>0.250</b>	<b>0.000</b>	<b>1.000</b>	<b>0.750</b>	<b>0.500</b>	<b>0.000</b>	<b>0.531</b>	<b>0.764</b>
Buses	0	3	0	3	0	0	0	0	3	0	0	3	6
Buses %	0.0	14.3	0.0	10.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	17.6	10.9
Single-Unit Trucks	5	13	1	19	1	1	0	2	0	2	0	2	23
Single-Unit %	62.5	61.9	100.0	63.3	14.3	100.0	0.0	25.0	0.0	14.3	0.0	11.8	41.8
Articulated Trucks	3	5	0	8	6	0	0	6	0	12	0	12	26
Articulated %	37.5	23.8	0.0	26.7	85.7	0.0	0.0	75.0	0.0	85.7	0.0	70.6	47.3
Buses	0	3	0	3	0	0	0	0	3	0	0	3	6
Single-Unit Trucks	5	13	1	19	1	1	0	2	0	2	0	2	23
Articulated Trucks	3	5	0	8	6	0	0	6	0	12	0	12	26
<b>Total Entering Leg</b>	<b>8</b>	<b>21</b>	<b>1</b>	<b>30</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>17</b>	<b>55</b>
Buses				0				6				0	6
Single-Unit Trucks				4				13				6	23
Articulated Trucks				18				5				3	26
<b>Total Exiting Leg</b>				<b>22</b>				<b>24</b>				<b>9</b>	<b>55</b>

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
4:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>
<b>Grand Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>10</b>
Approach %	0.0	100.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total				0				10				0	10

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

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
4:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
<b>Total Volume</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.750
Entering Leg	0	3	0	3	0	0	0	0	3	0	0	3	6
Exiting Leg				0				6				0	6
<b>Total</b>				<b>3</b>				<b>6</b>				<b>3</b>	<b>12</b>

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Innovation Way				Innovation Way				Amazon North Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	4	0	4	0	0	0	0	0	0	2	0	2	6
4:15 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	4
4:30 PM	1	5	0	6	1	1	0	2	0	0	0	0	0	8
4:45 PM	0	4	1	5	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>5</b>	<b>13</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>23</b>	
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	2	
5:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	2	
5:30 PM	3	1	0	4	0	0	0	0	0	0	0	0	4	
5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
<b>Total</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>9</b>	
<b>Grand Total</b>	<b>10</b>	<b>15</b>	<b>1</b>	<b>26</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>32</b>	
Approach %	38.5	57.7	3.8		50.0	50.0	0.0		25.0	75.0	0.0			
Total %	31.3	46.9	3.1	81.3	3.1	3.1	0.0	6.3	3.1	9.4	0.0	12.5		
Exiting Leg Total				5				16				11	32	

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

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	6
4:15 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
4:30 PM	1	5	0	6	1	1	0	2	0	0	0	0	8
4:45 PM	0	4	1	5	0	0	0	0	0	0	0	0	5
<b>Total Volume</b>	<b>5</b>	<b>13</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>23</b>
<b>% Approach Total</b>	<b>26.3</b>	<b>68.4</b>	<b>5.3</b>		<b>50.0</b>	<b>50.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
PHF	0.313	0.650	0.250	0.792	0.250	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.719
Entering Leg	5	13	1	19	1	1	0	2	0	2	0	2	23
Exiting Leg				4				13				6	23
<b>Total</b>				<b>23</b>				<b>15</b>				<b>8</b>	<b>46</b>

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	2	0	3	2	0	0	2	0	5	0	5	10
4:15 PM	2	1	0	3	2	0	0	2	0	0	0	0	5
4:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
4:45 PM	0	1	0	1	2	0	0	2	0	5	0	5	8
<b>Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>26</b>
5:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	1	2	0	3	0	0	0	0	0	3	0	3	6
<b>Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>12</b>
<b>Grand Total</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>38</b>
Approach %	50.0	50.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	18.4	18.4	0.0	36.8	15.8	0.0	0.0	15.8	0.0	47.4	0.0	47.4	
Exiting Leg Total				24				7				7	38

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

	Innovation Way				Innovation Way				Amazon North Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	2	0	3	2	0	0	2	0	5	0	5	10
4:15 PM	2	1	0	3	2	0	0	2	0	0	0	0	5
4:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
4:45 PM	0	1	0	1	2	0	0	2	0	5	0	5	8
<b>Total Volume</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>26</b>
% Approach Total	37.5	62.5	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.625	0.000	0.667	0.750	0.000	0.000	0.750	0.000	0.600	0.000	0.600	0.650
Entering Leg	3	5	0	8	6	0	0	6	0	12	0	12	26
Exiting Leg				18				5				3	26
<b>Total</b>				<b>26</b>				<b>11</b>				<b>15</b>	<b>52</b>

PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Innovation Way						Innovation Way						Amazon North Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Exiting Leg Total	0						0						0						0

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

4:00 PM	Innovation Way						Innovation Way						Amazon North Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0



PDI File #: **218101 A**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon North Driveway**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	Innovation Way						Innovation Way						Amazon North Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

	Innovation Way						Innovation Way						Amazon North Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
<b>Total</b>	0						0						0						0

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	7	26	0	33	13	1	0	14	0	2	0	2	49
7:15 AM	4	19	0	23	5	1	0	6	0	0	0	0	29
7:30 AM	5	21	0	26	5	0	0	5	2	0	0	2	33
7:45 AM	0	20	0	20	8	1	2	11	0	0	0	0	31
<b>Total</b>	<b>16</b>	<b>86</b>	<b>0</b>	<b>102</b>	<b>31</b>	<b>3</b>	<b>2</b>	<b>36</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>142</b>
8:00 AM	1	24	0	25	8	1	0	9	0	0	0	0	34
8:15 AM	0	12	0	12	7	1	0	8	0	1	0	1	21
8:30 AM	0	11	0	11	6	0	0	6	1	2	0	3	20
8:45 AM	0	8	0	8	11	1	0	12	0	0	0	0	20
<b>Total</b>	<b>1</b>	<b>55</b>	<b>0</b>	<b>56</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>95</b>
Grand Total	17	141	0	158	63	6	2	71	3	5	0	8	237
Approach %	10.8	89.2	0.0		88.7	8.5	2.8		37.5	62.5	0.0		
Total %	7.2	59.5	0.0	66.7	26.6	2.5	0.8	30.0	1.3	2.1	0.0	3.4	
Exiting Leg Total				68				146				23	237
Cars	17	110	0	127	35	2	1	38	3	5	0	8	173
% Cars	100.0	78.0	0.0	80.4	55.6	33.3	50.0	53.5	100.0	100.0	0.0	100.0	73.0
Exiting Leg Total				40				114				19	173
Heavy Vehicles	0	31	0	31	28	4	1	33	0	0	0	0	64
% Heavy Vehicles	0.0	22.0	0.0	19.6	44.4	66.7	50.0	46.5	0.0	0.0	0.0	0.0	27.0
Exiting Leg Total				28				32				4	64

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

7:00 AM	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	7	26	0	33	13	1	0	14	0	2	0	2	49
7:15 AM	4	19	0	23	5	1	0	6	0	0	0	0	29
7:30 AM	5	21	0	26	5	0	0	5	2	0	0	2	33
7:45 AM	0	20	0	20	8	1	2	11	0	0	0	0	31
<b>Total Volume</b>	<b>16</b>	<b>86</b>	<b>0</b>	<b>102</b>	<b>31</b>	<b>3</b>	<b>2</b>	<b>36</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>142</b>
% Approach Total	15.7	84.3	0.0		86.1	8.3	5.6		50.0	50.0	0.0		
PHF	0.571	0.827	0.000	0.773	0.596	0.750	0.250	0.643	0.250	0.250	0.000	0.500	0.724
Cars	16	72	0	88	16	1	1	18	2	2	0	4	110
Cars %	100.0	83.7	0.0	86.3	51.6	33.3	50.0	50.0	100.0	100.0	0.0	100.0	77.5
Heavy Vehicles	0	14	0	14	15	2	1	18	0	0	0	0	32
Heavy Vehicles %	0.0	16.3	0.0	13.7	48.4	66.7	50.0	50.0	0.0	0.0	0.0	0.0	22.5
Cars Enter Leg	16	72	0	88	16	1	1	18	2	2	0	4	110
Heavy Enter Leg	0	14	0	14	15	2	1	18	0	0	0	0	32
<b>Total Entering Leg</b>	<b>16</b>	<b>86</b>	<b>0</b>	<b>102</b>	<b>31</b>	<b>3</b>	<b>2</b>	<b>36</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>142</b>
Cars Exiting Leg				18				75				17	110
Heavy Exiting Leg				15				15				2	32
<b>Total Exiting Leg</b>				33				90				19	142

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	7	21	0	28	8	1	0	9	0	2	0	2	39
7:15 AM	4	17	0	21	4	0	0	4	0	0	0	0	25
7:30 AM	5	16	0	21	2	0	0	2	2	0	0	2	25
7:45 AM	0	18	0	18	2	0	1	3	0	0	0	0	21
<b>Total</b>	<b>16</b>	<b>72</b>	<b>0</b>	<b>88</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>110</b>
8:00 AM	1	19	0	20	7	1	0	8	0	0	0	0	28
8:15 AM	0	8	0	8	3	0	0	3	0	1	0	1	12
8:30 AM	0	6	0	6	3	0	0	3	1	2	0	3	12
8:45 AM	0	5	0	5	6	0	0	6	0	0	0	0	11
<b>Total</b>	<b>1</b>	<b>38</b>	<b>0</b>	<b>39</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>63</b>
<b>Grand Total</b>	<b>17</b>	<b>110</b>	<b>0</b>	<b>127</b>	<b>35</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>173</b>
Approach %	13.4	86.6	0.0		92.1	5.3	2.6		37.5	62.5	0.0		
Total %	9.8	63.6	0.0	73.4	20.2	1.2	0.6	22.0	1.7	2.9	0.0	4.6	
Exiting Leg Total				40				114				19	173

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

	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	7	21	0	28	8	1	0	9	0	2	0	2	39
7:15 AM	4	17	0	21	4	0	0	4	0	0	0	0	25
7:30 AM	5	16	0	21	2	0	0	2	2	0	0	2	25
7:45 AM	0	18	0	18	2	0	1	3	0	0	0	0	21
<b>Total Volume</b>	<b>16</b>	<b>72</b>	<b>0</b>	<b>88</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>110</b>
% Approach Total	18.2	81.8	0.0		88.9	5.6	5.6		50.0	50.0	0.0		
PHF	0.571	0.857	0.000	0.786	0.500	0.250	0.250	0.500	0.250	0.250	0.000	0.500	0.705
Entering Leg	16	72	0	88	16	1	1	18	2	2	0	4	110
Exiting Leg				18				75				17	110
<b>Total</b>				<b>106</b>				<b>93</b>				<b>21</b>	<b>220</b>

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

	Innovation Way				Innovation Way				Amazon South Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	5	0	5	5	0	0	5	0	0	0	0	10	
7:15 AM	0	2	0	2	1	1	0	2	0	0	0	0	4	
7:30 AM	0	5	0	5	3	0	0	3	0	0	0	0	8	
7:45 AM	0	2	0	2	6	1	1	8	0	0	0	0	10	
<b>Total</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	
8:00 AM	0	5	0	5	1	0	0	1	0	0	0	0	6	
8:15 AM	0	4	0	4	4	1	0	5	0	0	0	0	9	
8:30 AM	0	5	0	5	3	0	0	3	0	0	0	0	8	
8:45 AM	0	3	0	3	5	1	0	6	0	0	0	0	9	
<b>Total</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	
Grand Total	0	31	0	31	28	4	1	33	0	0	0	0	64	
Approach %	0.0	100.0	0.0		84.8	12.1	3.0		0.0	0.0	0.0			
Total %	0.0	48.4	0.0	48.4	43.8	6.3	1.6	51.6	0.0	0.0	0.0	0.0		
Exiting Leg Total				28				32					4	64
Buses	0	0	0	0	0	4	0	4	0	0	0	0	4	
% Buses	0.0	0.0	0.0	0.0	0.0	100.0	0.0	12.1	0.0	0.0	0.0	0.0	6.3	
Exiting Leg Total				0				0					4	
Single-Unit Trucks	0	13	0	13	14	0	0	14	0	0	0	0	27	
% Single-Unit	0.0	41.9	0.0	41.9	50.0	0.0	0.0	42.4	0.0	0.0	0.0	0.0	42.2	
Exiting Leg Total				14				13					27	
Articulated Trucks	0	18	0	18	14	0	1	15	0	0	0	0	33	
% Articulated	0.0	58.1	0.0	58.1	50.0	0.0	100.0	45.5	0.0	0.0	0.0	0.0	51.6	
Exiting Leg Total				14				19					33	

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

	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	0	5	0	5	3	0	0	3	0	0	0	0	8
7:45 AM	0	2	0	2	6	1	1	8	0	0	0	0	10
8:00 AM	0	5	0	5	1	0	0	1	0	0	0	0	6
8:15 AM	0	4	0	4	4	1	0	5	0	0	0	0	9
<b>Total Volume</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>
% Approach Total	0.0	100.0	0.0		82.4	11.8	5.9		0.0	0.0	0.0		
PHF	0.000	0.800	0.000	0.800	0.583	0.500	0.250	0.531	0.000	0.000	0.000	0.000	0.825
Buses	0	0	0	0	0	2	0	2	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	11.8	0.0	0.0	0.0	0.0	6.1
Single-Unit Trucks	0	5	0	5	9	0	0	9	0	0	0	0	14
Single-Unit %	0.0	31.3	0.0	31.3	64.3	0.0	0.0	52.9	0.0	0.0	0.0	0.0	42.4
Articulated Trucks	0	11	0	11	5	0	1	6	0	0	0	0	17
Articulated %	0.0	68.8	0.0	68.8	35.7	0.0	100.0	35.3	0.0	0.0	0.0	0.0	51.5
Buses	0	0	0	0	0	2	0	2	0	0	0	0	2
Single-Unit Trucks	0	5	0	5	9	0	0	9	0	0	0	0	14
Articulated Trucks	0	11	0	11	5	0	1	6	0	0	0	0	17
Total Entering Leg	0	16	0	16	14	2	1	17	0	0	0	0	33
Buses				0				0					2
Single-Unit Trucks				9				5					14
Articulated Trucks				5				12					17
Total Exiting Leg				14				17					33

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0					4

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

7:00 AM	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	2	0	2	0	0	0	0	2
Exiting Leg				0				0					2
<b>Total</b>				<b>0</b>				<b>2</b>					<b>2</b>

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Innovation Way				Innovation Way				Amazon South Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	4	0	4	3	0	0	3	0	0	0	0	7	
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	
7:30 AM	0	2	0	2	3	0	0	3	0	0	0	0	5	
7:45 AM	0	1	0	1	4	0	0	4	0	0	0	0	5	
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	
8:00 AM	0	2	0	2	1	0	0	1	0	0	0	0	3	
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	
8:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	3	
8:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	2	
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	
<b>Grand Total</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	48.1	0.0	48.1	51.9	0.0	0.0	51.9	0.0	0.0	0.0	0.0		
Exiting Leg Total				14				13					0	27

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

7:00 AM	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	4	0	4	3	0	0	3	0	0	0	0	7
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	2	0	2	3	0	0	3	0	0	0	0	5
7:45 AM	0	1	0	1	4	0	0	4	0	0	0	0	5
<b>Total Volume</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.500	0.000	0.500	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.643
Entering Leg	0	8	0	8	10	0	0	10	0	0	0	0	18
Exiting Leg				10				8					18
<b>Total</b>				<b>18</b>				<b>18</b>					<b>36</b>

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Innovation Way				Innovation Way				Amazon South Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	1	0	1	2	0	0	2	0	0	0	0	3	
7:15 AM	0	1	0	1	1	0	0	1	0	0	0	0	2	
7:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	3	
7:45 AM	0	1	0	1	2	0	1	3	0	0	0	0	4	
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	
8:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	3	
8:15 AM	0	4	0	4	3	0	0	3	0	0	0	0	7	
8:30 AM	0	3	0	3	2	0	0	2	0	0	0	0	5	
8:45 AM	0	2	0	2	4	0	0	4	0	0	0	0	6	
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	
<b>Grand Total</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	
Approach %	0.0	100.0	0.0		93.3	0.0	6.7		0.0	0.0	0.0			
Total %	0.0	54.5	0.0	54.5	42.4	0.0	3.0	45.5	0.0	0.0	0.0	0.0		
Exiting Leg Total				14				19					0	33

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

8:00 AM	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	3
8:15 AM	0	4	0	4	3	0	0	3	0	0	0	0	7
8:30 AM	0	3	0	3	2	0	0	2	0	0	0	0	5
8:45 AM	0	2	0	2	4	0	0	4	0	0	0	0	6
<b>Total Volume</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.750	0.563	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	12	0	12	9	0	0	9	0	0	0	0	21
Exiting Leg				9				12					21
<b>Total</b>				<b>21</b>				<b>21</b>					<b>42</b>

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Innovation Way						Innovation Way						Amazon South Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Exiting Leg Total	0						0						0						0

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

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



PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	Innovation Way						Innovation Way						Amazon South Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

	Innovation Way						Innovation Way						Amazon South Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
<b>Total</b>	0						0						0						0

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	14	0	15	35	0	0	35	0	0	0	0	50
4:15 PM	3	10	0	13	11	0	0	11	0	2	0	2	26
4:30 PM	2	13	0	15	16	0	0	16	0	1	0	1	32
4:45 PM	9	14	0	23	20	2	0	22	1	0	0	1	46
<b>Total</b>	<b>15</b>	<b>51</b>	<b>0</b>	<b>66</b>	<b>82</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>154</b>
5:00 PM	7	5	1	13	29	0	0	29	1	0	0	1	43
5:15 PM	17	6	0	23	15	2	0	17	1	3	0	4	44
5:30 PM	13	9	0	22	15	0	0	15	1	8	0	9	46
5:45 PM	19	9	0	28	8	4	0	12	0	5	0	5	45
<b>Total</b>	<b>56</b>	<b>29</b>	<b>1</b>	<b>86</b>	<b>67</b>	<b>6</b>	<b>0</b>	<b>73</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>19</b>	<b>178</b>
Grand Total	71	80	1	152	149	8	0	157	4	19	0	23	332
Approach %	46.7	52.6	0.7		94.9	5.1	0.0		17.4	82.6	0.0		
Total %	21.4	24.1	0.3	45.8	44.9	2.4	0.0	47.3	1.2	5.7	0.0	6.9	
Exiting Leg Total				169				84				79	332
Cars	65	51	0	116	142	8	0	150	4	19	0	23	289
% Cars	91.5	63.8	0.0	76.3	95.3	100.0	0.0	95.5	100.0	100.0	0.0	100.0	87.0
Exiting Leg Total				161				55				73	289
Heavy Vehicles	6	29	1	36	7	0	0	7	0	0	0	0	43
% Heavy Vehicles	8.5	36.3	100.0	23.7	4.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	13.0
Exiting Leg Total				8				29				6	43

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

4:45 PM	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:45 PM	9	14	0	23	20	2	0	22	1	0	0	1	46
5:00 PM	7	5	1	13	29	0	0	29	1	0	0	1	43
5:15 PM	17	6	0	23	15	2	0	17	1	3	0	4	44
5:30 PM	13	9	0	22	15	0	0	15	1	8	0	9	46
Total Volume	46	34	1	81	79	4	0	83	4	11	0	15	179
% Approach Total	56.8	42.0	1.2		95.2	4.8	0.0		26.7	73.3	0.0		
PHF	0.676	0.607	0.250	0.880	0.681	0.500	0.000	0.716	1.000	0.344	0.000	0.417	0.973
Cars	43	24	0	67	77	4	0	81	4	11	0	15	163
Cars %	93.5	70.6	0.0	82.7	97.5	100.0	0.0	97.6	100.0	100.0	0.0	100.0	91.1
Heavy Vehicles	3	10	1	14	2	0	0	2	0	0	0	0	16
Heavy Vehicles %	6.5	29.4	100.0	17.3	2.5	0.0	0.0	2.4	0.0	0.0	0.0	0.0	8.9
Cars Enter Leg	43	24	0	67	77	4	0	81	4	11	0	15	163
Heavy Enter Leg	3	10	1	14	2	0	0	2	0	0	0	0	16
Total Entering Leg	46	34	1	81	79	4	0	83	4	11	0	15	179
Cars Exiting Leg				88				28				47	163
Heavy Exiting Leg				3				10				3	16
Total Exiting Leg				91				38				50	179

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	6	0	6	33	0	0	33	0	0	0	0	39
4:15 PM	2	8	0	10	9	0	0	9	0	2	0	2	21
4:30 PM	2	7	0	9	15	0	0	15	0	1	0	1	25
4:45 PM	8	7	0	15	18	2	0	20	1	0	0	1	36
<b>Total</b>	<b>12</b>	<b>28</b>	<b>0</b>	<b>40</b>	<b>75</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>121</b>
5:00 PM	6	5	0	11	29	0	0	29	1	0	0	1	41
5:15 PM	16	5	0	21	15	2	0	17	1	3	0	4	42
5:30 PM	13	7	0	20	15	0	0	15	1	8	0	9	44
5:45 PM	18	6	0	24	8	4	0	12	0	5	0	5	41
<b>Total</b>	<b>53</b>	<b>23</b>	<b>0</b>	<b>76</b>	<b>67</b>	<b>6</b>	<b>0</b>	<b>73</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>19</b>	<b>168</b>
Grand Total	65	51	0	116	142	8	0	150	4	19	0	23	289
Approach %	56.0	44.0	0.0		94.7	5.3	0.0		17.4	82.6	0.0		
Total %	22.5	17.6	0.0	40.1	49.1	2.8	0.0	51.9	1.4	6.6	0.0	8.0	
Exiting Leg Total				161				55				73	289

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

	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:00 PM	6	5	0	11	29	0	0	29	1	0	0	1	41
5:15 PM	16	5	0	21	15	2	0	17	1	3	0	4	42
5:30 PM	13	7	0	20	15	0	0	15	1	8	0	9	44
5:45 PM	18	6	0	24	8	4	0	12	0	5	0	5	41
<b>Total Volume</b>	<b>53</b>	<b>23</b>	<b>0</b>	<b>76</b>	<b>67</b>	<b>6</b>	<b>0</b>	<b>73</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>19</b>	<b>168</b>
% Approach Total	69.7	30.3	0.0		91.8	8.2	0.0		15.8	84.2	0.0		
PHF	0.736	0.821	0.000	0.792	0.578	0.375	0.000	0.629	0.750	0.500	0.000	0.528	0.955
Entering Leg	53	23	0	76	67	6	0	73	3	16	0	19	168
Exiting Leg				83				26				59	168
<b>Total</b>				<b>159</b>				<b>99</b>				<b>78</b>	<b>336</b>

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	Innovation Way				Innovation Way				Amazon South Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	1	8	0	9	2	0	0	2	0	0	0	0	11	
4:15 PM	1	2	0	3	2	0	0	2	0	0	0	0	5	
4:30 PM	0	6	0	6	1	0	0	1	0	0	0	0	7	
4:45 PM	1	7	0	8	2	0	0	2	0	0	0	0	10	
<b>Total</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	
5:00 PM	1	0	1	2	0	0	0	0	0	0	0	0	2	
5:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	2	
5:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	2	
5:45 PM	1	3	0	4	0	0	0	0	0	0	0	0	4	
<b>Total</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	
<b>Grand Total</b>	<b>6</b>	<b>29</b>	<b>1</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	
Approach %	16.7	80.6	2.8		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	14.0	67.4	2.3	83.7	16.3	0.0	0.0	16.3	0.0	0.0	0.0	0.0		
Exiting Leg Total				8				29					6	43
Buses	4	5	0	9	0	0	0	0	0	0	0	0	9	
% Buses	66.7	17.2	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9	
Exiting Leg Total				0				5					4	9
Single-Unit Trucks	1	15	1	17	2	0	0	2	0	0	0	0	19	
% Single-Unit	16.7	51.7	100.0	47.2	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	44.2	
Exiting Leg Total				3				15					1	19
Articulated Trucks	1	9	0	10	5	0	0	5	0	0	0	0	15	
% Articulated	16.7	31.0	0.0	27.8	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	34.9	
Exiting Leg Total				5				9					1	15

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

4:00 PM	Innovation Way				Innovation Way				Amazon South Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	1	8	0	9	2	0	0	2	0	0	0	0	11	
4:15 PM	1	2	0	3	2	0	0	2	0	0	0	0	5	
4:30 PM	0	6	0	6	1	0	0	1	0	0	0	0	7	
4:45 PM	1	7	0	8	2	0	0	2	0	0	0	0	10	
<b>Total Volume</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	
<b>% Approach Total</b>	<b>11.5</b>	<b>88.5</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
PHF	0.750	0.719	0.000	0.722	0.875	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.750	
Buses	3	3	0	6	0	0	0	0	0	0	0	0	6	
Buses %	100.0	13.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	
Single-Unit Trucks	0	13	0	13	2	0	0	2	0	0	0	0	15	
Single-Unit %	0.0	56.5	0.0	50.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	45.5	
Articulated Trucks	0	7	0	7	5	0	0	5	0	0	0	0	12	
Articulated %	0.0	30.4	0.0	26.9	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	36.4	
Buses	3	3	0	6	0	0	0	0	0	0	0	0	6	
Single-Unit Trucks	0	13	0	13	2	0	0	2	0	0	0	0	15	
Articulated Trucks	0	7	0	7	5	0	0	5	0	0	0	0	12	
<b>Total Entering Leg</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	
Buses				0				3					3	6
Single-Unit Trucks				2				13					0	15
Articulated Trucks				5				7					0	12
<b>Total Exiting Leg</b>				<b>7</b>				<b>23</b>				<b>3</b>	<b>33</b>	

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Innovation Way				Innovation Way				Amazon South Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2
4:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Grand Total</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
Approach %	44.4	55.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	44.4	55.6	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				5					4	9

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

	Innovation Way				Innovation Way				Amazon South Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2
4:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
% Approach Total	50.0	50.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.750	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	3	3	0	6	0	0	0	0	0	0	0	0	0	6
Exiting Leg				0				3					3	6
<b>Total</b>				<b>6</b>				<b>3</b>					<b>3</b>	<b>12</b>

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Innovation Way				Innovation Way				Amazon South Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	4	0	4	1	0	0	1	0	0	0	0	5	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	5	0	5	1	0	0	1	0	0	0	0	6	
4:45 PM	0	4	0	4	0	0	0	0	0	0	0	0	4	
<b>Total</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
5:00 PM	1	0	1	2	0	0	0	0	0	0	0	0	2	
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
5:30 PM	0	1	0	1	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	
<b>Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	
<b>Grand Total</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	
Approach %	5.9	88.2	5.9		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	5.3	78.9	5.3	89.5	10.5	0.0	0.0	10.5	0.0	0.0	0.0	0.0		
Exiting Leg Total				3				15					1	19

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

	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	4	0	4	1	0	0	1	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	5	0	5	1	0	0	1	0	0	0	0	6
4:45 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
<b>Total Volume</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.650	0.000	0.650	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	13	0	13	2	0	0	2	0	0	0	0	15
Exiting Leg				2				13					15
<b>Total</b>				<b>15</b>				<b>15</b>					<b>30</b>

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Innovation Way				Innovation Way				Amazon South Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	3	0	3	1	0	0	1	0	0	0	0	4	
4:15 PM	0	1	0	1	2	0	0	2	0	0	0	0	3	
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
4:45 PM	0	2	0	2	2	0	0	2	0	0	0	0	4	
<b>Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	1	2	0	3	0	0	0	0	0	0	0	0	3	
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
<b>Grand Total</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
Approach %	10.0	90.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	6.7	60.0	0.0	66.7	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0		
Exiting Leg Total				5				9					1	15

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

	Innovation Way				Innovation Way				Amazon South Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	3	0	3	1	0	0	1	0	0	0	0	4
4:15 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	0	2	2	0	0	2	0	0	0	0	4
<b>Total Volume</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.583	0.000	0.583	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	7	0	7	5	0	0	5	0	0	0	0	12
Exiting Leg				5				7					12
<b>Total</b>				<b>12</b>				<b>12</b>					<b>24</b>

PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Innovation Way						Innovation Way						Amazon South Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Exiting Leg Total	0						0						0						0

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

4:00 PM	Innovation Way						Innovation Way						Amazon South Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0



PDI File #: **218101 B**  
 Location: **N: Innovation Way S: Innovation Way**  
 Location: **W: Amazon South Driveway**  
 City, State: **Fall River, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	Innovation Way						Innovation Way						Amazon South Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

4:00 PM	Innovation Way						Innovation Way						Amazon South Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:

**Cars and Heavy Vehicles (Combined)**

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	12	9	0	0	21	43	0	15	0	58	11	31	0	0	42	121
7:15 AM	0	0	0	0	0	6	9	0	0	15	46	0	18	0	64	17	25	0	0	42	121
7:30 AM	0	0	0	0	0	6	7	0	0	13	25	0	7	0	32	18	25	0	0	43	88
7:45 AM	0	0	0	0	0	7	7	0	0	14	11	0	23	0	34	12	18	0	0	30	78
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>125</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>188</b>	<b>58</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>408</b>
8:00 AM	0	0	0	0	0	10	5	0	0	15	10	0	9	0	19	13	23	0	0	36	70
8:15 AM	0	0	0	0	0	5	6	0	0	11	7	0	9	0	16	14	17	0	0	31	58
8:30 AM	0	0	0	0	0	7	8	0	0	15	2	0	9	0	11	16	14	0	1	31	57
8:45 AM	0	0	0	0	0	9	6	0	0	15	7	0	7	0	14	7	8	0	0	15	44
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>62</b>	<b>0</b>	<b>1</b>	<b>113</b>	<b>229</b>
Grand Total	0	0	0	0	0	62	57	0	0	119	151	0	97	0	248	108	161	0	1	270	637
Approach %	0.0	0.0	0.0	0.0	0.0	52.1	47.9	0.0	0.0		60.9	0.0	39.1	0.0		40.0	59.6	0.0	0.4		
Total %	0.0	0.0	0.0	0.0	0.0	9.7	8.9	0.0	0.0	18.7	23.7	0.0	15.2	0.0	38.9	17.0	25.3	0.0	0.2	42.4	
Exiting Leg Total	62					312					108					155					637
Cars	0	0	0	0	0	24	39	0	0	63	136	0	63	0	199	82	123	0	1	206	468
% Cars	0.0	0.0	0.0	0.0	0.0	38.7	68.4	0.0	0.0	52.9	90.1	0.0	64.9	0.0	80.2	75.9	76.4	0.0	100.0	76.3	73.5
Exiting Leg Total	24					259					82					103					468
Heavy Vehicles	0	0	0	0	0	38	18	0	0	56	15	0	34	0	49	26	38	0	0	64	169
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	61.3	31.6	0.0	0.0	47.1	9.9	0.0	35.1	0.0	19.8	24.1	23.6	0.0	0.0	23.7	26.5
Exiting Leg Total	38					53					26					52					169

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

7:00 AM	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	12	9	0	0	21	43	0	15	0	58	11	31	0	0	42	121
7:15 AM	0	0	0	0	0	6	9	0	0	15	46	0	18	0	64	17	25	0	0	42	121
7:30 AM	0	0	0	0	0	6	7	0	0	13	25	0	7	0	32	18	25	0	0	43	88
7:45 AM	0	0	0	0	0	7	7	0	0	14	11	0	23	0	34	12	18	0	0	30	78
Total Volume	0	0	0	0	0	31	32	0	0	63	125	0	63	0	188	58	99	0	0	157	408
% Approach Total	0.0	0.0	0.0	0.0	0.0	49.2	50.8	0.0	0.0		66.5	0.0	33.5	0.0		36.9	63.1	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.646	0.889	0.000	0.000	0.750	0.679	0.000	0.685	0.000	0.734	0.806	0.798	0.000	0.000	0.913	0.843
Cars	0	0	0	0	0	9	23	0	0	32	114	0	39	0	153	42	81	0	0	123	308
Cars %	0.0	0.0	0.0	0.0	0.0	29.0	71.9	0.0	0.0	50.8	91.2	0.0	61.9	0.0	81.4	72.4	81.8	0.0	0.0	78.3	75.5
Heavy Vehicles	0	0	0	0	0	22	9	0	0	31	11	0	24	0	35	16	18	0	0	34	100
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	71.0	28.1	0.0	0.0	49.2	8.8	0.0	38.1	0.0	18.6	27.6	18.2	0.0	0.0	21.7	24.5
Cars Enter Leg	0	0	0	0	0	9	23	0	0	32	114	0	39	0	153	42	81	0	0	123	308
Heavy Enter Leg	0	0	0	0	0	22	9	0	0	31	11	0	24	0	35	16	18	0	0	34	100
Total Entering Leg	0	0	0	0	0	31	32	0	0	63	125	0	63	0	188	58	99	0	0	157	408
Cars Exiting Leg	9					195					42					62					308
Heavy Exiting Leg	22					29					16					33					100
Total Exiting Leg	31					224					58					95					408

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:

**Cars**

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	0	0	5	8	0	0	13	40	0	13	0	53	6	24	0	0	30	96					
7:15 AM	0	0	0	0	0	1	7	0	0	8	43	0	8	0	51	13	23	0	0	36	95					
7:30 AM	0	0	0	0	0	2	5	0	0	7	21	0	4	0	25	15	20	0	0	35	67					
7:45 AM	0	0	0	0	0	1	3	0	0	4	10	0	14	0	24	8	14	0	0	22	50					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>114</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>153</b>	<b>42</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>308</b>					
8:00 AM	0	0	0	0	0	6	4	0	0	10	8	0	7	0	15	11	16	0	0	27	52					
8:15 AM	0	0	0	0	0	2	3	0	0	5	6	0	7	0	13	12	11	0	0	23	41					
8:30 AM	0	0	0	0	0	2	5	0	0	7	2	0	3	0	5	13	9	0	1	23	35					
8:45 AM	0	0	0	0	0	5	4	0	0	9	6	0	7	0	13	4	6	0	0	10	32					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>22</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>46</b>	<b>40</b>	<b>42</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>160</b>					
Grand Total	0	0	0	0	0	24	39	0	0	63	136	0	63	0	199	82	123	0	1	206	468					
Approach %	0.0	0.0	0.0	0.0		38.1	61.9	0.0	0.0		68.3	0.0	31.7	0.0		39.8	59.7	0.0	0.5							
Total %	0.0	0.0	0.0	0.0	0.0	5.1	8.3	0.0	0.0	13.5	29.1	0.0	13.5	0.0	42.5	17.5	26.3	0.0	0.2	44.0						
Exiting Leg Total						24					259					82					103					468

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

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	0	0	5	8	0	0	13	40	0	13	0	53	6	24	0	0	30	96					
7:15 AM	0	0	0	0	0	1	7	0	0	8	43	0	8	0	51	13	23	0	0	36	95					
7:30 AM	0	0	0	0	0	2	5	0	0	7	21	0	4	0	25	15	20	0	0	35	67					
7:45 AM	0	0	0	0	0	1	3	0	0	4	10	0	14	0	24	8	14	0	0	22	50					
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>114</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>153</b>	<b>42</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>308</b>					
% Approach Total	0.0	0.0	0.0	0.0		28.1	71.9	0.0	0.0		74.5	0.0	25.5	0.0		34.1	65.9	0.0	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.450	0.719	0.000	0.000	0.615	0.663	0.000	0.696	0.000	0.722	0.700	0.844	0.000	0.000	0.854	0.802					
Entering Leg	0	0	0	0	0	9	23	0	0	32	114	0	39	0	153	42	81	0	0	123	308					
Exiting Leg						9					195					42					62					308
<b>Total</b>						9					227					195					185					616

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**

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

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	7	1	0	0	8	3	0	2	0	5	5	7	0	0	12	25
7:15 AM	0	0	0	0	0	5	2	0	0	7	3	0	10	0	13	4	2	0	0	6	26
7:30 AM	0	0	0	0	0	4	2	0	0	6	4	0	3	0	7	3	5	0	0	8	21
7:45 AM	0	0	0	0	0	6	4	0	0	10	1	0	9	0	10	4	4	0	0	8	28
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>11</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>35</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>100</b>
8:00 AM	0	0	0	0	0	4	1	0	0	5	2	0	2	0	4	2	7	0	0	9	18
8:15 AM	0	0	0	0	0	3	3	0	0	6	1	0	2	0	3	2	6	0	0	8	17
8:30 AM	0	0	0	0	0	5	3	0	0	8	0	0	6	0	6	3	5	0	0	8	22
8:45 AM	0	0	0	0	0	4	2	0	0	6	1	0	0	0	1	3	2	0	0	5	12
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>14</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>69</b>
Grand Total	0	0	0	0	0	38	18	0	0	56	15	0	34	0	49	26	38	0	0	64	169
Approach %	0.0	0.0	0.0	0.0	0.0	67.9	32.1	0.0	0.0	0.0	30.6	0.0	69.4	0.0	0.0	40.6	59.4	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	22.5	10.7	0.0	0.0	33.1	8.9	0.0	20.1	0.0	29.0	15.4	22.5	0.0	0.0	37.9	
Exiting Leg Total	38					53					26					52					169
Buses	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	0	0	0	0	0	6
% Buses	0.0	0.0	0.0	0.0	0.0	2.6	16.7	0.0	0.0	7.1	0.0	0.0	5.9	0.0	4.1	0.0	0.0	0.0	0.0	0.0	3.6
Exiting Leg Total	1					0					0					5					6
Single-Unit Trucks	0	0	0	0	0	15	5	0	0	20	5	0	12	0	17	2	12	0	0	14	51
% Single-Unit	0.0	0.0	0.0	0.0	0.0	39.5	27.8	0.0	0.0	35.7	33.3	0.0	35.3	0.0	34.7	7.7	31.6	0.0	0.0	21.9	30.2
Exiting Leg Total	15					17					2					17					51
Articulated Trucks	0	0	0	0	0	22	10	0	0	32	10	0	20	0	30	24	26	0	0	50	112
% Articulated	0.0	0.0	0.0	0.0	0.0	57.9	55.6	0.0	0.0	57.1	66.7	0.0	58.8	0.0	61.2	92.3	68.4	0.0	0.0	78.1	66.3
Exiting Leg Total	22					36					24					30					112

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

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	7	1	0	0	8	3	0	2	0	5	5	7	0	0	12	25
7:15 AM	0	0	0	0	0	5	2	0	0	7	3	0	10	0	13	4	2	0	0	6	26
7:30 AM	0	0	0	0	0	4	2	0	0	6	4	0	3	0	7	3	5	0	0	8	21
7:45 AM	0	0	0	0	0	6	4	0	0	10	1	0	9	0	10	4	4	0	0	8	28
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>11</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>35</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>100</b>
% Approach Total	0.0	0.0	0.0	0.0	0.0	71.0	29.0	0.0	0.0	0.0	31.4	0.0	68.6	0.0	0.0	47.1	52.9	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.786	0.563	0.000	0.000	0.775	0.688	0.000	0.600	0.000	0.673	0.800	0.643	0.000	0.000	0.708	0.893
Buses	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	4
Buses %	0.0	0.0	0.0	0.0	0.0	4.5	22.2	0.0	0.0	9.7	0.0	0.0	4.2	0.0	2.9	0.0	0.0	0.0	0.0	0.0	4.0
Single-Unit Trucks	0	0	0	0	0	12	5	0	0	17	4	0	7	0	11	1	5	0	0	6	34
Single-Unit %	0.0	0.0	0.0	0.0	0.0	54.5	55.6	0.0	0.0	54.8	36.4	0.0	29.2	0.0	31.4	6.3	27.8	0.0	0.0	17.6	34.0
Articulated Trucks	0	0	0	0	0	9	2	0	0	11	7	0	16	0	23	15	13	0	0	28	62
Articulated %	0.0	0.0	0.0	0.0	0.0	40.9	22.2	0.0	0.0	35.5	63.6	0.0	66.7	0.0	65.7	93.8	72.2	0.0	0.0	82.4	62.0
Buses	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	4
Single-Unit Trucks	0	0	0	0	0	12	5	0	0	17	4	0	7	0	11	1	5	0	0	6	34
Articulated Trucks	0	0	0	0	0	9	2	0	0	11	7	0	16	0	23	15	13	0	0	28	62
<b>Total Entering Leg</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>11</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>35</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>100</b>
Buses	1					0					0					3					4
Single-Unit Trucks	12					9					1					12					34
Articulated Trucks	9					20					15					18					62
<b>Total Exiting Leg</b>	<b>22</b>					<b>29</b>					<b>16</b>					<b>33</b>					<b>100</b>

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:

**Buses**

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	1	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	1	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Grand Total	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	0	0	0	0	0	6
Approach %	0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	16.7	50.0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					0					5					6

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

7:15 AM	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	1	0	0	1	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	1	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	1	0	0	2	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	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	0	0	0	0	0	5
Exiting Leg	1					0					0					4					5
Total	1					3					2					4					10

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:

**Single-Unit Trucks**

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	0	0	5	1	0	0	6	1	0	0	0	1	0	3	0	0	3	10					
7:15 AM	0	0	0	0	0	2	1	0	0	3	2	0	1	0	3	0	0	0	0	0	6					
7:30 AM	0	0	0	0	0	2	1	0	0	3	1	0	2	0	3	0	1	0	0	1	7					
7:45 AM	0	0	0	0	0	3	2	0	0	5	0	0	4	0	4	1	1	0	0	2	11					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>34</b>					
8:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	1	3	0	0	4	7					
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3					
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	0	2	0	0	2	6					
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>17</b>					
Grand Total	0	0	0	0	0	15	5	0	0	20	5	0	12	0	17	2	12	0	0	14	51					
Approach %	0.0	0.0	0.0	0.0		75.0	25.0	0.0	0.0		29.4	0.0	70.6	0.0		14.3	85.7	0.0	0.0							
Total %	0.0	0.0	0.0	0.0	0.0	29.4	9.8	0.0	0.0	39.2	9.8	0.0	23.5	0.0	33.3	3.9	23.5	0.0	0.0	27.5						
Exiting Leg Total						15					17					2					17					51

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

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	0	0	5	1	0	0	6	1	0	0	0	1	0	3	0	0	3	10					
7:15 AM	0	0	0	0	0	2	1	0	0	3	2	0	1	0	3	0	0	0	0	0	6					
7:30 AM	0	0	0	0	0	2	1	0	0	3	1	0	2	0	3	0	1	0	0	1	7					
7:45 AM	0	0	0	0	0	3	2	0	0	5	0	0	4	0	4	1	1	0	0	2	11					
Total Volume	0	0	0	0	0	12	5	0	0	17	4	0	7	0	11	1	5	0	0	6	34					
% Approach Total	0.0	0.0	0.0	0.0		70.6	29.4	0.0	0.0		36.4	0.0	63.6	0.0		16.7	83.3	0.0	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.600	0.625	0.000	0.000	0.708	0.500	0.000	0.438	0.000	0.688	0.250	0.417	0.000	0.000	0.500	0.773					
Entering Leg	0	0	0	0	0	12	5	0	0	17	4	0	7	0	11	1	5	0	0	6	34					
Exiting Leg						12					9					1					12					34
Total						12					26					12					18					68

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:

**Articulated Trucks**

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	2	0	0	0	2	2	0	2	0	4	5	4	0	0	9	15
7:15 AM	0	0	0	0	0	3	0	0	0	3	1	0	9	0	10	4	2	0	0	6	19
7:30 AM	0	0	0	0	0	2	1	0	0	3	3	0	0	0	3	3	4	0	0	7	13
7:45 AM	0	0	0	0	0	2	1	0	0	3	1	0	5	0	6	3	3	0	0	6	15
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>62</b>
8:00 AM	0	0	0	0	0	3	1	0	0	4	1	0	0	0	1	1	4	0	0	5	10
8:15 AM	0	0	0	0	0	3	3	0	0	6	1	0	1	0	2	2	4	0	0	6	14
8:30 AM	0	0	0	0	0	4	2	0	0	6	0	0	3	0	3	3	3	0	0	6	15
8:45 AM	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	3	2	0	0	5	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>
Grand Total	0	0	0	0	0	22	10	0	0	32	10	0	20	0	30	24	26	0	0	50	112
Approach %	0.0	0.0	0.0	0.0		68.8	31.3	0.0	0.0		33.3	0.0	66.7	0.0		48.0	52.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	19.6	8.9	0.0	0.0	28.6	8.9	0.0	17.9	0.0	26.8	21.4	23.2	0.0	0.0	44.6	
Exiting Leg Total	22					36					24					30					112

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

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	2	0	0	0	2	2	0	2	0	4	5	4	0	0	9	15
7:15 AM	0	0	0	0	0	3	0	0	0	3	1	0	9	0	10	4	2	0	0	6	19
7:30 AM	0	0	0	0	0	2	1	0	0	3	3	0	0	0	3	3	4	0	0	7	13
7:45 AM	0	0	0	0	0	2	1	0	0	3	1	0	5	0	6	3	3	0	0	6	15
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>62</b>
% Approach Total	0.0	0.0	0.0	0.0		81.8	18.2	0.0	0.0		30.4	0.0	69.6	0.0		53.6	46.4	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.000	0.917	0.583	0.000	0.444	0.000	0.575	0.750	0.813	0.000	0.000	0.778	0.816
Entering Leg	0	0	0	0	0	9	2	0	0	11	7	0	16	0	23	15	13	0	0	28	62
Exiting Leg	9					20					15					18					62
<b>Total</b>	<b>9</b>					<b>31</b>					<b>38</b>					<b>46</b>					<b>124</b>

PDI File #: 218101 C  
 Location: N: Route 24 NB Onramp S: Route 24 NB Ramps  
 Location: E: Innovation Way W: Innovation Way  
 City, State: Freetown, MA  
 Client: TEC/ J. Wadsworth  
 Site Code: T1138  
 Count Date: Thursday, January 13, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:

**Bicycles (on Roadway and Crosswalks)**

	Route 24 NB Onramp								Innovation Way								Route 24 NB Ramps								Innovation Way								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0								0								0								0								0

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

	Route 24 NB Onramp								Innovation Way								Route 24 NB Ramps								Innovation Way								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0								0								0								0								0
Total	0								0								0								0								0



PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:

**Pedestrians**

	Route 24 NB Onramp				Innovation Way				Route 24 NB Ramps				Innovation Way				Total						
	from North				from East				from South				from West										
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru		Left	U-Turn	CW-NB	CW-SB	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
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
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
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
<b>Total</b>	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
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
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
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
<b>Total</b>	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
Approach %	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	
Exiting Leg Total	0							0							0							0	

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

	Route 24 NB Onramp				Innovation Way				Route 24 NB Ramps				Innovation Way				Total						
	from North				from East				from South				from West										
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru		Left	U-Turn	CW-NB	CW-SB	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
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
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
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
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
% 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	0.000	
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	
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
Exiting Leg	0							0							0							0	
Total	0							0							0							0	

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:

**Cars and Heavy Vehicles (Combined)**

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	25	27	0	0	52	5	0	14	0	19	8	16	0	0	24	95
4:15 PM	0	0	0	0	0	9	15	0	0	24	5	0	8	0	13	10	14	0	0	24	61
4:30 PM	0	0	0	0	0	14	12	0	0	26	3	0	15	0	18	8	15	0	0	23	67
4:45 PM	0	0	0	0	0	12	17	0	0	29	14	0	12	0	26	10	12	0	0	22	77
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>27</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>76</b>	<b>36</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>300</b>
5:00 PM	0	0	0	0	0	23	17	0	0	40	16	0	9	0	25	5	6	0	0	11	76
5:15 PM	0	0	0	0	0	15	9	0	0	24	19	0	14	0	33	3	13	0	0	16	73
5:30 PM	0	0	0	0	0	28	62	0	0	90	28	0	11	0	39	6	14	0	0	20	149
5:45 PM	0	0	0	0	0	9	26	0	0	35	39	0	8	0	47	11	11	0	0	22	104
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>114</b>	<b>0</b>	<b>0</b>	<b>189</b>	<b>102</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>144</b>	<b>25</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>402</b>
Grand Total	0	0	0	0	0	135	185	0	0	320	129	0	91	0	220	61	101	0	0	162	702
Approach %	0.0	0.0	0.0	0.0	0.0	42.2	57.8	0.0	0.0		58.6	0.0	41.4	0.0		37.7	62.3	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	19.2	26.4	0.0	0.0	45.6	18.4	0.0	13.0	0.0	31.3	8.7	14.4	0.0	0.0	23.1	
Exiting Leg Total	135					230					61					276					702
Cars	0	0	0	0	0	120	170	0	0	290	123	0	65	0	188	43	61	0	0	104	582
% Cars	0.0	0.0	0.0	0.0	0.0	88.9	91.9	0.0	0.0	90.6	95.3	0.0	71.4	0.0	85.5	70.5	60.4	0.0	0.0	64.2	82.9
Exiting Leg Total	120					184					43					235					582
Heavy Vehicles	0	0	0	0	0	15	15	0	0	30	6	0	26	0	32	18	40	0	0	58	120
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	11.1	8.1	0.0	0.0	9.4	4.7	0.0	28.6	0.0	14.5	29.5	39.6	0.0	0.0	35.8	17.1
Exiting Leg Total	15					46					18					41					120

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

5:00 PM	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	23	17	0	0	40	16	0	9	0	25	5	6	0	0	11	76
5:15 PM	0	0	0	0	0	15	9	0	0	24	19	0	14	0	33	3	13	0	0	16	73
5:30 PM	0	0	0	0	0	28	62	0	0	90	28	0	11	0	39	6	14	0	0	20	149
5:45 PM	0	0	0	0	0	9	26	0	0	35	39	0	8	0	47	11	11	0	0	22	104
Total Volume	0	0	0	0	0	75	114	0	0	189	102	0	42	0	144	25	44	0	0	69	402
% Approach Total	0.0	0.0	0.0	0.0	0.0	39.7	60.3	0.0	0.0		70.8	0.0	29.2	0.0		36.2	63.8	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.670	0.460	0.000	0.000	0.525	0.654	0.000	0.750	0.000	0.766	0.568	0.786	0.000	0.000	0.784	0.674
Cars	0	0	0	0	0	70	112	0	0	182	98	0	32	0	130	18	34	0	0	52	364
Cars %	0.0	0.0	0.0	0.0	0.0	93.3	98.2	0.0	0.0	96.3	96.1	0.0	76.2	0.0	90.3	72.0	77.3	0.0	0.0	75.4	90.5
Heavy Vehicles	0	0	0	0	0	5	2	0	0	7	4	0	10	0	14	7	10	0	0	17	38
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	6.7	1.8	0.0	0.0	3.7	3.9	0.0	23.8	0.0	9.7	28.0	22.7	0.0	0.0	24.6	9.5
Cars Enter Leg	0	0	0	0	0	70	112	0	0	182	98	0	32	0	130	18	34	0	0	52	364
Heavy Enter Leg	0	0	0	0	0	5	2	0	0	7	4	0	10	0	14	7	10	0	0	17	38
Total Entering Leg	0	0	0	0	0	75	114	0	0	189	102	0	42	0	144	25	44	0	0	69	402
Cars Exiting Leg	70					132					18					144					364
Heavy Exiting Leg	5					14					7					12					38
Total Exiting Leg	75					146					25					156					402

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:

**Cars**

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	0	0	0	0	21	22	0	0	43	5	0	10	0	15	8	7	0	0	15	73					
4:15 PM	0	0	0	0	0	7	15	0	0	22	5	0	3	0	8	6	6	0	0	12	42					
4:30 PM	0	0	0	0	0	13	11	0	0	24	2	0	12	0	14	4	8	0	0	12	50					
4:45 PM	0	0	0	0	0	9	10	0	0	19	13	0	8	0	21	7	6	0	0	13	53					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>25</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>218</b>					
5:00 PM	0	0	0	0	0	21	16	0	0	37	15	0	6	0	21	4	5	0	0	9	67					
5:15 PM	0	0	0	0	0	15	9	0	0	24	19	0	11	0	30	3	9	0	0	12	66					
5:30 PM	0	0	0	0	0	27	62	0	0	89	27	0	9	0	36	3	12	0	0	15	140					
5:45 PM	0	0	0	0	0	7	25	0	0	32	37	0	6	0	43	8	8	0	0	16	91					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>112</b>	<b>0</b>	<b>0</b>	<b>182</b>	<b>98</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>130</b>	<b>18</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>364</b>					
Grand Total	0	0	0	0	0	120	170	0	0	290	123	0	65	0	188	43	61	0	0	104	582					
Approach %	0.0	0.0	0.0	0.0		41.4	58.6	0.0	0.0		65.4	0.0	34.6	0.0		41.3	58.7	0.0	0.0							
Total %	0.0	0.0	0.0	0.0	0.0	20.6	29.2	0.0	0.0	49.8	21.1	0.0	11.2	0.0	32.3	7.4	10.5	0.0	0.0	17.9						
Exiting Leg Total						120					184					43					235					582

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

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
5:00 PM	0	0	0	0	0	21	16	0	0	37	15	0	6	0	21	4	5	0	0	9	67					
5:15 PM	0	0	0	0	0	15	9	0	0	24	19	0	11	0	30	3	9	0	0	12	66					
5:30 PM	0	0	0	0	0	27	62	0	0	89	27	0	9	0	36	3	12	0	0	15	140					
5:45 PM	0	0	0	0	0	7	25	0	0	32	37	0	6	0	43	8	8	0	0	16	91					
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>112</b>	<b>0</b>	<b>0</b>	<b>182</b>	<b>98</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>130</b>	<b>18</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>364</b>					
% Approach Total	0.0	0.0	0.0	0.0		38.5	61.5	0.0	0.0		75.4	0.0	24.6	0.0		34.6	65.4	0.0	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.648	0.452	0.000	0.000	0.511	0.662	0.000	0.727	0.000	0.756	0.563	0.708	0.000	0.000	0.813	0.650					
Entering Leg	0	0	0	0	0	70	112	0	0	182	98	0	32	0	130	18	34	0	0	52	364					
Exiting Leg						70					132					18					144					364
<b>Total</b>						70					314					148					196					728

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**

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

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	5	0	0	9	0	0	4	0	4	0	9	0	0	9	22
4:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	5	0	5	4	8	0	0	12	19
4:30 PM	0	0	0	0	0	1	1	0	0	2	1	0	3	0	4	4	7	0	0	11	17
4:45 PM	0	0	0	0	0	3	7	0	0	10	1	0	4	0	5	3	6	0	0	9	24
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>18</b>	<b>11</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>82</b>
5:00 PM	0	0	0	0	0	2	1	0	0	3	1	0	3	0	4	1	1	0	0	2	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	0	4	7
5:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	2	0	3	3	2	0	0	5	9
5:45 PM	0	0	0	0	0	2	1	0	0	3	2	0	2	0	4	3	3	0	0	6	13
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>38</b>
Grand Total	0	0	0	0	0	15	15	0	0	30	6	0	26	0	32	18	40	0	0	58	120
Approach %	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	30.0	18.8	0.0	81.3	0.0	32.0	31.0	69.0	0.0	0.0	49.0	
Total %	0.0	0.0	0.0	0.0	0.0	12.5	12.5	0.0	0.0	25.0	5.0	0.0	21.7	0.0	26.7	15.0	33.3	0.0	0.0	48.3	
Exiting Leg Total	15					46					18					41					120
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	8.6	4.2
Exiting Leg Total	0					5					0					0					5
Single-Unit Trucks	0	0	0	0	0	3	2	0	0	5	2	0	7	0	9	2	23	0	0	25	39
% Single-Unit	0.0	0.0	0.0	0.0	0.0	20.0	13.3	0.0	0.0	16.7	33.3	0.0	26.9	0.0	28.1	11.1	57.5	0.0	0.0	43.1	32.5
Exiting Leg Total	3					25					2					9					39
Articulated Trucks	0	0	0	0	0	12	13	0	0	25	4	0	19	0	23	16	12	0	0	28	76
% Articulated	0.0	0.0	0.0	0.0	0.0	80.0	86.7	0.0	0.0	83.3	66.7	0.0	73.1	0.0	71.9	88.9	30.0	0.0	0.0	48.3	63.3
Exiting Leg Total	12					16					16					32					76

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

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	5	0	0	9	0	0	4	0	4	0	9	0	0	9	22
4:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	5	0	5	4	8	0	0	12	19
4:30 PM	0	0	0	0	0	1	1	0	0	2	1	0	3	0	4	4	7	0	0	11	17
4:45 PM	0	0	0	0	0	3	7	0	0	10	1	0	4	0	5	3	6	0	0	9	24
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>18</b>	<b>11</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>82</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43.5</b>	<b>56.5</b>	<b>0.0</b>	<b>0.0</b>	<b>30.4</b>	<b>11.1</b>	<b>0.0</b>	<b>88.9</b>	<b>0.0</b>	<b>32.0</b>	<b>26.8</b>	<b>73.2</b>	<b>0.0</b>	<b>0.0</b>	<b>49.0</b>	
PHF	0.000	0.000	0.000	0.000	0.000	0.625	0.464	0.000	0.000	0.575	0.500	0.000	0.800	0.000	0.900	0.688	0.833	0.000	0.000	0.854	0.854
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	7.3	3.7
Single-Unit Trucks	0	0	0	0	0	3	1	0	0	4	1	0	5	0	6	2	18	0	0	20	30
Single-Unit %	0.0	0.0	0.0	0.0	0.0	30.0	7.7	0.0	0.0	17.4	50.0	0.0	31.3	0.0	33.3	18.2	60.0	0.0	0.0	48.8	36.6
Articulated Trucks	0	0	0	0	0	7	12	0	0	19	1	0	11	0	12	9	9	0	0	18	49
Articulated %	0.0	0.0	0.0	0.0	0.0	70.0	92.3	0.0	0.0	82.6	50.0	0.0	68.8	0.0	66.7	81.8	30.0	0.0	0.0	43.9	59.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Single-Unit Trucks	0	0	0	0	0	3	1	0	0	4	1	0	5	0	6	2	18	0	0	20	30
Articulated Trucks	0	0	0	0	0	7	12	0	0	19	1	0	11	0	12	9	9	0	0	18	49
Total Entering Leg	0	0	0	0	0	10	13	0	0	23	2	0	16	0	18	11	30	0	0	41	82
Buses	0					3					0					0					3
Single-Unit Trucks	3					19					2					6					30
Articulated Trucks	7					10					9					23					49
Total Exiting Leg	10					32					11					29					82

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:

**Buses**

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	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	1	0	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	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	100.0	0.0	0.0	100.0	
Exiting Leg Total	0					5					0					0					5

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

4:00 PM	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	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	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Exiting Leg	0					3					0					0					3
Total	0					3					0					3					6

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:

**Single-Unit Trucks**

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	0	4	0	0	4	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	0	4	7
4:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	2	6	0	0	8	11
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>
Grand Total	0	0	0	0	0	3	2	0	0	5	2	0	7	0	9	2	23	0	0	25	39
Approach %	0.0	0.0	0.0	0.0		60.0	40.0	0.0	0.0		22.2	0.0	77.8	0.0		8.0	92.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	7.7	5.1	0.0	0.0	12.8	5.1	0.0	17.9	0.0	23.1	5.1	59.0	0.0	0.0	64.1	
Exiting Leg Total	3					25					2					9					39

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

4:00 PM	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	0	4	0	0	4	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	0	4	7
4:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	2	6	0	0	8	11
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>
% Approach Total	0.0	0.0	0.0	0.0		75.0	25.0	0.0	0.0		16.7	0.0	83.3	0.0		10.0	90.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.500	0.250	0.000	0.417	0.000	0.500	0.250	0.750	0.000	0.000	0.625	0.682
Entering Leg	0	0	0	0	0	3	1	0	0	4	1	0	5	0	6	2	18	0	0	20	30
Exiting Leg	3					19					2					6					30
<b>Total</b>	<b>3</b>					<b>23</b>					<b>8</b>					<b>26</b>					<b>60</b>

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:

**Articulated Trucks**

	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	2	5	0	0	7	0	0	3	0	3	0	4	0	0	4	14
4:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	4	3	0	0	7	11
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	2	1	0	0	3	6
4:45 PM	0	0	0	0	0	3	6	0	0	9	1	0	4	0	5	3	1	0	0	4	18
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>
5:00 PM	0	0	0	0	0	2	0	0	0	2	1	0	3	0	4	1	1	0	0	2	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	4
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	3	0	0	0	3	6
5:45 PM	0	0	0	0	0	2	1	0	0	3	2	0	0	0	2	3	1	0	0	4	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>27</b>
Grand Total	0	0	0	0	0	12	13	0	0	25	4	0	19	0	23	16	12	0	0	28	76
Approach %	0.0	0.0	0.0	0.0		48.0	52.0	0.0	0.0		17.4	0.0	82.6	0.0		57.1	42.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	15.8	17.1	0.0	0.0	32.9	5.3	0.0	25.0	0.0	30.3	21.1	15.8	0.0	0.0	36.8	
Exiting Leg Total	12					16					16					32					76

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

4:00 PM	Route 24 NB Onramp					Innovation Way					Route 24 NB Ramps					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	2	5	0	0	7	0	0	3	0	3	0	4	0	0	4	14
4:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	4	3	0	0	7	11
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	2	1	0	0	3	6
4:45 PM	0	0	0	0	0	3	6	0	0	9	1	0	4	0	5	3	1	0	0	4	18
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>
% Approach Total	0.0	0.0	0.0	0.0		36.8	63.2	0.0	0.0		8.3	0.0	91.7	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.583	0.500	0.000	0.000	0.528	0.250	0.000	0.688	0.000	0.600	0.563	0.563	0.000	0.000	0.643	0.681
Entering Leg	0	0	0	0	0	7	12	0	0	19	1	0	11	0	12	9	9	0	0	18	49
Exiting Leg	7					10					9					23					49
<b>Total</b>	<b>7</b>					<b>29</b>					<b>21</b>					<b>41</b>					<b>98</b>

PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:

**Bicycles (on Roadway and Crosswalks)**

	Route 24 NB Onramp								Innovation Way								Route 24 NB Ramps								Innovation Way								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0			
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			
Exiting Leg Total	0								0								0								0								

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

	Route 24 NB Onramp								Innovation Way								Route 24 NB Ramps								Innovation Way								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Exiting Leg	0								0								0								0								
Total	0								0								0								0								



PDI File #: **218101 C**  
 Location: **N: Route 24 NB Onramp S: Route 24 NB Ramps**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:

**Pedestrians**

	Route 24 NB Onramp							Innovation Way							Route 24 NB Ramps							Innovation Way							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
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
<b>Total</b>	0	0	0	0	0	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
<b>Total</b>	0	0	0	0	0	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
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
Exiting Leg Total	0							0							0							0							

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

4:00 PM	Route 24 NB Onramp							Innovation Way							Route 24 NB Ramps							Innovation Way							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
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	0.0	0.0	0.0	0.0	0.000
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							
Total	0							0							0							0							

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	3	0	17	0	20	0	18	7	0	25	0	0	0	0	0	14	23	0	0	37	82
7:15 AM	6	0	22	0	28	0	19	6	0	25	0	0	0	0	0	9	19	0	0	28	81
7:30 AM	8	0	18	0	26	0	8	7	0	15	0	0	0	0	0	14	26	0	0	40	81
7:45 AM	6	0	15	0	21	0	26	6	0	32	0	0	0	0	0	16	15	0	0	31	84
<b>Total</b>	<b>23</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>71</b>	<b>26</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>328</b>
8:00 AM	1	0	21	0	22	0	7	6	0	13	0	0	0	0	0	17	15	0	0	32	67
8:15 AM	3	0	16	0	19	0	12	4	0	16	0	0	0	0	0	13	15	0	0	28	63
8:30 AM	1	0	15	0	16	0	12	5	0	17	0	0	0	0	0	10	15	0	0	25	58
8:45 AM	4	0	7	0	11	0	6	5	0	11	0	0	0	0	0	12	8	0	0	20	42
<b>Total</b>	<b>9</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>37</b>	<b>20</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>230</b>
Grand Total	32	0	131	0	163	0	108	46	0	154	0	0	0	0	0	105	136	0	0	241	558
Approach %	19.6	0.0	80.4	0.0		0.0	70.1	29.9	0.0		0.0	0.0	0.0	0.0		43.6	56.4	0.0	0.0		
Total %	5.7	0.0	23.5	0.0	29.2	0.0	19.4	8.2	0.0	27.6	0.0	0.0	0.0	0.0	0.0	18.8	24.4	0.0	0.0	43.2	
Exiting Leg Total	0					267					151					140					558
Cars	25	0	97	0	122	0	70	33	0	103	0	0	0	0	0	71	107	0	0	178	403
% Cars	78.1	0.0	74.0	0.0	74.8	0.0	64.8	71.7	0.0	66.9	0.0	0.0	0.0	0.0	0.0	67.6	78.7	0.0	0.0	73.9	72.2
Exiting Leg Total	0					204					104					95					403
Heavy Vehicles	7	0	34	0	41	0	38	13	0	51	0	0	0	0	0	34	29	0	0	63	155
% Heavy Vehicles	21.9	0.0	26.0	0.0	25.2	0.0	35.2	28.3	0.0	33.1	0.0	0.0	0.0	0.0	0.0	32.4	21.3	0.0	0.0	26.1	27.8
Exiting Leg Total	0					63					47					45					155

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

7:00 AM	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	3	0	17	0	20	0	18	7	0	25	0	0	0	0	0	14	23	0	0	37	82
7:15 AM	6	0	22	0	28	0	19	6	0	25	0	0	0	0	0	9	19	0	0	28	81
7:30 AM	8	0	18	0	26	0	8	7	0	15	0	0	0	0	0	14	26	0	0	40	81
7:45 AM	6	0	15	0	21	0	26	6	0	32	0	0	0	0	0	16	15	0	0	31	84
Total Volume	23	0	72	0	95	0	71	26	0	97	0	0	0	0	0	53	83	0	0	136	328
% Approach Total	24.2	0.0	75.8	0.0		0.0	73.2	26.8	0.0		0.0	0.0	0.0	0.0		39.0	61.0	0.0	0.0		
PHF	0.719	0.000	0.818	0.000	0.848	0.000	0.683	0.929	0.000	0.758	0.000	0.000	0.000	0.000	0.000	0.828	0.798	0.000	0.000	0.850	0.976
Cars	18	0	57	0	75	0	44	20	0	64	0	0	0	0	0	42	65	0	0	107	246
Cars %	78.3	0.0	79.2	0.0	78.9	0.0	62.0	76.9	0.0	66.0	0.0	0.0	0.0	0.0	0.0	79.2	78.3	0.0	0.0	78.7	75.0
Heavy Vehicles	5	0	15	0	20	0	27	6	0	33	0	0	0	0	0	11	18	0	0	29	82
Heavy Vehicles %	21.7	0.0	20.8	0.0	21.1	0.0	38.0	23.1	0.0	34.0	0.0	0.0	0.0	0.0	0.0	20.8	21.7	0.0	0.0	21.3	25.0
Cars Enter Leg	18	0	57	0	75	0	44	20	0	64	0	0	0	0	0	42	65	0	0	107	246
Heavy Enter Leg	5	0	15	0	20	0	27	6	0	33	0	0	0	0	0	11	18	0	0	29	82
Total Entering Leg	23	0	72	0	95	0	71	26	0	97	0	0	0	0	0	53	83	0	0	136	328
Cars Exiting Leg	0					122					62					62					246
Heavy Exiting Leg	0					33					17					32					82
Total Exiting Leg	0					155					79					94					328

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	3	0	12	0	15	0	15	7	0	22	0	0	0	0	0	10	17	0	0	27	64					
7:15 AM	5	0	20	0	25	0	9	5	0	14	0	0	0	0	0	9	15	0	0	24	63					
7:30 AM	5	0	14	0	19	0	4	5	0	9	0	0	0	0	0	12	22	0	0	34	62					
7:45 AM	5	0	11	0	16	0	16	3	0	19	0	0	0	0	0	11	11	0	0	22	57					
<b>Total</b>	<b>18</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>44</b>	<b>20</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>246</b>					
8:00 AM	1	0	15	0	16	0	6	5	0	11	0	0	0	0	0	8	12	0	0	20	47					
8:15 AM	3	0	10	0	13	0	8	2	0	10	0	0	0	0	0	10	13	0	0	23	46					
8:30 AM	1	0	10	0	11	0	6	3	0	9	0	0	0	0	0	6	12	0	0	18	38					
8:45 AM	2	0	5	0	7	0	6	3	0	9	0	0	0	0	0	5	5	0	0	10	26					
<b>Total</b>	<b>7</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>26</b>	<b>13</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>157</b>					
Grand Total	25	0	97	0	122	0	70	33	0	103	0	0	0	0	0	71	107	0	0	178	403					
Approach %	20.5	0.0	79.5	0.0		0.0	68.0	32.0	0.0		0.0	0.0	0.0	0.0		39.9	60.1	0.0	0.0							
Total %	6.2	0.0	24.1	0.0	30.3	0.0	17.4	8.2	0.0	25.6	0.0	0.0	0.0	0.0	0.0	17.6	26.6	0.0	0.0	44.2						
Exiting Leg Total						0					204					104					95					403

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

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	3	0	12	0	15	0	15	7	0	22	0	0	0	0	0	10	17	0	0	27	64					
7:15 AM	5	0	20	0	25	0	9	5	0	14	0	0	0	0	0	9	15	0	0	24	63					
7:30 AM	5	0	14	0	19	0	4	5	0	9	0	0	0	0	0	12	22	0	0	34	62					
7:45 AM	5	0	11	0	16	0	16	3	0	19	0	0	0	0	0	11	11	0	0	22	57					
<b>Total Volume</b>	<b>18</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>44</b>	<b>20</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>246</b>					
% Approach Total	24.0	0.0	76.0	0.0		0.0	68.8	31.3	0.0		0.0	0.0	0.0	0.0		39.3	60.7	0.0	0.0							
PHF	0.900	0.000	0.713	0.000	0.750	0.000	0.688	0.714	0.000	0.727	0.000	0.000	0.000	0.000	0.000	0.875	0.739	0.000	0.000	0.787	0.961					
Entering Leg	18	0	57	0	75	0	44	20	0	64	0	0	0	0	0	42	65	0	0	107	246					
Exiting Leg						0					122					62					62	246				
<b>Total</b>						75					186					62					169					492

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	5	0	5	0	3	0	0	3	0	0	0	0	0	4	6	0	0	10	18
7:15 AM	1	0	2	0	3	0	10	1	0	11	0	0	0	0	0	0	4	0	0	4	18
7:30 AM	3	0	4	0	7	0	4	2	0	6	0	0	0	0	0	2	4	0	0	6	19
7:45 AM	1	0	4	0	5	0	10	3	0	13	0	0	0	0	0	5	4	0	0	9	27
<b>Total</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>82</b>
8:00 AM	0	0	6	0	6	0	1	1	0	2	0	0	0	0	0	9	3	0	0	12	20
8:15 AM	0	0	6	0	6	0	4	2	0	6	0	0	0	0	0	3	2	0	0	5	17
8:30 AM	0	0	5	0	5	0	6	2	0	8	0	0	0	0	0	4	3	0	0	7	20
8:45 AM	2	0	2	0	4	0	0	2	0	2	0	0	0	0	0	7	3	0	0	10	16
<b>Total</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>73</b>
Grand Total	7	0	34	0	41	0	38	13	0	51	0	0	0	0	0	34	29	0	0	63	155
Approach %	17.1	0.0	82.9	0.0		0.0	74.5	25.5	0.0		0.0	0.0	0.0	0.0		54.0	46.0	0.0	0.0		
Total %	4.5	0.0	21.9	0.0	26.5	0.0	24.5	8.4	0.0	32.9	0.0	0.0	0.0	0.0	0.0	21.9	18.7	0.0	0.0	40.6	
Exiting Leg Total	0					63					47					45					155
Buses	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	2	0	0	0	2	6
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	7.9	7.7	0.0	7.8	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	3.2	3.9
Exiting Leg Total	0					0					3					3					6
Single-Unit Trucks	1	0	8	0	9	0	15	4	0	19	0	0	0	0	0	10	5	0	0	15	43
% Single-Unit	14.3	0.0	23.5	0.0	22.0	0.0	39.5	30.8	0.0	37.3	0.0	0.0	0.0	0.0	0.0	29.4	17.2	0.0	0.0	23.8	27.7
Exiting Leg Total	0					13					14					16					43
Articulated Trucks	6	0	26	0	32	0	20	8	0	28	0	0	0	0	0	22	24	0	0	46	106
% Articulated	85.7	0.0	76.5	0.0	78.0	0.0	52.6	61.5	0.0	54.9	0.0	0.0	0.0	0.0	0.0	64.7	82.8	0.0	0.0	73.0	68.4
Exiting Leg Total	0					50					30					26					106

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

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	1	0	2	0	3	0	10	1	0	11	0	0	0	0	0	0	4	0	0	4	18
7:30 AM	3	0	4	0	7	0	4	2	0	6	0	0	0	0	0	2	4	0	0	6	19
7:45 AM	1	0	4	0	5	0	10	3	0	13	0	0	0	0	0	5	4	0	0	9	27
8:00 AM	0	0	6	0	6	0	1	1	0	2	0	0	0	0	0	9	3	0	0	12	20
<b>Total Volume</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>84</b>
% Approach Total	23.8	0.0	76.2	0.0		0.0	78.1	21.9	0.0		0.0	0.0	0.0	0.0		51.6	48.4	0.0	0.0		
PHF	0.417	0.000	0.667	0.000	0.750	0.000	0.625	0.583	0.000	0.615	0.000	0.000	0.000	0.000	0.000	0.444	0.938	0.000	0.000	0.646	0.778
Buses	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	8.0	14.3	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Single-Unit Trucks	1	0	3	0	4	0	9	3	0	12	0	0	0	0	0	7	4	0	0	11	27
Single-Unit %	20.0	0.0	18.8	0.0	19.0	0.0	36.0	42.9	0.0	37.5	0.0	0.0	0.0	0.0	0.0	43.8	26.7	0.0	0.0	35.5	32.1
Articulated Trucks	4	0	13	0	17	0	14	3	0	17	0	0	0	0	0	9	11	0	0	20	54
Articulated %	80.0	0.0	81.3	0.0	81.0	0.0	56.0	42.9	0.0	53.1	0.0	0.0	0.0	0.0	0.0	56.3	73.3	0.0	0.0	64.5	64.3
Buses	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
Single-Unit Trucks	1	0	3	0	4	0	9	3	0	12	0	0	0	0	0	7	4	0	0	11	27
Articulated Trucks	4	0	13	0	17	0	14	3	0	17	0	0	0	0	0	9	11	0	0	20	54
<b>Total Entering Leg</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>84</b>
Buses	0					0					1					2					3
Single-Unit Trucks	0					7					10					10					27
Articulated Trucks	0					24					12					18					54
<b>Total Exiting Leg</b>	<b>0</b>					<b>31</b>					<b>23</b>					<b>30</b>					<b>84</b>

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	1	0	0	0	1	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	2	0	0	0	2	6
Approach %	0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	16.7	0.0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	
Exiting Leg Total	0					0					3					3					6

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

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	1	0	0	0	1	5
% Approach Total	0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.625
Entering Leg	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	1	0	0	0	1	5
Exiting Leg	0					0					2					3					5
<b>Total</b>	0					4					2					4					10

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
7:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5
7:45 AM	1	0	1	0	2	0	4	2	0	6	0	0	0	0	0	4	1	0	0	5	13
<b>Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>23</b>
8:00 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	7
8:15 AM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	2	0	2	0	3	1	0	4	0	0	0	0	0	1	0	0	0	1	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>20</b>
Grand Total	1	0	8	0	9	0	15	4	0	19	0	0	0	0	0	10	5	0	0	15	43
Approach %	11.1	0.0	88.9	0.0		0.0	78.9	21.1	0.0		0.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0		
Total %	2.3	0.0	18.6	0.0	20.9	0.0	34.9	9.3	0.0	44.2	0.0	0.0	0.0	0.0	0.0	23.3	11.6	0.0	0.0	34.9	
Exiting Leg Total	0					13					14					16					43

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

7:45 AM	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	1	0	1	0	2	0	4	2	0	6	0	0	0	0	0	4	1	0	0	5	13
8:00 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	7
8:15 AM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	2	0	2	0	3	1	0	4	0	0	0	0	0	1	0	0	0	1	7
Total Volume	1	0	7	0	8	0	10	3	0	13	0	0	0	0	0	7	3	0	0	10	31
% Approach Total	12.5	0.0	87.5	0.0		0.0	76.9	23.1	0.0		0.0	0.0	0.0	0.0		70.0	30.0	0.0	0.0		
PHF	0.250	0.000	0.875	0.000	1.000	0.000	0.625	0.375	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.438	0.375	0.000	0.000	0.500	0.596
Entering Leg	1	0	7	0	8	0	10	3	0	13	0	0	0	0	0	7	3	0	0	10	31
Exiting Leg	0					10					10					11					31
Total	8					23					10					21					62

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	3	5	0	0	8	13
7:15 AM	1	0	2	0	3	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	15
7:30 AM	3	0	4	0	7	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4	13
7:45 AM	0	0	3	0	3	0	5	1	0	6	0	0	0	0	0	1	3	0	0	4	13
<b>Total</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>54</b>
8:00 AM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	7	1	0	0	8	13
8:15 AM	0	0	4	0	4	0	2	2	0	4	0	0	0	0	0	2	2	0	0	4	12
8:30 AM	0	0	3	0	3	0	3	1	0	4	0	0	0	0	0	3	3	0	0	6	13
8:45 AM	2	0	2	0	4	0	0	2	0	2	0	0	0	0	0	5	3	0	0	8	14
<b>Total</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>52</b>
Grand Total	6	0	26	0	32	0	20	8	0	28	0	0	0	0	0	22	24	0	0	46	106
Approach %	18.8	0.0	81.3	0.0		0.0	71.4	28.6	0.0		0.0	0.0	0.0	0.0		47.8	52.2	0.0	0.0		
Total %	5.7	0.0	24.5	0.0	30.2	0.0	18.9	7.5	0.0	26.4	0.0	0.0	0.0	0.0	0.0	20.8	22.6	0.0	0.0	43.4	
Exiting Leg Total	0					50					30					26					106

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

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	3	5	0	0	8	13
7:15 AM	1	0	2	0	3	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	15
7:30 AM	3	0	4	0	7	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4	13
7:45 AM	0	0	3	0	3	0	5	1	0	6	0	0	0	0	0	1	3	0	0	4	13
Total Volume	4	0	13	0	17	0	15	2	0	17	0	0	0	0	0	5	15	0	0	20	54
% Approach Total	23.5	0.0	76.5	0.0		0.0	88.2	11.8	0.0		0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		
PHF	0.333	0.000	0.813	0.000	0.607	0.000	0.469	0.500	0.000	0.531	0.000	0.000	0.000	0.000	0.000	0.417	0.750	0.000	0.000	0.625	0.900
Entering Leg	4	0	13	0	17	0	15	2	0	17	0	0	0	0	0	5	15	0	0	20	54
Exiting Leg	0					28					7					19					54
Total	17					45					7					39					108

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Route 24 SB Offramp								Innovation Way								Route 24 SB Onramp								Innovation Way								Total		
	from North								from East								from South								from West										
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0								0								0								0								0		

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

7:00 AM	Route 24 SB Offramp								Innovation Way								Route 24 SB Onramp								Innovation Way								Total		
	from North								from East								from South								from West										
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0								0								0								0								0		
Total	0								0								0								0								0		



PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**PRECISION  
 DATA  
 INDUSTRIES, LLC**

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

**Pedestrians**

	Route 24 SB Offramp								Innovation Way								Route 24 SB Onramp								Innovation Way								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Grand Total</b>	0	0	0	0	0	0	0	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		
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		
Exiting Leg Total	0								0								0								0								0

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

7:00 AM	Route 24 SB Offramp								Innovation Way								Route 24 SB Onramp								Innovation Way								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0								0								0								0								0
<b>Total</b>	0								0								0								0								0

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	16	0	9	0	25	0	19	22	0	41	0	0	0	0	0	41	15	0	0	56	122
4:15 PM	14	0	8	0	22	0	10	13	0	23	0	0	0	0	0	10	18	0	0	28	73
4:30 PM	17	0	12	0	29	0	16	9	0	25	0	0	0	0	0	13	9	0	1	23	77
4:45 PM	14	0	10	0	24	0	17	12	0	29	0	0	0	0	0	16	12	0	0	28	81
<b>Total</b>	<b>61</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>62</b>	<b>56</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>54</b>	<b>0</b>	<b>1</b>	<b>135</b>	<b>353</b>
5:00 PM	8	0	3	0	11	0	12	15	0	27	0	0	0	0	0	11	9	0	0	20	58
5:15 PM	11	0	8	0	19	0	14	7	2	23	0	0	0	0	0	13	8	0	0	21	63
5:30 PM	15	0	8	0	23	0	16	55	0	71	0	0	0	0	0	15	12	0	0	27	121
5:45 PM	9	0	6	0	15	0	13	20	0	33	0	0	0	0	0	15	11	0	0	26	74
<b>Total</b>	<b>43</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>55</b>	<b>97</b>	<b>2</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>316</b>
Grand Total	104	0	64	0	168	0	117	153	2	272	0	0	0	0	0	134	94	0	1	229	669
Approach %	61.9	0.0	38.1	0.0		0.0	43.0	56.3	0.7		0.0	0.0	0.0	0.0		58.5	41.0	0.0	0.4		
Total %	15.5	0.0	9.6	0.0	25.1	0.0	17.5	22.9	0.3	40.7	0.0	0.0	0.0	0.0	0.0	20.0	14.1	0.0	0.1	34.2	
Exiting Leg Total	0					160					287					222					669
Cars	94	0	35	0	129	0	91	139	2	232	0	0	0	0	0	112	63	0	1	176	537
% Cars	90.4	0.0	54.7	0.0	76.8	0.0	77.8	90.8	100.0	85.3	0.0	0.0	0.0	0.0	0.0	83.6	67.0	0.0	100.0	76.9	80.3
Exiting Leg Total	0					100					251					186					537
Heavy Vehicles	10	0	29	0	39	0	26	14	0	40	0	0	0	0	0	22	31	0	0	53	132
% Heavy Vehicles	9.6	0.0	45.3	0.0	23.2	0.0	22.2	9.2	0.0	14.7	0.0	0.0	0.0	0.0	0.0	16.4	33.0	0.0	0.0	23.1	19.7
Exiting Leg Total	0					60					36					36					132

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

4:00 PM	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	16	0	9	0	25	0	19	22	0	41	0	0	0	0	0	41	15	0	0	56	122
4:15 PM	14	0	8	0	22	0	10	13	0	23	0	0	0	0	0	10	18	0	0	28	73
4:30 PM	17	0	12	0	29	0	16	9	0	25	0	0	0	0	0	13	9	0	1	23	77
4:45 PM	14	0	10	0	24	0	17	12	0	29	0	0	0	0	0	16	12	0	0	28	81
Total Volume	61	0	39	0	100	0	62	56	0	118	0	0	0	0	0	80	54	0	1	135	353
% Approach Total	61.0	0.0	39.0	0.0		0.0	52.5	47.5	0.0		0.0	0.0	0.0	0.0		59.3	40.0	0.0	0.7		
PHF	0.897	0.000	0.813	0.000	0.862	0.000	0.816	0.636	0.000	0.720	0.000	0.000	0.000	0.000	0.000	0.488	0.750	0.000	0.250	0.603	0.723
Cars	53	0	18	0	71	0	47	44	0	91	0	0	0	0	0	67	33	0	1	101	263
Cars %	86.9	0.0	46.2	0.0	71.0	0.0	75.8	78.6	0.0	77.1	0.0	0.0	0.0	0.0	0.0	83.8	61.1	0.0	100.0	74.8	74.5
Heavy Vehicles	8	0	21	0	29	0	15	12	0	27	0	0	0	0	0	13	21	0	0	34	90
Heavy Vehicles %	13.1	0.0	53.8	0.0	29.0	0.0	24.2	21.4	0.0	22.9	0.0	0.0	0.0	0.0	0.0	16.3	38.9	0.0	0.0	25.2	25.5
Cars Enter Leg	53	0	18	0	71	0	47	44	0	91	0	0	0	0	0	67	33	0	1	101	263
Heavy Enter Leg	8	0	21	0	29	0	15	12	0	27	0	0	0	0	0	13	21	0	0	34	90
Total Entering Leg	61	0	39	0	100	0	62	56	0	118	0	0	0	0	0	80	54	0	1	135	353
Cars Exiting Leg	0					51					111					101					263
Heavy Exiting Leg	0					42					25					23					90
Total Exiting Leg	0					93					136					124					353

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	13	0	2	0	15	0	15	17	0	32	0	0	0	0	0	37	13	0	0	50	97
4:15 PM	13	0	4	0	17	0	6	12	0	18	0	0	0	0	0	8	9	0	0	17	52
4:30 PM	15	0	6	0	21	0	13	8	0	21	0	0	0	0	0	10	4	0	1	15	57
4:45 PM	12	0	6	0	18	0	13	7	0	20	0	0	0	0	0	12	7	0	0	19	57
<b>Total</b>	<b>53</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>47</b>	<b>44</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>101</b>	<b>263</b>
5:00 PM	8	0	2	0	10	0	8	14	0	22	0	0	0	0	0	11	7	0	0	18	50
5:15 PM	10	0	5	0	15	0	11	7	2	20	0	0	0	0	0	10	7	0	0	17	52
5:30 PM	15	0	6	0	21	0	14	55	0	69	0	0	0	0	0	12	9	0	0	21	111
5:45 PM	8	0	4	0	12	0	11	19	0	30	0	0	0	0	0	12	7	0	0	19	61
<b>Total</b>	<b>41</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>44</b>	<b>95</b>	<b>2</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>274</b>
Grand Total	94	0	35	0	129	0	91	139	2	232	0	0	0	0	0	112	63	0	1	176	537
Approach %	72.9	0.0	27.1	0.0		0.0	39.2	59.9	0.9		0.0	0.0	0.0	0.0		63.6	35.8	0.0	0.6		
Total %	17.5	0.0	6.5	0.0	24.0	0.0	16.9	25.9	0.4	43.2	0.0	0.0	0.0	0.0	0.0	20.9	11.7	0.0	0.2	32.8	
Exiting Leg Total	0					100					251					186					537

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

5:00 PM	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	8	0	2	0	10	0	8	14	0	22	0	0	0	0	0	11	7	0	0	18	50
5:15 PM	10	0	5	0	15	0	11	7	2	20	0	0	0	0	0	10	7	0	0	17	52
5:30 PM	15	0	6	0	21	0	14	55	0	69	0	0	0	0	0	12	9	0	0	21	111
5:45 PM	8	0	4	0	12	0	11	19	0	30	0	0	0	0	0	12	7	0	0	19	61
<b>Total Volume</b>	<b>41</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>44</b>	<b>95</b>	<b>2</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>274</b>
% Approach Total	70.7	0.0	29.3	0.0		0.0	31.2	67.4	1.4		0.0	0.0	0.0	0.0		60.0	40.0	0.0	0.0		
PHF	0.683	0.000	0.708	0.000	0.690	0.000	0.786	0.432	0.250	0.511	0.000	0.000	0.000	0.000	0.000	0.938	0.833	0.000	0.000	0.893	0.617
Entering Leg	41	0	17	0	58	0	44	95	2	141	0	0	0	0	0	45	30	0	0	75	274
Exiting Leg	0					49					140					85					274
<b>Total</b>	<b>58</b>					<b>190</b>					<b>140</b>					<b>160</b>					<b>548</b>

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	3	0	7	0	10	0	4	5	0	9	0	0	0	0	0	4	2	0	0	6	25
4:15 PM	1	0	4	0	5	0	4	1	0	5	0	0	0	0	0	2	9	0	0	11	21
4:30 PM	2	0	6	0	8	0	3	1	0	4	0	0	0	0	0	3	5	0	0	8	20
4:45 PM	2	0	4	0	6	0	4	5	0	9	0	0	0	0	0	4	5	0	0	9	24
<b>Total</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>90</b>
5:00 PM	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	8
5:15 PM	1	0	3	0	4	0	3	0	0	3	0	0	0	0	0	3	1	0	0	4	11
5:30 PM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	3	3	0	0	6	10
5:45 PM	1	0	2	0	3	0	2	1	0	3	0	0	0	0	0	3	4	0	0	7	13
<b>Total</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>42</b>
Grand Total	10	0	29	0	39	0	26	14	0	40	0	0	0	0	0	22	31	0	0	53	132
Approach %	25.6	0.0	74.4	0.0		0.0	65.0	35.0	0.0		0.0	0.0	0.0	0.0		41.5	58.5	0.0	0.0		
Total %	7.6	0.0	22.0	0.0	29.5	0.0	19.7	10.6	0.0	30.3	0.0	0.0	0.0	0.0	0.0	16.7	23.5	0.0	0.0	40.2	
Exiting Leg Total	0					60					36					36					132
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	5
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	12.9	0.0	0.0	9.4	3.8
Exiting Leg Total	0					4					1					0					5
Single-Unit Trucks	2	0	19	0	21	0	6	2	0	8	0	0	0	0	0	6	8	0	0	14	43
% Single-Unit	20.0	0.0	65.5	0.0	53.8	0.0	23.1	14.3	0.0	20.0	0.0	0.0	0.0	0.0	0.0	27.3	25.8	0.0	0.0	26.4	32.6
Exiting Leg Total	0					27					8					8					43
Articulated Trucks	8	0	10	0	18	0	20	12	0	32	0	0	0	0	0	15	19	0	0	34	84
% Articulated	80.0	0.0	34.5	0.0	46.2	0.0	76.9	85.7	0.0	80.0	0.0	0.0	0.0	0.0	0.0	68.2	61.3	0.0	0.0	64.2	63.6
Exiting Leg Total	0					29					27					28					84

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

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	3	0	7	0	10	0	4	5	0	9	0	0	0	0	0	4	2	0	0	6	25
4:15 PM	1	0	4	0	5	0	4	1	0	5	0	0	0	0	0	2	9	0	0	11	21
4:30 PM	2	0	6	0	8	0	3	1	0	4	0	0	0	0	0	3	5	0	0	8	20
4:45 PM	2	0	4	0	6	0	4	5	0	9	0	0	0	0	0	4	5	0	0	9	24
<b>Total Volume</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>90</b>
% Approach Total	27.6	0.0	72.4	0.0		0.0	55.6	44.4	0.0		0.0	0.0	0.0	0.0		38.2	61.8	0.0	0.0		
PHF	0.667	0.000	0.750	0.000	0.725	0.000	0.938	0.600	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.813	0.583	0.000	0.000	0.773	0.900
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	9.5	0.0	0.0	8.8	3.3
Single-Unit Trucks	2	0	14	0	16	0	4	1	0	5	0	0	0	0	0	4	8	0	0	12	33
Single-Unit %	25.0	0.0	66.7	0.0	55.2	0.0	26.7	8.3	0.0	18.5	0.0	0.0	0.0	0.0	0.0	30.8	38.1	0.0	0.0	35.3	36.7
Articulated Trucks	6	0	7	0	13	0	11	11	0	22	0	0	0	0	0	8	11	0	0	19	54
Articulated %	75.0	0.0	33.3	0.0	44.8	0.0	73.3	91.7	0.0	81.5	0.0	0.0	0.0	0.0	0.0	61.5	52.4	0.0	0.0	55.9	60.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
Single-Unit Trucks	2	0	14	0	16	0	4	1	0	5	0	0	0	0	0	4	8	0	0	12	33
Articulated Trucks	6	0	7	0	13	0	11	11	0	22	0	0	0	0	0	8	11	0	0	19	54
Total Entering Leg	8	0	21	0	29	0	15	12	0	27	0	0	0	0	0	13	21	0	0	34	90
Buses	0					2					1					0					3
Single-Unit Trucks	0					22					5					6					33
Articulated Trucks	0					18					19					17					54
Total Exiting Leg	0					42					25					23					90

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	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	1	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	5
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		20.0	80.0	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	20.0	80.0	0.0	0.0	100.0	
Exiting Leg Total	0					4					1					0					5

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

4:00 PM	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	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	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.750	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
Exiting Leg	0					2					1					0					3
Total	0					2					1					3					6

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	2	0	4	0	6	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	9	
4:15 PM	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	0	0	3	0	0	3	8
4:30 PM	0	0	5	0	5	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	9	
4:45 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	7	
<b>Total</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>33</b>	
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	
5:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	
Approach %	9.5	0.0	90.5	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		42.9	57.1	0.0	0.0			
Total %	4.7	0.0	44.2	0.0	48.8	0.0	14.0	4.7	0.0	18.6	0.0	0.0	0.0	0.0	0.0	14.0	18.6	0.0	0.0	32.6		
Exiting Leg Total	0					27					8					8					43	

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

4:00 PM	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	0	4	0	6	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	9
4:15 PM	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	8
4:30 PM	0	0	5	0	5	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	9
4:45 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	7
Total Volume	2	0	14	0	16	0	4	1	0	5	0	0	0	0	0	4	8	0	0	12	33
% Approach Total	12.5	0.0	87.5	0.0		0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		
PHF	0.250	0.000	0.700	0.000	0.667	0.000	0.500	0.250	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.333	0.667	0.000	0.000	0.750	0.917
Entering Leg	2	0	14	0	16	0	4	1	0	5	0	0	0	0	0	4	8	0	0	12	33
Exiting Leg	0					22					5					6					33
Total	16					27					5					18					66

PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	3	0	4	0	3	5	0	8	0	0	0	0	0	2	1	0	0	3	15
4:15 PM	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	2	5	0	0	7	12
4:30 PM	2	0	1	0	3	0	2	1	0	3	0	0	0	0	0	3	2	0	0	5	11
4:45 PM	2	0	1	0	3	0	4	5	0	9	0	0	0	0	0	1	3	0	0	4	16
<b>Total</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>
5:00 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	7
5:15 PM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	7
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	3	0	0	6	8
5:45 PM	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	2	3	0	0	5	8
<b>Total</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>30</b>
Grand Total	8	0	10	0	18	0	20	12	0	32	0	0	0	0	0	15	19	0	0	34	84
Approach %	44.4	0.0	55.6	0.0		0.0	62.5	37.5	0.0		0.0	0.0	0.0	0.0		44.1	55.9	0.0	0.0		
Total %	9.5	0.0	11.9	0.0	21.4	0.0	23.8	14.3	0.0	38.1	0.0	0.0	0.0	0.0	0.0	17.9	22.6	0.0	0.0	40.5	
Exiting Leg Total	0					29					27					28					84

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

4:00 PM	Route 24 SB Offramp					Innovation Way					Route 24 SB Onramp					Innovation Way					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	3	0	4	0	3	5	0	8	0	0	0	0	0	2	1	0	0	3	15
4:15 PM	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	2	5	0	0	7	12
4:30 PM	2	0	1	0	3	0	2	1	0	3	0	0	0	0	0	3	2	0	0	5	11
4:45 PM	2	0	1	0	3	0	4	5	0	9	0	0	0	0	0	1	3	0	0	4	16
Total Volume	6	0	7	0	13	0	11	11	0	22	0	0	0	0	0	8	11	0	0	19	54
% Approach Total	46.2	0.0	53.8	0.0		0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		42.1	57.9	0.0	0.0		
PHF	0.750	0.000	0.583	0.000	0.813	0.000	0.688	0.550	0.000	0.611	0.000	0.000	0.000	0.000	0.000	0.667	0.550	0.000	0.000	0.679	0.844
Entering Leg	6	0	7	0	13	0	11	11	0	22	0	0	0	0	0	8	11	0	0	19	54
Exiting Leg	0					18					19					17					54
Total	13					40					19					36					108

PDI File #: 218101 D  
 Location: N: Route 24 SB Offramp S: Route 24 SB Onramp  
 Location: E: Innovation Way W: Innovation Way  
 City, State: Freetown, MA  
 Client: TEC/ J. Wadsworth  
 Site Code: T1138  
 Count Date: Thursday, January 13, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Route 24 SB Offramp								Innovation Way								Route 24 SB Onramp								Innovation Way								Total												
	from North								from East								from South								from West																				
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total														
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0								0								0								0								0												

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

	Route 24 SB Offramp								Innovation Way								Route 24 SB Onramp								Innovation Way								Total												
	from North								from East								from South								from West																				
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total														
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0								0								0								0								0												
Exiting Leg	0								0								0								0								0												
Total	0								0								0								0								0												



PDI File #: **218101 D**  
 Location: **N: Route 24 SB Offramp S: Route 24 SB Onramp**  
 Location: **E: Innovation Way W: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Pedestrians**

	Route 24 SB Offramp								Innovation Way								Route 24 SB Onramp								Innovation Way								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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			
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Exiting Leg Total							0								0														0	0			

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

	Route 24 SB Offramp								Innovation Way								Route 24 SB Onramp								Innovation Way								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM																																	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
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	0			
Exiting Leg							0								0														0	0			
Total							0								0														0	0			

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	11	25	0	36	16	7	0	23	10	10	0	20	79
7:15 AM	6	12	0	18	16	7	0	23	16	14	0	30	71
7:30 AM	13	19	0	32	11	7	0	18	20	13	0	33	83
7:45 AM	10	16	0	26	23	7	1	31	14	14	0	28	85
<b>Total</b>	<b>40</b>	<b>72</b>	<b>0</b>	<b>112</b>	<b>66</b>	<b>28</b>	<b>1</b>	<b>95</b>	<b>60</b>	<b>51</b>	<b>0</b>	<b>111</b>	<b>318</b>
8:00 AM	18	16	0	34	9	1	0	10	16	19	0	35	79
8:15 AM	21	16	0	37	12	3	0	15	15	17	0	32	84
8:30 AM	16	8	0	24	10	4	0	14	14	16	0	30	68
8:45 AM	15	14	0	29	7	3	0	10	8	9	0	17	56
<b>Total</b>	<b>70</b>	<b>54</b>	<b>0</b>	<b>124</b>	<b>38</b>	<b>11</b>	<b>0</b>	<b>49</b>	<b>53</b>	<b>61</b>	<b>0</b>	<b>114</b>	<b>287</b>
Grand Total	110	126	0	236	104	39	1	144	113	112	0	225	605
Approach %	46.6	53.4	0.0		72.2	27.1	0.7		50.2	49.8	0.0		
Total %	18.2	20.8	0.0	39.0	17.2	6.4	0.2	23.8	18.7	18.5	0.0	37.2	
Exiting Leg Total				216				240				149	605
Cars	95	70	0	165	65	32	0	97	108	104	0	212	474
% Cars	86.4	55.6	0.0	69.9	62.5	82.1	0.0	67.4	95.6	92.9	0.0	94.2	78.3
Exiting Leg Total				169				178				127	474
Heavy Vehicles	15	56	0	71	39	7	1	47	5	8	0	13	131
% Heavy Vehicles	13.6	44.4	0.0	30.1	37.5	17.9	100.0	32.6	4.4	7.1	0.0	5.8	21.7
Exiting Leg Total				47				62				22	131

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

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	13	19	0	32	11	7	0	18	20	13	0	33	83
7:45 AM	10	16	0	26	23	7	1	31	14	14	0	28	85
8:00 AM	18	16	0	34	9	1	0	10	16	19	0	35	79
8:15 AM	21	16	0	37	12	3	0	15	15	17	0	32	84
Total Volume	62	67	0	129	55	18	1	74	65	63	0	128	331
% Approach Total	48.1	51.9	0.0		74.3	24.3	1.4		50.8	49.2	0.0		
PHF	0.738	0.882	0.000	0.872	0.598	0.643	0.250	0.597	0.813	0.829	0.000	0.914	0.974
Cars	52	39	0	91	36	14	0	50	61	58	0	119	260
Cars %	83.9	58.2	0.0	70.5	65.5	77.8	0.0	67.6	93.8	92.1	0.0	93.0	78.5
Heavy Vehicles	10	28	0	38	19	4	1	24	4	5	0	9	71
Heavy Vehicles %	16.1	41.8	0.0	29.5	34.5	22.2	100.0	32.4	6.2	7.9	0.0	7.0	21.5
Cars Enter Leg	52	39	0	91	36	14	0	50	61	58	0	119	260
Heavy Enter Leg	10	28	0	38	19	4	1	24	4	5	0	9	71
Total Entering Leg	62	67	0	129	55	18	1	74	65	63	0	128	331
Cars Exiting Leg				94				100				66	260
Heavy Exiting Leg				24				33				14	71
Total Exiting Leg				118				133				80	331

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	10	16	0	26	13	6	0	19	9	9	0	18	63
7:15 AM	5	8	0	13	8	6	0	14	16	14	0	30	57
7:30 AM	12	13	0	25	5	5	0	10	20	12	0	32	67
7:45 AM	8	9	0	17	16	5	0	21	14	12	0	26	64
<b>Total</b>	<b>35</b>	<b>46</b>	<b>0</b>	<b>81</b>	<b>42</b>	<b>22</b>	<b>0</b>	<b>64</b>	<b>59</b>	<b>47</b>	<b>0</b>	<b>106</b>	<b>251</b>
8:00 AM	15	8	0	23	6	1	0	7	13	18	0	31	61
8:15 AM	17	9	0	26	9	3	0	12	14	16	0	30	68
8:30 AM	15	4	0	19	3	3	0	6	14	14	0	28	53
8:45 AM	13	3	0	16	5	3	0	8	8	9	0	17	41
<b>Total</b>	<b>60</b>	<b>24</b>	<b>0</b>	<b>84</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>33</b>	<b>49</b>	<b>57</b>	<b>0</b>	<b>106</b>	<b>223</b>
Grand Total	95	70	0	165	65	32	0	97	108	104	0	212	474
Approach %	57.6	42.4	0.0		67.0	33.0	0.0		50.9	49.1	0.0		
Total %	20.0	14.8	0.0	34.8	13.7	6.8	0.0	20.5	22.8	21.9	0.0	44.7	
Exiting Leg Total				169				178				127	474

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

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	12	13	0	25	5	5	0	10	20	12	0	32	67
7:45 AM	8	9	0	17	16	5	0	21	14	12	0	26	64
8:00 AM	15	8	0	23	6	1	0	7	13	18	0	31	61
8:15 AM	17	9	0	26	9	3	0	12	14	16	0	30	68
<b>Total Volume</b>	<b>52</b>	<b>39</b>	<b>0</b>	<b>91</b>	<b>36</b>	<b>14</b>	<b>0</b>	<b>50</b>	<b>61</b>	<b>58</b>	<b>0</b>	<b>119</b>	<b>260</b>
% Approach Total	57.1	42.9	0.0		72.0	28.0	0.0		51.3	48.7	0.0		
PHF	0.765	0.750	0.000	0.875	0.563	0.700	0.000	0.595	0.763	0.806	0.000	0.930	0.956
Entering Leg	52	39	0	91	36	14	0	50	61	58	0	119	260
Exiting Leg				94				100				66	260
<b>Total</b>				<b>185</b>				<b>150</b>				<b>185</b>	<b>520</b>

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	9	0	10	3	1	0	4	1	1	0	2	16
7:15 AM	1	4	0	5	8	1	0	9	0	0	0	0	14
7:30 AM	1	6	0	7	6	2	0	8	0	1	0	1	16
7:45 AM	2	7	0	9	7	2	1	10	0	2	0	2	21
<b>Total</b>	<b>5</b>	<b>26</b>	<b>0</b>	<b>31</b>	<b>24</b>	<b>6</b>	<b>1</b>	<b>31</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>67</b>
8:00 AM	3	8	0	11	3	0	0	3	3	1	0	4	18
8:15 AM	4	7	0	11	3	0	0	3	1	1	0	2	16
8:30 AM	1	4	0	5	7	1	0	8	0	2	0	2	15
8:45 AM	2	11	0	13	2	0	0	2	0	0	0	0	15
<b>Total</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>40</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>64</b>
<b>Grand Total</b>	<b>15</b>	<b>56</b>	<b>0</b>	<b>71</b>	<b>39</b>	<b>7</b>	<b>1</b>	<b>47</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>131</b>
Approach %	21.1	78.9	0.0		83.0	14.9	2.1		38.5	61.5	0.0		
Total %	11.5	42.7	0.0	54.2	29.8	5.3	0.8	35.9	3.8	6.1	0.0	9.9	
Exiting Leg Total				47				62				22	131
Buses	2	0	0	2	0	4	0	4	2	1	0	3	9
% Buses	13.3	0.0	0.0	2.8	0.0	57.1	0.0	8.5	40.0	12.5	0.0	23.1	6.9
Exiting Leg Total				1				2				6	9
Single-Unit Trucks	6	14	0	20	11	1	1	13	0	6	0	6	39
% Single-Unit	40.0	25.0	0.0	28.2	28.2	14.3	100.0	27.7	0.0	75.0	0.0	46.2	29.8
Exiting Leg Total				17				15				7	39
Articulated Trucks	7	42	0	49	28	2	0	30	3	1	0	4	83
% Articulated	46.7	75.0	0.0	69.0	71.8	28.6	0.0	63.8	60.0	12.5	0.0	30.8	63.4
Exiting Leg Total				29				45				9	83

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

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	1	6	0	7	6	2	0	8	0	1	0	1	16
7:45 AM	2	7	0	9	7	2	1	10	0	2	0	2	21
8:00 AM	3	8	0	11	3	0	0	3	3	1	0	4	18
8:15 AM	4	7	0	11	3	0	0	3	1	1	0	2	16
<b>Total Volume</b>	<b>10</b>	<b>28</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>24</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>71</b>
<b>% Approach Total</b>	<b>26.3</b>	<b>73.7</b>	<b>0.0</b>		<b>79.2</b>	<b>16.7</b>	<b>4.2</b>		<b>44.4</b>	<b>55.6</b>	<b>0.0</b>		
<b>PHF</b>	<b>0.625</b>	<b>0.875</b>	<b>0.000</b>	<b>0.864</b>	<b>0.679</b>	<b>0.500</b>	<b>0.250</b>	<b>0.600</b>	<b>0.333</b>	<b>0.625</b>	<b>0.000</b>	<b>0.563</b>	<b>0.845</b>
Buses	0	0	0	0	0	2	0	2	1	0	0	1	3
Buses %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	8.3	25.0	0.0	0.0	11.1	4.2
Single-Unit Trucks	4	9	0	13	7	1	1	9	0	4	0	4	26
Single-Unit %	40.0	32.1	0.0	34.2	36.8	25.0	100.0	37.5	0.0	80.0	0.0	44.4	36.6
Articulated Trucks	6	19	0	25	12	1	0	13	3	1	0	4	42
Articulated %	60.0	67.9	0.0	65.8	63.2	25.0	0.0	54.2	75.0	20.0	0.0	44.4	59.2
Buses	0	0	0	0	0	2	0	2	1	0	0	1	3
Single-Unit Trucks	4	9	0	13	7	1	1	9	0	4	0	4	26
Articulated Trucks	6	19	0	25	12	1	0	13	3	1	0	4	42
<b>Total Entering Leg</b>	<b>10</b>	<b>28</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>24</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>71</b>
Buses				0				1				2	3
Single-Unit Trucks				11				10				5	26
Articulated Trucks				13				22				7	42
<b>Total Exiting Leg</b>				<b>24</b>				<b>33</b>				<b>14</b>	<b>71</b>

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	1	0	1	1	1	0	2	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>6</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>9</b>
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		66.7	33.3	0.0		
Total %	22.2	0.0	0.0	22.2	0.0	44.4	0.0	44.4	22.2	11.1	0.0	33.3	
Exiting Leg Total				1				2				6	9

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

7:00 AM	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	1	0	1	1	1	0	2	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>6</b>
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		50.0	50.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.750	0.000	0.750	0.250	0.250	0.000	0.250	0.375
Entering Leg	1	0	0	1	0	3	0	3	1	1	0	2	6
Exiting Leg				1				1				4	6
<b>Total</b>				<b>2</b>				<b>4</b>				<b>6</b>	<b>12</b>

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
7:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	1	2	0	3	2	0	0	2	0	1	0	1	6
7:45 AM	0	3	0	3	2	1	1	4	0	1	0	1	8
<b>Total</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>17</b>
8:00 AM	1	4	0	5	2	0	0	2	0	1	0	1	8
8:15 AM	2	0	0	2	1	0	0	1	0	1	0	1	4
8:30 AM	0	1	0	1	3	0	0	3	0	2	0	2	6
8:45 AM	1	3	0	4	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>22</b>
<b>Grand Total</b>	<b>6</b>	<b>14</b>	<b>0</b>	<b>20</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>39</b>
Approach %	30.0	70.0	0.0		84.6	7.7	7.7		0.0	100.0	0.0		
Total %	15.4	35.9	0.0	51.3	28.2	2.6	2.6	33.3	0.0	15.4	0.0	15.4	
Exiting Leg Total				17				15				7	39

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

7:30 AM	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	1	2	0	3	2	0	0	2	0	1	0	1	6
7:45 AM	0	3	0	3	2	1	1	4	0	1	0	1	8
8:00 AM	1	4	0	5	2	0	0	2	0	1	0	1	8
8:15 AM	2	0	0	2	1	0	0	1	0	1	0	1	4
<b>Total Volume</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>26</b>
% Approach Total	30.8	69.2	0.0		77.8	11.1	11.1		0.0	100.0	0.0		
PHF	0.500	0.563	0.000	0.650	0.875	0.250	0.250	0.563	0.000	1.000	0.000	1.000	0.813
Entering Leg	4	9	0	13	7	1	1	9	0	4	0	4	26
Exiting Leg				11				10				5	26
<b>Total</b>				<b>24</b>				<b>19</b>				<b>9</b>	<b>52</b>

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	8	0	8	2	0	0	2	0	0	0	0	10
7:15 AM	0	4	0	4	8	1	0	9	0	0	0	0	13
7:30 AM	0	4	0	4	4	1	0	5	0	0	0	0	9
7:45 AM	2	4	0	6	5	0	0	5	0	1	0	1	12
<b>Total</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>22</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>44</b>
8:00 AM	2	4	0	6	1	0	0	1	3	0	0	3	10
8:15 AM	2	7	0	9	2	0	0	2	0	0	0	0	11
8:30 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
8:45 AM	1	8	0	9	2	0	0	2	0	0	0	0	11
<b>Total</b>	<b>5</b>	<b>22</b>	<b>0</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>39</b>
Grand Total	7	42	0	49	28	2	0	30	3	1	0	4	83
Approach %	14.3	85.7	0.0		93.3	6.7	0.0		75.0	25.0	0.0		
Total %	8.4	50.6	0.0	59.0	33.7	2.4	0.0	36.1	3.6	1.2	0.0	4.8	
Exiting Leg Total				29				45				9	83

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

7:00 AM	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	8	0	8	2	0	0	2	0	0	0	0	10
7:15 AM	0	4	0	4	8	1	0	9	0	0	0	0	13
7:30 AM	0	4	0	4	4	1	0	5	0	0	0	0	9
7:45 AM	2	4	0	6	5	0	0	5	0	1	0	1	12
Total Volume	2	20	0	22	19	2	0	21	0	1	0	1	44
% Approach Total	9.1	90.9	0.0		90.5	9.5	0.0		0.0	100.0	0.0		
PHF	0.250	0.625	0.000	0.688	0.594	0.500	0.000	0.583	0.000	0.250	0.000	0.250	0.846
Entering Leg	2	20	0	22	19	2	0	21	0	1	0	1	44
Exiting Leg				20				20				4	44
<b>Total</b>				<b>42</b>				<b>41</b>				<b>5</b>	<b>88</b>

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**



**PRECISION  
D A T A  
INDUSTRIES, LLC**

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

Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**

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

	South Main Street						Innovation Way						South Main Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Exiting Leg Total	0						0						0						0

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

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



PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	South Main Street						Innovation Way						South Main Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

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

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	32	43	0	75	15	18	0	33	13	19	0	32	140
4:15 PM	21	19	0	40	7	18	0	25	9	17	0	26	91
4:30 PM	19	16	0	35	15	21	0	36	8	13	0	21	92
4:45 PM	19	17	0	36	14	17	0	31	10	20	0	30	97
<b>Total</b>	<b>91</b>	<b>95</b>	<b>0</b>	<b>186</b>	<b>51</b>	<b>74</b>	<b>0</b>	<b>125</b>	<b>40</b>	<b>69</b>	<b>0</b>	<b>109</b>	<b>420</b>
5:00 PM	18	14	0	32	9	11	0	20	6	12	0	18	70
5:15 PM	19	13	0	32	11	10	0	21	8	17	1	26	79
5:30 PM	15	20	0	35	13	23	0	36	7	12	0	19	90
5:45 PM	14	15	0	29	9	13	0	22	12	11	0	23	74
<b>Total</b>	<b>66</b>	<b>62</b>	<b>0</b>	<b>128</b>	<b>42</b>	<b>57</b>	<b>0</b>	<b>99</b>	<b>33</b>	<b>52</b>	<b>1</b>	<b>86</b>	<b>313</b>
Grand Total	157	157	0	314	93	131	0	224	73	121	1	195	733
Approach %	50.0	50.0	0.0		41.5	58.5	0.0		37.4	62.1	0.5		
Total %	21.4	21.4	0.0	42.8	12.7	17.9	0.0	30.6	10.0	16.5	0.1	26.6	
Exiting Leg Total				214				230				289	733
Cars	155	111	0	266	59	129	0	188	66	119	1	186	640
% Cars	98.7	70.7	0.0	84.7	63.4	98.5	0.0	83.9	90.4	98.3	100.0	95.4	87.3
Exiting Leg Total				178				177				285	640
Heavy Vehicles	2	46	0	48	34	2	0	36	7	2	0	9	93
% Heavy Vehicles	1.3	29.3	0.0	15.3	36.6	1.5	0.0	16.1	9.6	1.7	0.0	4.6	12.7
Exiting Leg Total				36				53				4	93

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

4:00 PM	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	32	43	0	75	15	18	0	33	13	19	0	32	140
4:15 PM	21	19	0	40	7	18	0	25	9	17	0	26	91
4:30 PM	19	16	0	35	15	21	0	36	8	13	0	21	92
4:45 PM	19	17	0	36	14	17	0	31	10	20	0	30	97
Total Volume	91	95	0	186	51	74	0	125	40	69	0	109	420
% Approach Total	48.9	51.1	0.0		40.8	59.2	0.0		36.7	63.3	0.0		
PHF	0.711	0.552	0.000	0.620	0.850	0.881	0.000	0.868	0.769	0.863	0.000	0.852	0.750
Cars	90	65	0	155	30	72	0	102	36	68	0	104	361
Cars %	98.9	68.4	0.0	83.3	58.8	97.3	0.0	81.6	90.0	98.6	0.0	95.4	86.0
Heavy Vehicles	1	30	0	31	21	2	0	23	4	1	0	5	59
Heavy Vehicles %	1.1	31.6	0.0	16.7	41.2	2.7	0.0	18.4	10.0	1.4	0.0	4.6	14.0
Cars Enter Leg	90	65	0	155	30	72	0	102	36	68	0	104	361
Heavy Enter Leg	1	30	0	31	21	2	0	23	4	1	0	5	59
Total Entering Leg	91	95	0	186	51	74	0	125	40	69	0	109	420
Cars Exiting Leg				98				101				162	361
Heavy Exiting Leg				22				34				3	59
Total Exiting Leg				120				135				165	420

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	31	38	0	69	10	17	0	27	12	19	0	31	127
4:15 PM	21	9	0	30	2	18	0	20	8	16	0	24	74
4:30 PM	19	8	0	27	11	21	0	32	8	13	0	21	80
4:45 PM	19	10	0	29	7	16	0	23	8	20	0	28	80
<b>Total</b>	<b>90</b>	<b>65</b>	<b>0</b>	<b>155</b>	<b>30</b>	<b>72</b>	<b>0</b>	<b>102</b>	<b>36</b>	<b>68</b>	<b>0</b>	<b>104</b>	<b>361</b>
5:00 PM	18	12	0	30	5	11	0	16	6	11	0	17	63
5:15 PM	18	11	0	29	7	10	0	17	6	17	1	24	70
5:30 PM	15	14	0	29	11	23	0	34	7	12	0	19	82
5:45 PM	14	9	0	23	6	13	0	19	11	11	0	22	64
<b>Total</b>	<b>65</b>	<b>46</b>	<b>0</b>	<b>111</b>	<b>29</b>	<b>57</b>	<b>0</b>	<b>86</b>	<b>30</b>	<b>51</b>	<b>1</b>	<b>82</b>	<b>279</b>
<b>Grand Total</b>	<b>155</b>	<b>111</b>	<b>0</b>	<b>266</b>	<b>59</b>	<b>129</b>	<b>0</b>	<b>188</b>	<b>66</b>	<b>119</b>	<b>1</b>	<b>186</b>	<b>640</b>
Approach %	58.3	41.7	0.0		31.4	68.6	0.0		35.5	64.0	0.5		
Total %	24.2	17.3	0.0	41.6	9.2	20.2	0.0	29.4	10.3	18.6	0.2	29.1	
Exiting Leg Total				178				177				285	640

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

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	31	38	0	69	10	17	0	27	12	19	0	31	127
4:15 PM	21	9	0	30	2	18	0	20	8	16	0	24	74
4:30 PM	19	8	0	27	11	21	0	32	8	13	0	21	80
4:45 PM	19	10	0	29	7	16	0	23	8	20	0	28	80
<b>Total Volume</b>	<b>90</b>	<b>65</b>	<b>0</b>	<b>155</b>	<b>30</b>	<b>72</b>	<b>0</b>	<b>102</b>	<b>36</b>	<b>68</b>	<b>0</b>	<b>104</b>	<b>361</b>
% Approach Total	58.1	41.9	0.0		29.4	70.6	0.0		34.6	65.4	0.0		
PHF	0.726	0.428	0.000	0.562	0.682	0.857	0.000	0.797	0.750	0.850	0.000	0.839	0.711
Entering Leg	90	65	0	155	30	72	0	102	36	68	0	104	361
Exiting Leg				98				101				162	361
<b>Total</b>				<b>253</b>				<b>203</b>				<b>266</b>	<b>722</b>

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	5	0	6	5	1	0	6	1	0	0	1	13
4:15 PM	0	10	0	10	5	0	0	5	1	1	0	2	17
4:30 PM	0	8	0	8	4	0	0	4	0	0	0	0	12
4:45 PM	0	7	0	7	7	1	0	8	2	0	0	2	17
<b>Total</b>	<b>1</b>	<b>30</b>	<b>0</b>	<b>31</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>59</b>
5:00 PM	0	2	0	2	4	0	0	4	0	1	0	1	7
5:15 PM	1	2	0	3	4	0	0	4	2	0	0	2	9
5:30 PM	0	6	0	6	2	0	0	2	0	0	0	0	8
5:45 PM	0	6	0	6	3	0	0	3	1	0	0	1	10
<b>Total</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>34</b>
<b>Grand Total</b>	<b>2</b>	<b>46</b>	<b>0</b>	<b>48</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>93</b>
Approach %	4.2	95.8	0.0		94.4	5.6	0.0		77.8	22.2	0.0		
Total %	2.2	49.5	0.0	51.6	36.6	2.2	0.0	38.7	7.5	2.2	0.0	9.7	
Exiting Leg Total				36				53				4	93
Buses	0	0	0	0	0	0	0	0	6	0	0	6	6
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	0.0	66.7	6.5
Exiting Leg Total				0				6				0	6
Single-Unit Trucks	0	11	0	11	7	2	0	9	1	1	0	2	22
% Single-Unit	0.0	23.9	0.0	22.9	20.6	100.0	0.0	25.0	14.3	50.0	0.0	22.2	23.7
Exiting Leg Total				8				12				2	22
Articulated Trucks	2	35	0	37	27	0	0	27	0	1	0	1	65
% Articulated	100.0	76.1	0.0	77.1	79.4	0.0	0.0	75.0	0.0	50.0	0.0	11.1	69.9
Exiting Leg Total				28				35				2	65

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

4:00 PM	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	5	0	6	5	1	0	6	1	0	0	1	13
4:15 PM	0	10	0	10	5	0	0	5	1	1	0	2	17
4:30 PM	0	8	0	8	4	0	0	4	0	0	0	0	12
4:45 PM	0	7	0	7	7	1	0	8	2	0	0	2	17
<b>Total Volume</b>	<b>1</b>	<b>30</b>	<b>0</b>	<b>31</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>59</b>
<b>% Approach Total</b>	<b>3.2</b>	<b>96.8</b>	<b>0.0</b>		<b>91.3</b>	<b>8.7</b>	<b>0.0</b>		<b>80.0</b>	<b>20.0</b>	<b>0.0</b>		
PHF	0.250	0.750	0.000	0.775	0.750	0.500	0.000	0.719	0.500	0.250	0.000	0.625	0.868
Buses	0	0	0	0	0	0	0	0	4	0	0	4	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	80.0	6.8
Single-Unit Trucks	0	10	0	10	5	2	0	7	0	0	0	0	17
Single-Unit %	0.0	33.3	0.0	32.3	23.8	100.0	0.0	30.4	0.0	0.0	0.0	0.0	28.8
Articulated Trucks	1	20	0	21	16	0	0	16	0	1	0	1	38
Articulated %	100.0	66.7	0.0	67.7	76.2	0.0	0.0	69.6	0.0	100.0	0.0	20.0	64.4
Buses	0	0	0	0	0	0	0	0	4	0	0	4	4
Single-Unit Trucks	0	10	0	10	5	2	0	7	0	0	0	0	17
Articulated Trucks	1	20	0	21	16	0	0	16	0	1	0	1	38
Total Entering Leg	1	30	0	31	21	2	0	23	4	1	0	5	59
Buses				0				4				0	4
Single-Unit Trucks				5				10				2	17
Articulated Trucks				17				20				1	38
Total Exiting Leg				22				34				3	59

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	South Main Street				Innovation Way				South Main Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	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	2	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
5:00 PM	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	1	0	0	1	1
5:30 PM	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	1	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>
Approach %	0.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total				0				6					0	6

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

	South Main Street				Innovation Way				South Main Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	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	2	0	0	2	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Exiting Leg				0				4					0	4
<b>Total</b>				0				4					4	8

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	2	0	2	2	1	0	3	0	0	0	0	5
4:15 PM	0	3	0	3	2	0	0	2	0	0	0	0	5
4:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	3
4:45 PM	0	2	0	2	1	1	0	2	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>5</b>
<b>Grand Total</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>22</b>
Approach %	0.0	100.0	0.0		77.8	22.2	0.0		50.0	50.0	0.0		
Total %	0.0	50.0	0.0	50.0	31.8	9.1	0.0	40.9	4.5	4.5	0.0	9.1	
Exiting Leg Total				8				12				2	22

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

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	2	0	2	2	1	0	3	0	0	0	0	5
4:15 PM	0	3	0	3	2	0	0	2	0	0	0	0	5
4:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	3
4:45 PM	0	2	0	2	1	1	0	2	0	0	0	0	4
<b>Total Volume</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
% Approach Total	0.0	100.0	0.0		71.4	28.6	0.0		0.0	0.0	0.0		
PHF	0.000	0.833	0.000	0.833	0.625	0.500	0.000	0.583	0.000	0.000	0.000	0.000	0.850
Entering Leg	0	10	0	10	5	2	0	7	0	0	0	0	17
Exiting Leg				5				10				2	17
<b>Total</b>				<b>15</b>				<b>17</b>				<b>2</b>	<b>34</b>

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	3	0	4	3	0	0	3	0	0	0	0	7
4:15 PM	0	7	0	7	3	0	0	3	0	1	0	1	11
4:30 PM	0	5	0	5	4	0	0	4	0	0	0	0	9
4:45 PM	0	5	0	5	6	0	0	6	0	0	0	0	11
<b>Total</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>21</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>38</b>
5:00 PM	0	2	0	2	4	0	0	4	0	0	0	0	6
5:15 PM	1	2	0	3	4	0	0	4	0	0	0	0	7
5:30 PM	0	6	0	6	2	0	0	2	0	0	0	0	8
5:45 PM	0	5	0	5	1	0	0	1	0	0	0	0	6
<b>Total</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>Grand Total</b>	<b>2</b>	<b>35</b>	<b>0</b>	<b>37</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>65</b>
Approach %	5.4	94.6	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	3.1	53.8	0.0	56.9	41.5	0.0	0.0	41.5	0.0	1.5	0.0	1.5	
Exiting Leg Total				28				35				2	65

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

	South Main Street				Innovation Way				South Main Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	3	0	4	3	0	0	3	0	0	0	0	7
4:15 PM	0	7	0	7	3	0	0	3	0	1	0	1	11
4:30 PM	0	5	0	5	4	0	0	4	0	0	0	0	9
4:45 PM	0	5	0	5	6	0	0	6	0	0	0	0	11
<b>Total Volume</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>21</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>38</b>
% Approach Total	4.8	95.2	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.714	0.000	0.750	0.667	0.000	0.000	0.667	0.000	0.250	0.000	0.250	0.864
Entering Leg	1	20	0	21	16	0	0	16	0	1	0	1	38
Exiting Leg				17				20				1	38
<b>Total</b>				<b>38</b>				<b>36</b>				<b>2</b>	<b>76</b>

PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**



**PRECISION  
D A T A  
INDUSTRIES, LLC**

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

Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**

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

	South Main Street						Innovation Way						South Main Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	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
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
Exiting Leg Total	0						0						0						0

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

4:00 PM	South Main Street						Innovation Way						South Main Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
<b>Total</b>	0						0						0						0



PDI File #: **218101 E**  
 Location: **N: South Main Street S: South Main Street**  
 Location: **E: Innovation Way**  
 City, State: **Freetown, MA**  
 Client: **TEC/ J. Wadsworth**  
 Site Code: **T1138**  
 Count Date: **Thursday, January 13, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	South Main Street						Innovation Way						South Main Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

	South Main Street						Innovation Way						South Main Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

## **Attachment C**

Automatic Traffic Recorder (ATR) Counts

Innovation Way  
north of Amazon Driveway  
City, State: Freetown, MA  
Client: TEC/ J. Wadsworth  
Site Code: T1138

PDI File # 218101 ATR-A

Count Date: Wednesday, January 12, 2022  
Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	15	0	3	18
12:15 AM	4	0	1	5
12:30 AM	15	0	5	20
12:45 AM	3	1	1	5
1:00 AM	0	0	0	0
1:15 AM	0	1	1	2
1:30 AM	3	0	0	3
1:45 AM	3	0	4	7
2:00 AM	4	0	2	6
2:15 AM	0	0	1	1
2:30 AM	4	1	3	8
2:45 AM	3	1	4	8
3:00 AM	3	0	4	7
3:15 AM	5	0	4	9
3:30 AM	5	2	3	10
3:45 AM	0	2	2	4
4:00 AM	4	1	3	8
4:15 AM	5	1	2	8
4:30 AM	23	2	7	32
4:45 AM	30	2	9	41
5:00 AM	44	9	0	53
5:15 AM	17	5	2	24
5:30 AM	10	9	1	20
5:45 AM	6	5	0	11
6:00 AM	13	6	4	23
6:15 AM	4	11	3	18
6:30 AM	6	8	1	15
6:45 AM	16	8	1	25
7:00 AM	9	5	4	18
7:15 AM	18	3	2	23
7:30 AM	10	4	7	21
7:45 AM	9	5	3	17
8:00 AM	6	4	2	12
8:15 AM	10	4	7	21
8:30 AM	5	2	6	13
8:45 AM	5	5	4	14
9:00 AM	6	3	3	12
9:15 AM	8	3	7	18
9:30 AM	7	3	5	15
9:45 AM	3	5	7	15
10:00 AM	13	1	3	17
10:15 AM	27	7	0	34
10:30 AM	16	4	2	22
10:45 AM	20	2	2	24
11:00 AM	6	3	6	15
11:15 AM	12	4	7	23
11:30 AM	13	7	2	22
11:45 AM	13	6	2	21

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	18	0	5	23
12:15 PM	13	5	4	22
12:30 PM	21	4	4	29
12:45 PM	19	1	3	23
1:00 PM	18	3	7	28
1:15 PM	22	1	3	26
1:30 PM	18	2	1	21
1:45 PM	14	9	3	26
2:00 PM	12	10	4	26
2:15 PM	19	0	3	22
2:30 PM	26	2	6	34
2:45 PM	24	3	4	31
3:00 PM	31	0	4	35
3:15 PM	34	1	4	39
3:30 PM	54	2	5	61
3:45 PM	20	0	0	20
4:00 PM	35	0	1	36
4:15 PM	14	1	1	16
4:30 PM	34	0	1	35
4:45 PM	22	1	3	26
5:00 PM	31	1	10	42
5:15 PM	31	2	0	33
5:30 PM	98	1	1	100
5:45 PM	35	1	4	40
6:00 PM	72	0	2	74
6:15 PM	30	1	2	33
6:30 PM	23	0	3	26
6:45 PM	11	1	2	14
7:00 PM	11	1	1	13
7:15 PM	4	0	2	6
7:30 PM	4	2	5	11
7:45 PM	3	1	1	5
8:00 PM	4	0	1	5
8:15 PM	5	0	0	5
8:30 PM	6	0	0	6
8:45 PM	4	0	2	6
9:00 PM	13	0	6	19
9:15 PM	5	0	3	8
9:30 PM	4	2	1	7
9:45 PM	6	0	2	8
10:00 PM	4	0	0	4
10:15 PM	3	1	1	5
10:30 PM	3	0	0	3
10:45 PM	5	1	1	7
11:00 PM	9	1	0	10
11:15 PM	4	0	5	9
11:30 PM	9	2	2	13
11:45 PM	9	1	1	11

<b>AM Total</b>	<b>461</b>	<b>155</b>	<b>152</b>	<b>768</b>
<b>Percentage</b>	<b>60.03%</b>	<b>20.18%</b>	<b>19.79%</b>	
<b>AM Peak</b>	<b>4:30 AM</b>	<b>6:00 AM</b>	<b>9:00 AM</b>	<b>4:30 AM</b>
<b>Volume</b>	<b>114</b>	<b>33</b>	<b>22</b>	<b>150</b>

<b>PM Total</b>	<b>914</b>	<b>64</b>	<b>124</b>	<b>1102</b>
<b>Percentage</b>	<b>82.94%</b>	<b>5.81%</b>	<b>11.25%</b>	
<b>PM Peak</b>	<b>5:15 PM</b>	<b>1:15 PM</b>	<b>12:15 PM</b>	<b>5:15 PM</b>
<b>Volume</b>	<b>236</b>	<b>22</b>	<b>18</b>	<b>247</b>

<b>Day Total</b>	<b>1375</b>	<b>219</b>	<b>276</b>	<b>1870</b>
<b>Percentage</b>	<b>73.53%</b>	<b>11.71%</b>	<b>14.76%</b>	

Innovation Way  
north of Amazon Driveway  
City, State: Freetown, MA  
Client: TEC/ J. Wadsworth  
Site Code: T1138

PDI File # 218101 ATR-A

Count Date: Thursday, January 13, 2022  
Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	16	0	1	17
12:15 AM	10	1	2	13
12:30 AM	9	0	0	9
12:45 AM	5	2	0	7
1:00 AM	1	0	0	1
1:15 AM	7	0	1	8
1:30 AM	3	1	0	4
1:45 AM	3	0	0	3
2:00 AM	2	1	1	4
2:15 AM	5	1	1	7
2:30 AM	5	1	4	10
2:45 AM	9	3	2	14
3:00 AM	4	5	5	14
3:15 AM	3	6	2	11
3:30 AM	2	4	1	7
3:45 AM	4	1	1	6
4:00 AM	1	3	0	4
4:15 AM	10	1	1	12
4:30 AM	39	1	4	44
4:45 AM	19	1	1	21
5:00 AM	56	1	9	66
5:15 AM	20	1	3	24
5:30 AM	5	0	5	10
5:45 AM	2	4	5	11
6:00 AM	9	2	6	17
6:15 AM	6	2	12	20
6:30 AM	8	2	10	20
6:45 AM	11	6	6	23
7:00 AM	12	7	1	20
7:15 AM	9	3	3	15
7:30 AM	6	3	3	12
7:45 AM	5	6	3	14
8:00 AM	10	1	4	15
8:15 AM	4	2	6	12
8:30 AM	8	0	7	15
8:45 AM	8	1	5	14
9:00 AM	13	1	3	17
9:15 AM	7	3	8	18
9:30 AM	8	5	3	16
9:45 AM	17	5	5	27
10:00 AM	9	1	4	14
10:15 AM	3	6	3	12
10:30 AM	10	5	4	19
10:45 AM	10	1	2	13
11:00 AM	9	5	5	19
11:15 AM	10	1	6	17
11:30 AM	10	3	1	14
11:45 AM	13	5	3	21

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	20	4	9	33
12:15 PM	12	1	1	14
12:30 PM	15	2	6	23
12:45 PM	12	4	1	17
1:00 PM	12	2	9	23
1:15 PM	12	3	4	19
1:30 PM	13	4	12	29
1:45 PM	15	4	3	22
2:00 PM	8	6	3	17
2:15 PM	13	4	2	19
2:30 PM	20	4	2	26
2:45 PM	8	6	3	17
3:00 PM	29	6	3	38
3:15 PM	35	3	2	40
3:30 PM	65	5	2	72
3:45 PM	21	3	1	25
4:00 PM	43	1	8	52
4:15 PM	22	0	2	24
4:30 PM	26	1	2	29
4:45 PM	26	2	8	36
5:00 PM	38	1	1	40
5:15 PM	29	0	0	29
5:30 PM	82	0	1	83
5:45 PM	34	0	3	37
6:00 PM	79	1	5	85
6:15 PM	20	0	4	24
6:30 PM	18	0	0	18
6:45 PM	9	2	0	11
7:00 PM	13	0	0	13
7:15 PM	3	0	0	3
7:30 PM	3	1	1	5
7:45 PM	4	0	4	8
8:00 PM	9	0	2	11
8:15 PM	3	1	0	4
8:30 PM	8	0	5	13
8:45 PM	1	0	2	3
9:00 PM	3	0	3	6
9:15 PM	3	0	4	7
9:30 PM	4	1	0	5
9:45 PM	1	1	2	4
10:00 PM	1	0	0	1
10:15 PM	3	1	2	6
10:30 PM	0	0	1	1
10:45 PM	2	0	3	5
11:00 PM	9	2	1	12
11:15 PM	3	0	4	7
11:30 PM	2	2	4	8
11:45 PM	5	0	6	11

<b>AM Total</b>	<b>455</b>	<b>114</b>	<b>162</b>	<b>731</b>
<b>Percentage</b>	<b>62.24%</b>	<b>15.60%</b>	<b>22.16%</b>	
<b>AM Peak</b>	<b>4:30 AM</b>	<b>6:45 AM</b>	<b>6:00 AM</b>	<b>4:30 AM</b>
<b>Volume</b>	<b>134</b>	<b>19</b>	<b>34</b>	<b>155</b>

<b>PM Total</b>	<b>816</b>	<b>78</b>	<b>141</b>	<b>1035</b>
<b>Percentage</b>	<b>78.84%</b>	<b>7.54%</b>	<b>13.62%</b>	
<b>PM Peak</b>	<b>5:15 PM</b>	<b>2:00 PM</b>	<b>1:00 PM</b>	<b>5:15 PM</b>
<b>Volume</b>	<b>224</b>	<b>20</b>	<b>28</b>	<b>234</b>

<b>Day Total</b>	<b>1271</b>	<b>192</b>	<b>303</b>	<b>1766</b>
<b>Percentage</b>	<b>71.97%</b>	<b>10.87%</b>	<b>17.16%</b>	

Innovation Way  
north of Amazon Driveway  
City, State: Freetown, MA  
Client: TEC/ J. Wadsworth  
Site Code: T1138

PDI File # 218101 ATR-A

Count Date: Wednesday, January 12, 2022  
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	3	3	1	7
12:15 AM	1	2	2	5
12:30 AM	3	0	1	4
12:45 AM	3	0	1	4
1:00 AM	2	0	2	4
1:15 AM	1	1	2	4
1:30 AM	1	0	3	4
1:45 AM	2	2	2	6
2:00 AM	0	1	2	3
2:15 AM	2	2	1	5
2:30 AM	4	2	2	8
2:45 AM	1	0	2	3
3:00 AM	0	0	0	0
3:15 AM	2	0	5	7
3:30 AM	0	1	4	5
3:45 AM	5	0	4	9
4:00 AM	3	0	1	4
4:15 AM	11	1	3	15
4:30 AM	8	0	3	11
4:45 AM	19	2	3	24
5:00 AM	12	1	4	17
5:15 AM	9	1	0	10
5:30 AM	10	0	1	11
5:45 AM	28	1	4	33
6:00 AM	21	1	3	25
6:15 AM	39	1	2	42
6:30 AM	64	3	4	71
6:45 AM	79	5	2	86
7:00 AM	73	3	5	81
7:15 AM	87	0	5	92
7:30 AM	37	3	6	46
7:45 AM	21	1	2	24
8:00 AM	27	2	5	34
8:15 AM	25	3	1	29
8:30 AM	10	5	2	17
8:45 AM	11	1	2	14
9:00 AM	9	4	7	20
9:15 AM	12	0	1	13
9:30 AM	8	5	5	18
9:45 AM	15	6	2	23
10:00 AM	13	4	4	21
10:15 AM	18	2	6	26
10:30 AM	10	2	6	18
10:45 AM	9	4	5	18
11:00 AM	9	1	5	15
11:15 AM	7	3	2	12
11:30 AM	15	5	2	22
11:45 AM	15	5	3	23

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	17	3	4	24
12:15 PM	6	5	7	18
12:30 PM	16	2	2	20
12:45 PM	29	4	5	38
1:00 PM	11	8	4	23
1:15 PM	9	1	3	13
1:30 PM	7	1	3	11
1:45 PM	15	4	4	23
2:00 PM	9	5	5	19
2:15 PM	8	3	3	14
2:30 PM	16	5	6	27
2:45 PM	13	9	6	28
3:00 PM	11	7	2	20
3:15 PM	11	4	5	20
3:30 PM	22	4	1	27
3:45 PM	18	5	4	27
4:00 PM	9	4	0	13
4:15 PM	12	10	7	29
4:30 PM	10	9	4	23
4:45 PM	27	5	3	35
5:00 PM	27	1	1	29
5:15 PM	30	2	4	36
5:30 PM	46	1	2	49
5:45 PM	58	2	0	60
6:00 PM	31	2	0	33
6:15 PM	40	1	2	43
6:30 PM	7	1	0	8
6:45 PM	3	4	0	7
7:00 PM	12	3	0	15
7:15 PM	6	2	0	8
7:30 PM	1	1	2	4
7:45 PM	3	2	1	6
8:00 PM	2	1	1	4
8:15 PM	6	3	0	9
8:30 PM	6	1	0	7
8:45 PM	1	1	1	3
9:00 PM	4	1	0	5
9:15 PM	2	2	2	6
9:30 PM	4	0	1	5
9:45 PM	2	0	2	4
10:00 PM	4	0	0	4
10:15 PM	4	0	0	4
10:30 PM	5	0	0	5
10:45 PM	3	1	1	5
11:00 PM	2	2	1	5
11:15 PM	2	0	2	4
11:30 PM	3	0	2	5
11:45 PM	8	0	2	10

AM Total 764 89 140 993  
Percentage 76.94% 8.96% 14.10%  
AM Peak 6:30 AM 9:30 AM 10:15 AM 6:30 AM  
Volume 303 17 22 330

PM Total 598 132 105 835  
Percentage 71.62% 15.81% 12.57%  
PM Peak 5:30 PM 3:45 PM 2:00 PM 5:30 PM  
Volume 175 28 20 185

Day Total 1362 221 245 1828  
Percentage 74.51% 12.09% 13.40%

Innovation Way  
north of Amazon Driveway  
City, State: Freetown, MA  
Client: TEC/ J. Wadsworth  
Site Code: T1138

PDI File # 218101 ATR-A

Count Date: Thursday, January 13, 2022  
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	6	1	2	9
12:15 AM	5	0	1	6
12:30 AM	1	0	0	1
12:45 AM	1	0	1	2
1:00 AM	0	1	0	1
1:15 AM	0	0	3	3
1:30 AM	0	1	2	3
1:45 AM	1	1	1	3
2:00 AM	0	2	4	6
2:15 AM	3	0	0	3
2:30 AM	4	2	2	8
2:45 AM	1	1	3	5
3:00 AM	3	0	1	4
3:15 AM	1	1	3	5
3:30 AM	2	0	2	4
3:45 AM	2	0	3	5
4:00 AM	3	0	1	4
4:15 AM	8	0	2	10
4:30 AM	9	0	0	9
4:45 AM	24	1	0	25
5:00 AM	12	0	1	13
5:15 AM	10	0	1	11
5:30 AM	11	1	1	13
5:45 AM	15	1	3	19
6:00 AM	18	0	2	20
6:15 AM	43	0	4	47
6:30 AM	58	0	5	63
6:45 AM	84	2	6	92
7:00 AM	64	3	6	73
7:15 AM	69	1	3	73
7:30 AM	38	2	7	47
7:45 AM	24	1	4	29
8:00 AM	25	3	5	33
8:15 AM	16	1	5	22
8:30 AM	12	2	3	17
8:45 AM	11	0	3	14
9:00 AM	12	4	6	22
9:15 AM	15	7	3	25
9:30 AM	7	3	4	14
9:45 AM	9	2	4	15
10:00 AM	12	2	4	18
10:15 AM	8	3	2	13
10:30 AM	9	2	6	17
10:45 AM	13	3	3	19
11:00 AM	8	5	4	17
11:15 AM	6	4	5	15
11:30 AM	7	1	7	15
11:45 AM	7	8	2	17

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	10	1	3	14
12:15 PM	13	3	4	20
12:30 PM	19	6	7	32
12:45 PM	12	8	1	21
1:00 PM	11	8	4	23
1:15 PM	7	7	5	19
1:30 PM	8	5	4	17
1:45 PM	8	6	3	17
2:00 PM	8	6	5	19
2:15 PM	6	8	5	19
2:30 PM	14	6	4	24
2:45 PM	19	10	4	33
3:00 PM	10	7	4	21
3:15 PM	12	4	1	17
3:30 PM	13	9	2	24
3:45 PM	19	7	2	28
4:00 PM	13	4	3	20
4:15 PM	11	5	3	19
4:30 PM	10	6	2	18
4:45 PM	23	5	2	30
5:00 PM	19	0	2	21
5:15 PM	28	2	1	31
5:30 PM	40	3	0	43
5:45 PM	44	2	3	49
6:00 PM	33	1	0	34
6:15 PM	29	1	0	30
6:30 PM	14	0	2	16
6:45 PM	3	1	3	7
7:00 PM	6	0	0	6
7:15 PM	7	2	0	9
7:30 PM	7	1	1	9
7:45 PM	3	1	0	4
8:00 PM	5	0	2	7
8:15 PM	5	1	1	7
8:30 PM	3	3	1	7
8:45 PM	1	1	3	5
9:00 PM	3	1	0	4
9:15 PM	1	0	0	1
9:30 PM	2	1	4	7
9:45 PM	3	0	0	3
10:00 PM	4	1	1	6
10:15 PM	0	1	1	2
10:30 PM	2	1	4	7
10:45 PM	5	2	2	9
11:00 PM	2	2	1	5
11:15 PM	2	0	2	4
11:30 PM	4	1	0	5
11:45 PM	3	1	1	5

AM Total 697 72 140 909  
 Percentage 76.68% 7.92% 15.40%  
 AM Peak 6:30 AM 11:00 AM 6:45 AM 6:30 AM  
 Volume 275 18 22 301

PM Total 524 151 103 778  
 Percentage 67.35% 19.41% 13.24%  
 PM Peak 5:30 PM 2:15 PM 2:00 PM 5:15 PM  
 Volume 146 31 18 157

Day Total 1221 223 243 1687  
 Percentage 72.38% 13.22% 14.40%

Innovation Way  
north of Amazon Driveway  
City, State: Freetown, MA  
Client: TEC/ J. Wadsworth  
Site Code: T1138

PDI File # 218101 ATR-A

Direction: NB

Weekly Report

Day Date	Wednesday 01/12/22		Thursday 01/13/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	18	23	17	33	0	0	0	0	0	0	0	0	0	0	18	28		
12:15	5	22	13	14	0	0	0	0	0	0	0	0	0	0	9	18		
12:30	20	29	9	23	0	0	0	0	0	0	0	0	0	0	15	26		
12:45	5	23	7	17	0	0	0	0	0	0	0	0	0	0	6	20		
1:00	0	28	1	23	0	0	0	0	0	0	0	0	0	0	1	26		
1:15	2	26	8	19	0	0	0	0	0	0	0	0	0	0	5	23		
1:30	3	21	4	29	0	0	0	0	0	0	0	0	0	0	4	25		
1:45	7	26	3	22	0	0	0	0	0	0	0	0	0	0	5	24		
2:00	6	26	4	17	0	0	0	0	0	0	0	0	0	0	5	22		
2:15	1	22	7	19	0	0	0	0	0	0	0	0	0	0	4	21		
2:30	8	34	10	26	0	0	0	0	0	0	0	0	0	0	9	30		
2:45	8	31	14	17	0	0	0	0	0	0	0	0	0	0	11	24		
3:00	7	35	14	38	0	0	0	0	0	0	0	0	0	0	11	37		
3:15	9	39	11	40	0	0	0	0	0	0	0	0	0	0	10	40		
3:30	10	61	7	72	0	0	0	0	0	0	0	0	0	0	9	67		
3:45	4	20	6	25	0	0	0	0	0	0	0	0	0	0	5	23		
4:00	8	36	4	52	0	0	0	0	0	0	0	0	0	0	6	44		
4:15	8	16	12	24	0	0	0	0	0	0	0	0	0	0	10	20		
4:30	32	35	44	29	0	0	0	0	0	0	0	0	0	0	38	32		
4:45	41	26	21	36	0	0	0	0	0	0	0	0	0	0	31	31		
5:00	53	42	66	40	0	0	0	0	0	0	0	0	0	0	60	41		
5:15	24	33	24	29	0	0	0	0	0	0	0	0	0	0	24	31		
5:30	20	100	10	83	0	0	0	0	0	0	0	0	0	0	15	92		
5:45	11	40	11	37	0	0	0	0	0	0	0	0	0	0	11	39		
6:00	23	74	17	85	0	0	0	0	0	0	0	0	0	0	20	80		
6:15	18	33	20	24	0	0	0	0	0	0	0	0	0	0	19	29		
6:30	15	26	20	18	0	0	0	0	0	0	0	0	0	0	18	22		
6:45	25	14	23	11	0	0	0	0	0	0	0	0	0	0	24	13		
7:00	18	13	20	13	0	0	0	0	0	0	0	0	0	0	19	13		
7:15	23	6	15	3	0	0	0	0	0	0	0	0	0	0	19	5		
7:30	21	11	12	5	0	0	0	0	0	0	0	0	0	0	17	8		
7:45	17	5	14	8	0	0	0	0	0	0	0	0	0	0	16	7		
8:00	12	5	15	11	0	0	0	0	0	0	0	0	0	0	14	8		
8:15	21	5	12	4	0	0	0	0	0	0	0	0	0	0	17	5		
8:30	13	6	15	13	0	0	0	0	0	0	0	0	0	0	14	10		
8:45	14	6	14	3	0	0	0	0	0	0	0	0	0	0	14	5		
9:00	12	19	17	6	0	0	0	0	0	0	0	0	0	0	15	13		
9:15	18	8	18	7	0	0	0	0	0	0	0	0	0	0	18	8		
9:30	15	7	16	5	0	0	0	0	0	0	0	0	0	0	16	6		
9:45	15	8	27	4	0	0	0	0	0	0	0	0	0	0	21	6		
10:00	17	4	14	1	0	0	0	0	0	0	0	0	0	0	16	3		
10:15	34	5	12	6	0	0	0	0	0	0	0	0	0	0	23	6		
10:30	22	3	19	1	0	0	0	0	0	0	0	0	0	0	21	2		
10:45	24	7	13	5	0	0	0	0	0	0	0	0	0	0	19	6		
11:00	15	10	19	12	0	0	0	0	0	0	0	0	0	0	17	11		
11:15	23	9	17	7	0	0	0	0	0	0	0	0	0	0	20	8		
11:30	22	13	14	8	0	0	0	0	0	0	0	0	0	0	18	11		
11:45	21	11	21	11	0	0	0	0	0	0	0	0	0	0	21	11		
<b>Total</b>	<b>768</b>	<b>1102</b>	<b>731</b>	<b>1035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750</b>	<b>1069</b>		
<b>Day Total</b>	<b>1870</b>		<b>1766</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>1818</b>			
<b>Peak HR</b>	<b>4:30 AM</b>	<b>5:15 PM</b>	<b>4:30 AM</b>	<b>5:15 PM</b>													<b>4:30 AM</b>	<b>5:15 PM</b>
<b>Volume</b>	<b>150</b>	<b>247</b>	<b>155</b>	<b>234</b>													<b>153</b>	<b>241</b>

Direction: SB

Weekly Report

Day Date	Wednesday 01/12/22		Thursday 01/13/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	7	24	9	14	0	0	0	0	0	0	0	0	0	0	8	19		
12:15	5	18	6	20	0	0	0	0	0	0	0	0	0	0	6	19		
12:30	4	20	1	32	0	0	0	0	0	0	0	0	0	0	3	26		
12:45	4	38	2	21	0	0	0	0	0	0	0	0	0	0	3	30		
1:00	4	23	1	23	0	0	0	0	0	0	0	0	0	0	3	23		
1:15	4	13	3	19	0	0	0	0	0	0	0	0	0	0	4	16		
1:30	4	11	3	17	0	0	0	0	0	0	0	0	0	0	4	14		
1:45	6	23	3	17	0	0	0	0	0	0	0	0	0	0	5	20		
2:00	3	19	6	19	0	0	0	0	0	0	0	0	0	0	5	19		
2:15	5	14	3	19	0	0	0	0	0	0	0	0	0	0	4	17		
2:30	8	27	8	24	0	0	0	0	0	0	0	0	0	0	8	26		
2:45	3	28	5	33	0	0	0	0	0	0	0	0	0	0	4	31		
3:00	0	20	4	21	0	0	0	0	0	0	0	0	0	0	2	21		
3:15	7	20	5	17	0	0	0	0	0	0	0	0	0	0	6	19		
3:30	5	27	4	24	0	0	0	0	0	0	0	0	0	0	5	26		
3:45	9	27	5	28	0	0	0	0	0	0	0	0	0	0	7	28		
4:00	4	13	4	20	0	0	0	0	0	0	0	0	0	0	4	17		
4:15	15	29	10	19	0	0	0	0	0	0	0	0	0	0	13	24		
4:30	11	23	9	18	0	0	0	0	0	0	0	0	0	0	10	21		
4:45	24	35	25	30	0	0	0	0	0	0	0	0	0	0	25	33		
5:00	17	29	13	21	0	0	0	0	0	0	0	0	0	0	15	25		
5:15	10	36	11	31	0	0	0	0	0	0	0	0	0	0	11	34		
5:30	11	49	13	43	0	0	0	0	0	0	0	0	0	0	12	46		
5:45	33	60	19	49	0	0	0	0	0	0	0	0	0	0	26	55		
6:00	25	33	20	34	0	0	0	0	0	0	0	0	0	0	23	34		
6:15	42	43	47	30	0	0	0	0	0	0	0	0	0	0	45	37		
6:30	71	8	63	16	0	0	0	0	0	0	0	0	0	0	67	12		
6:45	86	7	92	7	0	0	0	0	0	0	0	0	0	0	89	7		
7:00	81	15	73	6	0	0	0	0	0	0	0	0	0	0	77	11		
7:15	92	8	73	9	0	0	0	0	0	0	0	0	0	0	83	9		
7:30	46	4	47	9	0	0	0	0	0	0	0	0	0	0	47	7		
7:45	24	6	29	4	0	0	0	0	0	0	0	0	0	0	27	5		
8:00	34	4	33	7	0	0	0	0	0	0	0	0	0	0	34	6		
8:15	29	9	22	7	0	0	0	0	0	0	0	0	0	0	26	8		
8:30	17	7	17	7	0	0	0	0	0	0	0	0	0	0	17	7		
8:45	14	3	14	5	0	0	0	0	0	0	0	0	0	0	14	4		
9:00	20	5	22	4	0	0	0	0	0	0	0	0	0	0	21	5		
9:15	13	6	25	1	0	0	0	0	0	0	0	0	0	0	19	4		
9:30	18	5	14	7	0	0	0	0	0	0	0	0	0	0	16	6		
9:45	23	4	15	3	0	0	0	0	0	0	0	0	0	0	19	4		
10:00	21	4	18	6	0	0	0	0	0	0	0	0	0	0	20	5		
10:15	26	4	13	2	0	0	0	0	0	0	0	0	0	0	20	3		
10:30	18	5	17	7	0	0	0	0	0	0	0	0	0	0	18	6		
10:45	18	5	19	9	0	0	0	0	0	0	0	0	0	0	19	7		
11:00	15	5	17	5	0	0	0	0	0	0	0	0	0	0	16	5		
11:15	12	4	15	4	0	0	0	0	0	0	0	0	0	0	14	4		
11:30	22	5	15	5	0	0	0	0	0	0	0	0	0	0	19	5		
11:45	23	10	17	5	0	0	0	0	0	0	0	0	0	0	20	8		
<b>Total</b>	<b>993</b>	<b>835</b>	<b>909</b>	<b>778</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>951</b>	<b>807</b>		
<b>Day Total</b>	<b>1828</b>		<b>1687</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>1758</b>			
<b>Peak HR</b>	<b>6:30 AM</b>	<b>5:30 PM</b>	<b>6:30 AM</b>	<b>5:15 PM</b>													<b>6:30 AM</b>	<b>5:30 PM</b>
<b>Volume</b>	<b>330</b>	<b>185</b>	<b>301</b>	<b>157</b>													<b>316</b>	<b>171</b>



Innovation Way  
north of Amazon Driveway

PDI File #: 218101 ATR-A (Speed)

City, State: Freetown, MA

Client: TEC/ J. Wadsworth

Site Code: T1138

Count Date

Wednesday, January 12, 2022

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	1	10	13	12	8	3	0	1	0	0	0	49	42.0	34.7
1:00 AM	3	1	1	2	3	1	3	0	0	0	0	0	0	14	40.0	27.6
2:00 AM	1	1	2	6	7	4	4	0	0	0	0	0	0	25	39.2	30.7
3:00 AM	2	5	1	7	6	15	4	0	0	0	0	0	0	40	39.0	30.5
4:00 AM	0	1	2	8	16	32	24	3	1	0	0	0	0	87	42.0	36.7
5:00 AM	0	0	2	9	37	37	27	3	0	0	0	0	0	115	40.0	35.7
6:00 AM	0	0	1	5	23	39	9	6	0	0	0	0	0	83	40.0	36.0
7:00 AM	0	1	2	4	16	27	23	2	3	1	0	0	0	79	42.3	37.3
8:00 AM	0	0	5	8	20	20	8	2	1	1	0	0	0	65	41.0	34.7
9:00 AM	2	2	3	8	13	18	13	3	1	0	0	0	0	63	41.0	34.1
10:00 AM	0	1	0	5	21	39	21	7	4	0	0	0	0	98	43.0	37.4
11:00 AM	2	0	3	3	22	25	16	6	3	1	0	0	0	81	44.0	36.7
12:00 PM	0	0	1	2	23	17	37	13	3	2	0	0	0	98	45.5	39.5
1:00 PM	0	0	2	7	18	27	30	8	4	0	1	0	0	97	44.0	38.5
2:00 PM	1	0	2	3	10	32	37	16	8	2	1	0	0	112	47.4	40.5
3:00 PM	0	0	1	3	14	36	48	32	17	5	1	0	0	157	49.0	42.2
4:00 PM	0	0	2	2	7	26	35	24	11	4	1	0	0	112	49.0	42.4
5:00 PM	0	0	1	11	33	76	40	37	9	1	0	0	0	208	46.0	39.1
6:00 PM	0	1	1	11	23	67	33	13	1	0	0	0	0	150	43.0	37.3
7:00 PM	1	0	0	8	7	13	4	2	0	0	0	0	0	35	39.9	34.5
8:00 PM	0	0	0	2	5	10	4	2	0	0	0	0	0	23	40.7	36.7
9:00 PM	0	0	0	5	15	10	11	4	0	0	0	0	0	45	44.0	36.3
10:00 PM	0	0	0	2	4	10	2	1	0	0	0	0	0	19	39.3	35.9
11:00 PM	2	1	3	2	15	11	6	4	2	0	0	0	0	46	42.5	34.5
Total	14	15	36	133	371	604	447	191	68	18	4	0	0	1901	44.0	37.6
Percent	0.74%	0.79%	1.89%	7.00%	19.52%	31.77%	23.51%	10.05%	3.58%	0.95%	0.21%	0.00%	0.00%			

AM Peak	1:00 AM	3:00 AM	8:00 AM	12:00 AM	5:00 AM	6:00 AM	5:00 AM	10:00 AM	10:00 AM	12:00 AM				5:00 AM
Volume	3	5	5	10	37	39	27	7	4	1	0	0	0	115

PM Peak	11:00 PM	6:00 PM	11:00 PM	5:00 PM	5:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM	3:00 PM	1:00 PM			5:00 PM
Volume	2	1	3	11	33	76	48	37	17	5	1	0	0	208

15th Percentile:	31.0 MPH	Average Speed:	37.6 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	38.0 MPH	10 MPH Pace:	34 to 43 MPH	Number of Vehicles > 35 MPH:	1219
85th Percentile:	44.0 MPH	Number in Pace:	1060	Percent of Vehicles > 35 MPH:	64.1%
95th Percentile:	49.0 MPH	Percent in Pace:	55.8%		

Innovation Way  
north of Amazon Driveway

PDI File #: 218101 ATR-A (Speed)

City, State: Freetown, MA

Client: TEC/ J. Wadsworth

Site Code: T1138

Count Date

Wednesday, January 12, 2022

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	2	4	10	6	4	0	0	0	0	0	0	0	27	34.1	27.6
1:00 AM	1	5	6	9	2	4	0	0	0	0	0	0	0	27	34.1	25.2
2:00 AM	2	1	4	9	4	3	1	0	0	0	0	0	0	24	34.6	27.4
3:00 AM	1	9	8	6	6	1	1	0	0	0	0	0	0	32	31.0	24.4
4:00 AM	0	5	10	11	20	7	5	0	0	0	0	0	0	58	36.5	29.7
5:00 AM	0	5	6	17	25	24	5	1	0	0	0	0	0	83	38.0	31.6
6:00 AM	2	1	14	35	83	55	21	8	0	0	0	0	0	219	38.3	33.1
7:00 AM	1	2	0	23	82	63	49	13	1	0	0	0	0	234	41.1	35.6
8:00 AM	0	3	6	14	16	23	22	7	2	0	0	0	0	93	43.0	35.2
9:00 AM	0	2	4	19	33	17	9	0	0	0	0	0	0	84	37.6	32.3
10:00 AM	0	4	9	20	33	17	11	2	0	0	0	0	0	96	38.8	31.8
11:00 AM	1	0	2	5	33	26	4	0	1	0	0	0	0	72	38.0	33.7
12:00 PM	0	0	4	20	38	25	11	6	1	1	0	0	0	106	40.3	34.3
1:00 PM	1	1	2	9	23	23	13	2	0	0	0	0	0	74	40.0	34.3
2:00 PM	0	0	3	13	31	28	12	3	1	1	1	0	0	93	40.0	35.1
3:00 PM	0	0	3	12	26	28	17	5	0	0	0	0	0	91	41.0	35.4
4:00 PM	0	0	1	6	37	41	21	4	0	0	0	0	0	110	41.0	36.0
5:00 PM	0	0	2	32	56	54	17	2	1	0	0	0	0	164	38.6	34.1
6:00 PM	0	2	3	8	25	27	16	4	0	0	0	0	0	85	42.0	35.0
7:00 PM	0	0	3	9	8	11	2	1	0	0	0	0	0	34	37.1	32.7
8:00 PM	0	1	1	5	6	6	2	1	0	0	0	0	0	22	38.9	32.0
9:00 PM	0	2	4	9	7	4	1	2	0	0	0	0	0	29	38.0	30.7
10:00 PM	0	0	2	0	8	5	2	0	0	0	0	0	0	17	36.6	32.9
11:00 PM	0	1	2	5	5	12	0	1	1	1	0	0	0	28	39.0	34.1
Total	10	46	103	306	613	508	242	62	8	3	1	0	0	1902	40.0	33.5
Percent	0.53%	2.42%	5.42%	16.09%	32.23%	26.71%	12.72%	3.26%	0.42%	0.16%	0.05%	0.00%	0.00%			

AM Peak	2:00 AM	3:00 AM	6:00 AM	6:00 AM	6:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM							7:00 AM
Volume	2	9	14	35	83	63	49	13	2	0	0	0	0	0	0	234
PM Peak	1:00 PM	6:00 PM	12:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM					5:00 PM
Volume	1	2	4	32	56	54	21	6	1	1	1	0	0	0	164	

15th Percentile:	27.0 MPH	Average Speed:	33.5 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	33.0 MPH	10 MPH Pace:	29 to 38 MPH	Number of Vehicles > 35 MPH:	692
85th Percentile:	40.0 MPH	Number in Pace:	1145	Percent of Vehicles > 35 MPH:	36.4%
95th Percentile:	44.0 MPH	Percent in Pace:	60.2%		

Innovation Way  
north of Amazon Driveway  
City, State: Freetown, MA

PDI File #: 218101 ATR-A (Speed)

Client: TEC/ J. Wadsworth

Count Date

Site Code: T1138

Wednesday, January 12, 2022

Speed (60-minute)

Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	3	5	20	19	16	8	3	0	1	0	0	0	76	39.8	32.2
1:00 AM	4	6	7	11	5	5	3	0	0	0	0	0	0	41	36.0	26.0
2:00 AM	3	2	6	15	11	7	5	0	0	0	0	0	0	49	38.0	29.1
3:00 AM	3	14	9	13	12	16	5	0	0	0	0	0	0	72	37.0	27.8
4:00 AM	0	6	12	19	36	39	29	3	1	0	0	0	0	145	41.0	33.9
5:00 AM	0	5	8	26	62	61	32	4	0	0	0	0	0	198	40.0	34.0
6:00 AM	2	1	15	40	106	94	30	14	0	0	0	0	0	302	39.0	33.9
7:00 AM	1	3	2	27	98	90	72	15	4	1	0	0	0	313	42.0	36.0
8:00 AM	0	3	11	22	36	43	30	9	3	1	0	0	0	158	43.0	35.0
9:00 AM	2	4	7	27	46	35	22	3	1	0	0	0	0	147	40.0	33.1
10:00 AM	0	5	9	25	54	56	32	9	4	0	0	0	0	194	42.0	34.6
11:00 AM	3	0	5	8	55	51	20	6	4	1	0	0	0	153	42.0	35.3
12:00 PM	0	0	5	22	61	42	48	19	4	3	0	0	0	204	44.0	36.8
1:00 PM	1	1	4	16	41	50	43	10	4	0	1	0	0	171	43.0	36.7
2:00 PM	1	0	5	16	41	60	49	19	9	3	2	0	0	205	45.0	38.0
3:00 PM	0	0	4	15	40	64	65	37	17	5	1	0	0	248	47.0	39.7
4:00 PM	0	0	3	8	44	67	56	28	11	4	1	0	0	222	46.0	39.2
5:00 PM	0	0	3	43	89	130	57	39	10	1	0	0	0	372	43.4	36.9
6:00 PM	0	3	4	19	48	94	49	17	1	0	0	0	0	235	42.9	36.5
7:00 PM	1	0	3	17	15	24	6	3	0	0	0	0	0	69	39.0	33.6
8:00 PM	0	1	1	7	11	16	6	3	0	0	0	0	0	45	40.0	34.4
9:00 PM	0	2	4	14	22	14	12	6	0	0	0	0	0	74	42.1	34.1
10:00 PM	0	0	2	2	12	15	4	1	0	0	0	0	0	36	38.8	34.5
11:00 PM	2	2	5	7	20	23	6	5	3	1	0	0	0	74	41.1	34.4
Total	24	61	139	439	984	1112	689	253	76	21	5	0	0	3803	43.0	35.5
Percent	0.63%	1.60%	3.66%	11.54%	25.87%	29.24%	18.12%	6.65%	2.00%	0.55%	0.13%	0.00%	0.00%			

AM Peak	1:00 AM	3:00 AM	6:00 AM	6:00 AM	6:00 AM	6:00 AM	7:00 AM	7:00 AM	7:00 AM	12:00 AM						7:00 AM
Volume	4	14	15	40	106	94	72	15	4	1	0	0	0	0	0	313

PM Peak	11:00 PM	6:00 PM	12:00 PM	5:00 PM	5:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM	3:00 PM	2:00 PM					5:00 PM
Volume	2	3	5	43	89	130	65	39	17	5	2	0	0	0	0	372

15th Percentile:	29.0 MPH	Average Speed:	35.5 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	1911
85th Percentile:	43.0 MPH	Number in Pace:	2146	Percent of Vehicles > 35 MPH:	50.2%
95th Percentile:	47.0 MPH	Percent in Pace:	56.4%		

Innovation Way  
north of Amazon Driveway

PDI File #: 218101 ATR-A (Speed)

City, State: Freetown, MA

Client: TEC/ J. Wadsworth

Site Code: T1138

Count Date

Thursday, January 13, 2022

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	0	1	4	9	19	7	5	1	0	0	0	0	47	43.1	36.6
1:00 AM	0	0	0	1	4	6	2	3	0	0	0	0	0	16	44.5	37.4
2:00 AM	1	1	1	2	12	5	9	0	0	1	0	0	0	32	42.4	34.8
3:00 AM	1	2	4	5	7	12	7	0	0	0	0	0	0	38	40.0	32.6
4:00 AM	0	0	0	1	15	22	26	11	3	0	0	0	1	79	47.0	39.9
5:00 AM	0	0	0	5	31	44	31	6	3	0	0	0	0	120	43.0	37.3
6:00 AM	0	0	1	1	23	36	13	4	2	0	0	0	0	80	42.0	36.9
7:00 AM	0	1	1	2	19	23	10	5	1	1	0	0	0	63	43.7	37.0
8:00 AM	0	0	2	4	11	20	15	1	2	0	0	0	0	55	43.0	36.7
9:00 AM	1	3	2	7	21	28	17	4	0	0	0	0	0	83	42.0	35.1
10:00 AM	0	0	6	5	16	20	9	5	0	0	0	0	0	61	42.0	35.2
11:00 AM	0	1	3	3	14	26	14	11	1	0	0	0	0	73	45.0	37.0
12:00 PM	0	1	1	3	17	28	18	14	3	2	1	0	0	88	46.0	39.4
1:00 PM	0	0	4	8	19	29	23	7	3	1	0	0	0	94	43.0	37.0
2:00 PM	0	2	1	11	11	18	23	10	2	1	0	0	0	79	45.0	37.5
3:00 PM	0	2	1	6	19	44	53	33	12	3	0	0	0	173	48.0	40.7
4:00 PM	0	1	4	7	14	38	39	32	7	1	0	2	0	145	48.0	40.5
5:00 PM	0	0	0	6	31	54	58	28	6	4	0	0	0	187	46.0	39.6
6:00 PM	0	0	2	8	27	50	39	11	1	0	0	0	0	138	43.0	37.4
7:00 PM	0	0	0	2	6	10	7	4	1	0	0	0	0	30	45.3	38.5
8:00 PM	0	0	1	5	4	14	3	3	0	0	0	0	0	30	41.0	35.7
9:00 PM	0	0	4	1	4	4	4	1	2	0	0	0	0	20	44.3	35.6
10:00 PM	0	1	1	0	4	4	2	0	0	0	0	0	0	12	40.1	33.8
11:00 PM	0	0	0	8	7	14	3	3	1	0	0	0	0	36	41.8	35.1
Total	4	15	40	105	345	568	432	201	51	14	1	2	1	1779	45.0	37.9
Percent	0.22%	0.84%	2.25%	5.90%	19.39%	31.93%	24.28%	11.30%	2.87%	0.79%	0.06%	0.11%	0.06%			

AM Peak	12:00 AM	9:00 AM	10:00 AM	9:00 AM	5:00 AM	5:00 AM	5:00 AM	4:00 AM	4:00 AM	2:00 AM				4:00 AM	5:00 AM
Volume	1	3	6	7	31	44	31	11	3	1	0	0		1	120
PM Peak		2:00 PM	1:00 PM	2:00 PM	5:00 PM	5:00 PM	5:00 PM	3:00 PM	3:00 PM	5:00 PM	12:00 PM	4:00 PM			5:00 PM
Volume	0	2	4	11	31	54	58	33	12	4	1	2	0	187	

15th Percentile:	32.0 MPH	Average Speed:	37.9 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	38.0 MPH	10 MPH Pace:	34 to 43 MPH	Number of Vehicles > 35 MPH:	1159
85th Percentile:	45.0 MPH	Number in Pace:	1043	Percent of Vehicles > 35 MPH:	65.1%
95th Percentile:	49.0 MPH	Percent in Pace:	58.6%		

Innovation Way  
north of Amazon Driveway

PDI File #: 218101 ATR-A (Speed)

City, State: Freetown, MA

Client: TEC/ J. Wadsworth

Site Code: T1138

Count Date

Thursday, January 13, 2022

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	5	11	1	2	0	0	0	0	0	0	19	34.6	32.1
1:00 AM	0	1	5	3	2	1	0	0	0	0	0	0	0	12	31.4	26.1
2:00 AM	0	1	4	10	5	3	2	0	0	0	0	0	0	25	35.0	29.2
3:00 AM	0	2	0	6	4	4	1	1	0	0	0	0	0	18	37.5	31.6
4:00 AM	0	0	1	4	15	16	10	1	0	0	0	0	0	47	40.0	35.4
5:00 AM	0	0	0	6	12	24	14	1	0	0	0	0	0	57	41.0	36.7
6:00 AM	2	2	11	22	43	72	41	6	1	0	0	0	0	200	41.0	34.9
7:00 AM	0	0	4	20	44	76	41	26	3	3	0	0	0	217	44.0	37.5
8:00 AM	0	0	2	15	19	25	20	12	3	0	0	0	0	96	44.8	36.9
9:00 AM	0	1	3	13	25	27	15	3	0	0	0	0	0	87	40.0	34.3
10:00 AM	0	2	2	10	23	20	9	3	1	0	0	0	0	70	40.0	34.1
11:00 AM	1	2	2	11	26	24	10	2	0	0	0	0	0	78	39.5	33.5
12:00 PM	0	1	0	7	19	41	20	5	1	0	0	0	0	94	41.1	36.8
1:00 PM	0	0	2	14	24	23	22	0	0	0	0	0	0	85	41.0	34.7
2:00 PM	0	0	4	8	35	35	18	2	0	0	0	0	0	102	40.0	34.8
3:00 PM	0	0	1	7	34	28	19	7	1	0	0	0	0	97	42.0	36.3
4:00 PM	0	0	2	8	26	27	19	2	1	0	0	0	0	85	41.0	35.8
5:00 PM	0	0	1	11	47	59	19	1	1	0	0	0	0	139	39.3	35.3
6:00 PM	1	0	3	3	25	31	18	4	0	0	0	0	0	85	42.0	36.0
7:00 PM	0	0	0	9	7	7	7	0	0	0	0	0	0	30	41.0	34.2
8:00 PM	0	0	1	3	14	5	6	1	0	0	0	0	0	30	40.7	34.6
9:00 PM	0	0	1	3	6	3	2	0	0	0	0	0	0	15	38.8	32.5
10:00 PM	0	0	5	8	7	5	5	1	0	0	0	0	0	31	41.0	31.9
11:00 PM	0	0	0	3	10	6	1	2	1	0	0	0	0	23	39.7	35.1
Total	4	12	54	209	483	563	321	80	13	3	0	0	0	1742	41.0	35.3
Percent	0.23%	0.69%	3.10%	12.00%	27.73%	32.32%	18.43%	4.59%	0.75%	0.17%	0.00%	0.00%	0.00%			

AM Peak	6:00 AM	3:00 AM	6:00 AM	6:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM	7:00 AM	7:00 AM				7:00 AM
Volume	2	2	11	22	44	76	41	26	3	3	0	0	0	217

PM Peak	6:00 PM	12:00 PM	10:00 PM	1:00 PM	5:00 PM	5:00 PM	1:00 PM	3:00 PM	12:00 PM					5:00 PM
Volume	1	1	5	14	47	59	22	7	1	0	0	0	0	139

15th Percentile:	29.0 MPH	Average Speed:	35.3 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	857
85th Percentile:	41.0 MPH	Number in Pace:	1070	Percent of Vehicles > 35 MPH:	49.2%
95th Percentile:	45.0 MPH	Percent in Pace:	61.4%		

Innovation Way  
north of Amazon Driveway  
City, State: Freetown, MA

PDI File #: 218101 ATR-A (Speed)

Client: TEC/ J. Wadsworth

Count Date

Site Code: T1138

Thursday, January 13, 2022

Speed (60-minute)

Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	0	1	9	20	20	9	5	1	0	0	0	0	66	43.0	35.3
1:00 AM	0	1	5	4	6	7	2	3	0	0	0	0	0	28	41.9	32.5
2:00 AM	1	2	5	12	17	8	11	0	0	1	0	0	0	57	40.0	32.3
3:00 AM	1	4	4	11	11	16	8	1	0	0	0	0	0	56	39.8	32.3
4:00 AM	0	0	1	5	30	38	36	12	3	0	0	0	1	126	43.3	38.2
5:00 AM	0	0	0	11	43	68	45	7	3	0	0	0	0	177	42.0	37.1
6:00 AM	2	2	12	23	66	108	54	10	3	0	0	0	0	280	41.2	35.5
7:00 AM	0	1	5	22	63	99	51	31	4	4	0	0	0	280	44.0	37.4
8:00 AM	0	0	4	19	30	45	35	13	5	0	0	0	0	151	43.0	36.8
9:00 AM	1	4	5	20	46	55	32	7	0	0	0	0	0	170	41.0	34.7
10:00 AM	0	2	8	15	39	40	18	8	1	0	0	0	0	131	40.0	34.6
11:00 AM	1	3	5	14	40	50	24	13	1	0	0	0	0	151	42.0	35.2
12:00 PM	0	2	1	10	36	69	38	19	4	2	1	0	0	182	44.0	38.0
1:00 PM	0	0	6	22	43	52	45	7	3	1	0	0	0	179	42.0	35.9
2:00 PM	0	2	5	19	46	53	41	12	2	1	0	0	0	181	42.0	36.0
3:00 PM	0	2	2	13	53	72	72	40	13	3	0	0	0	270	46.0	39.1
4:00 PM	0	1	6	15	40	65	58	34	8	1	0	2	0	230	46.0	38.8
5:00 PM	0	0	1	17	78	113	77	29	7	4	0	0	0	326	43.3	37.8
6:00 PM	1	0	5	11	52	81	57	15	1	0	0	0	0	223	42.0	36.9
7:00 PM	0	0	0	11	13	17	14	4	1	0	0	0	0	60	43.0	36.3
8:00 PM	0	0	2	8	18	19	9	4	0	0	0	0	0	60	41.0	35.2
9:00 PM	0	0	5	4	10	7	6	1	2	0	0	0	0	35	42.8	34.3
10:00 PM	0	1	6	8	11	9	7	1	0	0	0	0	0	43	41.0	32.4
11:00 PM	0	0	0	11	17	20	4	5	2	0	0	0	0	59	41.3	35.1
Total	8	27	94	314	828	1131	753	281	64	17	1	2	1	3521	43.0	36.6
Percent	0.23%	0.77%	2.67%	8.92%	23.52%	32.12%	21.39%	7.98%	1.82%	0.48%	0.03%	0.06%	0.03%			

AM Peak	6:00 AM	3:00 AM	6:00 AM	6:00 AM	6:00 AM	6:00 AM	6:00 AM	7:00 AM	8:00 AM	7:00 AM				4:00 AM	6:00 AM
Volume	2	4	12	23	66	108	54	31	5	4	0	0		1	280

PM Peak	6:00 PM	12:00 PM	1:00 PM	1:00 PM	5:00 PM	5:00 PM	5:00 PM	3:00 PM	3:00 PM	5:00 PM	12:00 PM	4:00 PM		5:00 PM
Volume	1	2	6	22	78	113	77	40	13	4	1	2	0	326

15th Percentile:	30.0 MPH	Average Speed:	36.6 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	37.0 MPH	10 MPH Pace:	32 to 41 MPH	Number of Vehicles > 35 MPH:	2016
85th Percentile:	43.0 MPH	Number in Pace:	2084	Percent of Vehicles > 35 MPH:	57.3%
95th Percentile:	47.0 MPH	Percent in Pace:	59.2%		

## **Attachment D**

MassDOT Seasonal Adjustment Data

Massachusetts Highway Department - Statewide Traffic Data Collection  
2019 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.22	1.14	1.12	1.06	1.00	0.96	0.87	0.85	0.96	0.99	1.04	1.12	0.85
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.15	1.06	1.07	1.00	0.89	0.88	0.89	0.89	0.95	0.92	1.02	1.01	0.97
R4-R7	1.09	1.09	1.11	1.02	0.96	0.92	0.89	0.89	0.99	0.98	1.09	1.13	0.98
U1-Boston	1.03	1.01	0.98	0.94	0.94	0.92	0.95	0.93	0.94	0.94	0.97	1.04	0.96
U1-Essex	1.09	1.06	1.03	0.99	0.94	0.90	0.88	0.86	0.93	0.94	0.99	1.06	0.93
U1-Southeast	1.06	1.05	1.01	0.97	0.95	0.93	0.93	0.90	0.94	0.94	0.98	1.04	0.98
U1-West	1.19	1.14	1.09	0.95	0.92	0.89	0.89	0.86	0.91	0.95	0.97	1.07	0.84
U1-Worcester	1.02	1.04	0.97	0.94	0.93	0.91	0.95	0.91	0.93	0.92	0.95	1.10	0.88
U2	1.01	1.00	0.94	0.93	0.91	0.89	0.93	0.90	0.90	0.91	0.94	1.02	0.99
U3	1.06	1.03	0.98	0.94	0.93	0.91	0.95	0.91	0.92	0.93	0.97	1.00	0.98
U4-U7	1.01	1.00	0.95	0.92	0.88	0.86	0.92	0.91	0.92	0.94	0.99	1.04	0.99
Rec - East	1.04	1.16	1.12	0.98	0.92	0.88	0.77	0.81	0.94	1.02	1.08	1.12	0.99
Rec - West	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.98

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

**Recreational - East Group** - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

**Recreational - West Group** - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114, 1116,2196,2197 and 2198.



## **Attachment E**

MassDOT COVID-19 Adjustment Data

## COVID-19 Adjustment

Project: Industrial/Warehouse Development - Innovation Way - Fall River, MA  
Date: 1/21/2022  
Analyst: TEC, Inc.  
Source: MassDOT Yearly Growth Rates, MassDOT weekday Seasonal Factors  
STA 601

Year	Vol	2019 Seasonal Factor	Vol (vpd)
2019	71827	1.04	74700
2022	66071	1.04	68714

Years	Growth Rate	Volume
19-20	0	74700
20-21	0	74700
21-22	0	74700

**108.71% Covid Adjustment.**

## **Attachment F**

Crash Data

Crash Number	Crash Date	Crash Severity	Crash Time	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	Light Conditions	Manner of Collision	Non-Motorist Action (All Persons)	Road Surface Condition	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Weather Conditions	Crash Report IDs	Road Contributing Circumstance	Speed Limit	Traffic Control Device Function	Latitude	Longitude
4648406	01/02/2019	Property damage only (none injured)	6:23 PM	2	D1: (Inattention) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Dark - lighted roadway	Front to Rear		Dry	Traffic control signal	V2: Slowing or stopped in traffic / V1: Travelling straight ahead	Clear	19-2-AC / 19-2-AC	None	35	Yes, device functioning	41.7671	-71.10124
4883685	09/30/2020	Non-fatal injury	5:22 PM	2	D1: (), (Unknown) / D2: (Unknown)		Daylight	Angle		Dry	Traffic control signal	V1: Travelling straight ahead / V2: Turning left	Clear	20-118-AC	Traffic control device inoperative, missing, or	25	No, device not functioning	41.7671	-71.10124
4904954	12/03/2020	Non-fatal injury	12:24 PM	2	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road)	D1: Not Distracted / D2: Not Distracted	Daylight	Angle		Dry	Traffic control signal	V2: Turning left / V1: Turning left	Clear	20-155-AC	None	30	Yes, device functioning	41.7671	-71.10124
4950723	03/31/2021	Property damage only (none injured)	9:09 PM	1	D1: (No improper driving)	D1: Not Distracted	Dark - lighted roadway	Single vehicle crash		Wet	Traffic control signal	V1: Travelling straight ahead	Rain	21-53-AC	None	35	Yes, device functioning	41.7671	-71.10124

Data Level: CRASH  
Query Type: Spatial

Criteria: If you conducted an Advanced Query your SQL statement will be listed here

**South Main Street / Innovation Way**

Crash Number	Crash Date	Crash Severity	Crash Time	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	Light Conditions	Manner of Collision	Non-Motorist Action (All Persons)	Road Surface Condition	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Weather Conditions	Crash Report IDs	Road Contributing Circumstance	Speed Limit	Traffic Control Device Function	Latitude	Longitude
4638907	12/13/2018	Non-fatal injury	6:15 PM	2	D1: (Distracted) / D2: (No improper driving)	D1: Other activity (searching, eating, personal hygiene, etc.) / D2: Not Distracted	Dark - roadway not lighted	Rear-end		Dry	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	Clear	18-202-AC / 18-202-AC	None	40	Yes, device functioning	41.7656	-71.095413
4869907	08/14/2020	Property damage only (none injured)	9:51 PM	2	D1: (No improper driving) / D2: (Physical impairment),(Wrong side or wrong way)	D1: Not Distracted / D2: Other activity (searching, eating, personal hygiene, etc.)	Dark - lighted roadway	Head-on		Dry	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	Clear	20-91-AC	None	30	Yes, device functioning	41.766	-71.095982

Data Level:

CRASH

Query Type:

Spatial

Criteria:

If you conducted an Advanced Query your SQL statement will be listed here

**Route 24 Northbound Ramp / Innovation Way**

Crash Number	Crash Date	Crash Severity	Crash Time	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	Light Conditions	Manner of Collision	Non-Motorist Action (All Persons)	Road Surface Condition	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Weather Conditions	Crash Report IDs	Road Contributing Circumstance	Speed Limit	Traffic Control Device Function	Latitude	Longitude
4403549	08/04/2017	Non-fatal injury	11:56 AM	1	D1: (Made an improper turn),(History heart/epilepsy/fainting)	D1: Not Distracted	Daylight	Single vehicle crash		Dry	Traffic control signal	V1: Turning left	Clear	17-92-AC	None	40	Yes, device functioning	41.767	-71.09809

Data Level: CRASH

Query Type: Spatial

Criteria: If you conducted an Advanced Query your SQL statement will be listed here

**Route 24 Southbound Ramp / Innovation Way**

Crash Number	Crash Date	Crash Severity	Crash Time	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	Light Conditions	Manner of Collision	Non-Motorist Action (All Persons)	Road Surface Condition	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Weather Conditions	Crash Report IDs	Road Contributing Circumstance	Speed Limit	Traffic Control Device Function	Latitude	Longitude
4351747	04/10/2017	Non-fatal injury	7:16 AM	2	D1: (No improper driving) / D2: (Failed to yield right of way)		Daylight	Angle		Dry	Stop signs	V1: Travelling straight ahead / V2: Travelling straight ahead	Clear	17-39-AC	None	40	Yes, device functioning	41.761957	-71.095204
4442672	10/09/2017	Non-fatal injury	1:01 PM	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D2: Not Distracted	Daylight	Angle		Wet	No controls	V1: Entering traffic lane / V2: Travelling straight ahead	Rain	17-127-AC	None	40	Not reported	41.761993	-71.095186
4567253	07/10/2018	Property damage only (none injured)	12:21 PM	2	D1: (No improper driving) / D2: (Unknown)	D1: Not Distracted / D2: Not Distracted	Daylight	Angle		Dry	Stop signs	V1: Travelling straight ahead / V2: Entering traffic lane	Clear	18-105-AC	None	30	Yes, device functioning	41.761819	-71.095242
4847104	05/27/2020	Non-fatal injury	6:39 PM	2	D1: (No improper driving) / D2: (Inattention),(Failed to yield right of way)	D1: Not Distracted	Daylight	Angle		Dry	No controls	V1: Travelling straight ahead / V2: Turning left	Clear	20-59-AC	None	40	Not reported	41.761941	-71.095205
4848530	06/07/2020	Non-fatal injury	8:41 AM	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted	Daylight	Sideswipe, same direction		Dry	No controls	V2: Parked / V1: Other	Clear/Other	20-62-AC	None	40	Yes, device functioning	41.762081	-71.095163

Data Level: CRASH  
Query Type: Spatial

Criteria: If you conducted an Advanced Query your SQL statement will be listed here

Amazon Warehouse North / Innovation Way

Crash Number	Crash Date	Crash Severity	Crash Time	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	Light Conditions	Manner of Collision	Non-Motorist Action (All Persons)	Road Surface Condition	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Weather Conditions	Crash Report IDs	Road Contributing Circumstance	Speed Limit	Traffic Control Device Function	Latitude	Longitude
4471721	12/14/2017	Property damage only (none injured)	11:00 PM	1	D1: (Visibility obstructed),(Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc)	D1: Not Distracted	Dark - lighted roadway	Single vehicle crash		Ice	No controls	V1: Turning right	Blowing sand, snow/Snow	17-2664-AC	Road surface condition (wet, icy, snow, slush, etc.)	40	Not reported	41.7606	-71.09519
4506701	01/04/2018	Property damage only (none injured)	8:11 AM	2	D1: (Inattention) / D2: (No improper driving)	D2: Not Distracted	Daylight	Angle		Snow	No controls	V1: Entering traffic lane / V2: Travelling straight ahead	Snow	18-35-AC	None		No, device not functioning	41.7601	-71.09501

Data Level: CRASH

Query Type: Spatial

Criteria: If you conducted an Advanced Query your SQL statement will be listed here

**Amazon Warehouse South / Innovation Way**



## **Attachment G**

General Background Growth

## Average Daily Traffic Summary Table

Project: Industrial/Warehouse Development - Innovation Way - Fall River, MA  
 Date: 8/4/2021  
 Analyst: TEC, Inc. / Justin Wadsworth  
 Source: MassDOT Temporary Count Stations

STA.	TOWN	ROUTE/STREET	LOCATION	2017	2018	2019	Amb. Growth
3372486	FREETOWN	SOUTH MAIN STREET	AT FREETOWN	3297	3307	3294	-0.04%
6153	FALL RIVER	ROUTE 24	NORTH OF PRESIDENT AVE	33806	34144	35729	2.82%
3372433	FALL RIVER	RIGGENBACH ROAD	NORTH OF AIRPORT ROAD	1162	1165	1160	-0.09%
							<b>0.90%</b>

Assume 1.00% Ambient Growth.

Location Info	
Location ID	6527
Type	I-SECTION
Functional Class	1
Located On	INTERSTATE 195
WEST OF	RAMP-RT 195 EB TO RT 24 NB
Direction	2-WAY
Community	Fall River
MPO_ID	
HPMS ID	95081202800
Agency	Massachusetts Highway Department

Count Data Info	
Start Date	8/14/2019
End Date	8/15/2019
Start Time	12:00 AM
End Time	12:00 AM
Direction	2-WAY
Notes	
Count Source	652703
File Name	
Weather	
Study	
Owner	wjt
QC Status	Accepted

Interval: 60 mins	
Time	Hourly Count
00:00 - 01:00	533
01:00 - 02:00	366
02:00 - 03:00	316
03:00 - 04:00	403
04:00 - 05:00	1140
05:00 - 06:00	2479
06:00 - 07:00	5204
07:00 - 08:00	6987
08:00 - 09:00	6453
09:00 - 10:00	5556
10:00 - 11:00	5793
11:00 - 12:00	6076
12:00 - 13:00	6144
13:00 - 14:00	6002
14:00 - 15:00	6832
15:00 - 16:00	7958
16:00 - 17:00	8488
17:00 - 18:00	8419
18:00 - 19:00	6183
19:00 - 20:00	4300
20:00 - 21:00	3531
21:00 - 22:00	2552
22:00 - 23:00	1974
23:00 - 24:00	1278
TOTAL	104967

## **Attachment H**

Specific Developments by Others

# Proposed Commercial Plaza

FREETOWN, MASSACHUSETTS

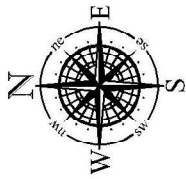
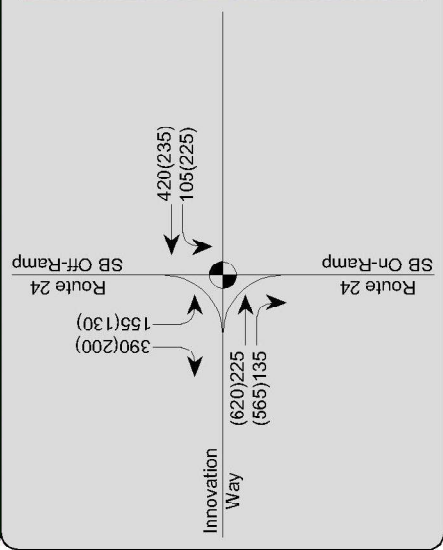


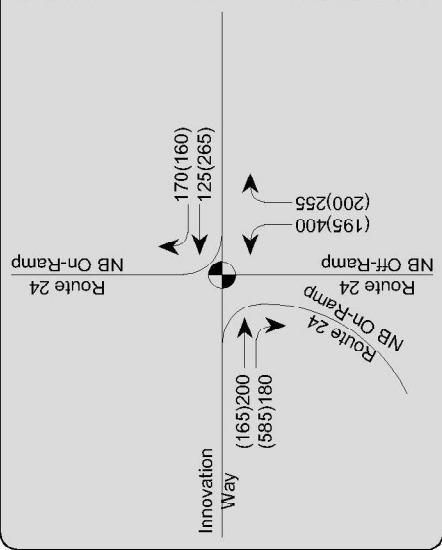
Figure 5a - Future Traffic Volumes



## 1 INNOVATION WAY/ROUTE 24 SB RAMP



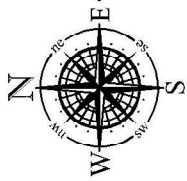
## 2 INNOVATION WAY/ROUTE 24 NB RAMP



**LEGEND:**

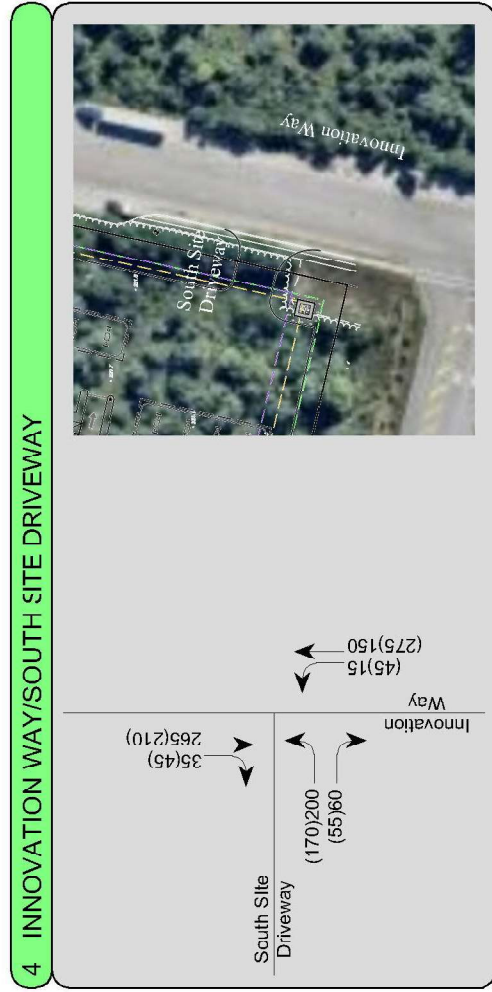
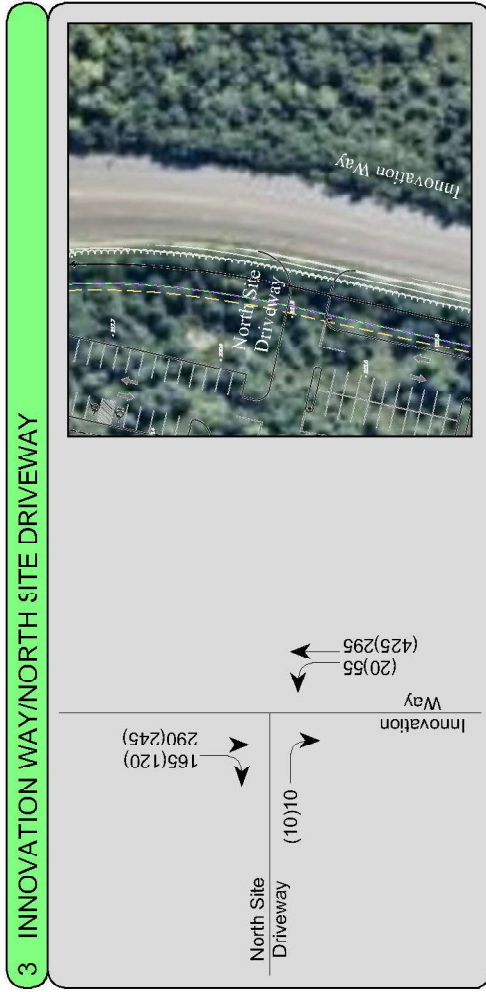
- TURN LANE
- XXX AM PEAK VOLUMES (700 TO 800)
- (XXX) PM PEAK VOLUMES (500 TO 600)
- STUDY INTERSECTION
- TRAFFIC SIGNAL





**Proposed Commercial Plaza**  
 FREETOWN, MASSACHUSETTS

**Figure 5b - Future Traffic Volumes**



**LEGEND:**

- TURN LANE
- XXX AM PEAK VOLUMES (7:00 TO 8:00)
- (XXX) PM PEAK VOLUMES (5:00 TO 6:00)
- 1 STUDY INTERSECTION
- TRAFFIC SIGNAL

TABLE 5 – Level of Service Summary (Future Build Conditions)

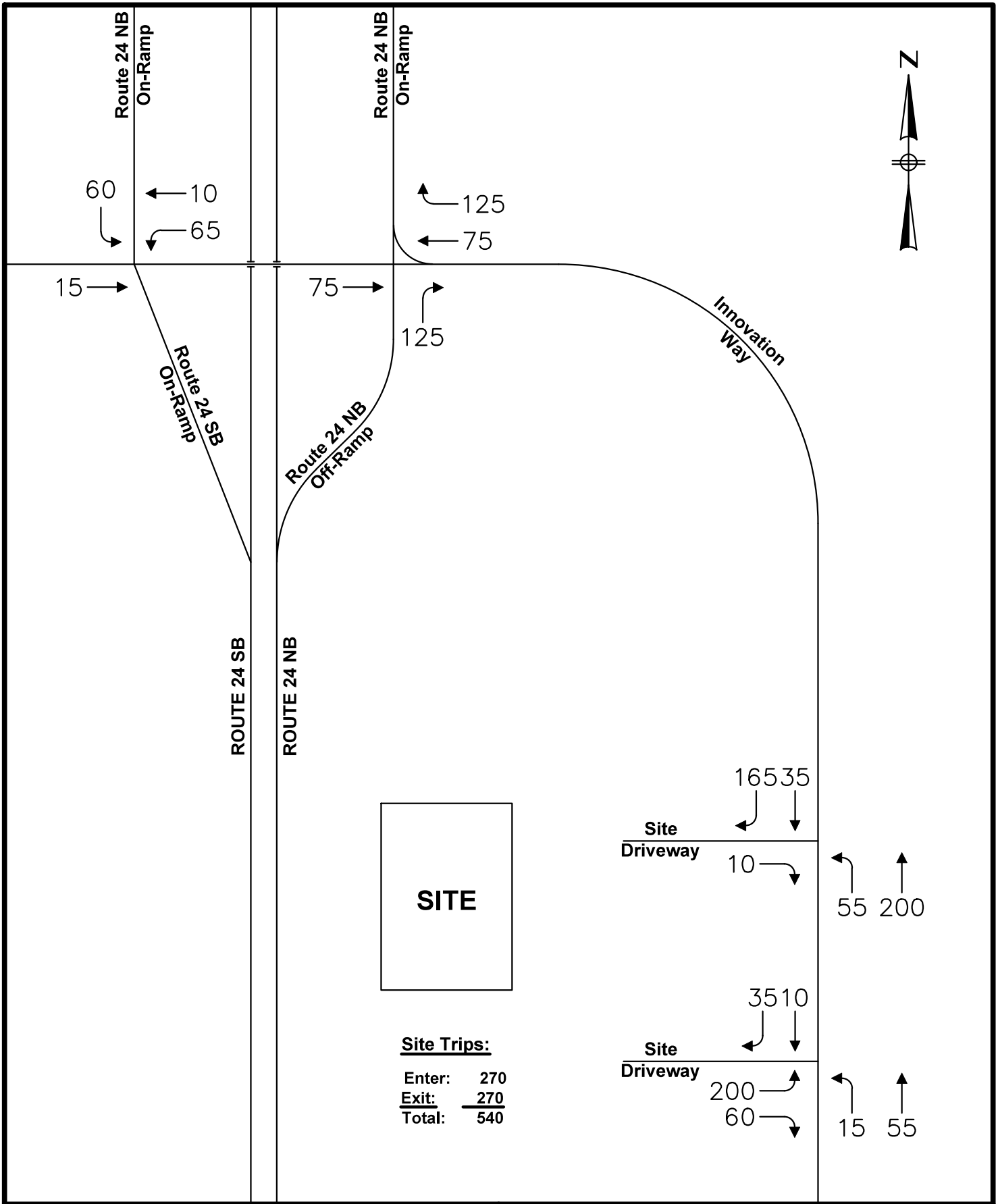
Location / Movement	2025 BUILD CONDITIONS							
	AM Peak Hour				PM Peak Hour			
	LOS	Delay	95 <sup>th</sup> % Queue Length (veh.)	v/c	LOS	Delay	95 <sup>th</sup> % Queue Length (veh.)	v/c
<b><i>Innovation Way at Route 24 SB Ramps (S)</i></b>								
Innovation Way EB Thru	B	12.4	2	0.19	C	22.3	9	0.66
Innovation Way EB Right	A	0.2	1	0.13	A	1.5	1	0.55
Innovation Way WB Left	A	3.8	1	0.22	C	20.7	4	0.63
Innovation Way WB Thru	A	3.4	2	0.29	A	2.6	1	0.14
Route 24 SB Off-Ramp Left	C	23.9	2	0.35	D	36.1	2	0.50
Route 24 SB Off-Ramp Right	A	0.7	1	0.34	A	0.3	1	0.21
<b>OVERALL</b>	<b>A</b>	<b>6.0</b>	-	-	<b>B</b>	<b>12.5</b>	-	-
<b><i>Innovation Way at Route 24 NB Ramps (S)</i></b>								
Innovation Way EB	A	9.0	2	0.33	A	1.7	1	0.47
Innovation Way WB Thru	A	9.7	1	0.12	A	4.4	2	0.14
Innovation Way WB Right	A	0.4	1	0.20	A	0.2	1	0.13
Route 24 NB Off-Ramp Left	C	23.2	3	0.71	D	35.4	3	0.52
Route 24 NB Off-Ramp Right	A	0.3	1	0.23	A	0.2	1	0.16
<b>OVERALL</b>	<b>B</b>	<b>10.6</b>	-	-	<b>A</b>	<b>6.0</b>	-	-
<b><i>Innovation Way at North Site Driveway (U)</i></b>								
Innovation Way NB Left	A	8.5	1	0.06	A	8.1	1	0.02
Site Driveway EB Right	A	9.8	1	0.01	A	9.5	1	0.01
<b><i>Innovation Way at South Site Driveway (U)</i></b>								
Innovation Way NB Left	A	8.1	1	0.01	A	8.1	1	0.01
Site Driveway EB	C	17.0	3	0.49	C	18.1	3	0.47

(S) – Signalized

(U) – Unsignalized

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

In summary, the study has shown that the proposed commercial development project access design and site circulation plan has been carefully considered to provide a level of traffic safety and efficiency on the servicing roadway system, with two points of access to Innovation Way and internal connectivity between the three buildings. Pedestrian accessibility has also been considered as part of the design where existing sidewalks along the road have been extended into the site at two locations that link to defined crosswalks within the plaza for defined pedestrian routes.

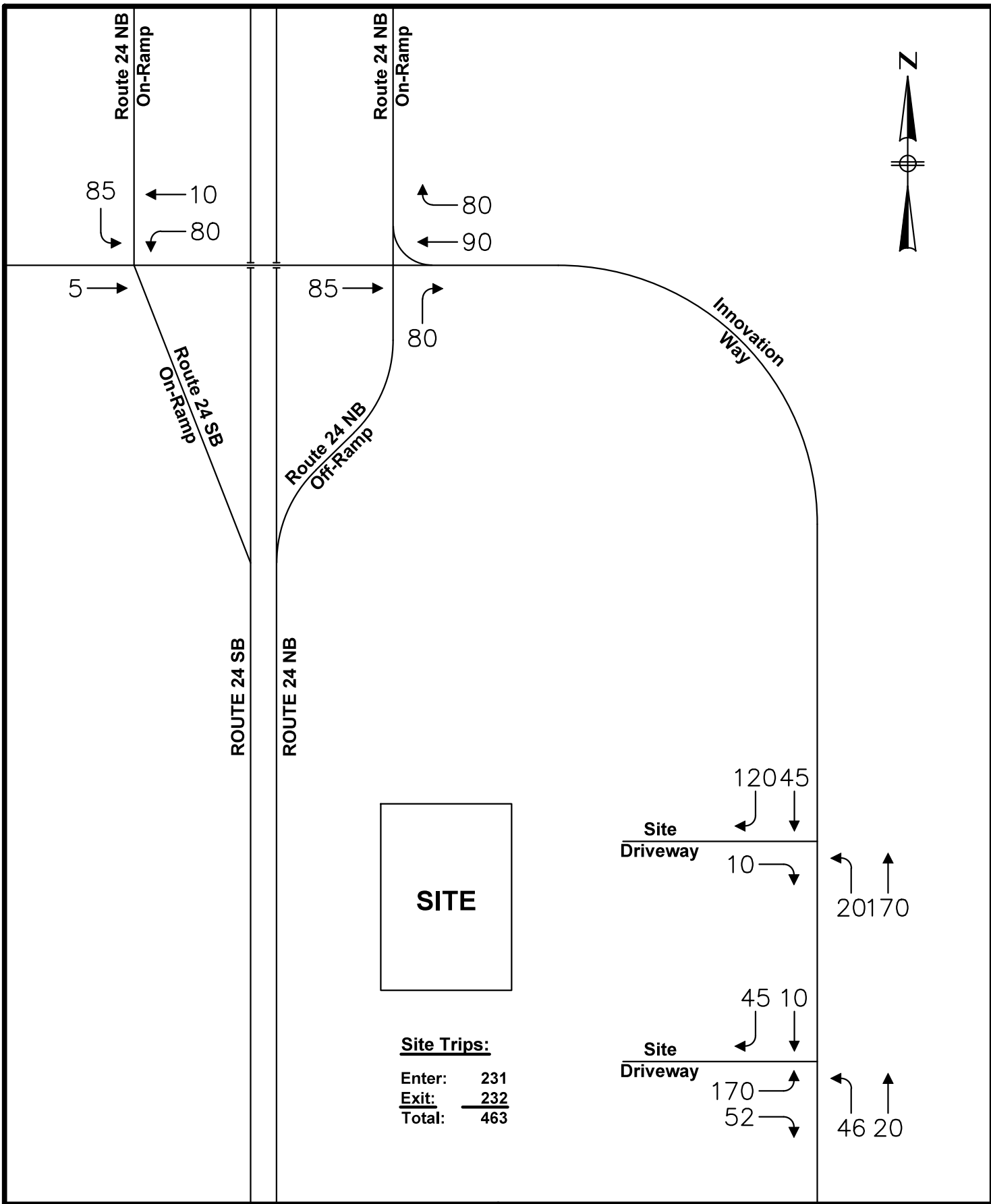


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WEEKDAY TRAFFIC DISTRIBUTION  
AM PEAK HOUR BUILD

PROPOSED COMMERCIAL PLAZA  
FREETOWN, MASSACHUSETTS





**Site Trips:**

Enter:	231
Exit:	232
<b>Total:</b>	<b>463</b>



www.BETA-Inc.com

**WEEKDAY TRAFFIC DISTRIBUTION  
PM PEAK HOUR BUILD**

**PROPOSED COMMERCIAL PLAZA  
FREETOWN, MASSACHUSETTS**

Innovation Way at Route 24 SB Ramps

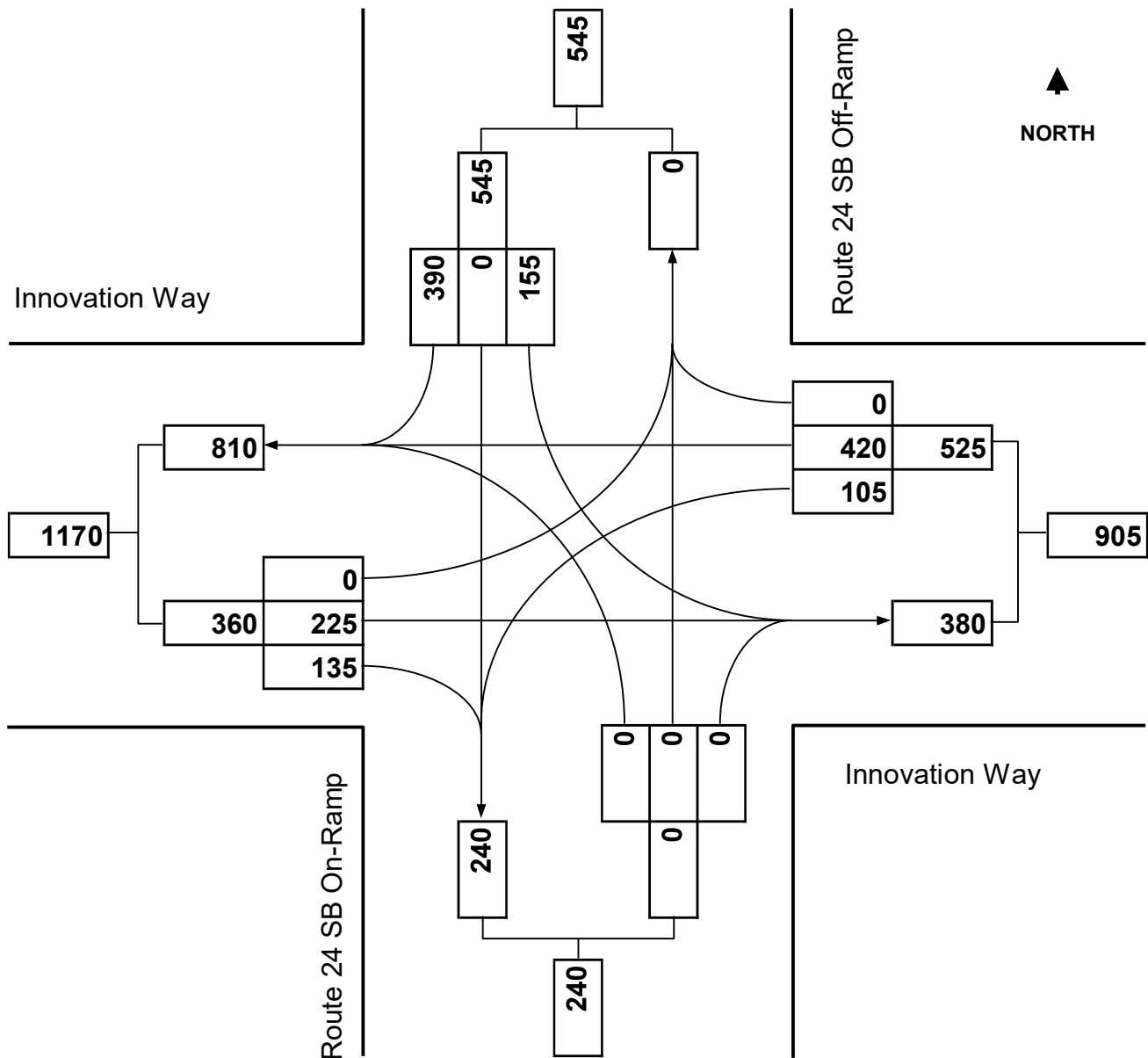


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### Turning Movement Diagram

**Major Street:** Innovation Way  
**City/Town:** Freetown, MA  
**Reference No.:** 7012  
**Existing:** n/a

**Minor Street:** Route 24 SB Ramps  
**Day of Week:** Weekday  
**Peak Period:** AM Peak Hour  
**Future:** Build 2025



Proposed Commercial Plaza  
 Innovation Way at Route 24 SB Ramps

Freetown, MA  
 10/13/2020

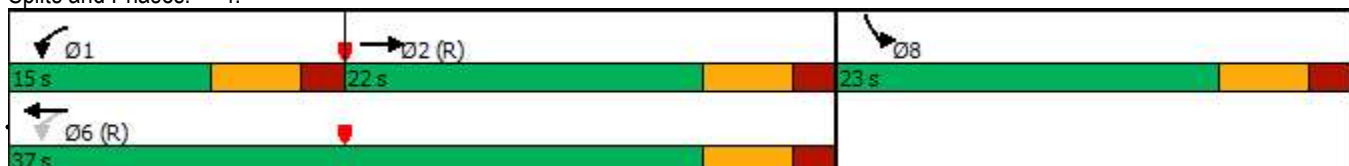


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖↗		↗
Traffic Volume (vph)	0	225	135	105	420	0	0	0	0	155	0	390
Future Volume (vph)	0	225	135	105	420	0	0	0	0	155	0	390
Satd. Flow (prot)	0	3282	1302	1517	2777	0	0	0	0	3127	0	1380
Flt Permitted				0.471						0.950		
Satd. Flow (perm)	0	3282	1302	752	2777	0	0	0	0	3127	0	1380
Satd. Flow (RTOR)			273									476
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	10%	24%	19%	30%	0%	0%	0%	0%	12%	0%	17%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	165	128	512	0	0	0	0	189	0	476
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		2		1	6					8		
Permitted Phases			Free	6								Free
Total Split (s)		22.0		15.0	37.0					23.0		
Total Lost Time (s)		6.0		6.0	6.0					6.0		
Act Effct Green (s)		26.4	60.0	37.7	37.7					10.3		60.0
Actuated g/C Ratio		0.44	1.00	0.63	0.63					0.17		1.00
v/c Ratio		0.19	0.13	0.22	0.29					0.35		0.34
Control Delay		12.4	0.2	3.8	3.4					23.9		0.7
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		12.4	0.2	3.8	3.4					23.9		0.7
LOS		B	A	A	A					C		A
Approach Delay		7.8			3.5							7.3
Approach LOS		A			A							A
Queue Length 50th (ft)		32	0	10	21					31		0
Queue Length 95th (ft)		55	0	23	36					50		0
Internal Link Dist (ft)		704			668			415				559
Turn Bay Length (ft)			300	300								
Base Capacity (vph)		1441	1302	589	1744					885		1380
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.19	0.13	0.22	0.29					0.21		0.34

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.35  
 Intersection Signal Delay: 6.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 31.9%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 4:



Timing Plan: AM Peak Hour

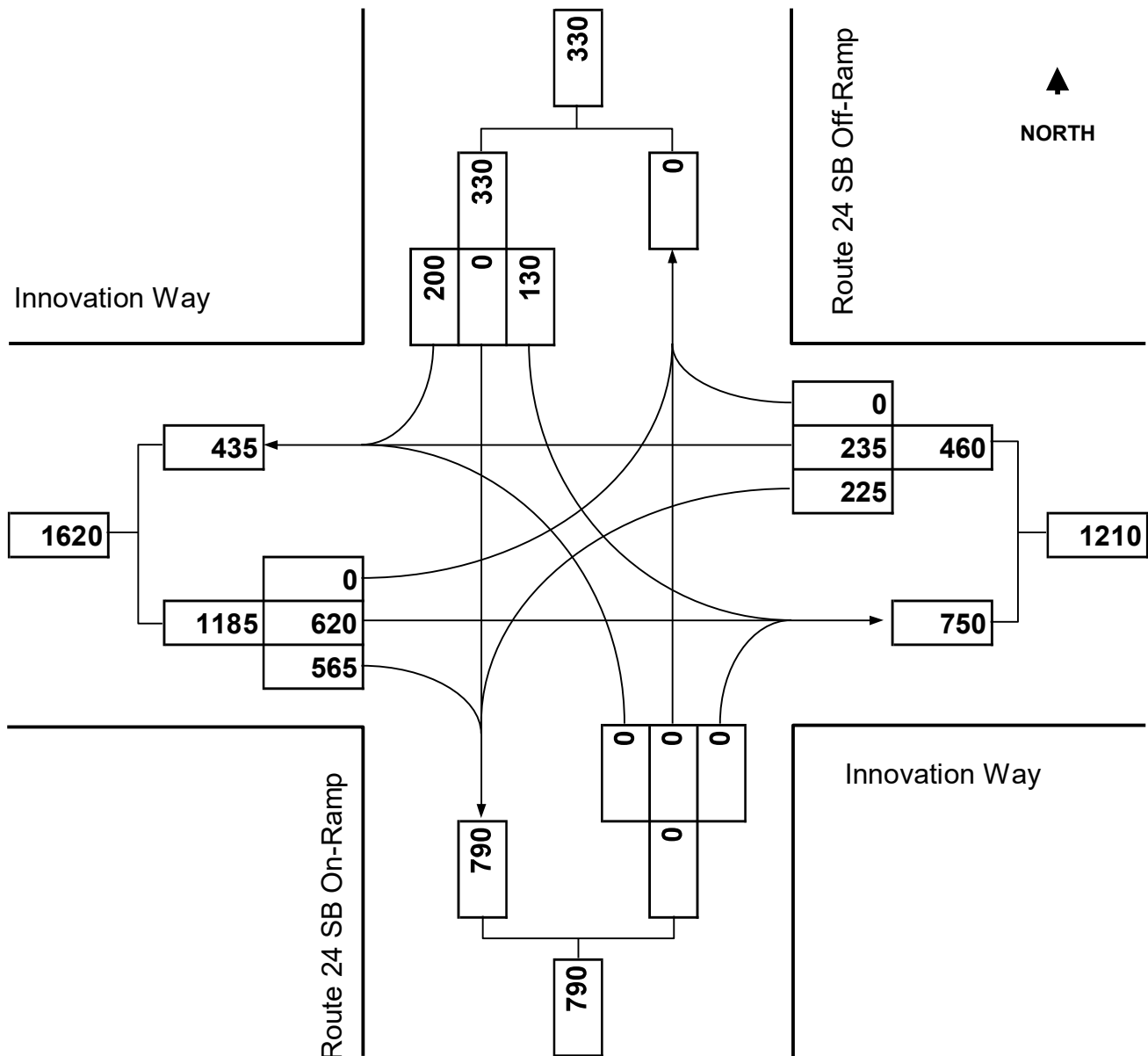


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### Turning Movement Diagram

**Major Street:** Innovation Way  
**City/Town:** Freetown, MA  
**Reference No.:** 7012  
**Existing:** n/a

**Minor Street:** Route 24 SB Ramps  
**Day of Week:** Weekday  
**Peak Period:** PM Peak Hour  
**Future:** Build 2025



Proposed Commercial Plaza  
Innovation Way at Route 24 SB Ramps

Freetown, MA  
10/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖↗		↗
Traffic Volume (vph)	0	620	565	225	235	0	0	0	0	130	0	200
Future Volume (vph)	0	620	565	225	235	0	0	0	0	130	0	200
Satd. Flow (prot)	0	2865	1455	1736	3312	0	0	0	0	2537	0	1357
Flt Permitted				0.213						0.950		
Satd. Flow (perm)	0	2865	1455	389	3312	0	0	0	0	2537	0	1357
Satd. Flow (RTOR)			727									282
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	0%	26%	11%	4%	9%	0%	0%	0%	0%	38%	0%	19%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	873	796	317	331	0	0	0	0	183	0	282
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		2		1	6					8		
Permitted Phases			Free	6								Free
Total Split (s)		29.0		30.0	59.0					21.0		
Total Lost Time (s)		6.0		6.0	6.0					6.0		
Act Effct Green (s)		36.9	80.0	56.4	56.4					11.6		80.0
Actuated g/C Ratio		0.46	1.00	0.70	0.70					0.14		1.00
v/c Ratio		0.66	0.55	0.63	0.14					0.50		0.21
Control Delay		22.3	1.5	20.7	2.6					36.1		0.3
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		22.3	1.5	20.7	2.6					36.1		0.3
LOS		C	A	C	A					D		A
Approach Delay		12.4			11.4							14.4
Approach LOS		B			B							B
Queue Length 50th (ft)		164	0	49	13					44		0
Queue Length 95th (ft)		211	0	86	19					55		0
Internal Link Dist (ft)		704			668			415				559
Turn Bay Length (ft)			300	300								
Base Capacity (vph)		1322	1455	678	2334					475		1357
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.66	0.55	0.47	0.14					0.39		0.21

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 12.5

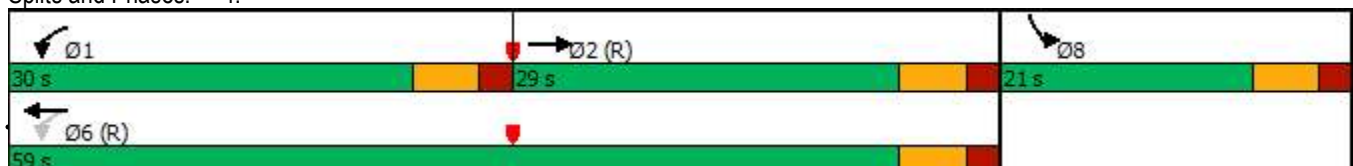
Intersection LOS: B

Intersection Capacity Utilization 46.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4:



Timing Plan: PM Peak Hour

Innovation Way at Route 24 NB Ramps

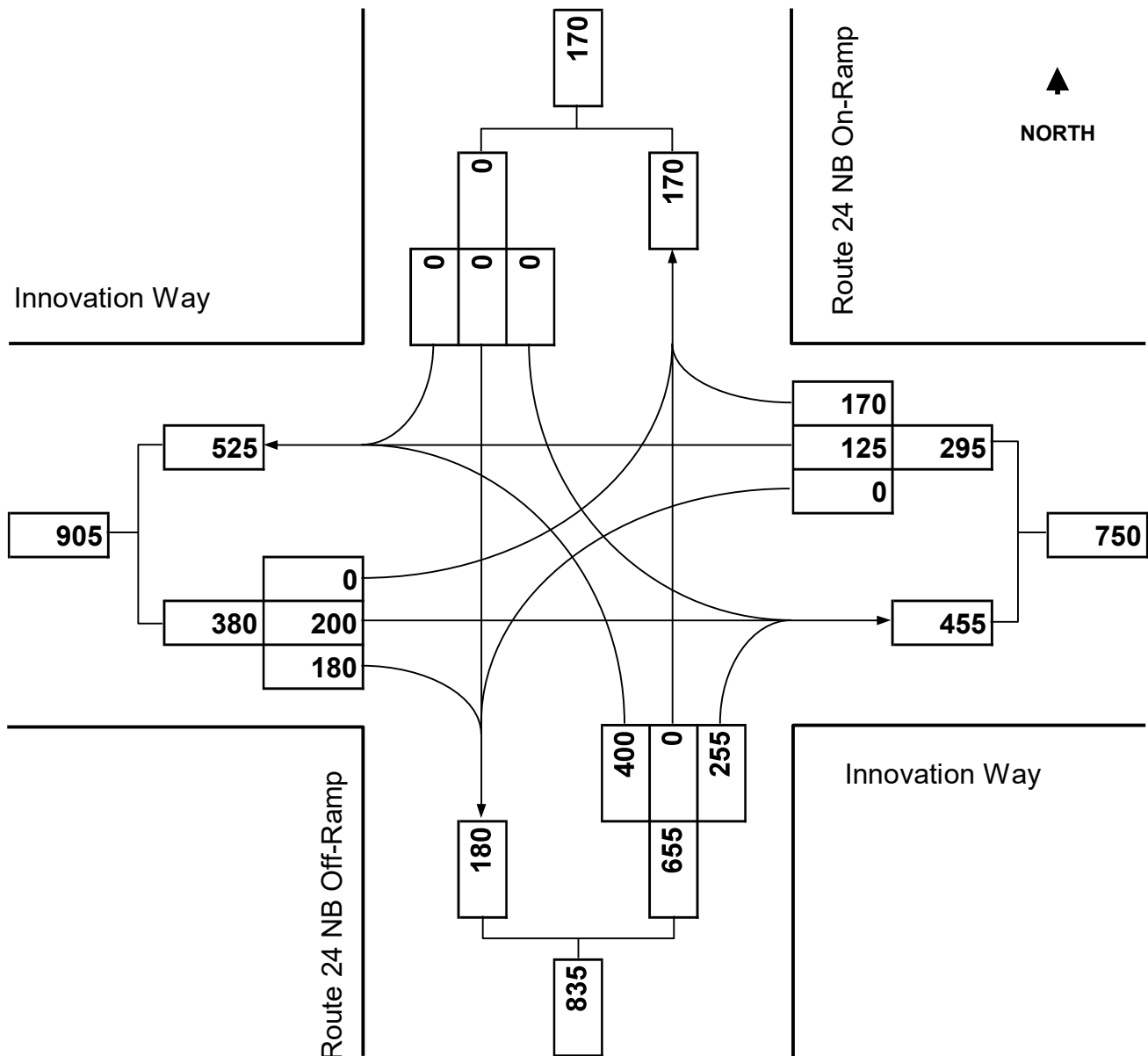


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### Turning Movement Diagram

**Major Street:** Innovation Way  
**City/Town:** Freetown, MA  
**Reference No.:** 7012  
**Existing:** n/a

**Minor Street:** Route 24 NB Ramps  
**Day of Week:** Weekday  
**Peak Period:** AM Peak Hour  
**Future:** Build 2025

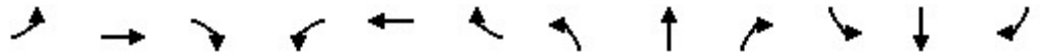




Proposed Commercial Plaza  
Innovation Way at Route 24 NB Ramps

Freetown, MA

10/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	200	180	0	125	170	400	0	255	0	0	0
Future Volume (vph)	0	200	180	0	125	170	400	0	255	0	0	0
Satd. Flow (prot)	0	3021	0	0	2983	1196	2556	0	1553	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	3021	0	0	2983	1196	2556	0	1553	0	0	0
Satd. Flow (RTOR)		250				236			354			
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.92
Heavy Vehicles (%)	0%	11%	11%	0%	21%	35%	37%	0%	4%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	528	0	0	174	236	556	0	354	0	0	0
Turn Type		NA			NA	Free	Prot		Free			
Protected Phases		2			6		4					
Permitted Phases						Free			Free			
Total Split (s)		30.0			30.0		30.0					
Total Lost Time (s)		6.0			6.0		6.0					
Act Effct Green (s)		29.6			29.6	60.0	18.4		60.0			
Actuated g/C Ratio		0.49			0.49	1.00	0.31		1.00			
v/c Ratio		0.33			0.12	0.20	0.71		0.23			
Control Delay		9.0			9.7	0.4	23.2		0.3			
Queue Delay		0.0			0.0	0.0	0.0		0.0			
Total Delay		9.0			9.7	0.4	23.2		0.3			
LOS		A			A	A	C		A			
Approach Delay		9.0			4.3			14.3				
Approach LOS		A			A			B				
Queue Length 50th (ft)		34			16	0	90		0			
Queue Length 95th (ft)		38			29	0	87		0			
Internal Link Dist (ft)		668			307			522			340	
Turn Bay Length (ft)						300						
Base Capacity (vph)		1615			1469	1196	1022		1553			
Starvation Cap Reductn		0			0	0	0		0			
Spillback Cap Reductn		0			0	0	0		0			
Storage Cap Reductn		0			0	0	0		0			
Reduced v/c Ratio		0.33			0.12	0.20	0.54		0.23			

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 7 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 10.6

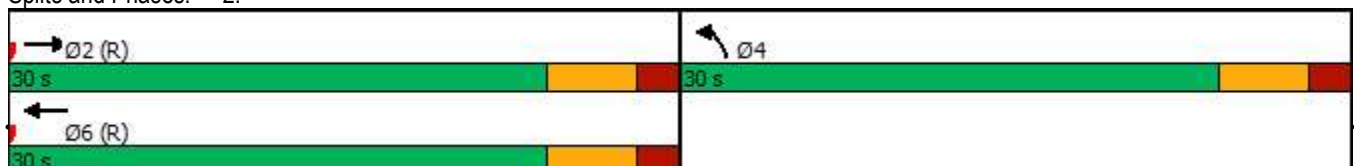
Intersection LOS: B

Intersection Capacity Utilization 31.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2:



Timing Plan: AM Peak Hour

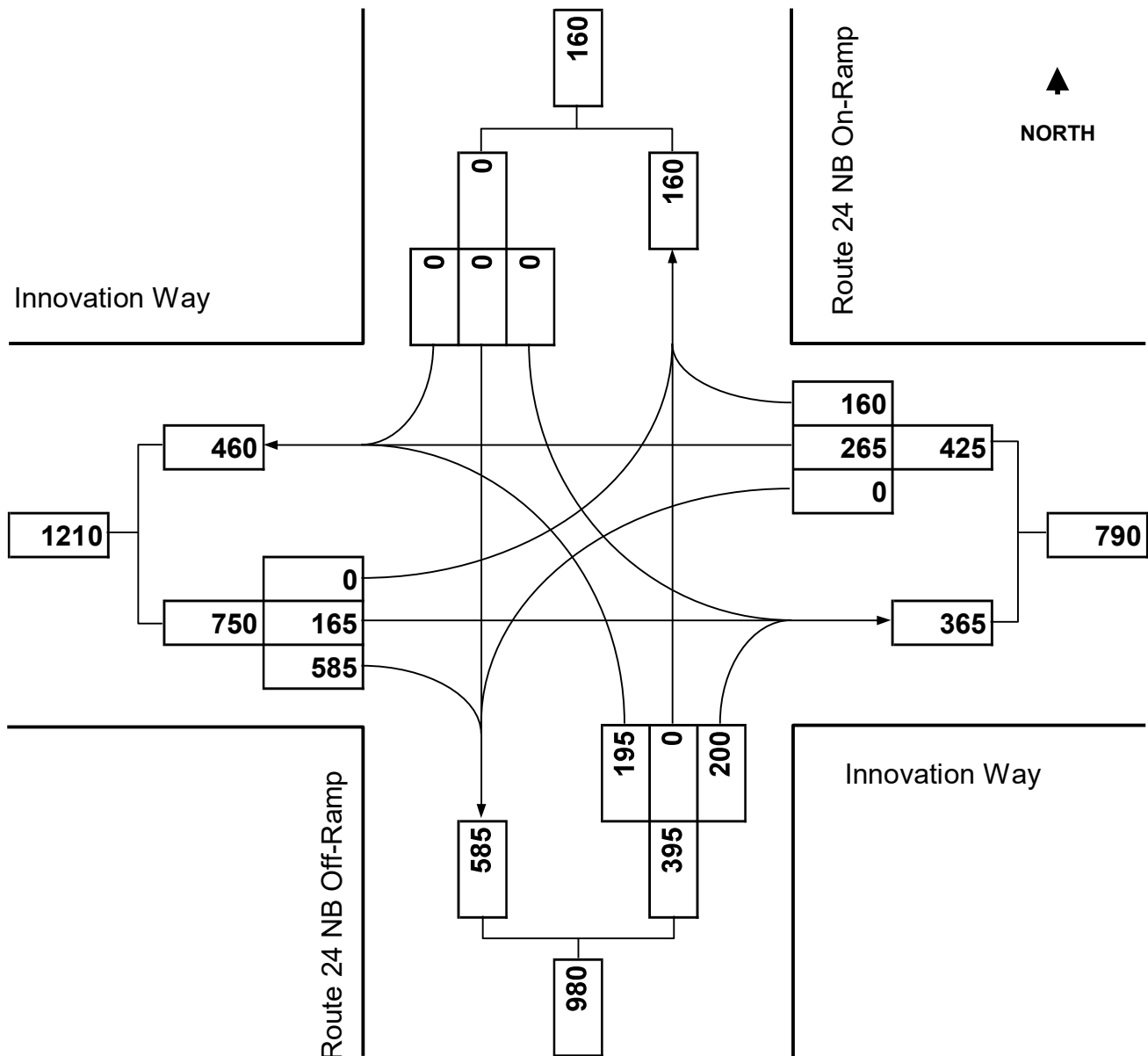


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### Turning Movement Diagram

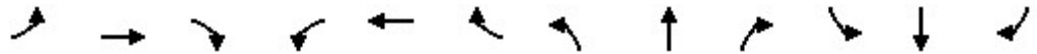
**Major Street:** Innovation Way  
**City/Town:** Freetown, MA  
**Reference No.:** 7012  
**Existing:** n/a

**Minor Street:** Route 24 NB Ramps  
**Day of Week:** Weekday  
**Peak Period:** PM Peak Hour  
**Future:** Build 2025



Proposed Commercial Plaza  
Innovation Way at Route 24 NB Ramps

Freetown, MA  
10/13/2020

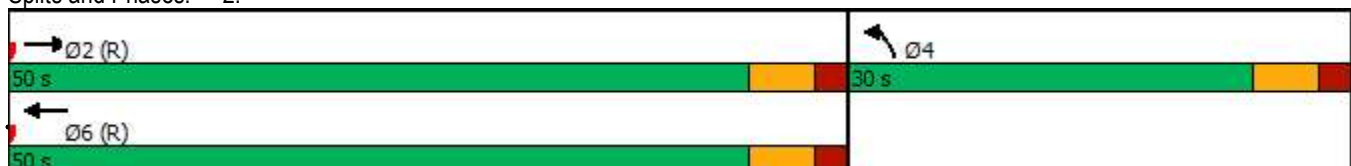


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	165	585	0	265	160	195	0	200	0	0	0
Future Volume (vph)	0	165	585	0	265	160	195	0	200	0	0	0
Satd. Flow (prot)	0	2527	0	0	3343	1538	3099	0	1524	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	2527	0	0	3343	1538	3099	0	1524	0	0	0
Satd. Flow (RTOR)		722				198			247			
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	23%	27%	0%	8%	5%	13%	0%	6%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	926	0	0	327	198	241	0	247	0	0	0
Turn Type		NA			NA	Free	Prot		Free			
Protected Phases		2			6		4					
Permitted Phases						Free			Free			
Total Split (s)		50.0			50.0		30.0					
Total Lost Time (s)		6.0			6.0		6.0					
Act Effct Green (s)		56.1			56.1	80.0	11.9		80.0			
Actuated g/C Ratio		0.70			0.70	1.00	0.15		1.00			
v/c Ratio		0.47			0.14	0.13	0.52		0.16			
Control Delay		1.7			4.4	0.2	35.4		0.2			
Queue Delay		0.0			0.0	0.0	0.0		0.0			
Total Delay		1.7			4.4	0.2	35.4		0.2			
LOS		A			A	A	D		A			
Approach Delay		1.7			2.8			17.6				
Approach LOS		A			A			B				
Queue Length 50th (ft)		0			23	0	58		0			
Queue Length 95th (ft)		4			37	0	79		0			
Internal Link Dist (ft)		668			307			522			340	
Turn Bay Length (ft)						300						
Base Capacity (vph)		1988			2344	1538	929		1524			
Starvation Cap Reductn		0			0	0	0		0			
Spillback Cap Reductn		0			0	0	0		0			
Storage Cap Reductn		0			0	0	0		0			
Reduced v/c Ratio		0.47			0.14	0.13	0.26		0.16			

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 35 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.52  
 Intersection Signal Delay: 6.0  
 Intersection Capacity Utilization 37.4%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 2:



Timing Plan: PM Peak Hour

Innovation Way at North Site Driveway



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### Turning Movement Diagram

**Major Street:** Innovation Way

**Minor Street:** North Site Driveway

**City/Town:** Freetown, MA

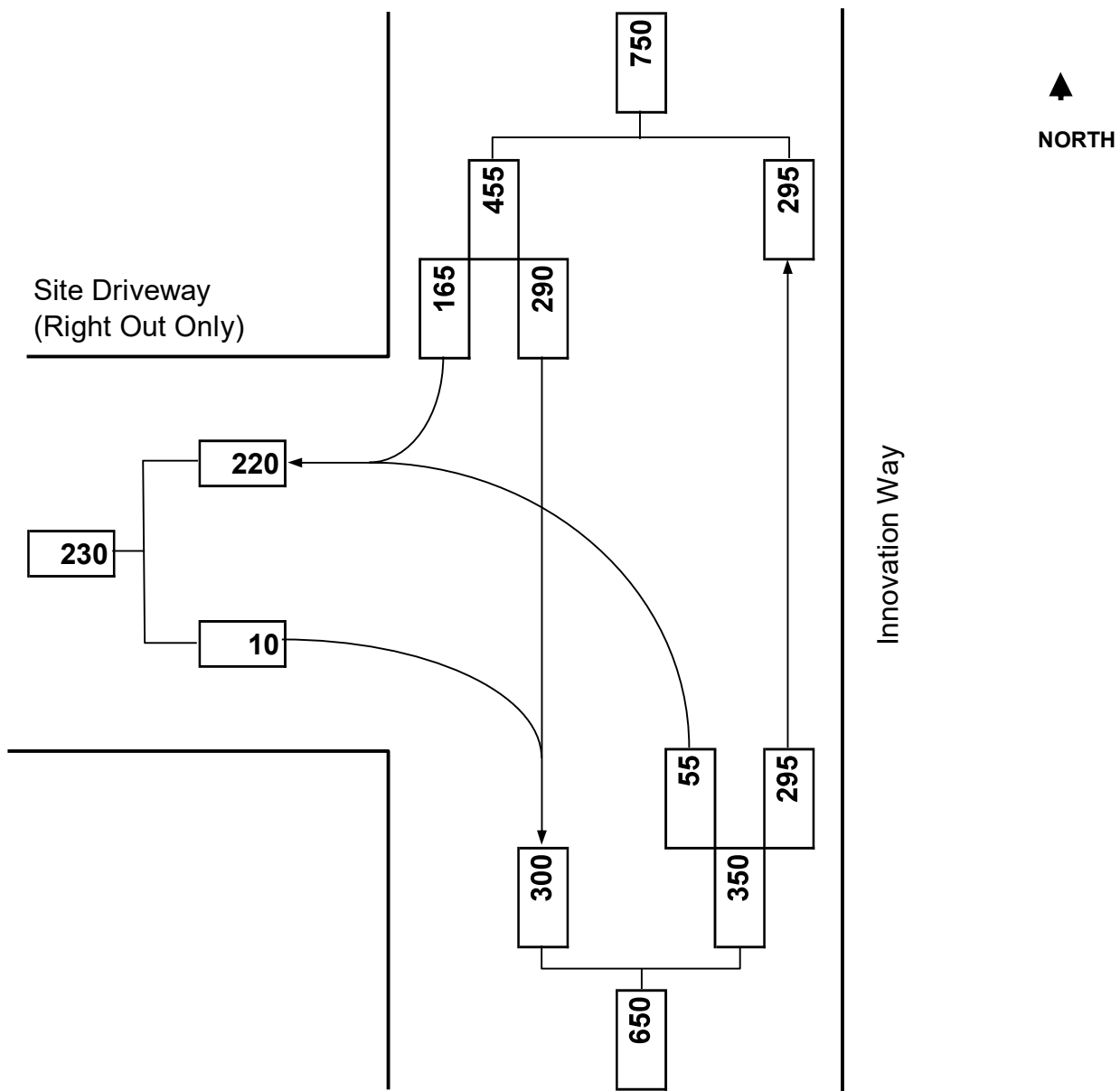
**Day of Week:** Weekday

**Reference No.:** 7012

**Peak Period:** AM Peak Hour

**Existing:** n/a

**Future:** Build 2025



Proposed Commercial Plaza  
 Innovation Way at North Site Driveway

Freetown, MA  
 10/13/2020

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖↗	↖↗	
Traffic Vol, veh/h	0	10	55	295	290	165
Future Vol, veh/h	0	10	55	295	290	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	28	8	0
Mvmt Flow	0	11	60	321	315	179

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	247	494	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	759	1080	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	759	1080	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1080	-	759	-	-
HCM Lane V/C Ratio	0.055	-	0.014	-	-
HCM Control Delay (s)	8.5	0.2	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0	-	-



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### Turning Movement Diagram

**Major Street:** Innovation Way

**Minor Street:** North Site Driveway

**City/Town:** Freetown, MA

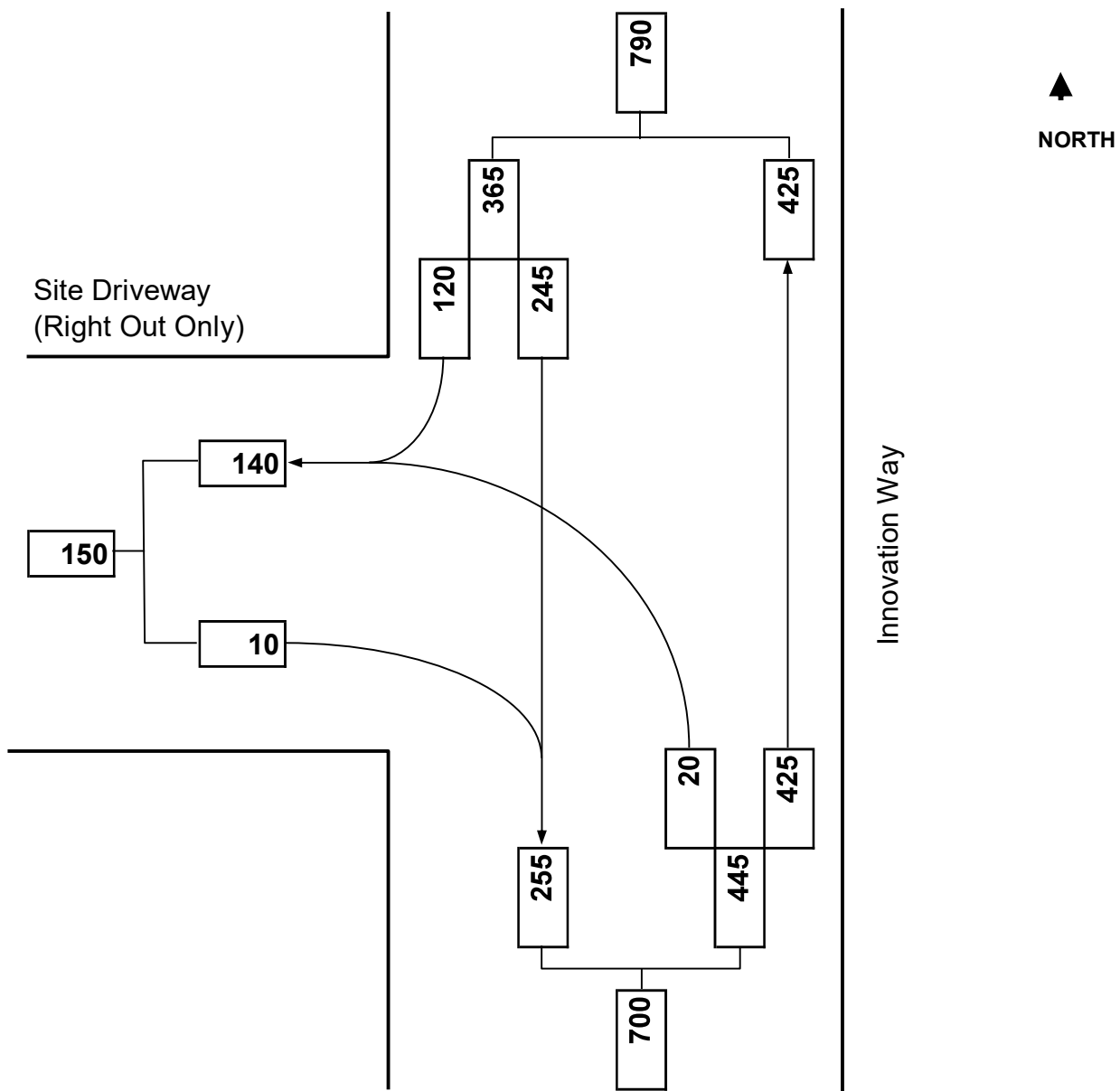
**Day of Week:** Weekday

**Reference No.:** 7012

**Peak Period:** PM Peak Hour

**Existing:** n/a

**Future:** Build 2025



Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖↗	↖↗	
Traffic Vol, veh/h	0	10	20	425	245	120
Future Vol, veh/h	0	10	20	425	245	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	8	15	0
Mvmt Flow	0	11	22	462	266	130

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	198	396	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	816	1174	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	816	1174	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1174	-	816	-	-
HCM Lane V/C Ratio	0.019	-	0.013	-	-
HCM Control Delay (s)	8.1	0.1	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-



Innovation Way at South Site Driveway



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### Turning Movement Diagram

Major Street: Innovation Way

Minor Street: South Site Driveway

City/Town: Freetown, MA

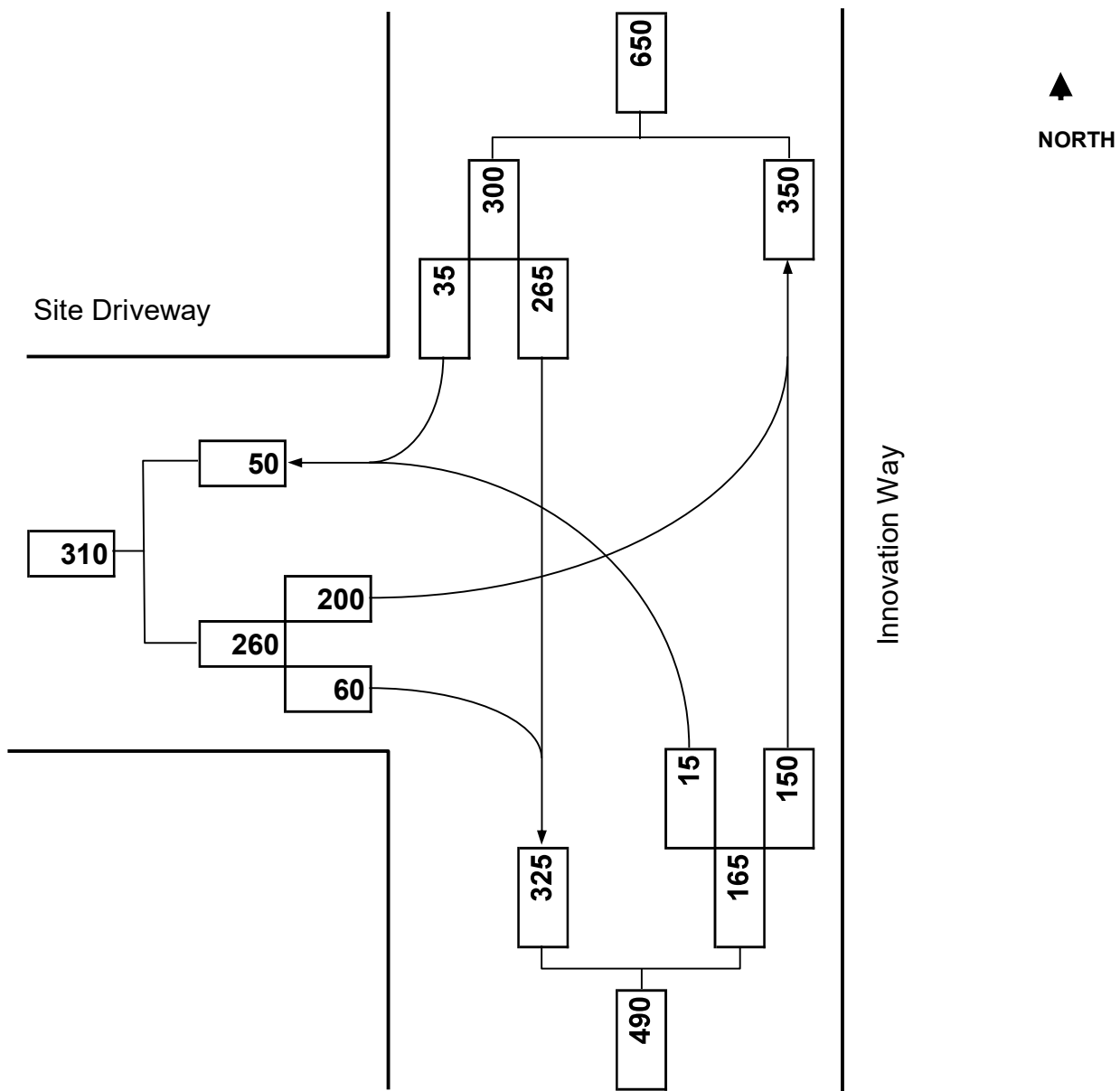
Day of Week: Weekday

Reference No.: 7012

Peak Period: AM Peak Hour

Existing: n/a

Future: Build 2025



Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	200	60	15	150	265	35
Future Vol, veh/h	200	60	15	150	265	35
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, %	10	10	10	28	8	10
Mvmt Flow	217	65	16	163	288	38

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	421	163	326	0	0
Stage 1	307	-	-	-	-
Stage 2	114	-	-	-	-
Critical Hdwy	7	7.1	4.3	-	-
Critical Hdwy Stg 1	6	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.3	-	-
Pot Cap-1 Maneuver	540	828	1175	-	-
Stage 1	696	-	-	-	-
Stage 2	875	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	532	828	1175	-	-
Mov Cap-2 Maneuver	532	-	-	-	-
Stage 1	686	-	-	-	-
Stage 2	875	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1175	-	580	-	-
HCM Lane V/C Ratio	0.014	-	0.487	-	-
HCM Control Delay (s)	8.1	0.1	17	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	2.7	-	-



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### Turning Movement Diagram

**Major Street:** Innovation Way

**Minor Street:** South Site Driveway

**City/Town:** Freetown, MA

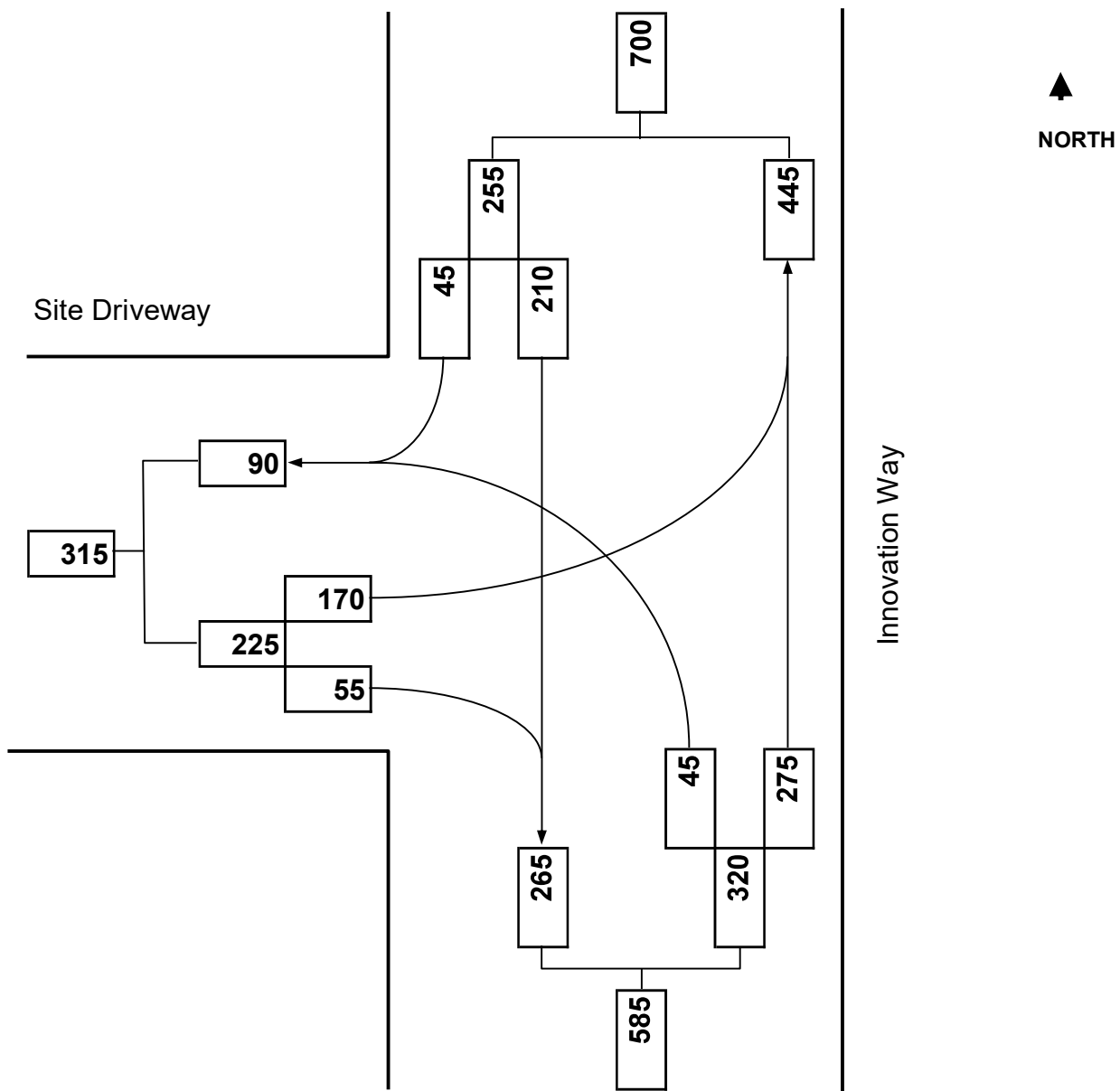
**Day of Week:** Weekday

**Reference No.:** 7012

**Peak Period:** PM Peak Hour

**Existing:** n/a

**Future:** Build 2025



Proposed Commercial Plaza  
 Innovation Way at South Site Driveway

Freetown, MA  
 10/13/2020

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	170	55	45	275	210	45
Future Vol, veh/h	170	55	45	275	210	45
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, %	10	10	10	8	15	10
Mvmt Flow	185	60	49	299	228	49

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	501	139	277	0	0
Stage 1	253	-	-	-	-
Stage 2	248	-	-	-	-
Critical Hdwy	7	7.1	4.3	-	-
Critical Hdwy Stg 1	6	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.3	-	-
Pot Cap-1 Maneuver	480	859	1227	-	-
Stage 1	742	-	-	-	-
Stage 2	747	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	457	859	1227	-	-
Mov Cap-2 Maneuver	457	-	-	-	-
Stage 1	706	-	-	-	-
Stage 2	747	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	1.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1227	-	516	-	-
HCM Lane V/C Ratio	0.04	-	0.474	-	-
HCM Control Delay (s)	8.1	0.1	18.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.5	-	-

## **Attachment I**

Trip Generation Worksheets

# Land Use: 140 Manufacturing

---

## Description

A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions. General light industrial (Land Use 110) and industrial park (Land Use 130) are related uses.

## Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Minnesota, Missouri, New Jersey, New York, Oregon, Pennsylvania, South Dakota, Texas, Vermont, Washington, and West Virginia.

## Source Numbers

177, 179, 184, 241, 357, 384, 418, 443, 583, 598, 611, 728, 747, 875, 879, 940, 969, 1067, 1068, 1082

# Manufacturing (140)

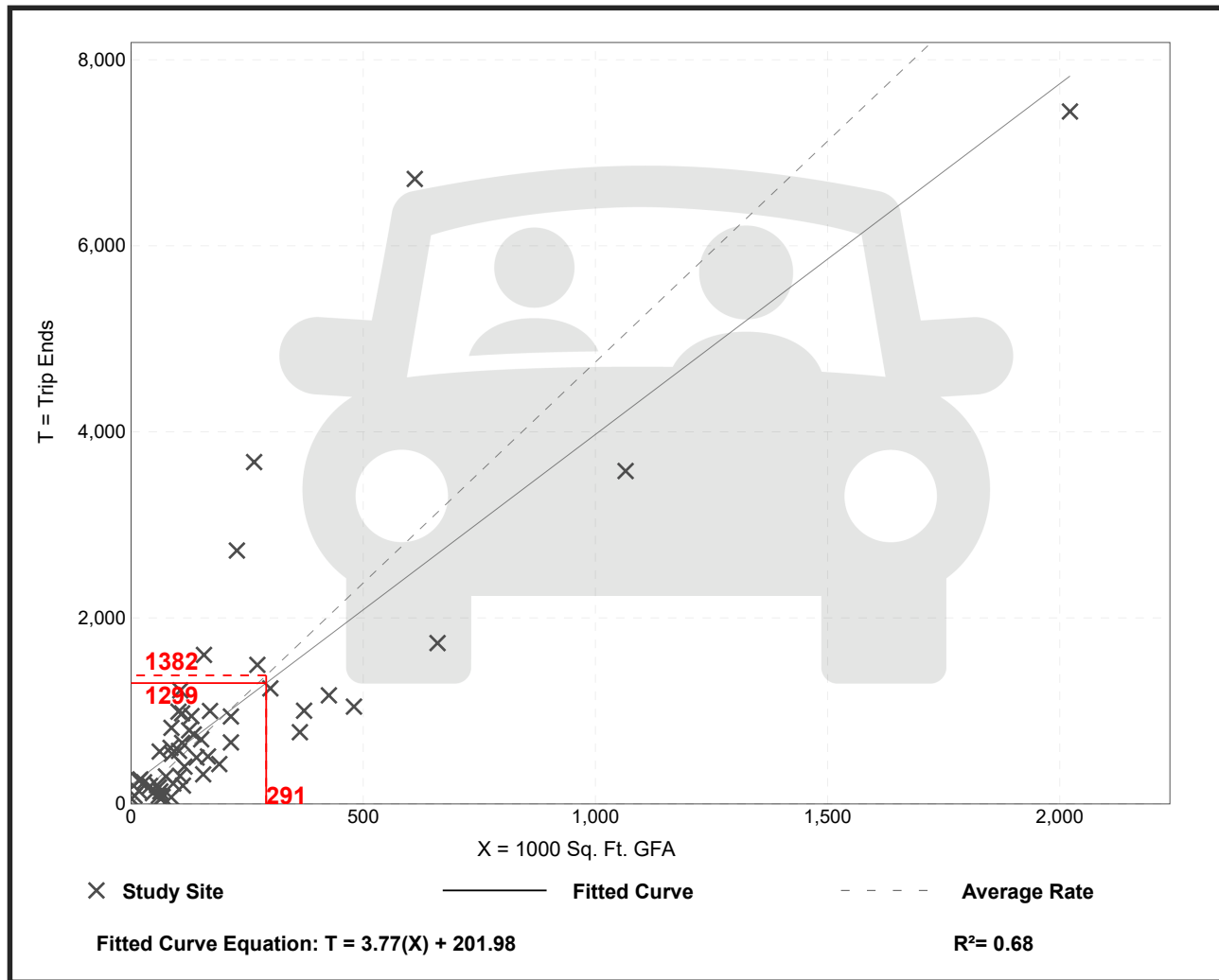
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 53  
Avg. 1000 Sq. Ft. GFA: 208  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.75	0.83 - 49.50	3.20

## Data Plot and Equation





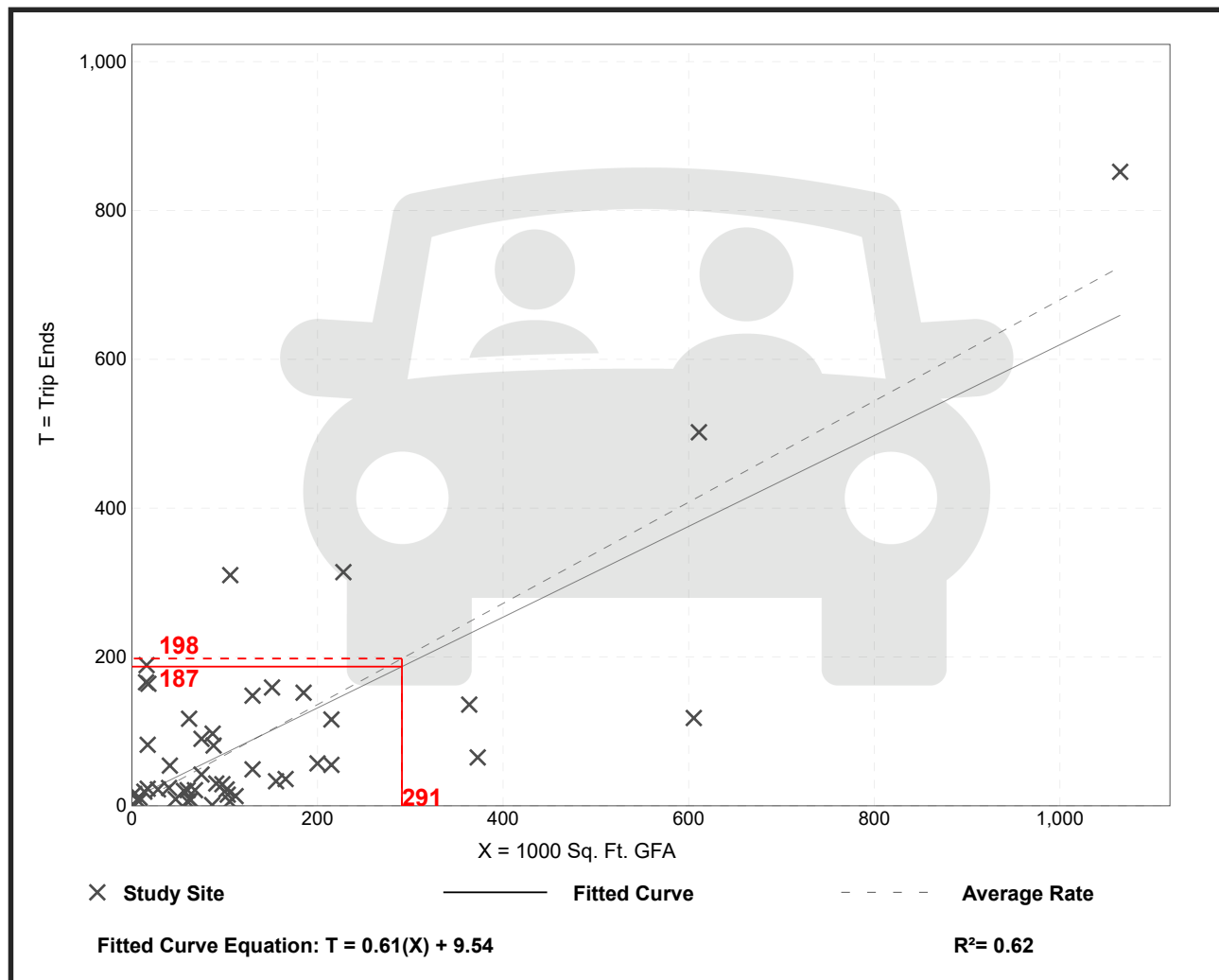
# Manufacturing (140)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 48  
 Avg. 1000 Sq. Ft. GFA: 138  
 Directional Distribution: 76% entering, 24% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.68	0.01 - 11.93	1.03

## Data Plot and Equation



# Manufacturing (140)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

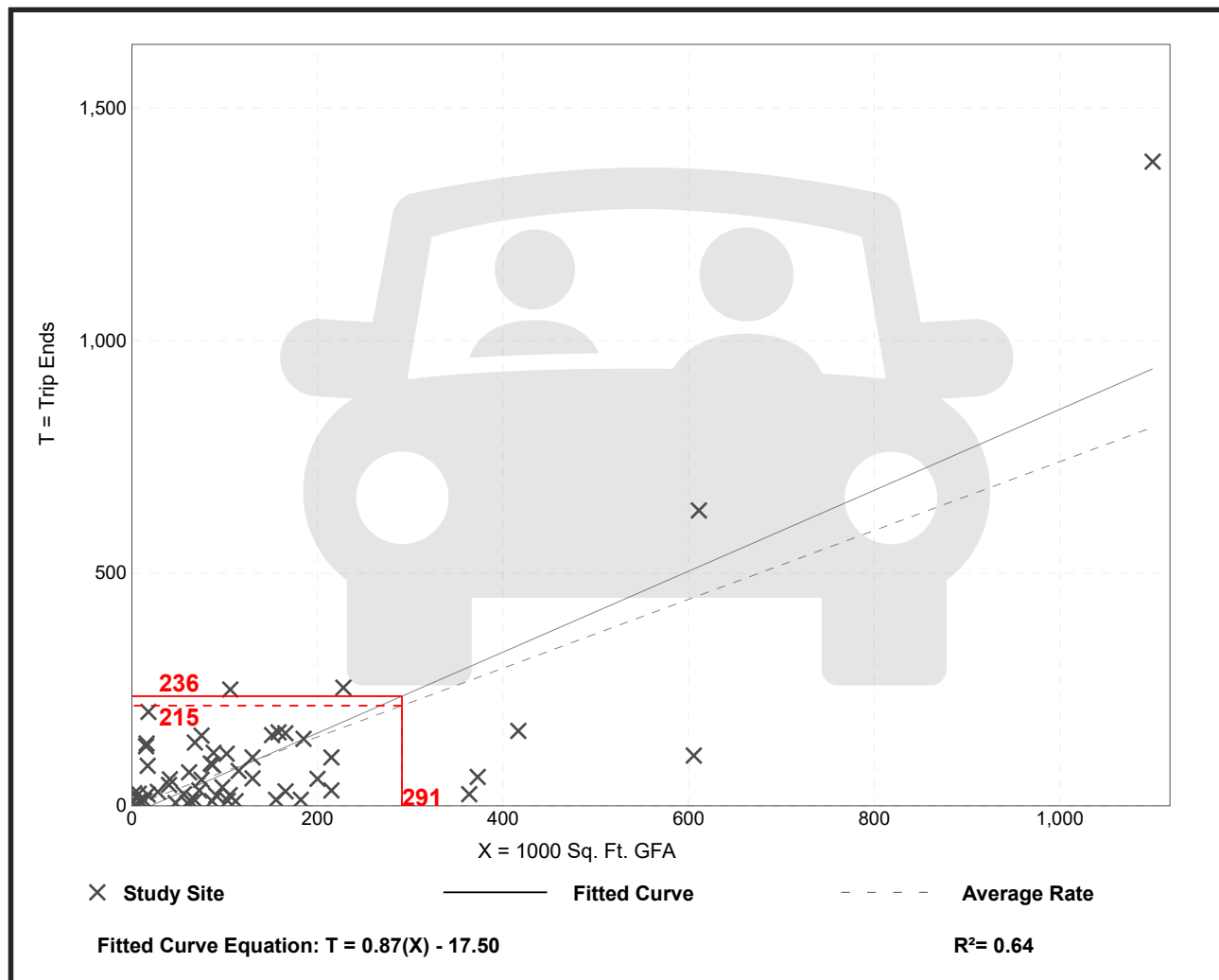
**Setting/Location: General Urban/Suburban**

Number of Studies: 55  
 Avg. 1000 Sq. Ft. GFA: 142  
 Directional Distribution: 31% entering, 69% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.07 - 11.37	0.93

## Data Plot and Equation



# Manufacturing (140)

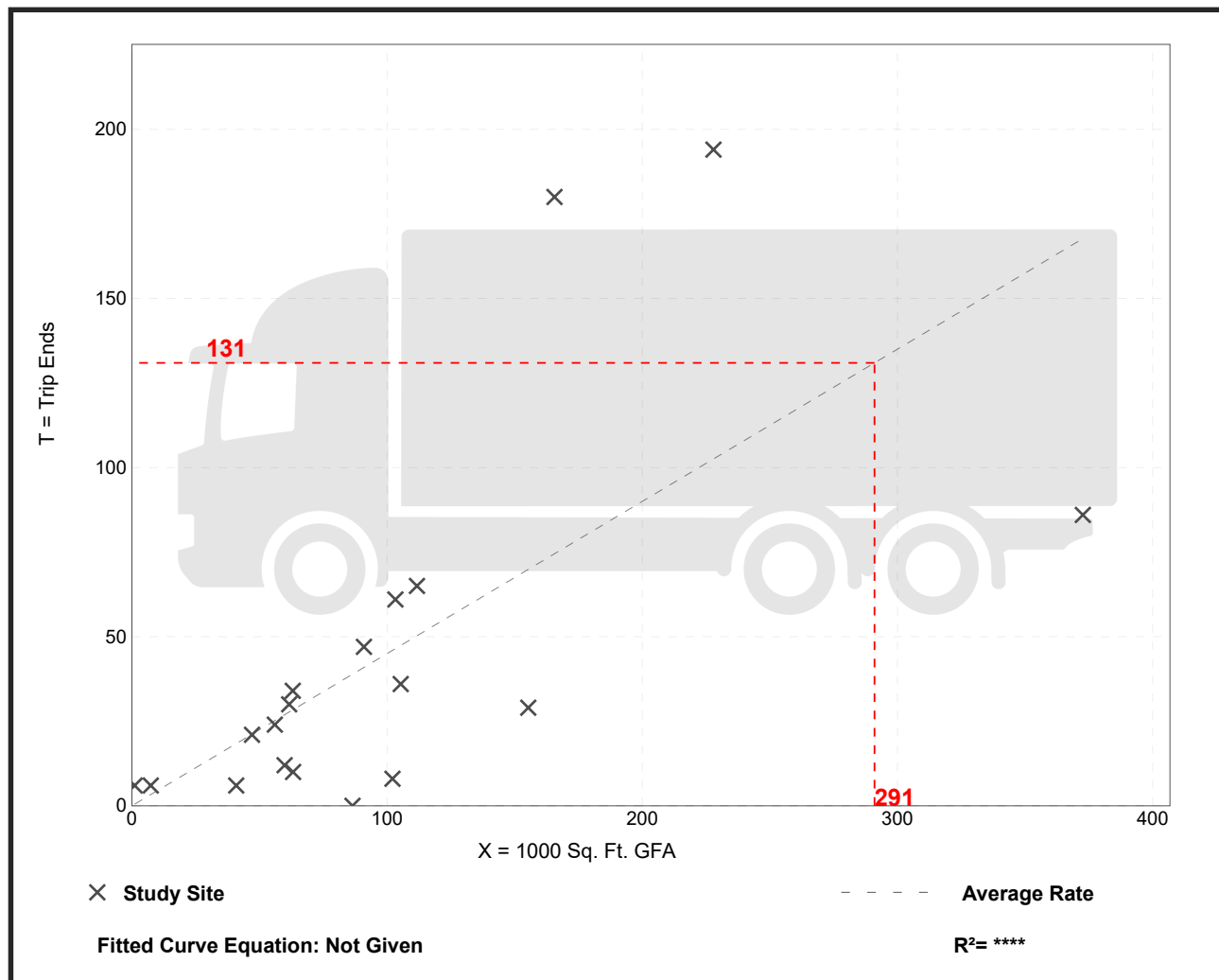
**Truck Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 19  
Avg. 1000 Sq. Ft. GFA: 101  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.45	0.00 - 5.50	0.34

## Data Plot and Equation



# Manufacturing (140)

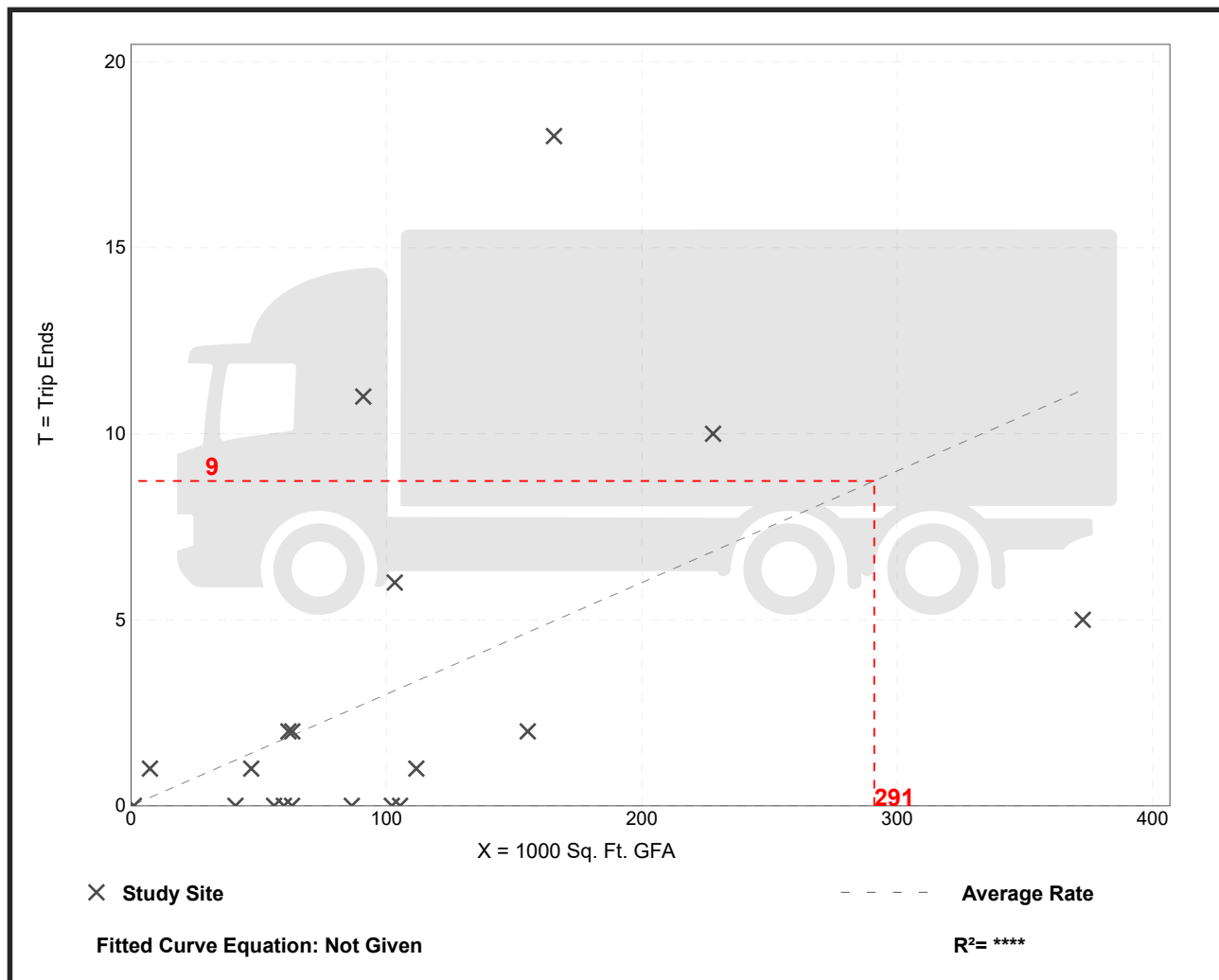
**Truck Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 19  
 Avg. 1000 Sq. Ft. GFA: 101  
 Directional Distribution: 56% entering, 44% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.14	0.04

## Data Plot and Equation



# Manufacturing (140)

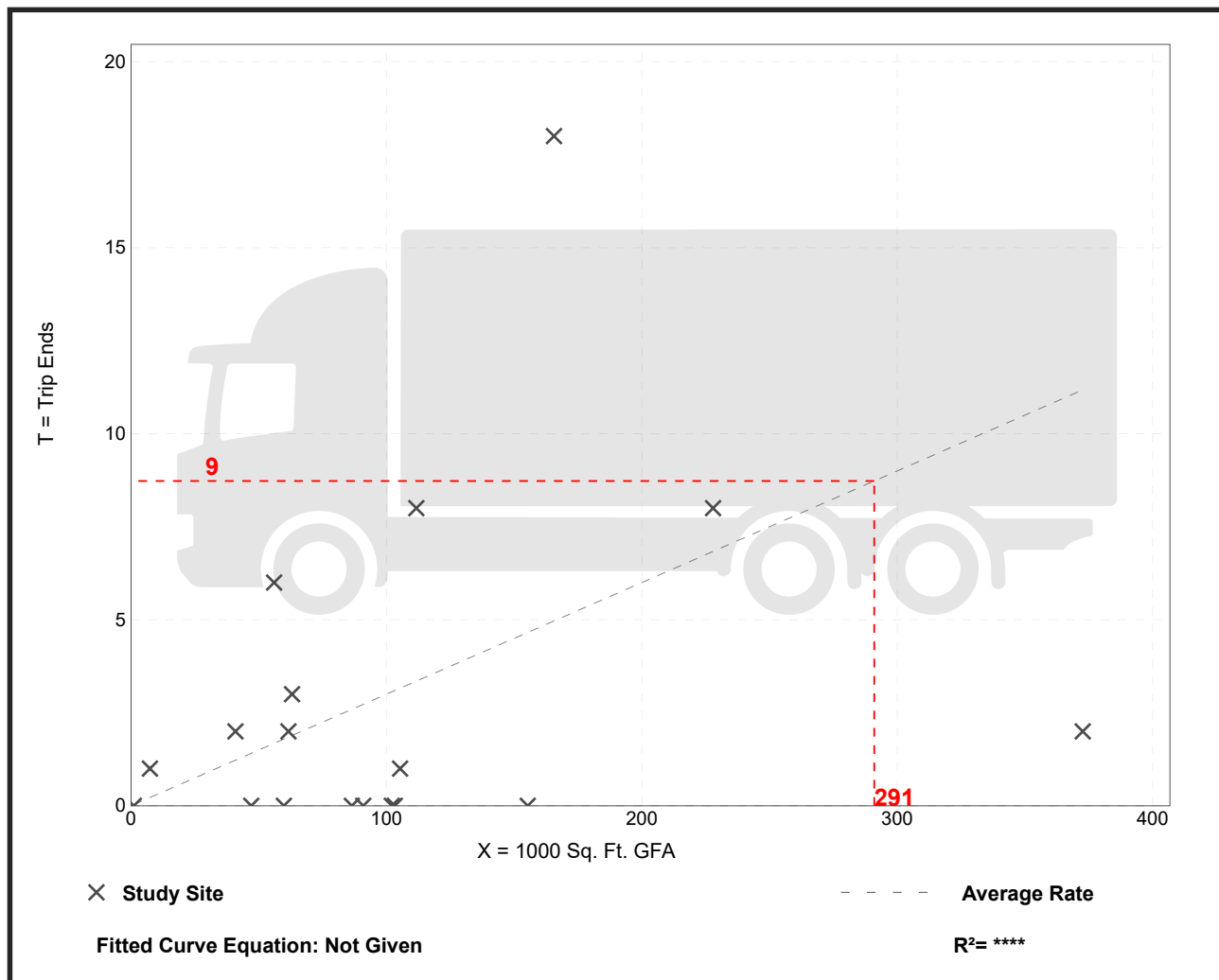
**Truck Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 18  
 Avg. 1000 Sq. Ft. GFA: 103  
 Directional Distribution: 41% entering, 59% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.14	0.04

## Data Plot and Equation



# Manufacturing (140)

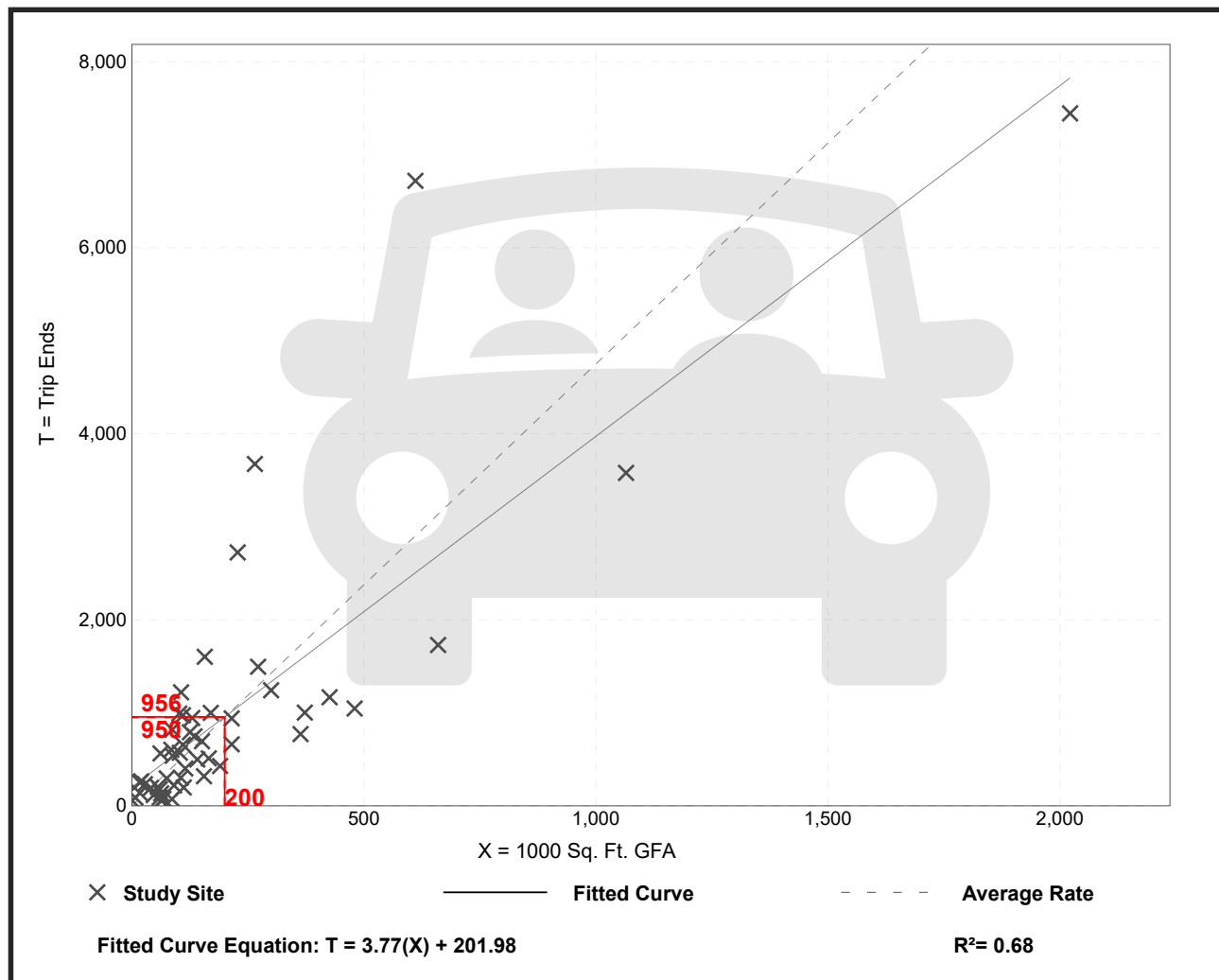
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**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 53  
Avg. 1000 Sq. Ft. GFA: 208  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.75	0.83 - 49.50	3.20

## Data Plot and Equation



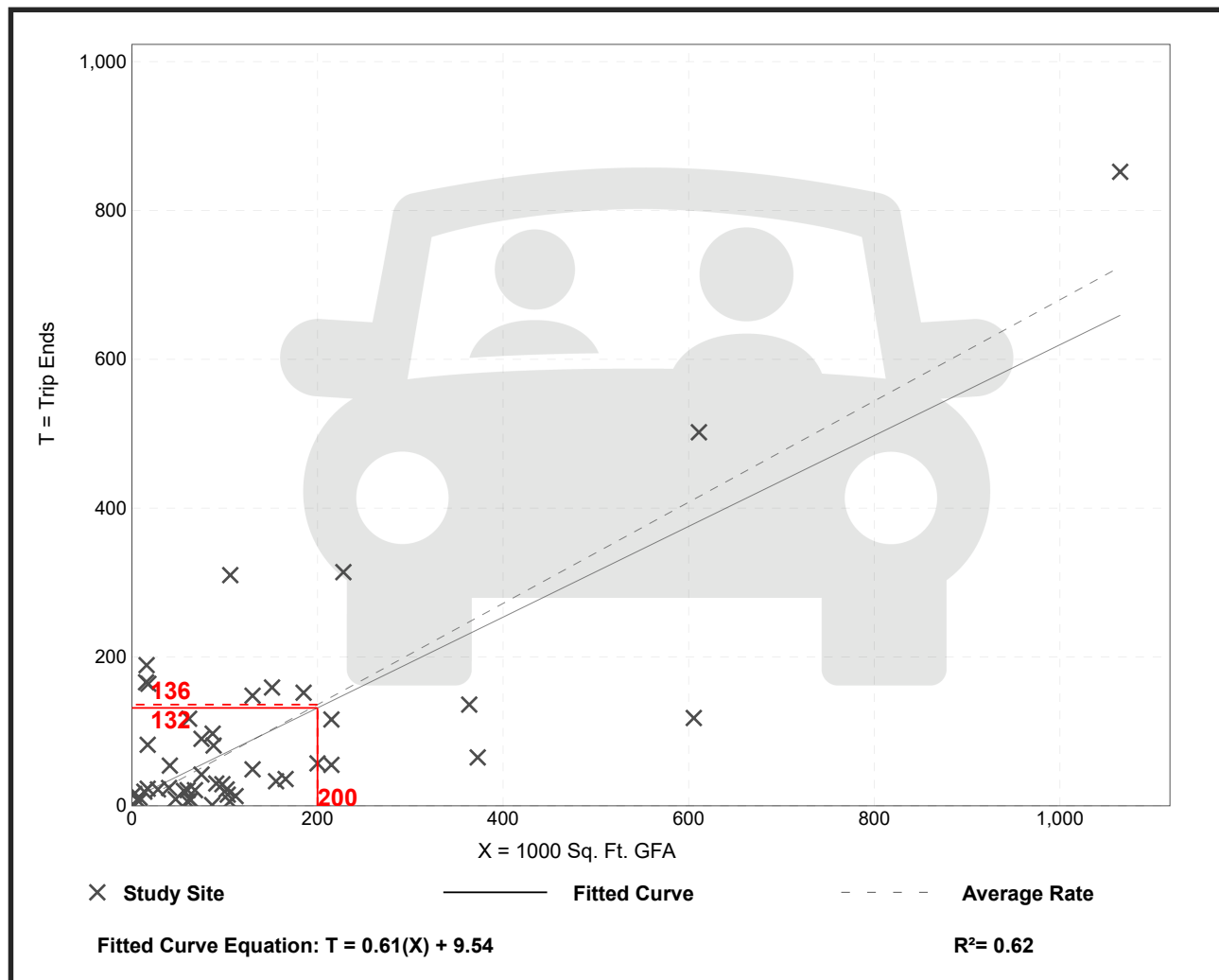
# Manufacturing (140)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
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 Directional Distribution: 76% entering, 24% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.68	0.01 - 11.93	1.03

## Data Plot and Equation



# Manufacturing (140)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

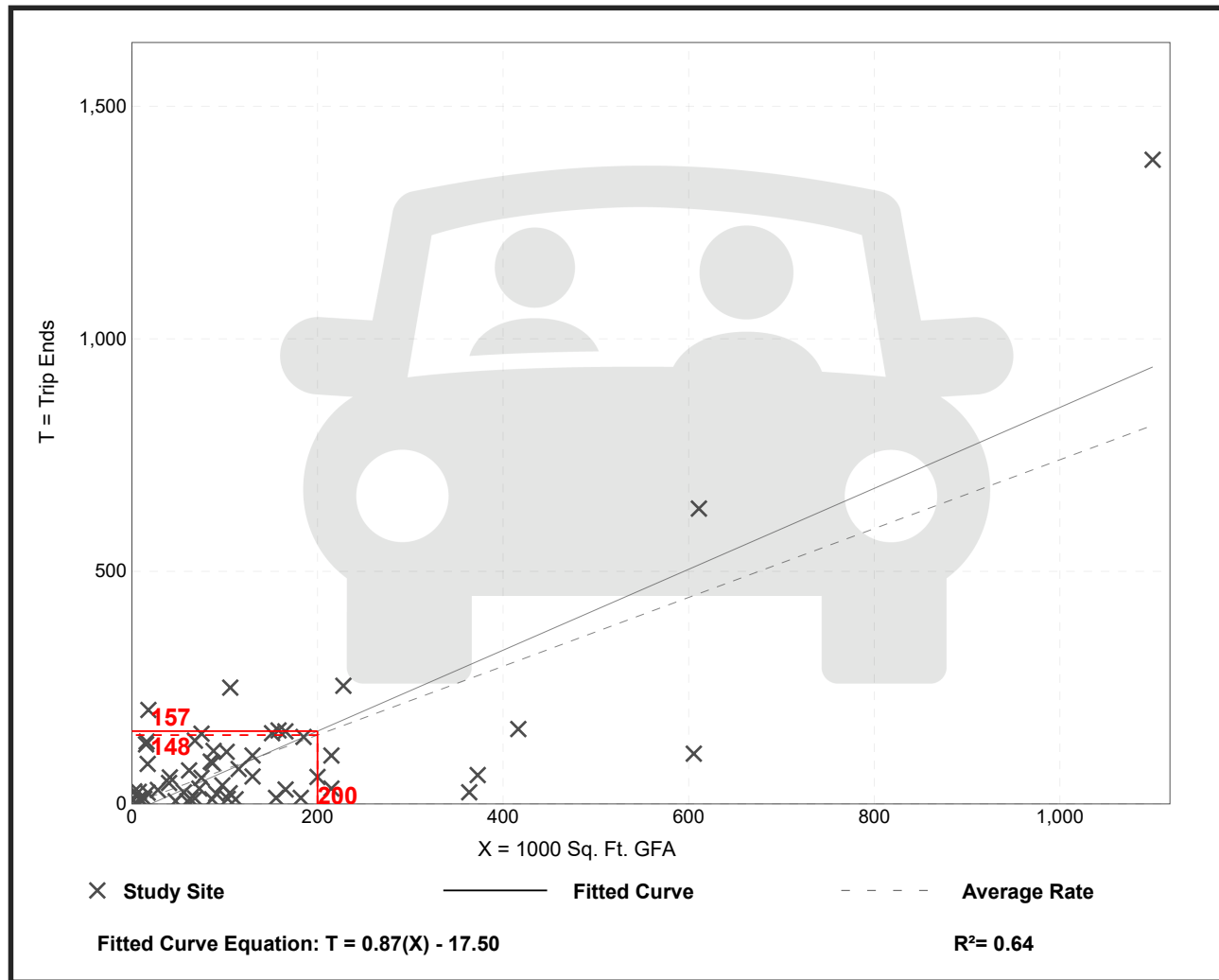
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Number of Studies: 55  
 Avg. 1000 Sq. Ft. GFA: 142  
 Directional Distribution: 31% entering, 69% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
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## Data Plot and Equation





# Manufacturing (140)

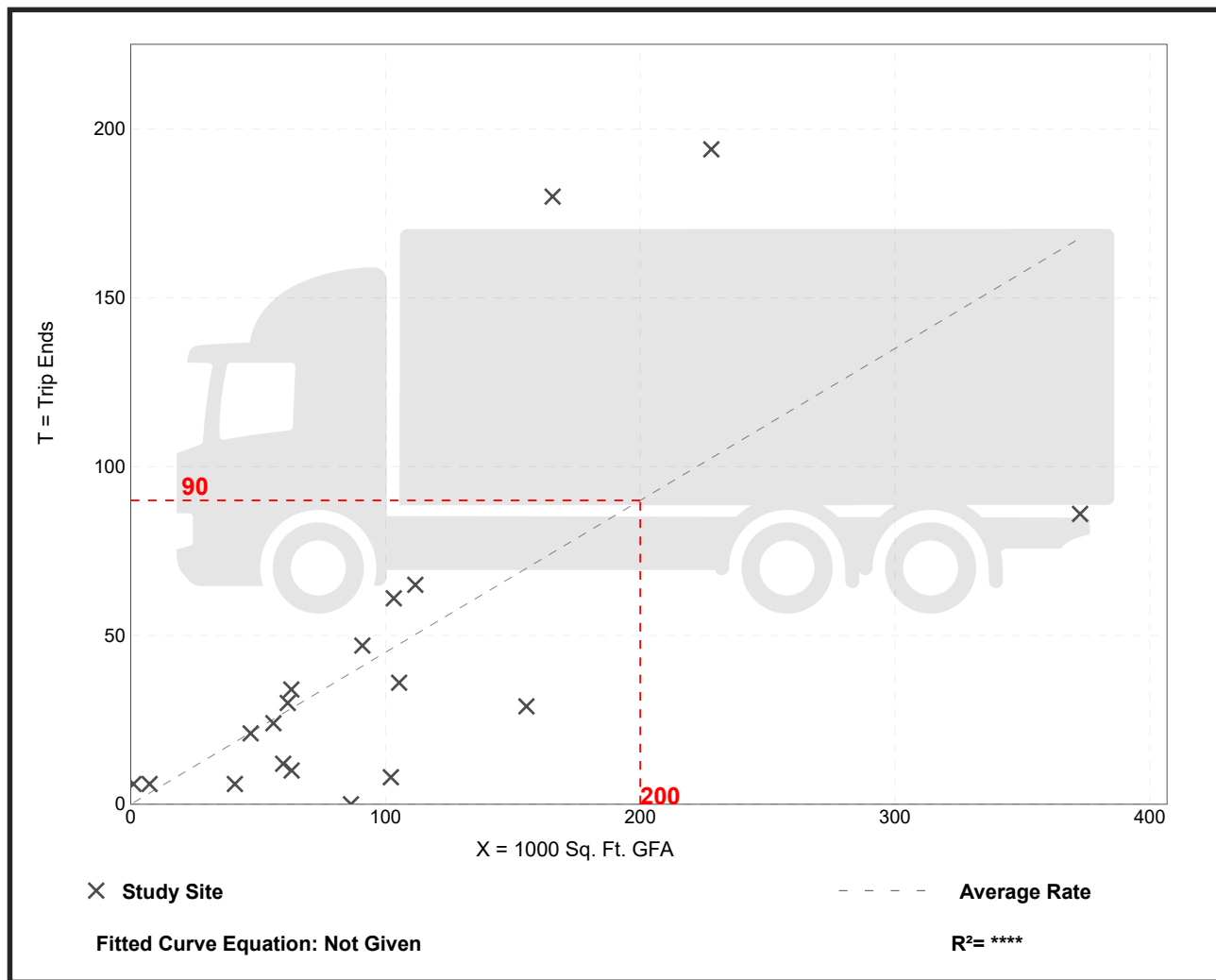
**Truck Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 19  
Avg. 1000 Sq. Ft. GFA: 101  
Directional Distribution: 50% entering, 50% exiting

### Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.45	0.00 - 5.50	0.34

### Data Plot and Equation



# Manufacturing (140)

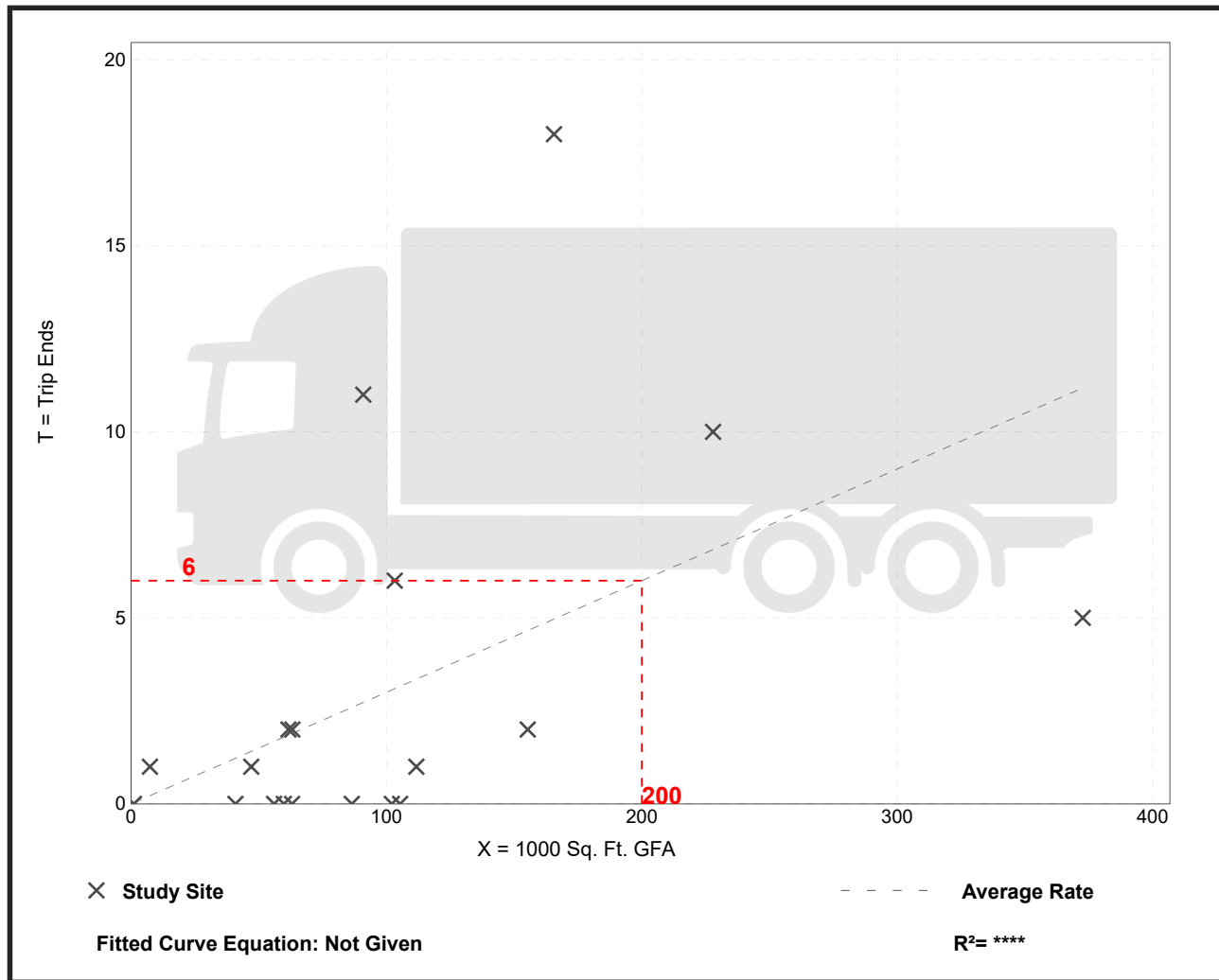
**Truck Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 19  
 Avg. 1000 Sq. Ft. GFA: 101  
 Directional Distribution: 56% entering, 44% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.14	0.04

## Data Plot and Equation



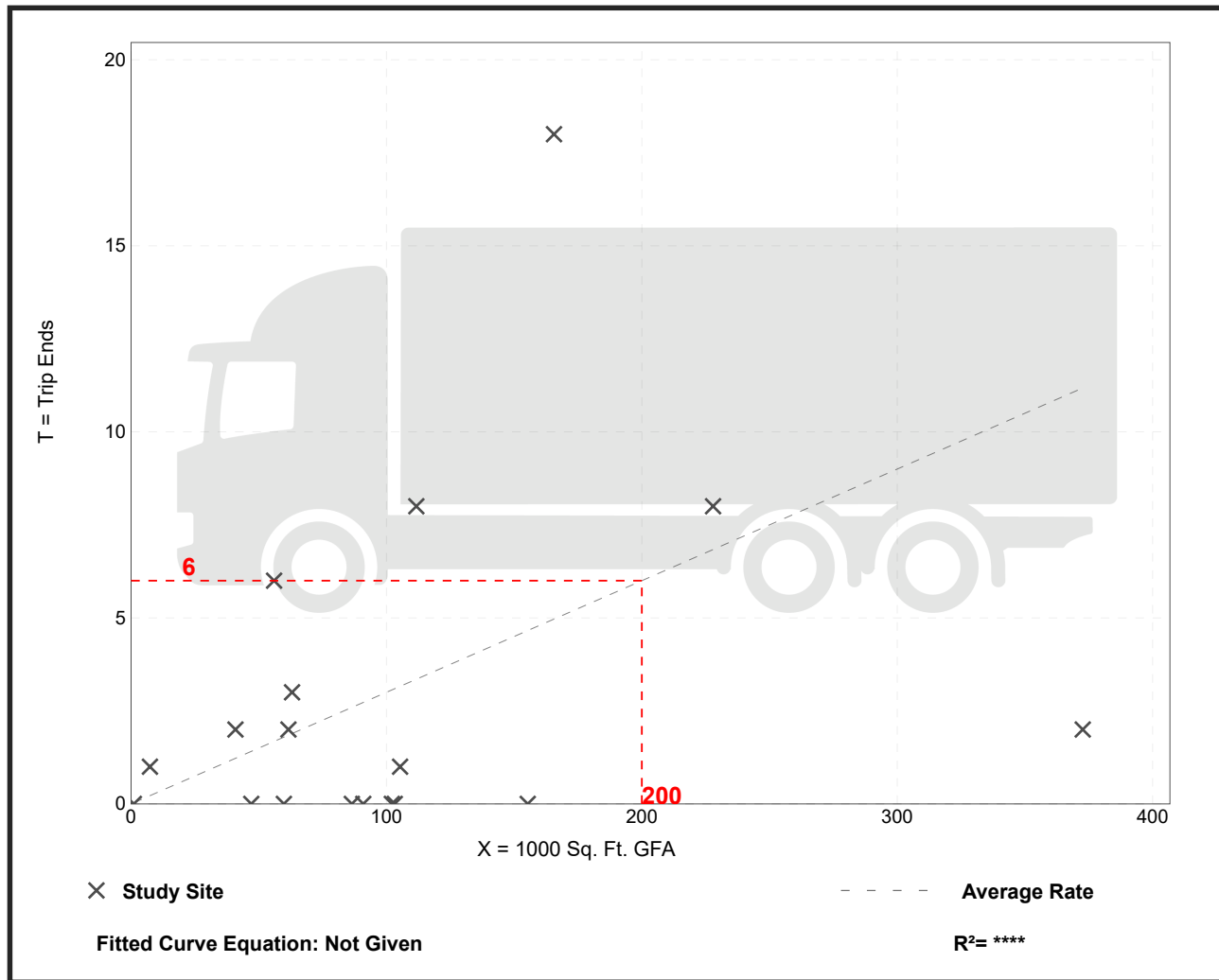
# Manufacturing (140)

**Truck Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 18  
 Avg. 1000 Sq. Ft. GFA: 103  
 Directional Distribution: 41% entering, 59% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.14	0.04

## Data Plot and Equation



## **Attachment J**

Trip Distribution

**Trip Distribution Gravity Model**

Project: T1138 - Industrial/Warehouse Development - Innovation Way - Fall River, MA  
 Date: June 23, 2021  
 Analyst: TEC, Inc. / Justin Wadsworth  
 Source: United States Census Bureau, 5-Year ACS, 2009-2013

Residence State-County-MCD Name	Workplace-County-MCD Name	Count	% of Total Fall River Workers	% of Distributed Workforce	Major Route Entering / Exiting					Major Route Entering / Exiting					
					Route 24 (North)	Route 24 (South)	Innovation Way (South)	Main Street (West)	Check	Route 24 (North)	Route 24 (South)	Innovation Way (South)	Main Street (West)	0%	Check
Fall River City Bristol Co. MA	Fall River City Bristol Co. MA	15,659	52.01%	52.01%	80%	15%	5%		100%	0%	42%	8%	3%	0%	52%
New Bedford City Bristol Co. MA	Fall River City Bristol Co. MA	2,041	6.78%	6.78%	100%				100%	0%	7%	0%	0%	0%	7%
Somerset Town Bristol Co. MA	Fall River City Bristol Co. MA	1,811	6.02%	6.02%	100%				100%	0%	6%	0%	0%	0%	6%
Westport Town Bristol Co. MA	Fall River City Bristol Co. MA	1,617	5.37%	5.37%	75%	25%			100%	0%	4%	1%	0%	0%	5%
Dartmouth Town Bristol Co. MA	Fall River City Bristol Co. MA	1,577	5.24%	5.24%	75%	25%			100%	0%	4%	1%	0%	0%	5%
Swansea Town Bristol Co. MA	Fall River City Bristol Co. MA	1,576	5.23%	5.23%	100%				100%	0%	5%	0%	0%	0%	5%
Tiverton Town Newport Co. RI	Fall River City Bristol Co. MA	946	3.14%	3.14%	100%				100%	0%	3%	0%	0%	0%	3%
Freetown Town Bristol Co. MA	Fall River City Bristol Co. MA	577	1.92%	1.92%	50%			50%	100%	1%	0%	0%	1%	0%	2%
Taunton City Bristol Co. MA	Fall River City Bristol Co. MA	556	1.85%	1.85%	100%				100%	2%	0%	0%	0%	0%	2%
Fairhaven Town Bristol Co. MA	Fall River City Bristol Co. MA	476	1.58%	1.58%	50%	50%			100%	1%	1%	0%	0%	0%	2%
Providence City Providence Co. RI	Fall River City Bristol Co. MA	444	1.47%	1.47%	100%				100%	0%	1%	0%	0%	0%	1%
Portsmouth Town Newport Co. RI	Fall River City Bristol Co. MA	343	1.14%	1.14%	100%				100%	0%	1%	0%	0%	0%	1%
Warren Town Bristol Co. RI	Fall River City Bristol Co. MA	323	1.07%	1.07%	100%				100%	0%	1%	0%	0%	0%	1%
Pawtucket City Providence Co. RI	Fall River City Bristol Co. MA	279	0.93%	0.93%	25%	75%			100%	0%	1%	0%	0%	0%	1%
Attleboro City Bristol Co. MA	Fall River City Bristol Co. MA	254	0.84%	0.84%	100%				100%	1%	0%	0%	0%	0%	1%
Dighton Town Bristol Co. MA	Fall River City Bristol Co. MA	219	0.73%	0.73%	100%				100%	1%	0%	0%	0%	0%	1%
Bristol Town Bristol Co. RI	Fall River City Bristol Co. MA	204	0.68%	0.68%	100%				100%	0%	1%	0%	0%	0%	1%
East Providence City Providence Co. RI	Fall River City Bristol Co. MA	199	0.66%	0.66%	100%				100%	0%	1%	0%	0%	0%	1%
Little Compton Town Newport Co. RI	Fall River City Bristol Co. MA	191	0.63%	0.63%	50%	50%			100%	0%	0%	0%	0%	0%	1%
Rehoboth Town Bristol Co. MA	Fall River City Bristol Co. MA	190	0.63%	0.63%	50%	50%			100%	0%	0%	0%	0%	0%	1%
Wareham Town Plymouth Co. MA	Fall River City Bristol Co. MA	176	0.58%	0.58%	50%	50%			100%	0%	0%	0%	0%	0%	1%
Berkley Town Bristol Co. MA	Fall River City Bristol Co. MA	158	0.52%	0.52%	50%		50%		100%	0%	0%	0%	0%	0%	1%
Lakeville Town Plymouth Co. MA	Fall River City Bristol Co. MA	151	0.50%	0.50%	100%				100%	1%	0%	0%	0%	0%	1%
Barrington Town Bristol Co. RI	Fall River City Bristol Co. MA	140	0.47%	0.47%	100%				100%	0%	0%	0%	0%	0%	0%
<b>TOTAL</b>		<b>30,107</b>	<b>100.00%</b>	<b>100.00%</b>						<b>6.8%</b>	<b>78.6%</b>	<b>10.8%</b>	<b>3.8%</b>	<b>0.0%</b>	<b>100.0%</b>
									<b>Say</b>	<b>7%</b>	<b>78%</b>	<b>11%</b>	<b>4%</b>	<b>0%</b>	<b>100%</b>

## **Attachment K**

Capacity & Queue Analysis

# Lanes, Volumes, Timings

## 3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	60	68	71	73	67
Future Volume (vph)	20	60	68	71	73	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	0.95	0.95
Frt		0.850	0.931			
Flt Protected	0.950				0.950	0.995
Satd. Flow (prot)	1770	2787	1734	0	1681	1761
Flt Permitted	0.950				0.950	0.995
Satd. Flow (perm)	1770	2787	1734	0	1681	1761
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		65	77			
Link Speed (mph)	30		30			30
Link Distance (ft)	920		357			952
Travel Time (s)	20.9		8.1			21.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	65	74	77	79	73
Shared Lane Traffic (%)					10%	
Lane Group Flow (vph)	22	65	151	0	71	81
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Detector Phase	3	2	1		2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0

# Lanes, Volumes, Timings

## 3: South Main Street & Innovation Way

06/03/2022

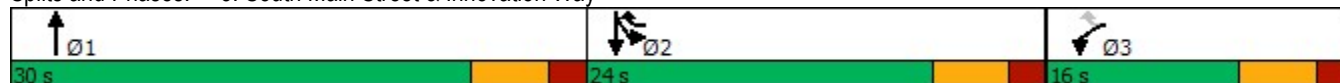


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	12.0	16.0	24.0		16.0	16.0
Total Split (s)	16.0	24.0	30.0		24.0	24.0
Total Split (%)	22.9%	34.3%	42.9%		34.3%	34.3%
Maximum Green (s)	10.0	18.0	24.0		18.0	18.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag		Lag	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	Max	Max		Max	Max
Act Effect Green (s)	6.2	20.3	24.2		18.1	18.1
Actuated g/C Ratio	0.11	0.36	0.43		0.32	0.32
v/c Ratio	0.11	0.06	0.19		0.13	0.14
Control Delay	26.1	3.6	7.2		16.0	16.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	26.1	3.6	7.2		16.0	16.0
LOS	C	A	A		B	B
Approach Delay	9.3		7.2			16.0
Approach LOS	A		A			B
Queue Length 50th (ft)	7	0	13		16	18
Queue Length 95th (ft)	28	9	55		53	58
Internal Link Dist (ft)	840		277			872
Turn Bay Length (ft)						
Base Capacity (vph)	314	1042	785		538	564
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.07	0.06	0.19		0.13	0.14

### Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	56.6
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.19
Intersection Signal Delay:	11.1
Intersection LOS:	B
Intersection Capacity Utilization:	32.9%
ICU Level of Service:	A
Analysis Period (min):	15

### Splits and Phases: 3: South Main Street & Innovation Way





## Queues

### 3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	22	65	151	71	81
v/c Ratio	0.11	0.06	0.19	0.13	0.14
Control Delay	26.1	3.6	7.2	16.0	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	3.6	7.2	16.0	16.0
Queue Length 50th (ft)	7	0	13	16	18
Queue Length 95th (ft)	28	9	55	53	58
Internal Link Dist (ft)	840		277		872
Turn Bay Length (ft)					
Base Capacity (vph)	314	1042	785	538	564
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.06	0.19	0.13	0.14
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 3: South Main Street & Innovation Way

06/03/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	60	68	71	73	67
Future Volume (vph)	20	60	68	71	73	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.88	1.00		0.95	0.95
Frt	1.00	0.85	0.93		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	1735		1681	1761
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	2787	1735		1681	1761
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	65	74	77	79	73
RTOR Reduction (vph)	0	45	47	0	0	0
Lane Group Flow (vph)	22	20	104	0	71	81
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Actuated Green, G (s)	1.2	19.3	24.2		18.1	18.1
Effective Green, g (s)	1.2	19.3	24.2		18.1	18.1
Actuated g/C Ratio	0.02	0.31	0.39		0.29	0.29
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	34	1146	682		494	518
v/s Ratio Prot	c0.01	0.01	c0.06		0.04	c0.05
v/s Ratio Perm		0.00				
<b>v/c Ratio</b>	<b>0.65</b>	<b>0.02</b>	<b>0.15</b>		<b>0.14</b>	<b>0.16</b>
Uniform Delay, d1	29.9	14.6	12.0		16.0	16.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	27.5	0.0	0.5		0.6	0.6
<b>Delay (s)</b>	<b>57.4</b>	<b>14.6</b>	<b>12.5</b>		<b>16.6</b>	<b>16.7</b>
<b>Level of Service</b>	<b>E</b>	<b>B</b>	<b>B</b>		<b>B</b>	<b>B</b>
Approach Delay (s)	25.4		12.5			16.7
Approach LOS	C		B			B













### Intersection Summary

HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	61.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	32.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings  
5: Route 24 Southbound Ramp & Innovation Way

06/03/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖↗		↗
Traffic Volume (vph)	0	90	58	28	77	0	0	0	0	78	0	25
Future Volume (vph)	0	90	58	28	77	0	0	0	0	78	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Fr <sub>t</sub>			0.850									0.850
Fl <sub>t</sub> Protected				0.950						0.950		
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	3433	0	1583
Fl <sub>t</sub> Permitted				0.513						0.950		
Satd. Flow (perm)	0	3539	1583	956	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234									234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		920			856			388			1004	
Travel Time (s)		20.9			19.5			8.8			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	98	63	30	84	0	0	0	0	85	0	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	63	30	84	0	0	0	0	85	0	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		8		7	4					1		
Permitted Phases			Free	4								Free
Detector Phase		8		7	4					1		
Switch Phase												
Minimum Initial (s)		6.0			6.0	6.0				6.0		

# Lanes, Volumes, Timings

## 5: Route 24 Southbound Ramp & Innovation Way

06/03/2022

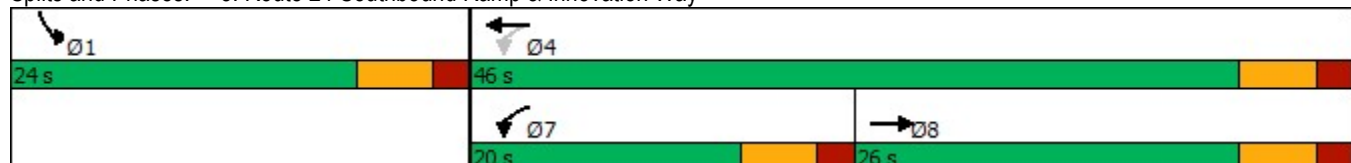


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		16.0		12.0	16.0					12.0		
Total Split (s)		26.0		20.0	46.0					24.0		
Total Split (%)		37.1%		28.6%	65.7%					34.3%		
Maximum Green (s)		20.0		14.0	40.0					18.0		
Yellow Time (s)		4.0		4.0	4.0					4.0		
All-Red Time (s)		2.0		2.0	2.0					2.0		
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		
Total Lost Time (s)		6.0		6.0	6.0					6.0		
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0		
Recall Mode		None		None	None					None		
Act Effect Green (s)		7.2	20.9	8.6	8.6					7.2		20.9
Actuated g/C Ratio		0.34	1.00	0.41	0.41					0.34		1.00
v/c Ratio		0.08	0.04	0.04	0.06					0.07		0.02
Control Delay		8.2	0.1	4.9	4.6					8.4		0.0
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		8.2	0.1	4.9	4.6					8.4		0.0
LOS		A	A	A	A					A		A
Approach Delay		5.0			4.7							6.4
Approach LOS		A			A							A
Queue Length 50th (ft)		0	0	1	1					0		0
Queue Length 95th (ft)		21	0	9	9					19		0
Internal Link Dist (ft)		840			776			308				924
Turn Bay Length (ft)												
Base Capacity (vph)		3100	1583	1303	3539					3084		1583
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.03	0.04	0.02	0.02					0.03		0.02

### Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 20.9  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.08  
 Intersection Signal Delay: 5.3  
 Intersection LOS: A  
 Intersection Capacity Utilization 19.9%  
 ICU Level of Service A  
 Analysis Period (min) 15

### Splits and Phases: 5: Route 24 Southbound Ramp & Innovation Way



Queues

5: Route 24 Southbound Ramp & Innovation Way

06/03/2022



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	98	63	30	84	85	27
v/c Ratio	0.08	0.04	0.04	0.06	0.07	0.02
Control Delay	8.2	0.1	4.9	4.6	8.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	0.1	4.9	4.6	8.4	0.0
Queue Length 50th (ft)	0	0	1	1	0	0
Queue Length 95th (ft)	21	0	9	9	19	0
Internal Link Dist (ft)	840			776		
Turn Bay Length (ft)						
Base Capacity (vph)	3100	1583	1303	3539	3084	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.04	0.02	0.02	0.03	0.02
<b>Intersection Summary</b>						

# HCM Signalized Intersection Capacity Analysis

## 5: Route 24 Southbound Ramp & Innovation Way

06/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↘↗		↖
Traffic Volume (vph)	0	90	58	28	77	0	0	0	0	78	0	25
Future Volume (vph)	0	90	58	28	77	0	0	0	0	78	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0					6.0		4.0
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1583	1770	3539					3433		1583
Flt Permitted		1.00	1.00	0.51	1.00					0.95		1.00
Satd. Flow (perm)		3539	1583	955	3539					3433		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	98	63	30	84	0	0	0	0	85	0	27
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	98	63	30	84	0	0	0	0	85	0	27
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		8		7	4					1		
Permitted Phases			Free	4								Free
Actuated Green, G (s)		1.8	22.3	8.5	8.5					1.8		22.3
Effective Green, g (s)		1.8	22.3	8.5	8.5					1.8		22.3
Actuated g/C Ratio		0.08	1.00	0.38	0.38					0.08		1.00
Clearance Time (s)		6.0		6.0	6.0					6.0		
Vehicle Extension (s)		2.0		2.0	2.0					2.0		
Lane Grp Cap (vph)		285	1583	389	1348					277		1583
v/s Ratio Prot		c0.03		0.00	0.02					c0.02		
v/s Ratio Perm			c0.04	0.03								0.02
v/c Ratio		0.34	0.04	0.08	0.06					0.31		0.02
Uniform Delay, d1		9.7	0.0	4.7	4.4					9.7		0.0
Progression Factor		1.00	1.00	1.00	1.00					1.00		1.00
Incremental Delay, d2		0.3	0.0	0.0	0.0					0.2		0.0
Delay (s)		10.0	0.0	4.7	4.4					9.9		0.0
Level of Service		A	A	A	A					A		A
Approach Delay (s)		6.1			4.5			0.0			7.5	
Approach LOS		A			A			A			A	

### Intersection Summary

HCM 2000 Control Delay	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	22.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	19.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings  
8: Route 24 Northbound Ramp & Innovation Way

06/03/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	108	63	0	35	34	68	0	136	0	0	0
Future Volume (vph)	0	108	63	0	35	34	68	0	136	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		300	0		0
Storage Lanes	0		0	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.945				0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3345	0	0	3539	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	3345	0	0	3539	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68				140			148			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		856			2483			1251				336
Travel Time (s)		19.5			56.4			28.4				7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	117	68	0	38	37	74	0	148	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	185	0	0	38	37	74	0	148	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2	1	1		1			
Detector Template		Thru			Thru	Right	Left		Right			
Leading Detector (ft)		100			100	20	20		20			
Trailing Detector (ft)		0			0	0	0		0			
Detector 1 Position(ft)		0			0	0	0		0			
Detector 1 Size(ft)		6			6	20	20		20			
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Queue (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Delay (s)		0.0			0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			

# Lanes, Volumes, Timings

## 8: Route 24 Northbound Ramp & Innovation Way

06/03/2022

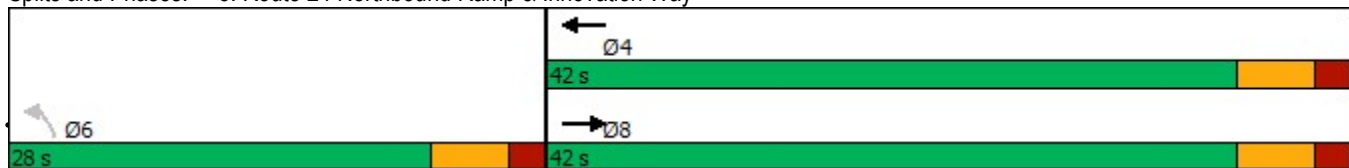


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Detector Phase	8			4			6						
Switch Phase													
Minimum Initial (s)	6.0			6.0			6.0						
Minimum Split (s)	16.0			16.0			16.0						
Total Split (s)	42.0			42.0			28.0						
Total Split (%)	60.0%			60.0%			40.0%						
Maximum Green (s)	36.0			36.0			22.0						
Yellow Time (s)	4.0			4.0			4.0						
All-Red Time (s)	2.0			2.0			2.0						
Lost Time Adjust (s)	0.0			0.0			0.0						
Total Lost Time (s)	6.0			6.0			6.0						
Lead/Lag													
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0			2.0			2.0						
Recall Mode	None			None			Max						
Act Effct Green (s)	6.4			6.4			41.0	26.0		41.0			
Actuated g/C Ratio	0.16			0.16			1.00	0.63		1.00			
v/c Ratio	0.32			0.07			0.02	0.03		0.09			
Control Delay	11.7			14.7			0.0	4.5		0.1			
Queue Delay	0.0			0.0			0.0	0.0		0.0			
Total Delay	11.7			14.7			0.0	4.5		0.1			
LOS	B			B			A	A		A			
Approach Delay	11.7			7.5					1.6				
Approach LOS	B			A					A				
Queue Length 50th (ft)	12			4			0	3		0			
Queue Length 95th (ft)	32			12			0	9		0			
Internal Link Dist (ft)	776			2403					1171		256		
Turn Bay Length (ft)							200		300				
Base Capacity (vph)	2950			3112			1583	2180		1583			
Starvation Cap Reductn	0			0			0	0		0			
Spillback Cap Reductn	0			0			0	0		0			
Storage Cap Reductn	0			0			0	0		0			
Reduced v/c Ratio	0.06			0.01			0.02	0.03		0.09			

### Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	41
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.32
Intersection Signal Delay:	6.4
Intersection LOS:	A
Intersection Capacity Utilization:	16.7%
ICU Level of Service:	A
Analysis Period (min):	15

### Splits and Phases: 8: Route 24 Northbound Ramp & Innovation Way





Queues

8: Route 24 Northbound Ramp & Innovation Way




















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Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	185	38	37	74	148
v/c Ratio	0.32	0.07	0.02	0.03	0.09
Control Delay	11.7	14.7	0.0	4.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	14.7	0.0	4.5	0.1
Queue Length 50th (ft)	12	4	0	3	0
Queue Length 95th (ft)	32	12	0	9	0
Internal Link Dist (ft)	776	2403			
Turn Bay Length (ft)			200		300
Base Capacity (vph)	2950	3112	1583	2180	1583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.02	0.03	0.09
<b>Intersection Summary</b>					

HCM Signalized Intersection Capacity Analysis  
8: Route 24 Northbound Ramp & Innovation Way

06/03/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	108	63	0	35	34	68	0	136	0	0	0
Future Volume (vph)	0	108	63	0	35	34	68	0	136	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	4.0	6.0		4.0			
Lane Util. Factor		0.95			0.95	1.00	0.97		1.00			
Frt		0.94			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3344			3539	1583	3433		1583			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3344			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	117	68	0	38	37	74	0	148	0	0	0
RTOR Reduction (vph)	0	60	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	125	0	0	38	37	74	0	148	0	0	0
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			
Actuated Green, G (s)		5.2			5.2	42.1	24.9		42.1			
Effective Green, g (s)		5.2			5.2	42.1	24.9		42.1			
Actuated g/C Ratio		0.12			0.12	1.00	0.59		1.00			
Clearance Time (s)		6.0			6.0		6.0					
Vehicle Extension (s)		2.0			2.0		2.0					
Lane Grp Cap (vph)		413			437	1583	2030		1583			
v/s Ratio Prot		c0.04			0.01							
v/s Ratio Perm						0.02	0.02		c0.09			
<b>v/c Ratio</b>		<b>0.30</b>			<b>0.09</b>	<b>0.02</b>	<b>0.04</b>		<b>0.09</b>			
Uniform Delay, d1		16.8			16.3	0.0	3.6		0.0			
Progression Factor		1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.2			0.0	0.0	0.0		0.1			
<b>Delay (s)</b>		<b>17.0</b>			<b>16.4</b>	<b>0.0</b>	<b>3.6</b>		<b>0.1</b>			
<b>Level of Service</b>		<b>B</b>			<b>B</b>	<b>A</b>	<b>A</b>		<b>A</b>			
Approach Delay (s)		17.0			8.3			1.3			0.0	
Approach LOS		B			A			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			8.4			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.15									
Actuated Cycle Length (s)			42.1			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			16.7%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings  
 11: Innovation Way & Gas Station North

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	60	224	0
Future Volume (vph)	0	0	0	60	224	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
<b>Fr</b>						
Flt Protected						
Satd. Flow (prot)	0	1863	0	3282	3282	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	3282	3282	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1076			424	2483	
Travel Time (s)	24.5			9.6	56.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	0	0	0	65	243	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	65	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	9.5%
	ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 11: Innovation Way & Gas Station North

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	60	224	0
Future Volume (Veh/h)	0	0	0	60	224	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	65	243	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	276	122	243			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276	122	243			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	691	907	1320			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	0	22	43	162	81	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1320	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.03	0.10	0.05	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay	0.0					
Intersection Capacity Utilization	9.5%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
 13: Innovation Way & Gas Station South

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	60	244	0
Future Volume (vph)	0	0	0	60	244	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
<b>Fr</b>						
Flt Protected						
Satd. Flow (prot)	1863	0	0	3282	3282	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	3282	3282	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1059			552	469	
Travel Time (s)	24.1			12.5	10.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	0	0	0	65	265	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	65	265	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.7%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 13: Innovation Way & Gas Station South

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	60	244	0
Future Volume (Veh/h)	0	0	0	60	244	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	65	265	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	298	132	265			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	298	132	265			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	670	892	1296			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	0	22	43	177	88	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1296	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.03	0.10	0.05	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay	0.0					
Intersection Capacity Utilization	16.7%		ICU Level of Service	A		
Analysis Period (min)	15					

Lanes, Volumes, Timings  
22: Innovation Way & Amazon North

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	34	1	3	32	113	129
Future Volume (vph)	34	1	3	32	113	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.850			0.920	
Fl <sub>t</sub> Protected	0.950			0.996		
Satd. Flow (prot)	902	808	0	3070	2103	0
Fl <sub>t</sub> Permitted	0.950			0.996		
Satd. Flow (perm)	902	808	0	3070	2103	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1100			529	552	
Travel Time (s)	25.0			12.0	12.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	10%	100%
Adj. Flow (vph)	37	1	3	35	123	140
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	1	0	38	263	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.3%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 22: Innovation Way & Amazon North

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	1	3	32	113	129
Future Volume (Veh/h)	34	1	3	32	113	129
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	1	3	35	123	140
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	216	132	263			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	216	132	263			
tC, single (s)	8.8	8.9	6.1			
tC, 2 stage (s)						
tF (s)	4.5	4.3	3.2			
p0 queue free %	93	100	100			
cM capacity (veh/h)	536	654	808			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	37	1	15	23	82	181
Volume Left	37	0	3	0	0	0
Volume Right	0	1	0	0	0	140
cSH	536	654	808	1700	1700	1700
Volume to Capacity	0.07	0.00	0.00	0.01	0.05	0.11
Queue Length 95th (ft)	6	0	0	0	0	0
Control Delay (s)	12.2	10.5	2.0	0.0	0.0	0.0
Lane LOS	B	B	A			
Approach Delay (s)	12.2		0.8		0.0	
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			1.4			
Intersection Capacity Utilization			17.3%		ICU Level of Service	A
Analysis Period (min)			15			



Lanes, Volumes, Timings  
24: Innovation Way & Amazon South

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	2	3	34	93	17
Future Volume (vph)	2	2	3	34	93	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.850			0.977	
Fl <sub>t</sub> Protected	0.950			0.996		
Satd. Flow (prot)	1641	1468	0	3269	3206	0
Fl <sub>t</sub> Permitted	0.950			0.996		
Satd. Flow (perm)	1641	1468	0	3269	3206	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	962			686	698	
Travel Time (s)	21.9			15.6	15.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	2	2	3	37	101	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	2	0	40	119	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 24: Innovation Way & Amazon South

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	2	3	34	93	17
Future Volume (Veh/h)	2	2	3	34	93	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	2	3	37	101	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	134	60	119			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	134	60	119			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	100	100	100			
cM capacity (veh/h)	821	968	1410			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	2	2	15	25	67	52
Volume Left	2	0	3	0	0	0
Volume Right	0	2	0	0	0	18
cSH	821	968	1410	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.01	0.04	0.03
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	9.4	8.7	1.5	0.0	0.0	0.0
Lane LOS	A	A	A			
Approach Delay (s)	9.1		0.6		0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

# Lanes, Volumes, Timings

## 3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	55	75	43	103	99
Future Volume (vph)	80	55	75	43	103	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	0.95	0.95
Fr't		0.850	0.951			
Flt Protected	0.950				0.950	0.995
Satd. Flow (prot)	1770	2787	1771	0	1681	1761
Flt Permitted	0.950				0.950	0.995
Satd. Flow (perm)	1770	2787	1771	0	1681	1761
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		60	42			
Link Speed (mph)	30		30			30
Link Distance (ft)	920		357			952
Travel Time (s)	20.9		8.1			21.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	60	82	47	112	108
Shared Lane Traffic (%)					10%	
Lane Group Flow (vph)	87	60	129	0	101	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Detector Phase	3	2	1		2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0

Lanes, Volumes, Timings  
 3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	12.0	16.0	12.0		16.0	16.0
Total Split (s)	17.0	26.0	27.0		26.0	26.0
Total Split (%)	24.3%	37.1%	38.6%		37.1%	37.1%
Maximum Green (s)	11.0	20.0	21.0		20.0	20.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag		Lag	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	Max	Max		Max	Max
Act Effect Green (s)	7.9	31.3	21.2		20.2	20.2
Actuated g/C Ratio	0.12	0.48	0.33		0.31	0.31
v/c Ratio	0.40	0.04	0.21		0.19	0.22
Control Delay	33.0	2.7	13.6		19.4	19.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	33.0	2.7	13.6		19.4	19.6
LOS	C	A	B		B	B
Approach Delay	20.6		13.6			19.5
Approach LOS	C		B			B
Queue Length 50th (ft)	34	0	25		31	37
Queue Length 95th (ft)	72	8	66		72	82
Internal Link Dist (ft)	840		277			872
Turn Bay Length (ft)						
Base Capacity (vph)	304	1379	609		525	550
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.29	0.04	0.21		0.19	0.22

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 64.6  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.40  
 Intersection Signal Delay: 18.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 27.1%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: South Main Street & Innovation Way



Queues

3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	87	60	129	101	119
v/c Ratio	0.40	0.04	0.21	0.19	0.22
Control Delay	33.0	2.7	13.6	19.4	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	2.7	13.6	19.4	19.6
Queue Length 50th (ft)	34	0	25	31	37
Queue Length 95th (ft)	72	8	66	72	82
Internal Link Dist (ft)	840		277		872
Turn Bay Length (ft)					
Base Capacity (vph)	304	1379	609	525	550
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.04	0.21	0.19	0.22
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 3: South Main Street & Innovation Way

06/03/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	55	75	43	103	99
Future Volume (vph)	80	55	75	43	103	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.88	1.00		0.95	0.95
Frt	1.00	0.85	0.95		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	1771		1681	1761
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	2787	1771		1681	1761
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	60	82	47	112	108
RTOR Reduction (vph)	0	36	28	0	0	0
Lane Group Flow (vph)	87	24	101	0	101	119
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Actuated Green, G (s)	6.5	26.7	21.2		20.2	20.2
Effective Green, g (s)	6.5	26.7	21.2		20.2	20.2
Actuated g/C Ratio	0.10	0.41	0.32		0.31	0.31
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	174	1382	569		515	539
v/s Ratio Prot	c0.05	0.01	c0.06		0.06	c0.07
v/s Ratio Perm		0.00				
<b>v/c Ratio</b>	<b>0.50</b>	<b>0.02</b>	<b>0.18</b>		<b>0.20</b>	<b>0.22</b>
Uniform Delay, d1	28.2	11.7	16.1		16.9	17.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.8	0.0	0.7		0.9	0.9
<b>Delay (s)</b>	<b>29.0</b>	<b>11.7</b>	<b>16.8</b>		<b>17.7</b>	<b>17.9</b>
<b>Level of Service</b>	<b>C</b>	<b>B</b>	<b>B</b>		<b>B</b>	<b>B</b>
Approach Delay (s)	21.9		16.8			17.8
Approach LOS	C		B			B

### Intersection Summary

HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	65.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# Lanes, Volumes, Timings

## 5: Route 24 Southbound Ramp & Innovation Way

06/03/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖↗		↗
Traffic Volume (vph)	0	59	87	61	67	0	0	0	0	42	0	66
Future Volume (vph)	0	59	87	61	67	0	0	0	0	42	0	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Fr t			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	3433	0	1583
Flt Permitted				0.513						0.950		
Satd. Flow (perm)	0	3539	1583	956	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234									234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		920			856			388			1004	
Travel Time (s)		20.9			19.5			8.8			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	64	95	66	73	0	0	0	0	46	0	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	95	66	73	0	0	0	0	46	0	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		8		7	4					1		
Permitted Phases			Free	4								Free
Detector Phase		8		7	4					1		
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0					6.0		

Lanes, Volumes, Timings  
5: Route 24 Southbound Ramp & Innovation Way

06/03/2022

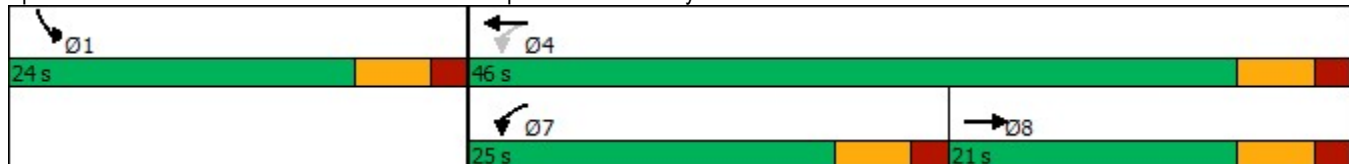


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		16.0		12.0	16.0					12.0		
Total Split (s)		21.0		25.0	46.0					24.0		
Total Split (%)		30.0%		35.7%	65.7%					34.3%		
Maximum Green (s)		15.0		19.0	40.0					18.0		
Yellow Time (s)		4.0		4.0	4.0					4.0		
All-Red Time (s)		2.0		2.0	2.0					2.0		
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		
Total Lost Time (s)		6.0		6.0	6.0					6.0		
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0		
Recall Mode		None		None	None					None		
Act Effect Green (s)		7.0	21.8	10.7	11.8					7.0		21.8
Actuated g/C Ratio		0.32	1.00	0.49	0.54					0.32		1.00
v/c Ratio		0.06	0.06	0.09	0.04					0.04		0.05
Control Delay		8.9	0.1	3.2	2.6					9.1		0.1
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		8.9	0.1	3.2	2.6					9.1		0.1
LOS		A	A	A	A					A		A
Approach Delay		3.6			2.9							3.6
Approach LOS		A			A							A
Queue Length 50th (ft)		1	0	0	0					1		0
Queue Length 95th (ft)		16	0	16	8					12		0
Internal Link Dist (ft)		840			776			308				924
Turn Bay Length (ft)												
Base Capacity (vph)		2610	1583	1520	3539					2901		1583
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.02	0.06	0.04	0.02					0.02		0.05

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 21.8  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.09  
 Intersection Signal Delay: 3.4  
 Intersection LOS: A  
 Intersection Capacity Utilization 21.7%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 5: Route 24 Southbound Ramp & Innovation Way





Queues

5: Route 24 Southbound Ramp & Innovation Way

06/03/2022



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	64	95	66	73	46	72
v/c Ratio	0.06	0.06	0.09	0.04	0.04	0.05
Control Delay	8.9	0.1	3.2	2.6	9.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.9	0.1	3.2	2.6	9.1	0.1
Queue Length 50th (ft)	1	0	0	0	1	0
Queue Length 95th (ft)	16	0	16	8	12	0
Internal Link Dist (ft)	840			776		
Turn Bay Length (ft)						
Base Capacity (vph)	2610	1583	1520	3539	2901	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.06	0.04	0.02	0.02	0.05
<b>Intersection Summary</b>						

# HCM Signalized Intersection Capacity Analysis

## 5: Route 24 Southbound Ramp & Innovation Way

06/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↑↑	↑	↑	↑↑					↑↑		↑		
Traffic Volume (vph)	0	59	87	61	67	0	0	0	0	42	0	66		
Future Volume (vph)	0	59	87	61	67	0	0	0	0	42	0	66		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.0	4.0	6.0	6.0					6.0		4.0		
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97		1.00		
Frt		1.00	0.85	1.00	1.00					1.00		0.85		
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00		
Satd. Flow (prot)		3539	1583	1770	3539					3433		1583		
Flt Permitted		1.00	1.00	0.51	1.00					0.95		1.00		
Satd. Flow (perm)		3539	1583	955	3539					3433		1583		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	0	64	95	66	73	0	0	0	0	46	0	72		
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0		
Lane Group Flow (vph)	0	64	95	66	73	0	0	0	0	46	0	72		
Turn Type		NA	Free	pm+pt	NA					Prot		Free		
Protected Phases		8		7	4					1				
Permitted Phases			Free	4								Free		
Actuated Green, G (s)		1.8	22.5	9.8	9.8					0.7		22.5		
Effective Green, g (s)		1.8	22.5	9.8	9.8					0.7		22.5		
Actuated g/C Ratio		0.08	1.00	0.44	0.44					0.03		1.00		
Clearance Time (s)		6.0		6.0	6.0					6.0				
Vehicle Extension (s)		2.0		2.0	2.0					2.0				
Lane Grp Cap (vph)		283	1583	488	1541					106		1583		
v/s Ratio Prot		0.02		c0.01	0.02					0.01				
v/s Ratio Perm			c0.06	c0.05								0.05		
<b>v/c Ratio</b>		<b>0.23</b>	<b>0.06</b>	<b>0.14</b>	<b>0.05</b>					<b>0.43</b>		<b>0.05</b>		
Uniform Delay, d1		9.7	0.0	4.1	3.7					10.7		0.0		
Progression Factor		1.00	1.00	1.00	1.00					1.00		1.00		
Incremental Delay, d2		0.1	0.1	0.0	0.0					1.0		0.1		
<b>Delay (s)</b>		<b>9.8</b>	<b>0.1</b>	<b>4.1</b>	<b>3.7</b>					<b>11.7</b>		<b>0.1</b>		
<b>Level of Service</b>		<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>					<b>B</b>		<b>A</b>		
Approach Delay (s)		4.0			3.9			0.0			4.6			
Approach LOS		A			A			A			A			
<b>Intersection Summary</b>														
HCM 2000 Control Delay			4.1									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.34											
Actuated Cycle Length (s)			22.5							18.0				
Intersection Capacity Utilization			21.7%										ICU Level of Service	A
Analysis Period (min)			15											

c Critical Lane Group

Lanes, Volumes, Timings  
8: Route 24 Northbound Ramp & Innovation Way

06/03/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	48	27	0	124	82	46	0	111	0	0	0
Future Volume (vph)	0	48	27	0	124	82	46	0	111	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		300	0		0
Storage Lanes	0		0	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.946				0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3348	0	0	3539	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	3348	0	0	3539	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				140			140			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		856			2483			1251				336
Travel Time (s)		19.5			56.4			28.4				7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	52	29	0	135	89	50	0	121	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	135	89	50	0	121	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors		2			2	1	1		1			
Detector Template		Thru			Thru	Right	Left		Right			
Leading Detector (ft)		100			100	20	20		20			
Trailing Detector (ft)		0			0	0	0		0			
Detector 1 Position(ft)		0			0	0	0		0			
Detector 1 Size(ft)		6			6	20	20		20			
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Queue (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Delay (s)		0.0			0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			

Lanes, Volumes, Timings  
8: Route 24 Northbound Ramp & Innovation Way

06/03/2022

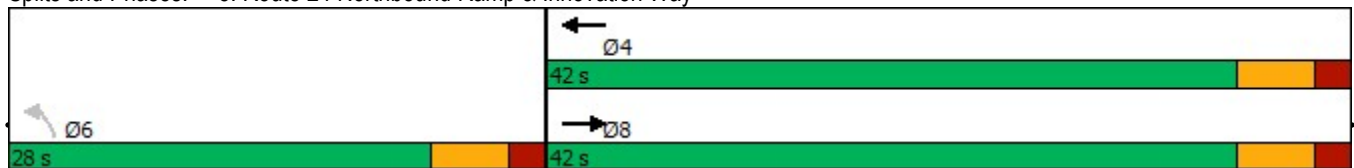


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		8			4		6					
Switch Phase												
Minimum Initial (s)		6.0			6.0		6.0					
Minimum Split (s)		16.0			16.0		16.0					
Total Split (s)		42.0			42.0		28.0					
Total Split (%)		60.0%			60.0%		40.0%					
Maximum Green (s)		36.0			36.0		22.0					
Yellow Time (s)		4.0			4.0		4.0					
All-Red Time (s)		2.0			2.0		2.0					
Lost Time Adjust (s)		0.0			0.0		0.0					
Total Lost Time (s)		6.0			6.0		6.0					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0					
Recall Mode		None			None		Max					
Act Effct Green (s)		6.3			6.3	40.9	26.0		40.9			
Actuated g/C Ratio		0.15			0.15	1.00	0.64		1.00			
v/c Ratio		0.15			0.25	0.06	0.02		0.08			
Control Delay		11.4			16.2	0.1	4.4		0.1			
Queue Delay		0.0			0.0	0.0	0.0		0.0			
Total Delay		11.4			16.2	0.1	4.4		0.1			
LOS		B			B	A	A		A			
Approach Delay		11.4			9.8			1.4				
Approach LOS		B			A			A				
Queue Length 50th (ft)		5			14	0	2		0			
Queue Length 95th (ft)		18			31	0	7		0			
Internal Link Dist (ft)		776			2403			1171			256	
Turn Bay Length (ft)						200			300			
Base Capacity (vph)		2952			3117	1583	2183		1583			
Starvation Cap Reductn		0			0	0	0		0			
Spillback Cap Reductn		0			0	0	0		0			
Storage Cap Reductn		0			0	0	0		0			
Reduced v/c Ratio		0.03			0.04	0.06	0.02		0.08			

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	40.9
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.25
Intersection Signal Delay:	7.0
Intersection LOS:	A
Intersection Capacity Utilization:	16.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 8: Route 24 Northbound Ramp & Innovation Way



Queues

8: Route 24 Northbound Ramp & Innovation Way





















06/03/2022



Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	81	135	89	50	121
v/c Ratio	0.15	0.25	0.06	0.02	0.08
Control Delay	11.4	16.2	0.1	4.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	16.2	0.1	4.4	0.1
Queue Length 50th (ft)	5	14	0	2	0
Queue Length 95th (ft)	18	31	0	7	0
Internal Link Dist (ft)	776	2403			
Turn Bay Length (ft)			200		300
Base Capacity (vph)	2952	3117	1583	2183	1583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.04	0.06	0.02	0.08
<b>Intersection Summary</b>					

HCM Signalized Intersection Capacity Analysis  
 8: Route 24 Northbound Ramp & Innovation Way

06/03/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 					
Traffic Volume (vph)	0	48	27	0	124	82	46	0	111	0	0	0
Future Volume (vph)	0	48	27	0	124	82	46	0	111	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	4.0	6.0		4.0			
Lane Util. Factor		0.95			0.95	1.00	0.97		1.00			
Frt		0.95			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3349			3539	1583	3433		1583			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3349			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	52	29	0	135	89	50	0	121	0	0	0
RTOR Reduction (vph)	0	25	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	56	0	0	135	89	50	0	121	0	0	0
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			
Actuated Green, G (s)		5.2			5.2	42.1	24.9		42.1			
Effective Green, g (s)		5.2			5.2	42.1	24.9		42.1			
Actuated g/C Ratio		0.12			0.12	1.00	0.59		1.00			
Clearance Time (s)		6.0			6.0		6.0					
Vehicle Extension (s)		2.0			2.0		2.0					
Lane Grp Cap (vph)		413			437	1583	2030		1583			
v/s Ratio Prot		0.02			c0.04							
v/s Ratio Perm						0.06	0.01		c0.08			
<b>v/c Ratio</b>		<b>0.13</b>			<b>0.31</b>	<b>0.06</b>	<b>0.02</b>		<b>0.08</b>			
Uniform Delay, d1		16.4			16.8	0.0	3.6		0.0			
Progression Factor		1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.1			0.1	0.1	0.0		0.1			
<b>Delay (s)</b>		<b>16.5</b>			<b>17.0</b>	<b>0.1</b>	<b>3.6</b>		<b>0.1</b>			
<b>Level of Service</b>		<b>B</b>			<b>B</b>	<b>A</b>	<b>A</b>		<b>A</b>			
Approach Delay (s)		16.5			10.2			1.1			0.0	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			8.0			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.13									
Actuated Cycle Length (s)			42.1			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			16.7%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings  
 11: Innovation Way & Gas Station North

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	203	159	0
Future Volume (vph)	0	0	0	203	159	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
<b>Fr</b>						
Flt Protected						
Satd. Flow (prot)	0	1863	0	3282	3282	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	3282	3282	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1076			424	2483	
Travel Time (s)	24.5			9.6	56.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	0	0	0	221	173	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	221	173	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	8.9%
	ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 11: Innovation Way & Gas Station North

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	203	159	0
Future Volume (Veh/h)	0	0	0	203	159	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	221	173	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	284	86	173			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	284	86	173			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	683	955	1401			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	0	74	147	115	58	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1401	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.09	0.07	0.03	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay	0.0					
Intersection Capacity Utilization	8.9%			ICU Level of Service	A	
Analysis Period (min)	15					



Lanes, Volumes, Timings  
 13: Innovation Way & Gas Station South

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	203	159	0
Future Volume (vph)	0	0	0	203	159	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
<b>Fr</b>						
Flt Protected						
Satd. Flow (prot)	1863	0	0	3282	3282	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	3282	3282	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1059			552	469	
Travel Time (s)	24.1			12.5	10.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	0	0	0	221	173	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	221	173	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.6%
	ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 13: Innovation Way & Gas Station South

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	203	159	0
Future Volume (Veh/h)	0	0	0	203	159	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	221	173	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	284	86	173			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	284	86	173			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	683	955	1401			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	0	74	147	115	58	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1401	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.09	0.07	0.03	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay	0.0					
Intersection Capacity Utilization	15.6%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
 22: Innovation Way & Amazon North

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	112	7	4	91	87	70
Future Volume (vph)	112	7	4	91	87	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.850			0.933	
Fl <sub>t</sub> Protected	0.950			0.998		
Satd. Flow (prot)	902	808	0	3174	2245	0
Fl <sub>t</sub> Permitted	0.950			0.998		
Satd. Flow (perm)	902	808	0	3174	2245	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1100			529	552	
Travel Time (s)	25.0			12.0	12.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	10%	100%
Adj. Flow (vph)	122	8	4	99	95	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	8	0	103	171	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.3%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 22: Innovation Way & Amazon North

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	112	7	4	91	87	70
Future Volume (Veh/h)	112	7	4	91	87	70
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	122	8	4	99	95	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	190	86	171			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	190	86	171			
tC, single (s)	8.8	8.9	6.1			
tC, 2 stage (s)						
tF (s)	4.5	4.3	3.2			
p0 queue free %	78	99	100			
cM capacity (veh/h)	562	713	908			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	122	8	37	66	63	108
Volume Left	122	0	4	0	0	0
Volume Right	0	8	0	0	0	76
cSH	562	713	908	1700	1700	1700
Volume to Capacity	0.22	0.01	0.00	0.04	0.04	0.06
Queue Length 95th (ft)	20	1	0	0	0	0
Control Delay (s)	13.2	10.1	1.0	0.0	0.0	0.0
Lane LOS	B	B	A			
Approach Delay (s)	13.0		0.4	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization			18.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
24: Innovation Way & Amazon South

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	4	4	86	37	50
Future Volume (vph)	12	4	4	86	37	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.850			0.914	
Fl <sub>t</sub> Protected	0.950			0.998		
Satd. Flow (prot)	1641	1468	0	3275	3000	0
Fl <sub>t</sub> Permitted	0.950			0.998		
Satd. Flow (perm)	1641	1468	0	3275	3000	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	962			686	698	
Travel Time (s)	21.9			15.6	15.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	13	4	4	93	40	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	4	0	97	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.3%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 24: Innovation Way & Amazon South

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	4	4	86	37	50
Future Volume (Veh/h)	12	4	4	86	37	50
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	4	4	93	40	54
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	122	47	94			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	122	47	94			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	98	100	100			
cM capacity (veh/h)	836	987	1441			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	13	4	35	62	27	67
Volume Left	13	0	4	0	0	0
Volume Right	0	4	0	0	0	54
cSH	836	987	1441	1700	1700	1700
Volume to Capacity	0.02	0.00	0.00	0.04	0.02	0.04
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	9.4	8.7	0.9	0.0	0.0	0.0
Lane LOS	A	A	A			
Approach Delay (s)	9.2		0.3	0.0		
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.9			
Intersection Capacity Utilization			15.3%	ICU Level of Service	A	
Analysis Period (min)			15			

# Lanes, Volumes, Timings

## 3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	70	70	74	76	69
Future Volume (vph)	24	70	70	74	76	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	0.95	0.95
Frt		0.850	0.931			
Flt Protected	0.950				0.950	0.995
Satd. Flow (prot)	1770	2787	1734	0	1681	1761
Flt Permitted	0.950				0.950	0.995
Satd. Flow (perm)	1770	2787	1734	0	1681	1761
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		76	74			
Link Speed (mph)	30		30			30
Link Distance (ft)	920		357			952
Travel Time (s)	20.9		8.1			21.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	76	76	80	83	75
Shared Lane Traffic (%)					10%	
Lane Group Flow (vph)	26	76	156	0	75	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Detector Phase	3	2	1		2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0

# Lanes, Volumes, Timings

## 3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	12.0	16.0	12.0		16.0	16.0
Total Split (s)	22.5	22.5	22.5		22.5	22.5
Total Split (%)	33.3%	33.3%	33.3%		33.3%	33.3%
Maximum Green (s)	16.5	16.5	16.5		16.5	16.5
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag		Lag	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	Max	Max		Max	Max
Act Effect Green (s)	6.2	18.8	16.7		16.7	16.7
Actuated g/C Ratio	0.13	0.39	0.35		0.35	0.35
v/c Ratio	0.11	0.07	0.24		0.13	0.13
Control Delay	21.4	2.7	8.6		12.8	12.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	21.4	2.7	8.6		12.8	12.8
LOS	C	A	A		B	B
Approach Delay	7.5		8.6			12.8
Approach LOS	A		A			B
Queue Length 50th (ft)	6	0	14		12	14
Queue Length 95th (ft)	27	8	59		48	51
Internal Link Dist (ft)	840		277			872
Turn Bay Length (ft)						
Base Capacity (vph)	620	1146	655		589	616
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.04	0.07	0.24		0.13	0.13

### Intersection Summary

Area Type: Other  
 Cycle Length: 67.5  
 Actuated Cycle Length: 47.6  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.24  
 Intersection Signal Delay: 9.9  
 Intersection Capacity Utilization 33.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

### Splits and Phases: 3: South Main Street & Innovation Way





Queues

3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	26	76	156	75	83
v/c Ratio	0.11	0.07	0.24	0.13	0.13
Control Delay	21.4	2.7	8.6	12.8	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	2.7	8.6	12.8	12.8
Queue Length 50th (ft)	6	0	14	12	14
Queue Length 95th (ft)	27	8	59	48	51
Internal Link Dist (ft)	840		277		872
Turn Bay Length (ft)					
Base Capacity (vph)	620	1146	655	589	616
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.04	0.07	0.24	0.13	0.13
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 3: South Main Street & Innovation Way

06/03/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	70	70	74	76	69
Future Volume (vph)	24	70	70	74	76	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.88	1.00		0.95	0.95
Frt	1.00	0.85	0.93		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	1734		1681	1761
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	2787	1734		1681	1761
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	76	76	80	83	75
RTOR Reduction (vph)	0	50	50	0	0	0
Lane Group Flow (vph)	26	26	106	0	75	83
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Actuated Green, G (s)	1.1	17.8	16.7		16.7	16.7
Effective Green, g (s)	1.1	17.8	16.7		16.7	16.7
Actuated g/C Ratio	0.02	0.34	0.32		0.32	0.32
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	37	1263	551		534	560
v/s Ratio Prot	c0.01	0.01	c0.06		0.04	c0.05
v/s Ratio Perm		0.00				
<b>v/c Ratio</b>	<b>0.70</b>	<b>0.02</b>	<b>0.19</b>		<b>0.14</b>	<b>0.15</b>
Uniform Delay, d1	25.5	11.5	13.0		12.8	12.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	39.1	0.0	0.8		0.6	0.6
<b>Delay (s)</b>	<b>64.7</b>	<b>11.5</b>	<b>13.8</b>		<b>13.3</b>	<b>13.4</b>
<b>Level of Service</b>	<b>E</b>	<b>B</b>	<b>B</b>		<b>B</b>	<b>B</b>
Approach Delay (s)	25.1		13.8			13.3
Approach LOS	C		B			B













### Intersection Summary

HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	52.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings  
5: Route 24 Southbound Ramp & Innovation Way

06/03/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖↗		↗
Traffic Volume (vph)	0	108	60	94	90	0	0	0	0	141	0	26
Future Volume (vph)	0	108	60	94	90	0	0	0	0	141	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Fr <sub>t</sub>			0.850									0.850
Fl <sub>t</sub> Protected				0.950						0.950		
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	3433	0	1583
Fl <sub>t</sub> Permitted				0.449						0.950		
Satd. Flow (perm)	0	3539	1583	836	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234									234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		920			856			388			1004	
Travel Time (s)		20.9			19.5			8.8			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	117	65	102	98	0	0	0	0	153	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	65	102	98	0	0	0	0	153	0	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94		94								
Detector 2 Size(ft)		6		6								
Detector 2 Type		Cl+Ex		Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0								
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		8		7	4					1		
Permitted Phases			Free	4								Free
Detector Phase		8		7	4					1		
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0					6.0		

Lanes, Volumes, Timings  
5: Route 24 Southbound Ramp & Innovation Way

06/03/2022

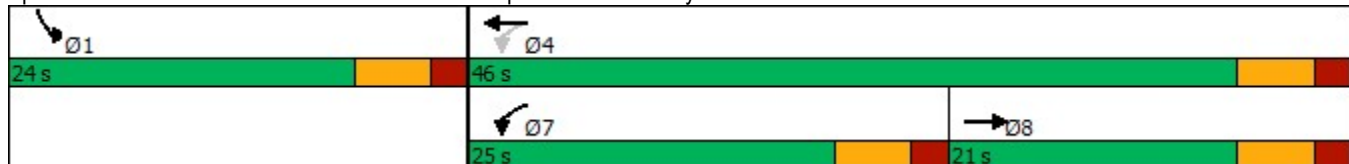


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		16.0		12.0	16.0					12.0		
Total Split (s)		21.0		25.0	46.0					24.0		
Total Split (%)		30.0%		35.7%	65.7%					34.3%		
Maximum Green (s)		15.0		19.0	40.0					18.0		
Yellow Time (s)		4.0		4.0	4.0					4.0		
All-Red Time (s)		2.0		2.0	2.0					2.0		
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		
Total Lost Time (s)		6.0		6.0	6.0					6.0		
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0		
Recall Mode		None		None	None					None		
Act Effect Green (s)		7.1	30.1	13.5	13.5					7.3		30.1
Actuated g/C Ratio		0.24	1.00	0.45	0.45					0.24		1.00
v/c Ratio		0.14	0.04	0.17	0.06					0.18		0.02
Control Delay		13.7	0.1	5.5	4.7					13.4		0.0
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		13.7	0.1	5.5	4.7					13.4		0.0
LOS		B	A	A	A					B		A
Approach Delay		8.8			5.1							11.4
Approach LOS		A			A							B
Queue Length 50th (ft)		11	0	9	4					13		0
Queue Length 95th (ft)		28	0	25	12					33		0
Internal Link Dist (ft)		840			776			308				924
Turn Bay Length (ft)												
Base Capacity (vph)		2054	1583	1246	3518					2337		1583
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.06	0.04	0.08	0.03					0.07		0.02

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 30.1  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.18  
 Intersection Signal Delay: 8.3  
 Intersection Capacity Utilization 24.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 5: Route 24 Southbound Ramp & Innovation Way



Queues

5: Route 24 Southbound Ramp & Innovation Way

06/03/2022



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	117	65	102	98	153	28
v/c Ratio	0.14	0.04	0.17	0.06	0.18	0.02
Control Delay	13.7	0.1	5.5	4.7	13.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.7	0.1	5.5	4.7	13.4	0.0
Queue Length 50th (ft)	11	0	9	4	13	0
Queue Length 95th (ft)	28	0	25	12	33	0
Internal Link Dist (ft)	840		776			
Turn Bay Length (ft)						
Base Capacity (vph)	2054	1583	1246	3518	2337	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.04	0.08	0.03	0.07	0.02
<b>Intersection Summary</b>						

# HCM Signalized Intersection Capacity Analysis

## 5: Route 24 Southbound Ramp & Innovation Way

06/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑		↑
Traffic Volume (vph)	0	108	60	94	90	0	0	0	0	141	0	26
Future Volume (vph)	0	108	60	94	90	0	0	0	0	141	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0					6.0		4.0
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1583	1770	3539					3433		1583
Flt Permitted		1.00	1.00	0.45	1.00					0.95		1.00
Satd. Flow (perm)		3539	1583	837	3539					3433		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	117	65	102	98	0	0	0	0	153	0	28
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	117	65	102	98	0	0	0	0	153	0	28
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		8		7	4					1		
Permitted Phases			Free	4								Free
Actuated Green, G (s)		2.9	29.7	12.4	12.4					5.3		29.7
Effective Green, g (s)		2.9	29.7	12.4	12.4					5.3		29.7
Actuated g/C Ratio		0.10	1.00	0.42	0.42					0.18		1.00
Clearance Time (s)		6.0		6.0	6.0					6.0		
Vehicle Extension (s)		2.0		2.0	2.0					2.0		
Lane Grp Cap (vph)		345	1583	459	1477					612		1583
v/s Ratio Prot		0.03		c0.03	0.03					c0.04		
v/s Ratio Perm			0.04	c0.07								0.02
v/c Ratio		0.34	0.04	0.22	0.07					0.25		0.02
Uniform Delay, d1		12.5	0.0	5.8	5.2					10.5		0.0
Progression Factor		1.00	1.00	1.00	1.00					1.00		1.00
Incremental Delay, d2		0.2	0.0	0.1	0.0					0.1		0.0
Delay (s)		12.7	0.0	5.9	5.2					10.6		0.0
Level of Service		B	A	A	A					B		A
Approach Delay (s)		8.2			5.5			0.0			8.9	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	29.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	24.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings  
8: Route 24 Northbound Ramp & Innovation Way

06/03/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	187	65	0	111	160	70	0	266	0	0	0
Future Volume (vph)	0	187	65	0	111	160	70	0	266	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		300	0		0
Storage Lanes	0		0	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.961				0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3401	0	0	3539	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	3401	0	0	3539	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		71				174			289			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		856			2483			1251				336
Travel Time (s)		19.5			56.4			28.4				7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	203	71	0	121	174	76	0	289	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	121	174	76	0	289	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors		2			2	1	1		1			
Detector Template		Thru			Thru	Right	Left		Right			
Leading Detector (ft)		100			100	20	20		20			
Trailing Detector (ft)		0			0	0	0		0			
Detector 1 Position(ft)		0			0	0	0		0			
Detector 1 Size(ft)		6			6	20	20		20			
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Queue (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Delay (s)		0.0			0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			

Lanes, Volumes, Timings  
8: Route 24 Northbound Ramp & Innovation Way

06/03/2022

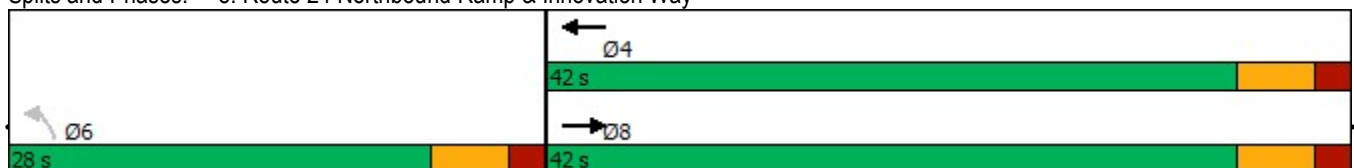


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8			4			6					
Switch Phase												
Minimum Initial (s)	6.0			6.0			6.0					
Minimum Split (s)	16.0			16.0			16.0					
Total Split (s)	42.0			42.0			28.0					
Total Split (%)	60.0%			60.0%			40.0%					
Maximum Green (s)	36.0			36.0			22.0					
Yellow Time (s)	4.0			4.0			4.0					
All-Red Time (s)	2.0			2.0			2.0					
Lost Time Adjust (s)	0.0			0.0			0.0					
Total Lost Time (s)	6.0			6.0			6.0					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			2.0			2.0					
Recall Mode	None			None			Max					
Act Effct Green (s)	7.0			7.0			41.1			41.1		
Actuated g/C Ratio	0.17			0.17			1.00			1.00		
v/c Ratio	0.43			0.20			0.11			0.04		
Control Delay	13.3			15.3			0.1			4.9		
Queue Delay	0.0			0.0			0.0			0.0		
Total Delay	13.3			15.3			0.1			4.9		
LOS	B			B			A			A		
Approach Delay	13.3			6.4						1.2		
Approach LOS	B			A						A		
Queue Length 50th (ft)	22			12			0			3		
Queue Length 95th (ft)	46			28			0			10		
Internal Link Dist (ft)	776			2403						1171		
Turn Bay Length (ft)							200			300		
Base Capacity (vph)	2992			3104			1583			1840		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.09			0.04			0.11			0.04		

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	41.1
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	6.4
Intersection LOS:	A
Intersection Capacity Utilization:	18.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 8: Route 24 Northbound Ramp & Innovation Way





Queues

8: Route 24 Northbound Ramp & Innovation Way













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Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	274	121	174	76	289
v/c Ratio	0.43	0.20	0.11	0.04	0.18
Control Delay	13.3	15.3	0.1	4.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	15.3	0.1	4.9	0.3
Queue Length 50th (ft)	22	12	0	3	0
Queue Length 95th (ft)	46	28	0	10	0
Internal Link Dist (ft)	776	2403			
Turn Bay Length (ft)			200		300
Base Capacity (vph)	2992	3104	1583	1840	1583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.04	0.11	0.04	0.18
Intersection Summary					

HCM Signalized Intersection Capacity Analysis  
 8: Route 24 Northbound Ramp & Innovation Way

06/03/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	187	65	0	111	160	70	0	266	0	0	0
Future Volume (vph)	0	187	65	0	111	160	70	0	266	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	4.0	6.0		4.0			
Lane Util. Factor		0.95			0.95	1.00	0.97		1.00			
Frt		0.96			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3402			3539	1583	3433		1583			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3402			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	203	71	0	121	174	76	0	289	0	0	0
RTOR Reduction (vph)	0	59	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	215	0	0	121	174	76	0	289	0	0	0
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			
Actuated Green, G (s)		7.0			7.0	41.0	22.0		41.0			
Effective Green, g (s)		7.0			7.0	41.0	22.0		41.0			
Actuated g/C Ratio		0.17			0.17	1.00	0.54		1.00			
Clearance Time (s)		6.0			6.0		6.0					
Vehicle Extension (s)		2.0			2.0		2.0					
Lane Grp Cap (vph)		580			604	1583	1842		1583			
v/s Ratio Prot		c0.06			0.03							
v/s Ratio Perm						0.11	0.02		c0.18			
<b>v/c Ratio</b>		<b>0.37</b>			<b>0.20</b>	<b>0.11</b>	<b>0.04</b>		<b>0.18</b>			
Uniform Delay, d1		15.1			14.6	0.0	4.5		0.0			
Progression Factor		1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.1			0.1	0.1	0.0		0.3			
<b>Delay (s)</b>		<b>15.2</b>			<b>14.7</b>	<b>0.1</b>	<b>4.5</b>		<b>0.3</b>			
<b>Level of Service</b>		B			B	A	A		A			
Approach Delay (s)		15.2			6.1			1.1			0.0	
Approach LOS		B			A			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			6.8			HCM 2000 Level of Service				A		
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			41.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			18.9%			ICU Level of Service				A		
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings  
 11: Innovation Way & Gas Station North

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	55	267	288	165
Future Volume (vph)	0	10	55	267	288	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.865			0.945	
Fl <sub>t</sub> Protected				0.992		
Satd. Flow (prot)	0	1611	0	3297	3186	0
Fl <sub>t</sub> Permitted				0.992		
Satd. Flow (perm)	0	1611	0	3297	3186	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1076			424	2483	
Travel Time (s)	24.5			9.6	56.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	0	11	60	290	313	179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	0	350	492	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.9%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 11: Innovation Way & Gas Station North

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	10	55	267	288	165
Future Volume (Veh/h)	0	10	55	267	288	165
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	11	60	290	313	179
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	668	246	492			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	668	246	492			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	94			
cM capacity (veh/h)	370	754	1068			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	11	157	193	209	283	
Volume Left	0	60	0	0	0	
Volume Right	11	0	0	0	179	
cSH	754	1068	1700	1700	1700	
Volume to Capacity	0.01	0.06	0.11	0.12	0.17	
Queue Length 95th (ft)	1	4	0	0	0	
Control Delay (s)	9.8	3.6	0.0	0.0	0.0	
Lane LOS	A	A				
Approach Delay (s)	9.8	1.6		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay	0.8					
Intersection Capacity Utilization	28.9%		ICU Level of Service		A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
 13: Innovation Way & Gas Station South

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	200	60	15	122	263	35
Future Volume (vph)	200	60	15	122	263	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.969			0.982		
Flt Protected	0.963			0.995		
Satd. Flow (prot)	1738	0	0	3291	3250	0
Flt Permitted	0.963			0.995		
Satd. Flow (perm)	1738	0	0	3291	3250	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1059			552	469	
Travel Time (s)	24.1			12.5	10.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	217	65	16	133	286	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	282	0	0	149	324	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.5%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 13: Innovation Way & Gas Station South

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	200	60	15	122	263	35
Future Volume (Veh/h)	200	60	15	122	263	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	217	65	16	133	286	38
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	404	162	324			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	404	162	324			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	62	92	99			
cM capacity (veh/h)	568	854	1233			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	282	60	89	191	133	
Volume Left	217	16	0	0	0	
Volume Right	65	0	0	0	38	
cSH	615	1233	1700	1700	1700	
Volume to Capacity	0.46	0.01	0.05	0.11	0.08	
Queue Length 95th (ft)	60	1	0	0	0	
Control Delay (s)	15.7	2.2	0.0	0.0	0.0	
Lane LOS	C	A				
Approach Delay (s)	15.7	0.9		0.0		
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay	6.0					
Intersection Capacity Utilization	36.5%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
 22: Innovation Way & Amazon North

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	35	1	3	33	134	187
Future Volume (vph)	35	1	3	33	134	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.850			0.913	
Fl <sub>t</sub> Protected	0.950			0.996		
Satd. Flow (prot)	902	808	0	3075	2030	0
Fl <sub>t</sub> Permitted	0.950			0.996		
Satd. Flow (perm)	902	808	0	3075	2030	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1100			529	552	
Travel Time (s)	25.0			12.0	12.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	10%	100%
Adj. Flow (vph)	38	1	3	36	146	203
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	1	0	39	349	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.7%
	ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 22: Innovation Way & Amazon North

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	1	3	33	134	187
Future Volume (Veh/h)	35	1	3	33	134	187
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	1	3	36	146	203
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	272	174	349			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	272	174	349			
tC, single (s)	8.8	8.9	6.1			
tC, 2 stage (s)						
tF (s)	4.5	4.3	3.2			
p0 queue free %	92	100	100			
cM capacity (veh/h)	484	602	724			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	38	1	15	24	97	252
Volume Left	38	0	3	0	0	0
Volume Right	0	1	0	0	0	203
cSH	484	602	724	1700	1700	1700
Volume to Capacity	0.08	0.00	0.00	0.01	0.06	0.15
Queue Length 95th (ft)	6	0	0	0	0	0
Control Delay (s)	13.1	11.0	2.0	0.0	0.0	0.0
Lane LOS	B	B	A			
Approach Delay (s)	13.0		0.8		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			19.7%		ICU Level of Service	A
Analysis Period (min)			15			



Lanes, Volumes, Timings  
 24: Innovation Way & Amazon South

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	2	3	35	109	22
Future Volume (vph)	2	2	3	35	109	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.850			0.975	
Fl <sub>t</sub> Protected	0.950			0.996		
Satd. Flow (prot)	1641	1468	0	3269	3200	0
Fl <sub>t</sub> Permitted	0.950			0.996		
Satd. Flow (perm)	1641	1468	0	3269	3200	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	962			686	698	
Travel Time (s)	21.9			15.6	15.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	2	2	3	38	118	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	2	0	41	142	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.7%
	ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 24: Innovation Way & Amazon South

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	2	3	35	109	22
Future Volume (Veh/h)	2	2	3	35	109	22
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	2	3	38	118	24
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	155	71	142			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	155	71	142			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	100	100	100			
cM capacity (veh/h)	797	952	1382			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	2	2	16	25	79	63
Volume Left	2	0	3	0	0	0
Volume Right	0	2	0	0	0	24
cSH	797	952	1382	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.01	0.05	0.04
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	9.5	8.8	1.5	0.0	0.0	0.0
Lane LOS	A	A	A			
Approach Delay (s)	9.2		0.6		0.0	
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			13.7%		ICU Level of Service	
Analysis Period (min)			15		A	

# Lanes, Volumes, Timings

## 3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	65	78	45	107	103
Future Volume (vph)	86	65	78	45	107	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	0.95	0.95
Fr <sub>t</sub>		0.850	0.951			
Fl <sub>t</sub> Protected	0.950				0.950	0.995
Satd. Flow (prot)	1770	2787	1771	0	1681	1761
Fl <sub>t</sub> Permitted	0.950				0.950	0.995
Satd. Flow (perm)	1770	2787	1771	0	1681	1761
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		71	42			
Link Speed (mph)	30		30			30
Link Distance (ft)	920		357			952
Travel Time (s)	20.9		8.1			21.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	93	71	85	49	116	112
Shared Lane Traffic (%)					10%	
Lane Group Flow (vph)	93	71	134	0	104	124
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Detector Phase	3	2	1		2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0

Lanes, Volumes, Timings  
 3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	12.0	16.0	12.0		16.0	16.0
Total Split (s)	17.0	26.0	27.0		26.0	26.0
Total Split (%)	24.3%	37.1%	38.6%		37.1%	37.1%
Maximum Green (s)	11.0	20.0	21.0		20.0	20.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag		Lag	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	Max	Max		Max	Max
Act Effect Green (s)	8.1	31.4	21.2		20.2	20.2
Actuated g/C Ratio	0.13	0.49	0.33		0.31	0.31
v/c Ratio	0.42	0.05	0.22		0.20	0.23
Control Delay	33.3	2.5	13.9		19.6	19.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	33.3	2.5	13.9		19.6	19.8
LOS	C	A	B		B	B
Approach Delay	20.0		13.9			19.7
Approach LOS	B		B			B
Queue Length 50th (ft)	36	0	27		32	40
Queue Length 95th (ft)	77	9	68		73	85
Internal Link Dist (ft)	840		277			872
Turn Bay Length (ft)						
Base Capacity (vph)	304	1388	608		524	549
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.31	0.05	0.22		0.20	0.23

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 64.7  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.42  
 Intersection Signal Delay: 18.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 32.5%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: South Main Street & Innovation Way



Queues

3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	93	71	134	104	124
v/c Ratio	0.42	0.05	0.22	0.20	0.23
Control Delay	33.3	2.5	13.9	19.6	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	2.5	13.9	19.6	19.8
Queue Length 50th (ft)	36	0	27	32	40
Queue Length 95th (ft)	77	9	68	73	85
Internal Link Dist (ft)	840		277		872
Turn Bay Length (ft)					
Base Capacity (vph)	304	1388	608	524	549
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.05	0.22	0.20	0.23
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 3: South Main Street & Innovation Way

06/03/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	65	78	45	107	103
Future Volume (vph)	86	65	78	45	107	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.88	1.00		0.95	0.95
Frt	1.00	0.85	0.95		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	1771		1681	1761
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	2787	1771		1681	1761
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	93	71	85	49	116	112
RTOR Reduction (vph)	0	42	29	0	0	0
Lane Group Flow (vph)	93	29	105	0	104	124
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Actuated Green, G (s)	6.6	26.8	21.2		20.2	20.2
Effective Green, g (s)	6.6	26.8	21.2		20.2	20.2
Actuated g/C Ratio	0.10	0.41	0.32		0.31	0.31
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	177	1385	568		514	538
v/s Ratio Prot	c0.05	0.01	c0.06		0.06	c0.07
v/s Ratio Perm		0.00				
<b>v/c Ratio</b>	<b>0.53</b>	<b>0.02</b>	<b>0.19</b>		<b>0.20</b>	<b>0.23</b>
Uniform Delay, d1	28.2	11.7	16.2		16.9	17.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.3	0.0	0.7		0.9	1.0
<b>Delay (s)</b>	<b>29.5</b>	<b>11.7</b>	<b>16.9</b>		<b>17.8</b>	<b>18.1</b>
<b>Level of Service</b>	<b>C</b>	<b>B</b>	<b>B</b>		<b>B</b>	<b>B</b>
Approach Delay (s)	21.8		16.9			18.0
Approach LOS	C		B			B













### Intersection Summary

HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings  
5: Route 24 Southbound Ramp & Innovation Way

06/03/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖↗		↗
Traffic Volume (vph)	0	66	90	143	79	0	0	0	0	128	0	68
Future Volume (vph)	0	66	90	143	79	0	0	0	0	128	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Fr <sub>t</sub>			0.850									0.850
Fl <sub>t</sub> Protected				0.950						0.950		
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	3433	0	1583
Fl <sub>t</sub> Permitted				0.526						0.950		
Satd. Flow (perm)	0	3539	1583	980	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234									234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		920			856			388			1004	
Travel Time (s)		20.9			19.5			8.8			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	72	98	155	86	0	0	0	0	139	0	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	98	155	86	0	0	0	0	139	0	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		8			7					1		
Permitted Phases		Free			4						Free	
Detector Phase		8			7					1		
Switch Phase												
Minimum Initial (s)		6.0			6.0					6.0		

Lanes, Volumes, Timings  
5: Route 24 Southbound Ramp & Innovation Way

06/03/2022

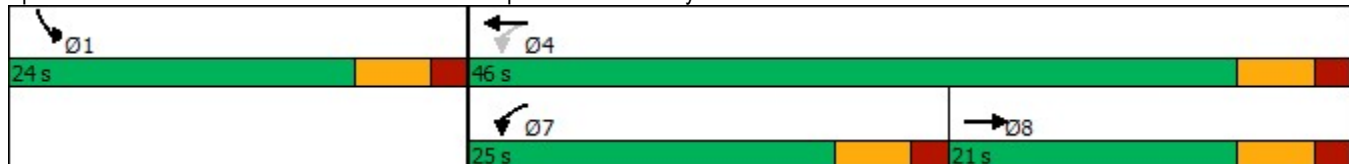


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		16.0		12.0	16.0					12.0		
Total Split (s)		21.0		25.0	46.0					24.0		
Total Split (%)		30.0%		35.7%	65.7%					34.3%		
Maximum Green (s)		15.0		19.0	40.0					18.0		
Yellow Time (s)		4.0		4.0	4.0					4.0		
All-Red Time (s)		2.0		2.0	2.0					2.0		
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		
Total Lost Time (s)		6.0		6.0	6.0					6.0		
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0		
Recall Mode		None		None	None					None		
Act Effect Green (s)		7.8	27.0	12.4	12.4					8.0		27.0
Actuated g/C Ratio		0.29	1.00	0.46	0.46					0.30		1.00
v/c Ratio		0.07	0.06	0.22	0.05					0.14		0.05
Control Delay		13.0	0.1	5.7	4.7					12.4		0.1
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		13.0	0.1	5.7	4.7					12.4		0.1
LOS		B	A	A	A					B		A
Approach Delay		5.6			5.3							8.1
Approach LOS		A			A							A
Queue Length 50th (ft)		3	0	14	3					7		0
Queue Length 95th (ft)		21	0	35	10					32		0
Internal Link Dist (ft)		840			776			308				924
Turn Bay Length (ft)												
Base Capacity (vph)		2236	1583	1329	3502					2465		1583
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.03	0.06	0.12	0.02					0.06		0.05

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 27  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.22  
 Intersection Signal Delay: 6.3  
 Intersection Capacity Utilization 26.6%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 5: Route 24 Southbound Ramp & Innovation Way





Queues

5: Route 24 Southbound Ramp & Innovation Way

06/03/2022



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	72	98	155	86	139	74
v/c Ratio	0.07	0.06	0.22	0.05	0.14	0.05
Control Delay	13.0	0.1	5.7	4.7	12.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	0.1	5.7	4.7	12.4	0.1
Queue Length 50th (ft)	3	0	14	3	7	0
Queue Length 95th (ft)	21	0	35	10	32	0
Internal Link Dist (ft)	840		776			
Turn Bay Length (ft)						
Base Capacity (vph)	2236	1583	1329	3502	2465	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.06	0.12	0.02	0.06	0.05
<b>Intersection Summary</b>						

# HCM Signalized Intersection Capacity Analysis

## 5: Route 24 Southbound Ramp & Innovation Way

06/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑					↖		↗
Traffic Volume (vph)	0	66	90	143	79	0	0	0	0	128	0	68
Future Volume (vph)	0	66	90	143	79	0	0	0	0	128	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0					6.0		4.0
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1583	1770	3539					3433		1583
Flt Permitted		1.00	1.00	0.53	1.00					0.95		1.00
Satd. Flow (perm)		3539	1583	980	3539					3433		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	72	98	155	86	0	0	0	0	139	0	74
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	72	98	155	86	0	0	0	0	139	0	74
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		8		7	4					1		
Permitted Phases			Free	4								Free
Actuated Green, G (s)		1.6	26.9	11.8	11.8					3.1		26.9
Effective Green, g (s)		1.6	26.9	11.8	11.8					3.1		26.9
Actuated g/C Ratio		0.06	1.00	0.44	0.44					0.12		1.00
Clearance Time (s)		6.0		6.0	6.0					6.0		
Vehicle Extension (s)		2.0		2.0	2.0					2.0		
Lane Grp Cap (vph)		210	1583	553	1552					395		1583
v/s Ratio Prot		0.02		c0.04	0.02					c0.04		
v/s Ratio Perm			0.06	c0.08								0.05
<b>v/c Ratio</b>		<b>0.34</b>	<b>0.06</b>	<b>0.28</b>	<b>0.06</b>					<b>0.35</b>		<b>0.05</b>
Uniform Delay, d1		12.1	0.0	4.9	4.3					11.0		0.0
Progression Factor		1.00	1.00	1.00	1.00					1.00		1.00
Incremental Delay, d2		0.4	0.1	0.1	0.0					0.2		0.1
<b>Delay (s)</b>		<b>12.5</b>	<b>0.1</b>	<b>5.0</b>	<b>4.3</b>					<b>11.2</b>		<b>0.1</b>
<b>Level of Service</b>		<b>B</b>	<b>A</b>	<b>A</b>	<b>A</b>					<b>B</b>		<b>A</b>
Approach Delay (s)		5.3			4.8			0.0			7.3	
Approach LOS		A			A			A			A	

### Intersection Summary

HCM 2000 Control Delay	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	26.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings  
8: Route 24 Northbound Ramp & Innovation Way

06/03/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	135	28	0	218	165	48	0	195	0	0	0
Future Volume (vph)	0	135	28	0	218	165	48	0	195	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		300	0		0
Storage Lanes	0		0	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.975				0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3451	0	0	3539	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	3451	0	0	3539	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				179			212			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		856			2483			1251				336
Travel Time (s)		19.5			56.4			28.4				7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	147	30	0	237	179	52	0	212	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	177	0	0	237	179	52	0	212	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors		2			2	1	1		1			
Detector Template		Thru			Thru	Right	Left		Right			
Leading Detector (ft)		100			100	20	20		20			
Trailing Detector (ft)		0			0	0	0		0			
Detector 1 Position(ft)		0			0	0	0		0			
Detector 1 Size(ft)		6			6	20	20		20			
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Queue (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Delay (s)		0.0			0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			

Lanes, Volumes, Timings  
8: Route 24 Northbound Ramp & Innovation Way

06/03/2022

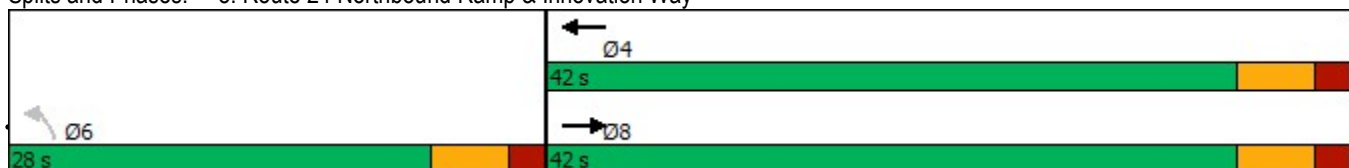


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8				4		6					
Switch Phase												
Minimum Initial (s)	6.0				6.0		6.0					
Minimum Split (s)	16.0				16.0		16.0					
Total Split (s)	42.0				42.0		28.0					
Total Split (%)	60.0%				60.0%		40.0%					
Maximum Green (s)	36.0				36.0		22.0					
Yellow Time (s)	4.0				4.0		4.0					
All-Red Time (s)	2.0				2.0		2.0					
Lost Time Adjust (s)	0.0				0.0		0.0					
Total Lost Time (s)	6.0				6.0		6.0					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0				2.0		2.0					
Recall Mode	None				None		Max					
Act Effct Green (s)	7.2				7.2		41.2		22.0		41.2	
Actuated g/C Ratio	0.17				0.17		1.00		0.53		1.00	
v/c Ratio	0.28				0.38		0.11		0.03		0.13	
Control Delay	13.6				16.9		0.1		5.0		0.2	
Queue Delay	0.0				0.0		0.0		0.0		0.0	
Total Delay	13.6				16.9		0.1		5.0		0.2	
LOS	B				B		A		A		A	
Approach Delay	13.6				9.7				1.1			
Approach LOS	B				A				A			
Queue Length 50th (ft)	15				25		0		2		0	
Queue Length 95th (ft)	34				48		0		8		0	
Internal Link Dist (ft)	776				2403				1171		256	
Turn Bay Length (ft)							200				300	
Base Capacity (vph)	3019				3092		1583		1833		1583	
Starvation Cap Reductn	0				0		0		0		0	
Spillback Cap Reductn	0				0		0		0		0	
Storage Cap Reductn	0				0		0		0		0	
Reduced v/c Ratio	0.06				0.08		0.11		0.03		0.13	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	41.2
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.38
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization:	17.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 8: Route 24 Northbound Ramp & Innovation Way



Queues

8: Route 24 Northbound Ramp & Innovation Way













06/03/2022



Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	177	237	179	52	212
v/c Ratio	0.28	0.38	0.11	0.03	0.13
Control Delay	13.6	16.9	0.1	5.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	16.9	0.1	5.0	0.2
Queue Length 50th (ft)	15	25	0	2	0
Queue Length 95th (ft)	34	48	0	8	0
Internal Link Dist (ft)	776	2403			
Turn Bay Length (ft)			200		300
Base Capacity (vph)	3019	3092	1583	1833	1583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.08	0.11	0.03	0.13
Intersection Summary					

HCM Signalized Intersection Capacity Analysis  
 8: Route 24 Northbound Ramp & Innovation Way

06/03/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	135	28	0	218	165	48	0	195	0	0	0
Future Volume (vph)	0	135	28	0	218	165	48	0	195	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	4.0	6.0		4.0			
Lane Util. Factor		0.95			0.95	1.00	0.97		1.00			
Frt		0.97			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3449			3539	1583	3433		1583			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3449			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	147	30	0	237	179	52	0	212	0	0	0
RTOR Reduction (vph)	0	25	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	152	0	0	237	179	52	0	212	0	0	0
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			
Actuated Green, G (s)		7.2			7.2	41.2	22.0		41.2			
Effective Green, g (s)		7.2			7.2	41.2	22.0		41.2			
Actuated g/C Ratio		0.17			0.17	1.00	0.53		1.00			
Clearance Time (s)		6.0			6.0		6.0					
Vehicle Extension (s)		2.0			2.0		2.0					
Lane Grp Cap (vph)		602			618	1583	1833		1583			
v/s Ratio Prot		0.04			c0.07							
v/s Ratio Perm						0.11	0.02		c0.13			
v/c Ratio		0.25			0.38	0.11	0.03		0.13			
Uniform Delay, d1		14.7			15.0	0.0	4.5		0.0			
Progression Factor		1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.1			0.1	0.1	0.0		0.2			
Delay (s)		14.8			15.2	0.1	4.6		0.2			
Level of Service		B			B	A	A		A			
Approach Delay (s)		14.8			8.7			1.0			0.0	
Approach LOS		B			A			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			7.6			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.22									
Actuated Cycle Length (s)			41.2			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			17.7%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings  
 11: Innovation Way & Gas Station North

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	20	380	210	120
Future Volume (vph)	0	10	20	380	210	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.865			0.946	
Fl <sub>t</sub> Protected				0.997		
Satd. Flow (prot)	0	1611	0	3284	3189	0
Fl <sub>t</sub> Permitted				0.997		
Satd. Flow (perm)	0	1611	0	3284	3189	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1076			424	2483	
Travel Time (s)	24.5			9.6	56.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	0	11	22	413	228	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	0	435	358	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.4%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 11: Innovation Way & Gas Station North

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	10	20	380	210	120
Future Volume (Veh/h)	0	10	20	380	210	120
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	11	22	413	228	130
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	544	179	358			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	544	179	358			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	98			
cM capacity (veh/h)	461	833	1197			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	11	160	275	152	206	
Volume Left	0	22	0	0	0	
Volume Right	11	0	0	0	130	
cSH	833	1197	1700	1700	1700	
Volume to Capacity	0.01	0.02	0.16	0.09	0.12	
Queue Length 95th (ft)	1	1	0	0	0	
Control Delay (s)	9.4	1.2	0.0	0.0	0.0	
Lane LOS	A	A				
Approach Delay (s)	9.4	0.5		0.0		
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay	0.4					
Intersection Capacity Utilization	27.4%			ICU Level of Service	A	
Analysis Period (min)	15					



Lanes, Volumes, Timings  
 13: Innovation Way & Gas Station South

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	170	52	46	230	175	45
Future Volume (vph)	170	52	46	230	175	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.968				0.969	
Flt Protected	0.963			0.992		
Satd. Flow (prot)	1736	0	0	3296	3228	0
Flt Permitted	0.963			0.992		
Satd. Flow (perm)	1736	0	0	3296	3228	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1059			552	469	
Travel Time (s)	24.1			12.5	10.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	185	57	50	250	190	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	242	0	0	300	239	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.6%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 13: Innovation Way & Gas Station South

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	170	52	46	230	175	45
Future Volume (Veh/h)	170	52	46	230	175	45
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	185	57	50	250	190	49
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	440	120	239			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	440	120	239			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	65	94	96			
cM capacity (veh/h)	525	910	1325			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	242	133	167	127	112	
Volume Left	185	50	0	0	0	
Volume Right	57	0	0	0	49	
cSH	583	1325	1700	1700	1700	
Volume to Capacity	0.41	0.04	0.10	0.07	0.07	
Queue Length 95th (ft)	51	3	0	0	0	
Control Delay (s)	15.5	3.1	0.0	0.0	0.0	
Lane LOS	C	A				
Approach Delay (s)	15.5	1.4		0.0		
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay	5.3					
Intersection Capacity Utilization	36.6%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
 22: Innovation Way & Amazon North

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	116	7	4	94	105	119
Future Volume (vph)	116	7	4	94	105	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.850			0.920	
Fl <sub>t</sub> Protected	0.950			0.998		
Satd. Flow (prot)	902	808	0	3177	2105	0
Fl <sub>t</sub> Permitted	0.950			0.998		
Satd. Flow (perm)	902	808	0	3177	2105	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1100			529	552	
Travel Time (s)	25.0			12.0	12.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	10%	100%
Adj. Flow (vph)	126	8	4	102	114	129
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	8	0	106	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis  
 22: Innovation Way & Amazon North

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	116	7	4	94	105	119
Future Volume (Veh/h)	116	7	4	94	105	119
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	126	8	4	102	114	129
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	238	122	243			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	238	122	243			
tC, single (s)	8.8	8.9	6.1			
tC, 2 stage (s)						
tF (s)	4.5	4.3	3.2			
p0 queue free %	76	99	100			
cM capacity (veh/h)	515	666	829			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	126	8	38	68	76	167
Volume Left	126	0	4	0	0	0
Volume Right	0	8	0	0	0	129
cSH	515	666	829	1700	1700	1700
Volume to Capacity	0.24	0.01	0.00	0.04	0.04	0.10
Queue Length 95th (ft)	24	1	0	0	0	0
Control Delay (s)	14.2	10.5	1.0	0.0	0.0	0.0
Lane LOS	B	B	A			
Approach Delay (s)	14.0		0.4	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization			19.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
 24: Innovation Way & Amazon South

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	4	4	89	49	56
Future Volume (vph)	12	4	4	89	49	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.850			0.920	
Fl <sub>t</sub> Protected	0.950			0.998		
Satd. Flow (prot)	1641	1468	0	3275	3019	0
Fl <sub>t</sub> Permitted	0.950			0.998		
Satd. Flow (perm)	1641	1468	0	3275	3019	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	962			686	698	
Travel Time (s)	21.9			15.6	15.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	13	4	4	97	53	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	4	0	101	114	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.4%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 24: Innovation Way & Amazon South

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	4	4	89	49	56
Future Volume (Veh/h)	12	4	4	89	49	56
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	4	4	97	53	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	140	57	114			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	140	57	114			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	98	100	100			
cM capacity (veh/h)	814	972	1416			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	13	4	36	65	35	79
Volume Left	13	0	4	0	0	0
Volume Right	0	4	0	0	0	61
cSH	814	972	1416	1700	1700	1700
Volume to Capacity	0.02	0.00	0.00	0.04	0.02	0.05
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	9.5	8.7	0.9	0.0	0.0	0.0
Lane LOS	A	A	A			
Approach Delay (s)	9.3		0.3	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			15.4%	ICU Level of Service	A	
Analysis Period (min)			15			

# Lanes, Volumes, Timings

## 3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	74	70	74	93	69
Future Volume (vph)	24	74	70	74	93	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	0.95	0.95
Frt		0.850	0.931			
Flt Protected	0.950				0.950	0.992
Satd. Flow (prot)	1770	2787	1734	0	1681	1755
Flt Permitted	0.950				0.950	0.992
Satd. Flow (perm)	1770	2787	1734	0	1681	1755
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		80	77			
Link Speed (mph)	30		30			30
Link Distance (ft)	920		357			952
Travel Time (s)	20.9		8.1			21.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	80	76	80	101	75
Shared Lane Traffic (%)					15%	
Lane Group Flow (vph)	26	80	156	0	86	90
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Detector Phase	3	2	1		2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0

Lanes, Volumes, Timings  
 3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	12.0	16.0	12.0		16.0	16.0
Total Split (s)	17.0	26.0	27.0		26.0	26.0
Total Split (%)	24.3%	37.1%	38.6%		37.1%	37.1%
Maximum Green (s)	11.0	20.0	21.0		20.0	20.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag		Lag	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	Max	Max		Max	Max
Act Effect Green (s)	6.3	24.7	21.2		20.2	20.2
Actuated g/C Ratio	0.11	0.43	0.37		0.35	0.35
v/c Ratio	0.14	0.07	0.23		0.15	0.15
Control Delay	27.7	2.6	9.4		15.9	15.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	27.7	2.6	9.4		15.9	15.9
LOS	C	A	A		B	B
Approach Delay	8.8		9.4			15.9
Approach LOS	A		A			B
Queue Length 50th (ft)	8	0	15		17	18
Queue Length 95th (ft)	30	9	61		58	61
Internal Link Dist (ft)	840		277			872
Turn Bay Length (ft)						
Base Capacity (vph)	339	1230	683		585	611
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.08	0.07	0.23		0.15	0.15

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 58  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.23  
 Intersection Signal Delay: 11.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 33.2%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: South Main Street & Innovation Way





## Queues

### 3: South Main Street & Innovation Way

06/03/2022



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	26	80	156	86	90
v/c Ratio	0.14	0.07	0.23	0.15	0.15
Control Delay	27.7	2.6	9.4	15.9	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	2.6	9.4	15.9	15.9
Queue Length 50th (ft)	8	0	15	17	18
Queue Length 95th (ft)	30	9	61	58	61
Internal Link Dist (ft)	840		277		872
Turn Bay Length (ft)					
Base Capacity (vph)	339	1230	683	585	611
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.07	0.23	0.15	0.15
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 3: South Main Street & Innovation Way

06/03/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	74	70	74	93	69
Future Volume (vph)	24	74	70	74	93	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.88	1.00		0.95	0.95
Frt	1.00	0.85	0.93		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	0.99
Satd. Flow (prot)	1770	2787	1734		1681	1755
Flt Permitted	0.95	1.00	1.00		0.95	0.99
Satd. Flow (perm)	1770	2787	1734		1681	1755
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	80	76	80	101	75
RTOR Reduction (vph)	0	51	51	0	0	0
Lane Group Flow (vph)	26	29	105	0	86	90
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Actuated Green, G (s)	2.3	22.5	21.2		20.2	20.2
Effective Green, g (s)	2.3	22.5	21.2		20.2	20.2
Actuated g/C Ratio	0.04	0.36	0.34		0.33	0.33
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	65	1287	595		550	574
v/s Ratio Prot	c0.01	0.01	c0.06		0.05	c0.05
v/s Ratio Perm		0.00				
<b>v/c Ratio</b>	<b>0.40</b>	<b>0.02</b>	<b>0.18</b>		<b>0.16</b>	<b>0.16</b>
Uniform Delay, d1	29.0	12.6	14.2		14.7	14.7
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.5	0.0	0.7		0.6	0.6
<b>Delay (s)</b>	<b>30.5</b>	<b>12.6</b>	<b>14.8</b>		<b>15.3</b>	<b>15.3</b>
<b>Level of Service</b>	<b>C</b>	<b>B</b>	<b>B</b>		<b>B</b>	<b>B</b>
Approach Delay (s)	17.0		14.8			15.3
Approach LOS	B		B			B













### Intersection Summary

HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.18		
Actuated Cycle Length (s)	61.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings  
5: Route 24 Southbound Ramp & Innovation Way

06/03/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖↗		↗
Traffic Volume (vph)	0	125	60	204	94	0	0	0	0	172	0	26
Future Volume (vph)	0	125	60	204	94	0	0	0	0	172	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Fr <sub>t</sub>			0.850									0.850
Fl <sub>t</sub> Protected				0.950						0.950		
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	3433	0	1583
Fl <sub>t</sub> Permitted				0.381						0.950		
Satd. Flow (perm)	0	3539	1583	710	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234									234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		920			856			388			1004	
Travel Time (s)		20.9			19.5			8.8			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	136	65	222	102	0	0	0	0	187	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	65	222	102	0	0	0	0	187	0	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		8		7	4					1		
Permitted Phases			Free	4								Free
Detector Phase		8		7	4					1		
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0					6.0		

Lanes, Volumes, Timings  
5: Route 24 Southbound Ramp & Innovation Way

06/03/2022

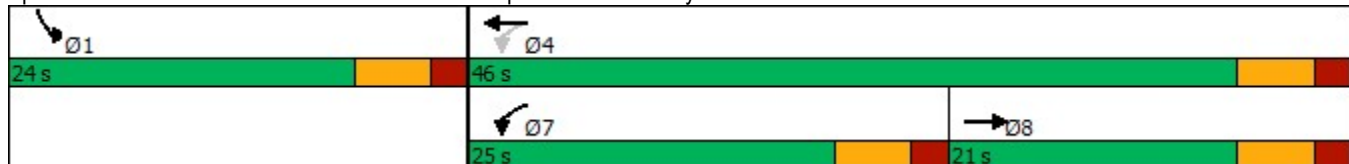


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		16.0		12.0	16.0					12.0		
Total Split (s)		21.0		25.0	46.0					24.0		
Total Split (%)		30.0%		35.7%	65.7%					34.3%		
Maximum Green (s)		15.0		19.0	40.0					18.0		
Yellow Time (s)		4.0		4.0	4.0					4.0		
All-Red Time (s)		2.0		2.0	2.0					2.0		
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		
Total Lost Time (s)		6.0		6.0	6.0					6.0		
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0		
Recall Mode		None		None	None					None		
Act Effect Green (s)		7.4	36.9	19.0	19.0					7.7		36.9
Actuated g/C Ratio		0.20	1.00	0.51	0.51					0.21		1.00
v/c Ratio		0.19	0.04	0.34	0.06					0.26		0.02
Control Delay		17.3	0.1	6.5	4.6					16.9		0.0
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		17.3	0.1	6.5	4.6					16.9		0.0
LOS		B	A	A	A					B		A
Approach Delay		11.7			5.9							14.7
Approach LOS		B			A							B
Queue Length 50th (ft)		14	0	22	4					19		0
Queue Length 95th (ft)		37	0	50	12					45		0
Internal Link Dist (ft)		840			776			308				924
Turn Bay Length (ft)												
Base Capacity (vph)		1695	1583	1050	3372					1868		1583
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.08	0.04	0.21	0.03					0.10		0.02

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 36.9  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.34  
 Intersection Signal Delay: 10.0  
 Intersection Capacity Utilization 34.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: Route 24 Southbound Ramp & Innovation Way



Queues

5: Route 24 Southbound Ramp & Innovation Way

06/03/2022



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	136	65	222	102	187	28
v/c Ratio	0.19	0.04	0.34	0.06	0.26	0.02
Control Delay	17.3	0.1	6.5	4.6	16.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	0.1	6.5	4.6	16.9	0.0
Queue Length 50th (ft)	14	0	22	4	19	0
Queue Length 95th (ft)	37	0	50	12	45	0
Internal Link Dist (ft)	840		776			
Turn Bay Length (ft)						
Base Capacity (vph)	1695	1583	1050	3372	1868	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.04	0.21	0.03	0.10	0.02
<b>Intersection Summary</b>						

# HCM Signalized Intersection Capacity Analysis

## 5: Route 24 Southbound Ramp & Innovation Way

06/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↑↑	↑	↑	↑↑					↑↑		↑		
Traffic Volume (vph)	0	125	60	204	94	0	0	0	0	172	0	26		
Future Volume (vph)	0	125	60	204	94	0	0	0	0	172	0	26		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.0	4.0	6.0	6.0					6.0		4.0		
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97		1.00		
Frt		1.00	0.85	1.00	1.00					1.00		0.85		
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00		
Satd. Flow (prot)		3539	1583	1770	3539					3433		1583		
Flt Permitted		1.00	1.00	0.38	1.00					0.95		1.00		
Satd. Flow (perm)		3539	1583	710	3539					3433		1583		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	0	136	65	222	102	0	0	0	0	187	0	28		
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0		
Lane Group Flow (vph)	0	136	65	222	102	0	0	0	0	187	0	28		
Turn Type		NA	Free	pm+pt	NA					Prot		Free		
Protected Phases		8		7	4					1				
Permitted Phases			Free	4								Free		
Actuated Green, G (s)		4.5	34.8	17.9	17.9					4.9		34.8		
Effective Green, g (s)		4.5	34.8	17.9	17.9					4.9		34.8		
Actuated g/C Ratio		0.13	1.00	0.51	0.51					0.14		1.00		
Clearance Time (s)		6.0		6.0	6.0					6.0				
Vehicle Extension (s)		2.0		2.0	2.0					2.0				
Lane Grp Cap (vph)		457	1583	590	1820					483		1583		
v/s Ratio Prot		0.04		c0.08	0.03					c0.05				
v/s Ratio Perm			0.04	c0.11								0.02		
<b>v/c Ratio</b>		<b>0.30</b>	<b>0.04</b>	<b>0.38</b>	<b>0.06</b>					<b>0.39</b>		<b>0.02</b>		
Uniform Delay, d1		13.7	0.0	5.3	4.2					13.6		0.0		
Progression Factor		1.00	1.00	1.00	1.00					1.00		1.00		
Incremental Delay, d2		0.1	0.0	0.1	0.0					0.2		0.0		
<b>Delay (s)</b>		<b>13.9</b>	<b>0.0</b>	<b>5.4</b>	<b>4.2</b>					<b>13.8</b>		<b>0.0</b>		
<b>Level of Service</b>		<b>B</b>	<b>A</b>	<b>A</b>	<b>A</b>					<b>B</b>		<b>A</b>		
Approach Delay (s)		9.4			5.1			0.0			12.0			
Approach LOS		A			A			A			B			
<b>Intersection Summary</b>														
HCM 2000 Control Delay			8.2									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.47											
Actuated Cycle Length (s)			34.8							18.0			Sum of lost time (s)	
Intersection Capacity Utilization			34.5%										ICU Level of Service	A
Analysis Period (min)			15											

c Critical Lane Group

Lanes, Volumes, Timings  
8: Route 24 Northbound Ramp & Innovation Way

06/03/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	235	65	0	225	169	70	0	611	0	0	0
Future Volume (vph)	0	235	65	0	225	169	70	0	611	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		300	0		0
Storage Lanes	0		0	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.967				0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3422	0	0	3539	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	3422	0	0	3539	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		71				184			664			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		856			2483			1251				336
Travel Time (s)		19.5			56.4			28.4				7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	255	71	0	245	184	76	0	664	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	326	0	0	245	184	76	0	664	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2	1	1		1			
Detector Template		Thru			Thru	Right	Left		Right			
Leading Detector (ft)		100			100	20	20		20			
Trailing Detector (ft)		0			0	0	0		0			
Detector 1 Position(ft)		0			0	0	0		0			
Detector 1 Size(ft)		6			6	20	20		20			
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Queue (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Delay (s)		0.0			0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			

Lanes, Volumes, Timings  
 8: Route 24 Northbound Ramp & Innovation Way

06/03/2022

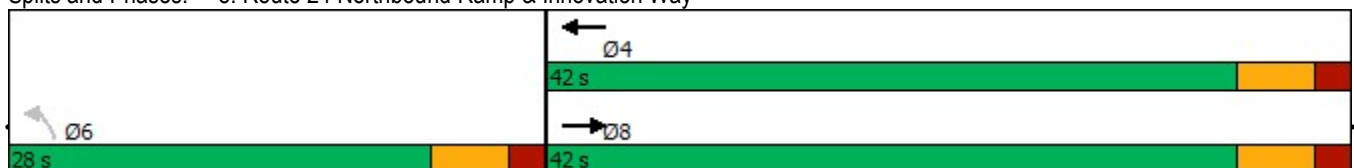


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		8			4		6					
Switch Phase												
Minimum Initial (s)		6.0			6.0		6.0					
Minimum Split (s)		16.0			16.0		16.0					
Total Split (s)		42.0			42.0		28.0					
Total Split (%)		60.0%			60.0%		40.0%					
Maximum Green (s)		36.0			36.0		22.0					
Yellow Time (s)		4.0			4.0		4.0					
All-Red Time (s)		2.0			2.0		2.0					
Lost Time Adjust (s)		0.0			0.0		0.0					
Total Lost Time (s)		6.0			6.0		6.0					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0					
Recall Mode		None			None		Max					
Act Effct Green (s)		7.6			7.6	41.6	22.0		41.6			
Actuated g/C Ratio		0.18			0.18	1.00	0.53		1.00			
v/c Ratio		0.48			0.38	0.12	0.04		0.42			
Control Delay		14.2			16.7	0.1	5.2		0.8			
Queue Delay		0.0			0.0	0.0	0.0		0.0			
Total Delay		14.2			16.7	0.1	5.2		0.8			
LOS		B			B	A	A		A			
Approach Delay		14.2			9.6			1.3				
Approach LOS		B			A			A				
Queue Length 50th (ft)		28			26	0	3		0			
Queue Length 95th (ft)		54			50	0	10		0			
Internal Link Dist (ft)		776			2403			1171			256	
Turn Bay Length (ft)						200			300			
Base Capacity (vph)		2972			3064	1583	1816		1583			
Starvation Cap Reductn		0			0	0	0		0			
Spillback Cap Reductn		0			0	0	0		0			
Storage Cap Reductn		0			0	0	0		0			
Reduced v/c Ratio		0.11			0.08	0.12	0.04		0.42			

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	41.6
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	6.5
Intersection LOS:	A
Intersection Capacity Utilization:	20.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 8: Route 24 Northbound Ramp & Innovation Way





Queues

8: Route 24 Northbound Ramp & Innovation Way

06/03/2022



Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	326	245	184	76	664
v/c Ratio	0.48	0.38	0.12	0.04	0.42
Control Delay	14.2	16.7	0.1	5.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	16.7	0.1	5.2	0.8
Queue Length 50th (ft)	28	26	0	3	0
Queue Length 95th (ft)	54	50	0	10	0
Internal Link Dist (ft)	776	2403			
Turn Bay Length (ft)			200		300
Base Capacity (vph)	2972	3064	1583	1816	1583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.08	0.12	0.04	0.42
<b>Intersection Summary</b>					

# HCM Signalized Intersection Capacity Analysis

## 8: Route 24 Northbound Ramp & Innovation Way

06/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	235	65	0	225	169	70	0	611	0	0	0
Future Volume (vph)	0	235	65	0	225	169	70	0	611	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	4.0	6.0		4.0			
Lane Util. Factor		0.95			0.95	1.00	0.97		1.00			
Frt		0.97			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3424			3539	1583	3433		1583			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3424			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	255	71	0	245	184	76	0	664	0	0	0
RTOR Reduction (vph)	0	58	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	268	0	0	245	184	76	0	664	0	0	0
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			
Actuated Green, G (s)		7.6			7.6	41.6	22.0		41.6			
Effective Green, g (s)		7.6			7.6	41.6	22.0		41.6			
Actuated g/C Ratio		0.18			0.18	1.00	0.53		1.00			
Clearance Time (s)		6.0			6.0		6.0					
Vehicle Extension (s)		2.0			2.0		2.0					
Lane Grp Cap (vph)		625			646	1583	1815		1583			
v/s Ratio Prot		0.08			0.07							
v/s Ratio Perm						0.12	0.02		c0.42			
<b>v/c Ratio</b>		<b>0.43</b>			<b>0.38</b>	<b>0.12</b>	<b>0.04</b>		<b>0.42</b>			
Uniform Delay, d1		15.1			14.9	0.0	4.7		0.0			
Progression Factor		1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.2			0.1	0.1	0.0		0.8			
<b>Delay (s)</b>		<b>15.2</b>			<b>15.1</b>	<b>0.1</b>	<b>4.8</b>		<b>0.8</b>			
<b>Level of Service</b>		<b>B</b>			<b>B</b>	<b>A</b>	<b>A</b>		<b>A</b>			
Approach Delay (s)		15.2			8.7			1.2			0.0	
Approach LOS		B			A			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			6.4			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			41.6			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			20.2%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings  
 11: Innovation Way & Gas Station North

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	55	392	681	165
Future Volume (vph)	0	10	55	392	681	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.865			0.971	
Fl <sub>t</sub> Protected				0.994		
Satd. Flow (prot)	0	1611	0	3292	3232	0
Fl <sub>t</sub> Permitted				0.994		
Satd. Flow (perm)	0	1611	0	3292	3232	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1076			424	2483	
Travel Time (s)	24.5			9.6	56.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	0	11	60	426	740	179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	0	486	919	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.2%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 11: Innovation Way & Gas Station North

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	10	55	392	681	165
Future Volume (Veh/h)	0	10	55	392	681	165
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	11	60	426	740	179
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1162	460	919			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1162	460	919			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	92			
cM capacity (veh/h)	173	549	738			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	11	202	284	493	426	
Volume Left	0	60	0	0	0	
Volume Right	11	0	0	0	179	
cSH	549	738	1700	1700	1700	
Volume to Capacity	0.02	0.08	0.17	0.29	0.25	
Queue Length 95th (ft)	2	7	0	0	0	
Control Delay (s)	11.7	3.7	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	11.7	1.5		0.0		
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay	0.6					
Intersection Capacity Utilization	43.2%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
13: Innovation Way & Gas Station South

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	200	60	15	230	571	35
Future Volume (vph)	200	60	15	230	571	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Flt	0.969				0.991	
Flt Protected	0.963			0.997		
Satd. Flow (prot)	1738	0	0	3286	3266	0
Flt Permitted	0.963			0.997		
Satd. Flow (perm)	1738	0	0	3286	3266	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1059			552	469	
Travel Time (s)	24.1			12.5	10.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	217	65	16	250	621	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	282	0	0	266	659	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.1%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 13: Innovation Way & Gas Station South

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	200	60	15	230	571	35
Future Volume (Veh/h)	200	60	15	230	571	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	217	65	16	250	621	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	797	330	659			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	797	330	659			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	32	90	98			
cM capacity (veh/h)	318	666	925			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	282	99	167	414	245	
Volume Left	217	16	0	0	0	
Volume Right	65	0	0	0	38	
cSH	362	925	1700	1700	1700	
Volume to Capacity	0.78	0.02	0.10	0.24	0.14	
Queue Length 95th (ft)	161	1	0	0	0	
Control Delay (s)	42.5	1.6	0.0	0.0	0.0	
Lane LOS	E	A				
Approach Delay (s)	42.5	0.6		0.0		
Approach LOS	E					
Intersection Summary						
Average Delay			10.1			
Intersection Capacity Utilization			39.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
 15: Innovation Way & B3 - Employees Only

06/03/2022














Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	28	419	11	89	602
Future Volume (vph)	4	28	419	11	89	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.881		0.996			
Flt Protected	0.994					0.994
Satd. Flow (prot)	1513	0	3518	0	0	3483
Flt Permitted	0.994					0.994
Satd. Flow (perm)	1513	0	3518	0	0	3483
Link Speed (mph)	30		30			30
Link Distance (ft)	1092		469			424
Travel Time (s)	24.8		10.7			9.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	2%	10%	10%	2%
Adj. Flow (vph)	4	30	455	12	97	654
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	467	0	0	751
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.5%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis  
 15: Innovation Way & B3 - Employees Only

06/03/2022



















						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	4	28	419	11	89	602
Future Volume (Veh/h)	4	28	419	11	89	602
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	30	455	12	97	654
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	982	234			467	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	982	234			467	
tC, single (s)	7.0	7.1			4.3	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	98	96			91	
cM capacity (veh/h)	211	744			1036	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	34	303	164	315	436	
Volume Left	4	0	0	97	0	
Volume Right	30	0	12	0	0	
cSH	574	1700	1700	1036	1700	
Volume to Capacity	0.06	0.18	0.10	0.09	0.26	
Queue Length 95th (ft)	5	0	0	8	0	
Control Delay (s)	11.7	0.0	0.0	3.4	0.0	
Lane LOS	B			A		
Approach Delay (s)	11.7	0.0			1.4	
Approach LOS	B					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			44.5%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes, Volumes, Timings

17: Innovation Way & Mass Biologics Center/B3 - Truck & B2 Truck North

06/03/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	2	0	0	4	4	142	0	5	438	36
Future Volume (vph)	18	0	2	0	0	4	4	142	0	5	438	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.91	0.91	0.95
Fr <sub>t</sub>		0.988			0.865							0.989
Fl <sub>t</sub> Protected		0.957						0.999		0.950		
Satd. Flow (prot)	0	1761	0	0	822	0	0	3285	0	821	3121	0
Fl <sub>t</sub> Permitted		0.957						0.999		0.950		
Satd. Flow (perm)	0	1761	0	0	822	0	0	3285	0	821	3121	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1114			1331			683			529	
Travel Time (s)		25.3			30.3			15.5			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	100%	100%	100%	2%	10%	100%	100%	10%	2%
Adj. Flow (vph)	20	0	2	0	0	4	4	154	0	5	476	39
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	22	0	0	4	0	0	158	0	4	516	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	



















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.7%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 17: Innovation Way & Mass Biologics Center/B3 - Truck & B2 Truck North

06/03/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	0	2	0	0	4	4	142	0	5	438	36
Future Volume (Veh/h)	18	0	2	0	0	4	4	142	0	5	438	36
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	0	2	0	0	4	4	154	0	5	476	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	594	668	258	412	687	77	515			154		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	594	668	258	412	687	77	515			154		
tC, single (s)	7.5	6.5	6.9	9.5	8.5	8.9	4.1			6.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	4.5	5.0	4.3	2.2			3.2		
p0 queue free %	95	100	100	100	100	99	100			99		
cM capacity (veh/h)	383	374	742	342	219	724	1047			927		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	22	4	81	77	3	240	277					
Volume Left	20	0	4	0	3	2	0					
Volume Right	2	4	0	0	0	0	39					
cSH	401	724	1047	1700	927	927	1700					
Volume to Capacity	0.05	0.01	0.00	0.05	0.01	0.01	0.16					
Queue Length 95th (ft)	4	0	0	0	0	0	0					
Control Delay (s)	14.5	10.0	0.4	0.0	8.9	0.1	0.0					
Lane LOS	B	A	A		A	A						
Approach Delay (s)	14.5	10.0	0.2		0.1							
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			25.7%		ICU Level of Service					A		
Analysis Period (min)			15									

Lanes, Volumes, Timings  
 20: Innovation Way & B2 - Employee North

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	21	88	3	67	373
Future Volume (vph)	1	21	88	3	67	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.871		0.995			
Flt Protected	0.998					0.992
Satd. Flow (prot)	1501	0	3265	0	0	3256
Flt Permitted	0.998					0.992
Satd. Flow (perm)	1501	0	3265	0	0	3256
Link Speed (mph)	30		30			30
Link Distance (ft)	939		698			683
Travel Time (s)	21.3		15.9			15.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	1	23	96	3	73	405
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	99	0	0	478
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	60		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.6%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 20: Innovation Way & B2 - Employee North

06/03/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	21	88	3	67	373
Future Volume (Veh/h)	1	21	88	3	67	373
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	23	96	3	73	405
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	446	50			99	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	446	50			99	
tC, single (s)	7.0	7.1			4.3	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	100	98			95	
cM capacity (veh/h)	494	983			1435	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	24	64	35	208	270	
Volume Left	1	0	0	73	0	
Volume Right	23	0	3	0	0	
cSH	944	1700	1700	1435	1700	
Volume to Capacity	0.03	0.04	0.02	0.05	0.16	
Queue Length 95th (ft)	2	0	0	4	0	
Control Delay (s)	8.9	0.0	0.0	3.0	0.0	
Lane LOS	A			A		
Approach Delay (s)	8.9	0.0		1.3		
Approach LOS	A					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization		25.6%		ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
 22: Innovation Way & Amazon North

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	35	1	3	141	442	187
Future Volume (vph)	35	1	3	141	442	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.850			0.955	
Fl <sub>t</sub> Protected	0.950			0.999		
Satd. Flow (prot)	902	808	0	3228	2521	0
Fl <sub>t</sub> Permitted	0.950			0.999		
Satd. Flow (perm)	902	808	0	3228	2521	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1100			529	552	
Travel Time (s)	25.0			12.0	12.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	10%	100%
Adj. Flow (vph)	38	1	3	153	480	203
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	1	0	156	683	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.2%
	ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 22: Innovation Way & Amazon North

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	1	3	141	442	187
Future Volume (Veh/h)	35	1	3	141	442	187
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	1	3	153	480	203
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	664	342	683			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	664	342	683			
tC, single (s)	8.8	8.9	6.1			
tC, 2 stage (s)						
tF (s)	4.5	4.3	3.2			
p0 queue free %	84	100	99			
cM capacity (veh/h)	231	438	472			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	38	1	54	102	320	363
Volume Left	38	0	3	0	0	0
Volume Right	0	1	0	0	0	203
cSH	231	438	472	1700	1700	1700
Volume to Capacity	0.16	0.00	0.01	0.06	0.19	0.21
Queue Length 95th (ft)	14	0	0	0	0	0
Control Delay (s)	23.6	13.2	0.8	0.0	0.0	0.0
Lane LOS	C	B	A			
Approach Delay (s)	23.4		0.3	0.0		
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			1.1			
Intersection Capacity Utilization			28.2%	ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
 24: Innovation Way & Amazon South

06/03/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	2	3	119	346	22
Future Volume (vph)	2	2	3	119	346	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.850			0.991	
Fl <sub>t</sub> Protected	0.950			0.999		
Satd. Flow (prot)	1641	1468	0	3279	3252	0
Fl <sub>t</sub> Permitted	0.950			0.999		
Satd. Flow (perm)	1641	1468	0	3279	3252	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	962			686	698	
Travel Time (s)	21.9			15.6	15.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	2	2	3	129	376	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	2	0	132	400	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	60	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.3%
	ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 24: Innovation Way & Amazon South

06/03/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	2	3	119	346	22
Future Volume (Veh/h)	2	2	3	119	346	22
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	2	3	129	376	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	458	200	400			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	458	200	400			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	100	100	100			
cM capacity (veh/h)	510	783	1100			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	2	2	46	86	251	149
Volume Left	2	0	3	0	0	0
Volume Right	0	2	0	0	0	24
cSH	510	783	1100	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.05	0.15	0.09
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	12.1	9.6	0.6	0.0	0.0	0.0
Lane LOS	B	A	A			
Approach Delay (s)	10.8		0.2		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			20.3%		ICU Level of Service	A
Analysis Period (min)			15			



Lanes, Volumes, Timings  
26: Innovation Way & B2 - Employee South

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	7	91	8	22	326
Future Volume (vph)	3	7	91	8	22	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.902		0.987			
Flt Protected	0.987					0.997
Satd. Flow (prot)	1538	0	3239	0	0	3272
Flt Permitted	0.987					0.997
Satd. Flow (perm)	1538	0	3239	0	0	3272
Link Speed (mph)	30		30			30
Link Distance (ft)	987		649			686
Travel Time (s)	22.4		14.8			15.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	3	8	99	9	24	354
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	108	0	0	378
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	60		9	15	
Sign Control	Stop		Free			Free












Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.0%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 26: Innovation Way & B2 - Employee South

06/03/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	3	7	91	8	22	326
Future Volume (Veh/h)	3	7	91	8	22	326
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	8	99	9	24	354
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	328	54			108	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	328	54			108	
tC, single (s)	7.0	7.1			4.3	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	100	99			98	
cM capacity (veh/h)	609	976			1424	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	11	66	42	142	236	
Volume Left	3	0	0	24	0	
Volume Right	8	0	9	0	0	
cSH	838	1700	1700	1424	1700	
Volume to Capacity	0.01	0.04	0.02	0.02	0.14	
Queue Length 95th (ft)	1	0	0	1	0	
Control Delay (s)	9.4	0.0	0.0	1.4	0.0	
Lane LOS	A			A		
Approach Delay (s)	9.4	0.0		0.5		
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.6			
Intersection Capacity Utilization			23.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings

28: Innovation Way & B2 - Truck South & B4 Truck and Employees

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	30	69	11	91	238
Future Volume (vph)	4	30	69	11	91	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.880		0.979			
Flt Protected	0.995					0.986
Satd. Flow (prot)	1512	0	3213	0	0	3236
Flt Permitted	0.995					0.986
Satd. Flow (perm)	1512	0	3213	0	0	3236
Link Speed (mph)	30		30			30
Link Distance (ft)	1278		659			649
Travel Time (s)	29.0		15.0			14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	4	33	75	12	99	259
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	87	0	0	358
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.5%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 28: Innovation Way & B2 - Truck South & B4 Truck and Employees










06/03/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	30	69	11	91	238
Future Volume (Veh/h)	4	30	69	11	91	238
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	33	75	12	99	259
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	408	44			87	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	408	44			87	
tC, single (s)	7.0	7.1			4.3	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	99	97			93	
cM capacity (veh/h)	513	992			1450	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	37	50	37	185	173	
Volume Left	4	0	0	99	0	
Volume Right	33	0	12	0	0	
cSH	901	1700	1700	1450	1700	
Volume to Capacity	0.04	0.03	0.02	0.07	0.10	
Queue Length 95th (ft)	3	0	0	5	0	
Control Delay (s)	9.2	0.0	0.0	4.4	0.0	
Lane LOS	A			A		
Approach Delay (s)	9.2	0.0		2.3		
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			2.4			
Intersection Capacity Utilization			22.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
30: Innovation Way & B1 - Truck North

06/03/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	3	77	0	3	239
Future Volume (vph)	1	3	77	0	3	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988					0.999
Satd. Flow (prot)	844	0	3282	0	0	3248
Flt Permitted	0.988					0.999
Satd. Flow (perm)	844	0	3282	0	0	3248
Link Speed (mph)	30		30			30
Link Distance (ft)	863		594			659
Travel Time (s)	19.6		13.5			15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	10%	100%	100%	10%
Adj. Flow (vph)	1	3	84	0	3	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	84	0	0	263
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.7%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
 30: Innovation Way & B1 - Truck North

06/03/2022

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑↗			↖↗
Traffic Volume (veh/h)	1	3	77	0	3	239
Future Volume (Veh/h)	1	3	77	0	3	239
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	3	84	0	3	260
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	220	42			84	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	220	42			84	
tC, single (s)	8.8	8.9			6.1	
tC, 2 stage (s)						
tF (s)	4.5	4.3			3.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	533	774			1013	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	4	56	28	90	173	
Volume Left	1	0	0	3	0	
Volume Right	3	0	0	0	0	
cSH	695	1700	1700	1013	1700	
Volume to Capacity	0.01	0.03	0.02	0.00	0.10	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	10.2	0.0	0.0	0.3	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.2	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			18.7%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings  
 32: Innovation Way & B1 - Employee North

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	30	47	4	95	147
Future Volume (vph)	1	30	47	4	95	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.869		0.989			
Flt Protected	0.999					0.981
Satd. Flow (prot)	1499	0	3246	0	0	3219
Flt Permitted	0.999					0.981
Satd. Flow (perm)	1499	0	3246	0	0	3219
Link Speed (mph)	30		30			30
Link Distance (ft)	891		603			594
Travel Time (s)	20.3		13.7			13.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	1	33	51	4	103	160
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	55	0	0	263
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	9		9	15	
Sign Control	Stop		Free			Free












Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.9%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 32: Innovation Way & B1 - Employee North

06/03/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	1	30	47	4	95	147
Future Volume (Veh/h)	1	30	47	4	95	147
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	33	51	4	103	160
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	339	28			55	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	339	28			55	
tC, single (s)	7.0	7.1			4.3	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	100	97			93	
cM capacity (veh/h)	568	1016			1492	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	34	34	21	156	107	
Volume Left	1	0	0	103	0	
Volume Right	33	0	4	0	0	
cSH	993	1700	1700	1492	1700	
Volume to Capacity	0.03	0.02	0.01	0.07	0.06	
Queue Length 95th (ft)	3	0	0	6	0	
Control Delay (s)	8.8	0.0	0.0	5.2	0.0	
Lane LOS	A			A		
Approach Delay (s)	8.8	0.0		3.1		
Approach LOS	A					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			21.9%		ICU Level of Service	A
Analysis Period (min)			15			



Lanes, Volumes, Timings  
 34: Innovation Way & B1 - Employee South

06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	10	41	12	31	117
Future Volume (vph)	4	10	41	12	31	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.901		0.966			
Flt Protected	0.987					0.990
Satd. Flow (prot)	1536	0	3170	0	0	3249
Flt Permitted	0.987					0.990
Satd. Flow (perm)	1536	0	3170	0	0	3249
Link Speed (mph)	30		30			30
Link Distance (ft)	1020		676			603
Travel Time (s)	23.2		15.4			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	4	11	45	13	34	127
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	58	0	0	161
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.4%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis  
 34: Innovation Way & B1 - Employee South

06/03/2022

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	10	41	12	31	117
Future Volume (Veh/h)	4	10	41	12	31	117
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	11	45	13	34	127
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	183	29			58	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	183	29			58	
tC, single (s)	7.0	7.1			4.3	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	99	99			98	
cM capacity (veh/h)	749	1014			1488	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	15	30	28	76	85	
Volume Left	4	0	0	34	0	
Volume Right	11	0	13	0	0	
cSH	926	1700	1700	1488	1700	
Volume to Capacity	0.02	0.02	0.02	0.02	0.05	
Queue Length 95th (ft)	1	0	0	2	0	
Control Delay (s)	8.9	0.0	0.0	3.4	0.0	
Lane LOS	A			A		
Approach Delay (s)	8.9	0.0		1.6		
Approach LOS	A					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		18.4%		ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings  
 36: Innovation Way & B1 - Truck South

06/03/2022














Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	52	1	1	120
Future Volume (vph)	0	1	52	1	1	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865		0.997			
Flt Protected						
Satd. Flow (prot)	822	0	3226	0	0	3261
Flt Permitted						
Satd. Flow (perm)	822	0	3226	0	0	3261
Link Speed (mph)	30		30			30
Link Distance (ft)	1036		567			676
Travel Time (s)	23.5		12.9			15.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	10%	100%	100%	10%
Adj. Flow (vph)	0	1	57	1	1	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	58	0	0	131
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	14.0%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
 36: Innovation Way & B1 - Truck South

06/03/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	0	1	52	1	1	120
Future Volume (Veh/h)	0	1	52	1	1	120
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	57	1	1	130
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	124	29			58	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124	29			58	
tC, single (s)	8.8	8.9			6.1	
tC, 2 stage (s)						
tF (s)	4.5	4.3			3.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	637	793			1046	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	1	38	20	44	87	
Volume Left	0	0	0	1	0	
Volume Right	1	0	1	0	0	
cSH	793	1700	1700	1046	1700	
Volume to Capacity	0.00	0.02	0.01	0.00	0.05	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	9.5	0.0	0.0	0.2	0.0	
Lane LOS	A			A		
Approach Delay (s)	9.5	0.0		0.1		
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			14.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings  
3: South Main Street & Innovation Way

07/26/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	79	78	45	116	103
Future Volume (vph)	86	79	78	45	116	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	0.95	0.95
Fr t		0.850	0.951			
Flt Protected	0.950				0.950	0.995
Satd. Flow (prot)	1770	2787	1771	0	1681	1761
Flt Permitted	0.950				0.950	0.995
Satd. Flow (perm)	1770	2787	1771	0	1681	1761
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		86	38			
Link Speed (mph)	30		30			30
Link Distance (ft)	920		357			952
Travel Time (s)	20.9		8.1			21.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	93	86	85	49	126	112
Shared Lane Traffic (%)					10%	
Lane Group Flow (vph)	93	86	134	0	113	125
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Detector Phase	3	2	1		2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0

Lanes, Volumes, Timings  
 3: South Main Street & Innovation Way

07/26/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	16.0	16.0	24.0		16.0	16.0
Total Split (s)	24.0	24.0	24.0		24.0	24.0
Total Split (%)	33.3%	33.3%	33.3%		33.3%	33.3%
Maximum Green (s)	18.0	18.0	18.0		18.0	18.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag		Lag	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	Max	Max		Max	Max
Act Effect Green (s)	7.9	29.2	18.2		18.2	18.2
Actuated g/C Ratio	0.13	0.49	0.31		0.31	0.31
v/c Ratio	0.40	0.06	0.24		0.22	0.23
Control Delay	30.0	2.2	14.4		18.8	18.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	30.0	2.2	14.4		18.8	18.9
LOS	C	A	B		B	B
Approach Delay	16.7		14.4			18.8
Approach LOS	B		B			B
Queue Length 50th (ft)	33	0	27		33	36
Queue Length 95th (ft)	71	9	67		74	81
Internal Link Dist (ft)	840		277			872
Turn Bay Length (ft)						
Base Capacity (vph)	541	1409	568		514	538
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.17	0.06	0.24		0.22	0.23

Intersection Summary

Area Type: Other  
 Cycle Length: 72  
 Actuated Cycle Length: 59.5  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.40  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 32.8%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: South Main Street & Innovation Way



# Queues

## 3: South Main Street & Innovation Way

07/26/2022



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	93	86	134	113	125
v/c Ratio	0.40	0.06	0.24	0.22	0.23
Control Delay	30.0	2.2	14.4	18.8	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	2.2	14.4	18.8	18.9
Queue Length 50th (ft)	33	0	27	33	36
Queue Length 95th (ft)	71	9	67	74	81
Internal Link Dist (ft)	840		277		872
Turn Bay Length (ft)					
Base Capacity (vph)	541	1409	568	514	538
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.06	0.24	0.22	0.23
<b>Intersection Summary</b>					

# HCM Signalized Intersection Capacity Analysis

## 3: South Main Street & Innovation Way

07/26/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↰↰	↰		↰	↰↰
Traffic Volume (vph)	86	79	78	45	116	103
Future Volume (vph)	86	79	78	45	116	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.88	1.00		0.95	0.95
Frt	1.00	0.85	0.95		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	0.99
Satd. Flow (prot)	1770	2787	1771		1681	1760
Flt Permitted	0.95	1.00	1.00		0.95	0.99
Satd. Flow (perm)	1770	2787	1771		1681	1760
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	93	86	85	49	126	112
RTOR Reduction (vph)	0	51	27	0	0	0
Lane Group Flow (vph)	93	35	107	0	113	125
Turn Type	Prot	pm+ov	NA		Split	NA
Protected Phases	3	2	1		2	2
Permitted Phases		3				
Actuated Green, G (s)	6.4	24.6	18.2		18.2	18.2
Effective Green, g (s)	6.4	24.6	18.2		18.2	18.2
Actuated g/C Ratio	0.11	0.40	0.30		0.30	0.30
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	186	1402	530		503	526
v/s Ratio Prot	c0.05	0.01	c0.06		0.07	c0.07
v/s Ratio Perm		0.01				
v/c Ratio	0.50	0.02	0.20		0.22	0.24
Uniform Delay, d1	25.7	10.9	15.9		16.0	16.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.8	0.0	0.9		1.0	1.1
Delay (s)	26.5	10.9	16.7		17.0	17.1
Level of Service	C	B	B		B	B
Approach Delay (s)	19.0		16.7			17.1
Approach LOS	B		B			B

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	60.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



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HCM 2010 analysis expects strict NEMA phasing.

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HCM 6th Edition methodology expects strict NEMA phasing.

Lanes, Volumes, Timings  
5: Route 24 Southbound Ramp & Innovation Way

07/26/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖↗		↗
Traffic Volume (vph)	0	75	90	523	93	0	0	0	0	143	0	68
Future Volume (vph)	0	75	90	523	93	0	0	0	0	143	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Fr <sub>t</sub>			0.850									0.850
Fl <sub>t</sub> Protected				0.950						0.950		
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	3433	0	1583
Fl <sub>t</sub> Permitted				0.444						0.950		
Satd. Flow (perm)	0	3539	1583	827	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234									234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		920			856			388			1004	
Travel Time (s)		20.9			19.5			8.8			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	82	98	568	101	0	0	0	0	155	0	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	98	568	101	0	0	0	0	155	0	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		8		7	4					1		
Permitted Phases			Free	4								Free
Detector Phase		8		7	4					1		
Switch Phase												
Minimum Initial (s)		6.0			6.0	6.0				6.0		

Lanes, Volumes, Timings  
5: Route 24 Southbound Ramp & Innovation Way

07/26/2022

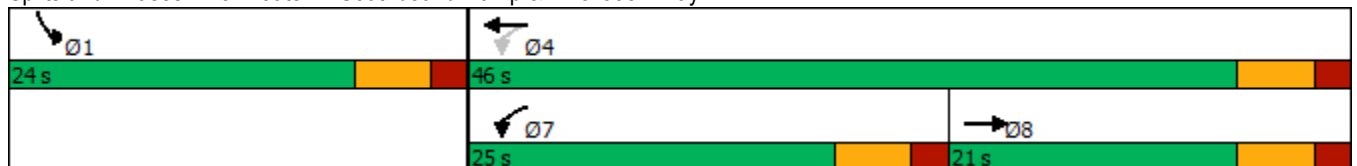


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		16.0		12.0	16.0					12.0		
Total Split (s)		21.0		25.0	46.0					24.0		
Total Split (%)		30.0%		35.7%	65.7%					34.3%		
Maximum Green (s)		15.0		19.0	40.0					18.0		
Yellow Time (s)		4.0		4.0	4.0					4.0		
All-Red Time (s)		2.0		2.0	2.0					2.0		
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		
Total Lost Time (s)		6.0		6.0	6.0					6.0		
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0		
Recall Mode		None		None	None					None		
Act Effect Green (s)		7.9	40.0	22.9	22.9					8.4		40.0
Actuated g/C Ratio		0.20	1.00	0.57	0.57					0.21		1.00
v/c Ratio		0.12	0.06	0.65	0.05					0.21		0.05
Control Delay		19.9	0.1	9.5	4.1					19.5		0.1
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		19.9	0.1	9.5	4.1					19.5		0.1
LOS		B	A	A	A					B		A
Approach Delay		9.1			8.7							13.2
Approach LOS		A			A							B
Queue Length 50th (ft)		11	0	72	4					21		0
Queue Length 95th (ft)		28	0	148	12					43		0
Internal Link Dist (ft)		840			776			308			924	
Turn Bay Length (ft)												
Base Capacity (vph)		1641	1583	1066	3095					1773		1583
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.05	0.06	0.53	0.03					0.09		0.05

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	40
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	9.7
Intersection LOS:	A
Intersection Capacity Utilization:	48.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 5: Route 24 Southbound Ramp & Innovation Way



Queues

5: Route 24 Southbound Ramp & Innovation Way

07/26/2022



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	82	98	568	101	155	74
v/c Ratio	0.12	0.06	0.65	0.05	0.21	0.05
Control Delay	19.9	0.1	9.5	4.1	19.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	0.1	9.5	4.1	19.5	0.1
Queue Length 50th (ft)	11	0	72	4	21	0
Queue Length 95th (ft)	28	0	148	12	43	0
Internal Link Dist (ft)	840		776			
Turn Bay Length (ft)						
Base Capacity (vph)	1641	1583	1066	3095	1773	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.06	0.53	0.03	0.09	0.05
<b>Intersection Summary</b>						

# HCM Signalized Intersection Capacity Analysis

## 5: Route 24 Southbound Ramp & Innovation Way

07/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑		↑
Traffic Volume (vph)	0	75	90	523	93	0	0	0	0	143	0	68
Future Volume (vph)	0	75	90	523	93	0	0	0	0	143	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0					6.0		4.0
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1583	1770	3539					3433		1583
Flt Permitted		1.00	1.00	0.44	1.00					0.95		1.00
Satd. Flow (perm)		3539	1583	828	3539					3433		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	82	98	568	101	0	0	0	0	155	0	74
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	82	98	568	101	0	0	0	0	155	0	74
Turn Type		NA	Free	pm+pt	NA					Prot		Free
Protected Phases		8		7	4					1		
Permitted Phases			Free	4								Free
Actuated Green, G (s)		3.0	42.9	26.1	26.1					4.8		42.9
Effective Green, g (s)		3.0	42.9	26.1	26.1					4.8		42.9
Actuated g/C Ratio		0.07	1.00	0.61	0.61					0.11		1.00
Clearance Time (s)		6.0		6.0	6.0					6.0		
Vehicle Extension (s)		2.0		2.0	2.0					2.0		
Lane Grp Cap (vph)		247	1583	879	2153					384		1583
v/s Ratio Prot		0.02		c0.26	0.03					c0.05		
v/s Ratio Perm			0.06	c0.14								0.05
v/c Ratio		0.33	0.06	0.65	0.05					0.40		0.05
Uniform Delay, d1		19.0	0.0	5.3	3.4					17.7		0.0
Progression Factor		1.00	1.00	1.00	1.00					1.00		1.00
Incremental Delay, d2		0.3	0.1	1.2	0.0					0.3		0.1
Delay (s)		19.3	0.1	6.5	3.4					18.0		0.1
Level of Service		B	A	A	A					B		A
Approach Delay (s)		8.8			6.0			0.0			12.2	
Approach LOS		A			A			A			B	

### Intersection Summary













HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	42.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM 2010 Signalized Intersection Summary

## 5: Route 24 Southbound Ramp & Innovation Way

07/26/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑		↑
Traffic Volume (veh/h)	0	75	90	523	93	0	0	0	0	143	0	68
Future Volume (veh/h)	0	75	90	523	93	0	0	0	0	143	0	68
Number	3	8	18	7	4	14				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	0	1863
Adj Flow Rate, veh/h	0	82	0	568	101	0				155	0	0
Adj No. of Lanes	0	2	1	1	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	456	204	864	2065	0				419	0	193
Arrive On Green	0.00	0.13	0.00	0.31	0.58	0.00				0.12	0.00	0.00
Sat Flow, veh/h	0	3632	1583	1774	3632	0				3442	0	1583
Grp Volume(v), veh/h	0	82	0	568	101	0				155	0	0
Grp Sat Flow(s),veh/h/ln	0	1770	1583	1774	1770	0				1721	0	1583
Q Serve(g_s), s	0.0	0.8	0.0	9.9	0.5	0.0				1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.8	0.0	9.9	0.5	0.0				1.7	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	456	204	864	2065	0				419	0	193
V/C Ratio(X)	0.00	0.18	0.00	0.66	0.05	0.00				0.37	0.00	0.00
Avail Cap(c_a), veh/h	0	1304	583	1146	3477	0				1521	0	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.8	0.0	8.1	3.6	0.0				16.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.3	0.0	0.0				0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	4.7	0.2	0.0				0.8	0.0	0.0
LnGrp Delay(d),s/veh	0.0	15.9	0.0	8.4	3.6	0.0				16.6	0.0	0.0
LnGrp LOS		B		A	A					B		
Approach Vol, veh/h		82			669						155	
Approach Delay, s/veh		15.9			7.7						16.6	
Approach LOS		B			A						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6	7	8				
Phs Duration (G+Y+Rc), s				29.8		11.0	18.5	11.2				
Change Period (Y+Rc), s				6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s				40.0		18.0	19.0	15.0				
Max Q Clear Time (g_c+I1), s				2.5		3.7	11.9	2.8				
Green Ext Time (p_c), s				0.4		0.2	0.7	0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			10.0									
HCM 2010 LOS			A									

HCM 6th Signalized Intersection Summary  
 5: Route 24 Southbound Ramp & Innovation Way

07/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖↗		↗
Traffic Volume (veh/h)	0	75	90	523	93	0	0	0	0	143	0	68
Future Volume (veh/h)	0	75	90	523	93	0	0	0	0	143	0	68
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	82	0	568	101	0				155	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	458		865	2071	0				421	0	
Arrive On Green	0.00	0.13	0.00	0.31	0.58	0.00				0.12	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	3647	0				3456	0	1585
Grp Volume(v), veh/h	0	82	0	568	101	0				155	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1777	0				1728	0	1585
Q Serve(g_s), s	0.0	0.8	0.0	9.8	0.5	0.0				1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.8	0.0	9.8	0.5	0.0				1.7	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	458		865	2071	0				421	0	
V/C Ratio(X)	0.00	0.18		0.66	0.05	0.00				0.37	0.00	
Avail Cap(c_a), veh/h	0	1311		1152	3496	0				1530	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.8	0.0	8.1	3.6	0.0				16.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.3	0.0	0.0				0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	2.5	0.1	0.0				0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.9	0.0	8.4	3.6	0.0				16.6	0.0	0.0
LnGrp LOS	A	B		A	A	A				B	A	
Approach Vol, veh/h		82			669						155	
Approach Delay, s/veh		15.9			7.7						16.6	
Approach LOS		B			A						B	
Timer - Assigned Phs				4		6	7	8				
Phs Duration (G+Y+Rc), s				29.7		11.0	18.5	11.2				
Change Period (Y+Rc), s				6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s				40.0		18.0	19.0	15.0				
Max Q Clear Time (g_c+I1), s				2.5		3.7	11.8	2.8				
Green Ext Time (p_c), s				0.4		0.2	0.7	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			10.0									
HCM 6th LOS			A									
<b>Notes</b>												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												



Lanes, Volumes, Timings  
8: Route 24 Northbound Ramp & Innovation Way

07/26/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	159	28	0	612	199	48	0	367	0	0	0
Future Volume (vph)	0	159	28	0	612	199	48	0	367	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		300	0		0
Storage Lanes	0		0	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.978				0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3461	0	0	3539	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	3461	0	0	3539	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				216			399			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		856			2483			1251				336
Travel Time (s)		19.5			56.4			28.4				7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	173	30	0	665	216	52	0	399	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	203	0	0	665	216	52	0	399	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors		2			2	1	1		1			
Detector Template		Thru			Thru	Right	Left		Right			
Leading Detector (ft)		100			100	20	20		20			
Trailing Detector (ft)		0			0	0	0		0			
Detector 1 Position(ft)		0			0	0	0		0			
Detector 1 Size(ft)		6			6	20	20		20			
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Queue (s)		0.0			0.0	0.0	0.0		0.0			
Detector 1 Delay (s)		0.0			0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			

Lanes, Volumes, Timings  
 8: Route 24 Northbound Ramp & Innovation Way

07/26/2022

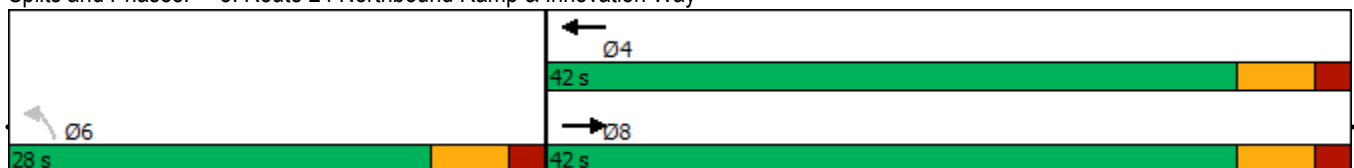


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		8			4		6					
Switch Phase												
Minimum Initial (s)		6.0			6.0		6.0					
Minimum Split (s)		16.0			16.0		16.0					
Total Split (s)		42.0			42.0		28.0					
Total Split (%)		60.0%			60.0%		40.0%					
Maximum Green (s)		36.0			36.0		22.0					
Yellow Time (s)		4.0			4.0		4.0					
All-Red Time (s)		2.0			2.0		2.0					
Lost Time Adjust (s)		0.0			0.0		0.0					
Total Lost Time (s)		6.0			6.0		6.0					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0					
Recall Mode		None			None		Max					
Act Effct Green (s)		13.7			13.7	47.8	22.1		47.8			
Actuated g/C Ratio		0.29			0.29	1.00	0.46		1.00			
v/c Ratio		0.20			0.66	0.14	0.03		0.25			
Control Delay		11.0			18.2	0.2	8.3		0.4			
Queue Delay		0.0			0.0	0.0	0.0		0.0			
Total Delay		11.0			18.2	0.2	8.3		0.4			
LOS		B			B	A	A		A			
Approach Delay		11.0			13.8			1.3				
Approach LOS		B			B			A				
Queue Length 50th (ft)		18			83	0	3		0			
Queue Length 95th (ft)		36			126	0	12		0			
Internal Link Dist (ft)		776			2403			1171			256	
Turn Bay Length (ft)						200			300			
Base Capacity (vph)		2623			2675	1583	1585		1583			
Starvation Cap Reductn		0			0	0	0		0			
Spillback Cap Reductn		0			0	0	0		0			
Storage Cap Reductn		0			0	0	0		0			
Reduced v/c Ratio		0.08			0.25	0.14	0.03		0.25			

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	47.8
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	9.8
Intersection LOS:	A
Intersection Capacity Utilization:	28.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 8: Route 24 Northbound Ramp & Innovation Way



Queues

8: Route 24 Northbound Ramp & Innovation Way

07/26/2022



Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	203	665	216	52	399
v/c Ratio	0.20	0.66	0.14	0.03	0.25
Control Delay	11.0	18.2	0.2	8.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	18.2	0.2	8.3	0.4
Queue Length 50th (ft)	18	83	0	3	0
Queue Length 95th (ft)	36	126	0	12	0
Internal Link Dist (ft)	776	2403			
Turn Bay Length (ft)			200		300
Base Capacity (vph)	2623	2675	1583	1585	1583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.25	0.14	0.03	0.25
<b>Intersection Summary</b>					

# HCM Signalized Intersection Capacity Analysis

## 8: Route 24 Northbound Ramp & Innovation Way

07/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑↑		↑			
Traffic Volume (vph)	0	159	28	0	612	199	48	0	367	0	0	0
Future Volume (vph)	0	159	28	0	612	199	48	0	367	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	4.0	6.0		4.0			
Lane Util. Factor		0.95			0.95	1.00	0.97		1.00			
Frt		0.98			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3461			3539	1583	3433		1583			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3461			3539	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	173	30	0	665	216	52	0	399	0	0	0
RTOR Reduction (vph)	0	21	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	182	0	0	665	216	52	0	399	0	0	0
Turn Type		NA			NA	Free	Perm		Free			
Protected Phases		8			4							
Permitted Phases						Free	6		Free			
Actuated Green, G (s)		13.7			13.7	47.8	22.1		47.8			
Effective Green, g (s)		13.7			13.7	47.8	22.1		47.8			
Actuated g/C Ratio		0.29			0.29	1.00	0.46		1.00			
Clearance Time (s)		6.0			6.0		6.0					
Vehicle Extension (s)		2.0			2.0		2.0					
Lane Grp Cap (vph)		991			1014	1583	1587		1583			
v/s Ratio Prot		0.05			c0.19							
v/s Ratio Perm						0.14	0.02		c0.25			
v/c Ratio		0.18			0.66	0.14	0.03		0.25			
Uniform Delay, d1		12.8			15.0	0.0	7.0		0.0			
Progression Factor		1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.0			1.2	0.2	0.0		0.4			
Delay (s)		12.9			16.2	0.2	7.1		0.4			
Level of Service		B			B	A	A		A			
Approach Delay (s)		12.9			12.2			1.2			0.0	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			9.1			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			47.8			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			28.6%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

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HCM 2010 Research does not support Non-NEMA phasing.

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HCM 6th Edition methodology does not support Non-NEMA phasing.

Lanes, Volumes, Timings  
 11: Innovation Way & Gas Station North

07/26/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	20	808	406	120
Future Volume (vph)	0	10	20	808	406	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.865			0.966	
Fl <sub>t</sub> Protected				0.999		
Satd. Flow (prot)	0	1611	0	3284	3224	0
Fl <sub>t</sub> Permitted				0.999		
Satd. Flow (perm)	0	1611	0	3284	3224	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1076			424	2483	
Travel Time (s)	24.5			9.6	56.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	0	11	22	878	441	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	0	900	571	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.0%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
 13: Innovation Way & Gas Station South

07/26/2022












Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	170	52	46	567	339	45
Future Volume (vph)	170	52	46	567	339	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.968			0.982		
Flt Protected	0.963			0.996		
Satd. Flow (prot)	1736	0	0	3287	3251	0
Flt Permitted	0.963			0.996		
Satd. Flow (perm)	1736	0	0	3287	3251	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1059			552	469	
Travel Time (s)	24.1			12.5	10.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	10%	10%	2%
Adj. Flow (vph)	185	57	50	616	368	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	242	0	0	666	417	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.4% ICU Level of Service A
Analysis Period (min)	15



Lanes, Volumes, Timings  
 15: Innovation Way & B3 - Employees Only

07/26/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	12	96	732	5	44	372
Future Volume (vph)	12	96	732	5	44	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.880		0.999			
Flt Protected	0.994					0.995
Satd. Flow (prot)	1511	0	3534	0	0	3492
Flt Permitted	0.994					0.995
Satd. Flow (perm)	1511	0	3534	0	0	3492
Link Speed (mph)	30		30			30
Link Distance (ft)	1092		469			424
Travel Time (s)	24.8		10.7			9.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	2%	10%	10%	2%
Adj. Flow (vph)	13	104	796	5	48	404
Shared Lane Traffic (%)						
Lane Group Flow (vph)	117	0	801	0	0	452
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	48.5%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

17: Innovation Way & Mass Biologics Center/B3 - Truck & B2 Truck North

07/26/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (vph)	27	0	3	2	0	6	1	432	0	6	270	9
Future Volume (vph)	27	0	3	2	0	6	1	432	0	6	270	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.91	0.91	0.95
Frt		0.987			0.895							0.995
Flt Protected		0.957			0.989					0.950		
Satd. Flow (prot)	0	1759	0	0	841	0	0	3282	0	821	3127	0
Flt Permitted		0.957			0.989					0.950		
Satd. Flow (perm)	0	1759	0	0	841	0	0	3282	0	821	3127	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1114			1331			683			529	
Travel Time (s)		25.3			30.3			15.5			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	100%	100%	100%	2%	10%	100%	100%	10%	2%
Adj. Flow (vph)	29	0	3	2	0	7	1	470	0	7	293	10
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	32	0	0	9	0	0	471	0	6	304	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.2%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings  
 20: Innovation Way & B2 - Employee North

07/26/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	72	275	1	33	242
Future Volume (vph)	3	72	275	1	33	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.870		0.999			
Flt Protected	0.998					0.994
Satd. Flow (prot)	1500	0	3279	0	0	3262
Flt Permitted	0.998					0.994
Satd. Flow (perm)	1500	0	3279	0	0	3262
Link Speed (mph)	30		30			30
Link Distance (ft)	939		698			683
Travel Time (s)	21.3		15.9			15.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	3	78	299	1	36	263
Shared Lane Traffic (%)						
Lane Group Flow (vph)	81	0	300	0	0	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.9%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
22: Innovation Way & Amazon North

07/26/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	116	7	4	431	269	119
Future Volume (vph)	116	7	4	431	269	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.850			0.954	
Fl <sub>t</sub> Protected	0.950					
Satd. Flow (prot)	902	808	0	3259	2503	0
Fl <sub>t</sub> Permitted	0.950					
Satd. Flow (perm)	902	808	0	3259	2503	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1100			529	552	
Travel Time (s)	25.0			12.0	12.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	10%	100%
Adj. Flow (vph)	126	8	4	468	292	129
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	8	0	472	421	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.8%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings  
 24: Innovation Way & Amazon South

07/26/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	4	4	349	179	56
Future Volume (vph)	12	4	4	349	179	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.850		0.964			
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1641	1468	0	3279	3164	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1641	1468	0	3279	3164	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	962			686	698	
Travel Time (s)	21.9			15.6	15.9	
Confl. Peds. (#/hr)						56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	13	4	4	379	195	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	4	0	383	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60	60		
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.5%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings  
 26: Innovation Way & B2 - Employee South

07/26/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	24	182	4	11	172
Future Volume (vph)	9	24	182	4	11	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.902		0.997			
Flt Protected	0.986					0.997
Satd. Flow (prot)	1536	0	3272	0	0	3272
Flt Permitted	0.986					0.997
Satd. Flow (perm)	1536	0	3272	0	0	3272
Link Speed (mph)	30		30			30
Link Distance (ft)	987		649			686
Travel Time (s)	22.4		14.8			15.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	26	198	4	12	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	202	0	0	199
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.0%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings

28: Innovation Way & B2 - Truck South & B4 Truck and Employees

07/26/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	19	167	5	45	136
Future Volume (vph)	13	19	167	5	45	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.919		0.996			
Flt Protected	0.980					0.988
Satd. Flow (prot)	1556	0	3269	0	0	3242
Flt Permitted	0.980					0.988
Satd. Flow (perm)	1556	0	3269	0	0	3242
Link Speed (mph)	30		30			30
Link Distance (ft)	1278		659			649
Travel Time (s)	29.0		15.0			14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	21	182	5	49	148
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	187	0	0	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.2%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings  
30: Innovation Way & B1 - Truck North

07/26/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	3	169	0	3	146
Future Volume (vph)	1	3	169	0	3	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988					0.999
Satd. Flow (prot)	844	0	3282	0	0	3230
Flt Permitted	0.988					0.999
Satd. Flow (perm)	844	0	3282	0	0	3230
Link Speed (mph)	30		30			30
Link Distance (ft)	863		594			659
Travel Time (s)	19.6		13.5			15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	10%	100%	100%	10%
Adj. Flow (vph)	1	3	184	0	3	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	184	0	0	162
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.2%
Analysis Period (min)	15
	ICU Level of Service A



Lanes, Volumes, Timings  
 32: Innovation Way & B1 - Employee North

07/26/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	109	59	2	49	98
Future Volume (vph)	4	109	59	2	49	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.869		0.995			
Flt Protected	0.998					0.984
Satd. Flow (prot)	1498	0	3265	0	0	3229
Flt Permitted	0.998					0.984
Satd. Flow (perm)	1498	0	3265	0	0	3229
Link Speed (mph)	30		30			30
Link Distance (ft)	891		603			594
Travel Time (s)	20.3		13.7			13.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	4	118	64	2	53	107
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	66	0	0	160
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.0%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
 34: Innovation Way & B1 - Employee South

07/26/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	36	26	6	16	86
Future Volume (vph)	13	36	26	6	16	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.901		0.970			
Flt Protected	0.987					0.992
Satd. Flow (prot)	1536	0	3183	0	0	3256
Flt Permitted	0.987					0.992
Satd. Flow (perm)	1536	0	3183	0	0	3256
Link Speed (mph)	30		30			30
Link Distance (ft)	1020		676			603
Travel Time (s)	23.2		15.4			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	39	28	7	17	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	35	0	0	110
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.6%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
 36: Innovation Way & B1 - Truck South

07/26/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	31	0	1	98
Future Volume (vph)	0	1	31	0	1	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr <sub>t</sub>	0.865					
Flt Protected						
Satd. Flow (prot)	822	0	3282	0	0	3257
Flt Permitted						
Satd. Flow (perm)	822	0	3282	0	0	3257
Link Speed (mph)	30		30		30	
Link Distance (ft)	1036		567		676	
Travel Time (s)	23.5		12.9		15.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	10%	100%	100%	10%
Adj. Flow (vph)	0	1	34	0	1	107
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	34	0	0	108
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.4%
	ICU Level of Service A
Analysis Period (min)	15

**Attachment L**

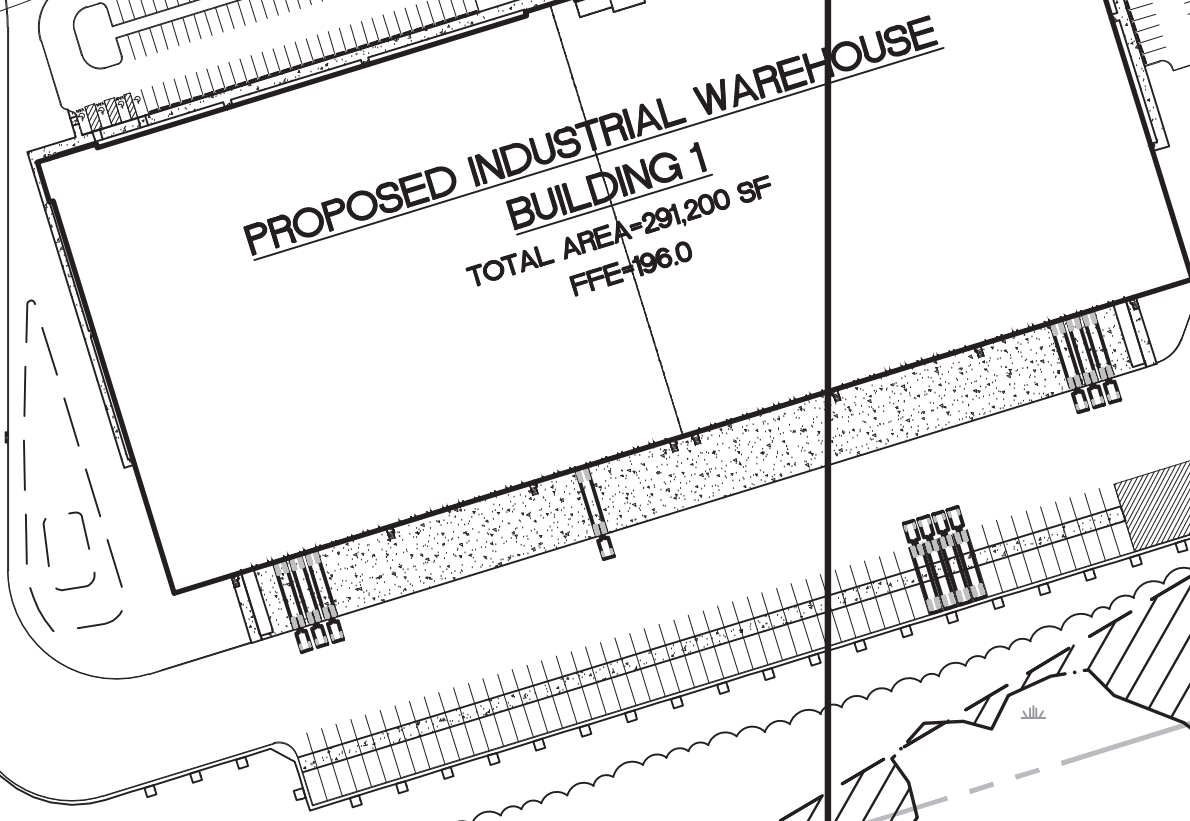
Proposed Site Master Layout Plan





**SHEETS**  
 C-5.0 C-8.0  
 C-6.0 C-11.0  
 C-7.0 C-12.0

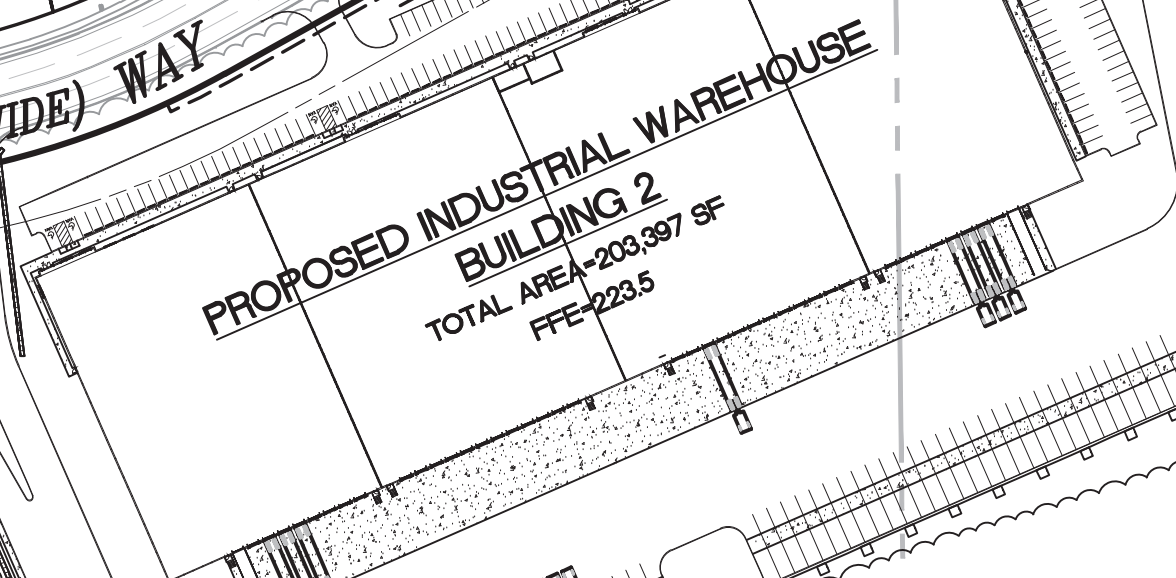
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 INNOVATION WAY (LOT 1)  
 HUTCHENS HOLDING III, LLC  
 DEED BOOK 10044 PAGE 60



N/F  
 960 INNOVATION WAY  
 FALL RIVER INNOVATION SOLAR HOLDINGS, LLC.  
 DEED BOOK 8569 PAGE 252

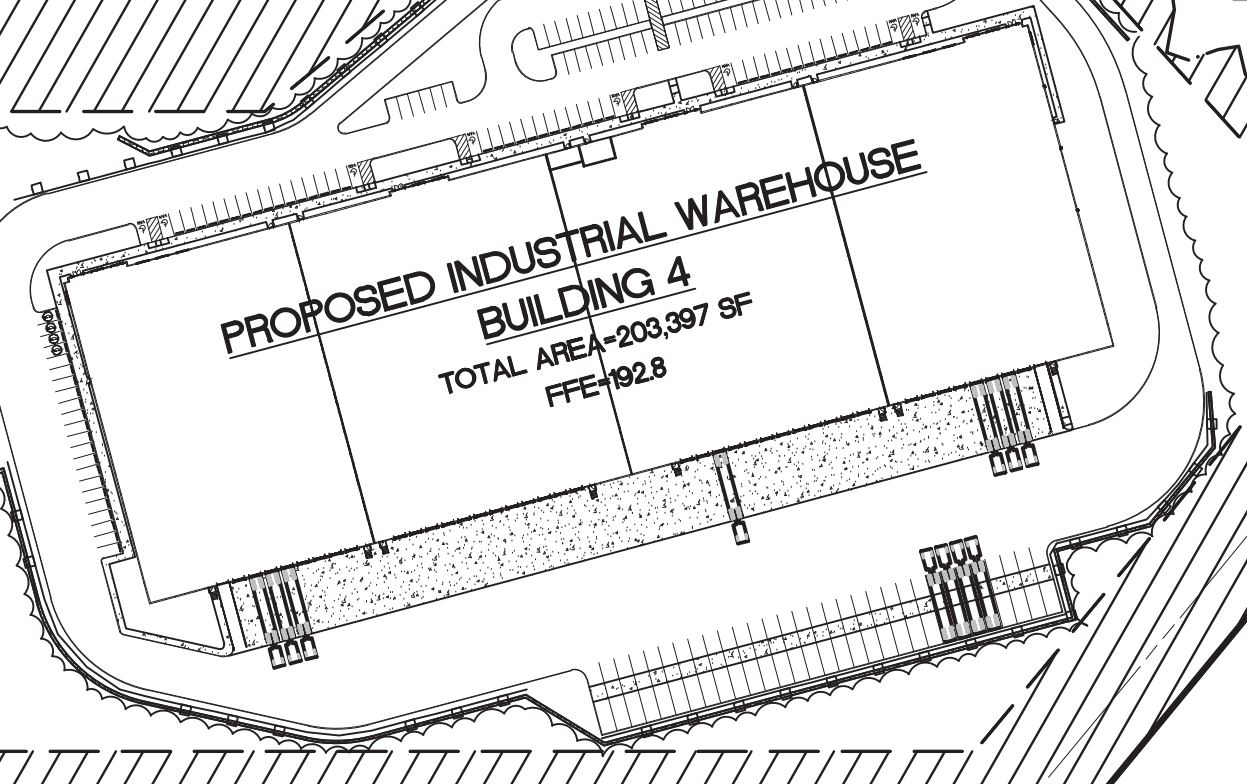
**SHEETS**  
 C-6.1 C-6.1 C-7.1  
 C-8.1 C-11.1 C-12.1

INNOVATION (PUBLIC ~100' WIDE) WAY



MATCHLINE (TYP.)

**SHEETS**  
 C-5.3 C-8.3  
 C-6.3 C-11.3  
 C-7.3 C-12.3



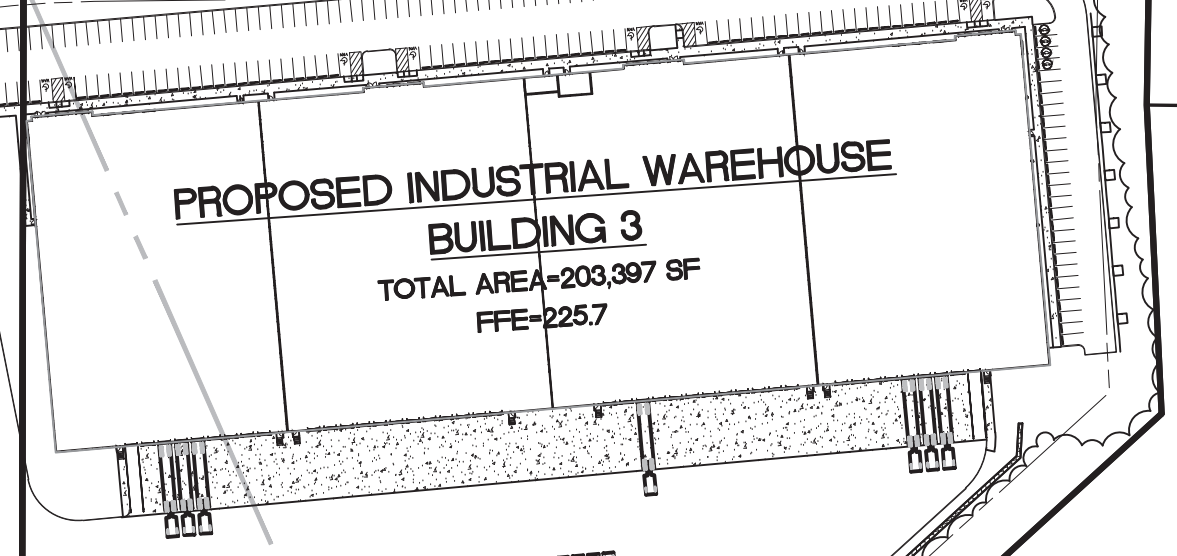
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 COMMONWEALTH OF MASSACHUSETTS  
 DEED BOOK N/A PAGE N/A

N/F  
 1180 INNOVATION WAY  
 LIT FALL RIVER, LLC.  
 DEED BOOK 8832 PAGE 236

N/F  
 1240 INNOVATION WAY  
 UNIVERSITY OF MASSACHUSETTS  
 BUILDING AUTHORITY  
 C/O MASS BIOLOGICS  
 DEED BOOK 7932 PAGE 294

N/F  
 1180 INNOVATION WAY  
 LIT FALL RIVER, LLC.  
 DEED BOOK 8832 PAGE 236

N/F  
 30-34 INNOVATION WAY  
 DEVCON INNOVATION WAY, LLC.  
 DEED BOOK 10439 PAGE 204



N/F  
 0 INNOVATION WAY  
 COMMONWEALTH OF MASSACHUSETTS  
 DEED BOOK 7330 PAGE 123

N/F  
 0 COPICUT ROAD  
 COMMONWEALTH OF MASSACHUSETTS  
 DEED BOOK 407 PAGE 234

**SHEETS**  
 C-5.2 C-8.2  
 C-6.2 C-11.2  
 C-7.2 C-12.2

ZONING TABLE - FALL RIVER/FREETOWN		
ZONE:	INDUSTRIAL PARK	
USE:	WAREHOUSING	
	REQUIRED	PROVIDED*
MIN. LOT AREA	10,000 S.F.	4,638,105 S.F.
MIN. FRONTAGE & WIDTH	100 FT	2,771.0 FT
FRONT SETBACK	50 FT	137.9 FT
SIDE SETBACK	40 FT	67.9 FT
REAR SETBACK	40 FT	992.9 FT
MAX. BUILDING HEIGHT	80 FT/6 STORIES	48 FT
MAX. LOT COVERAGE	70%	58%

\* ZONING PROVISIONS ASSUME EXISTING LOTS WILL BE COMBINED PRIOR TO START OF CONSTRUCTION



No.	DATE	DESCRIPTION	BY
REVISIONS			

PROJ. MANAGER:	MBL
CHIEF DESIGNER:	MBL
REVIEWED BY:	DATE

SEAL	SEAL
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PREPARED FOR  
**V.M.D. COMPANIES, LLC**  
 733 TURNPIKE STREET, ROUTE 114  
 NORTH ANDOVER MASSACHUSETTS

SCALE:	HORZ.: 1"=150'
	VERT.:
DATUM:	HORZ.: NAD83
	VERT.: NAVD88

**MBL**  
 LAND DEVELOPMENT & PERMITTING, CORP.  
 LAND DEVELOPMENT, TRANSPORTATION AND ENVIRONMENTAL SOLUTIONS  
 5 BRISTOL DRIVE, SUITE 3A  
 SOUTH EASTON, MA 02375  
 P. 508.297.2746  
 EMAIL: info@MBLLandDevelopment.com  
 WEB: www.MBLLandDevelopment.com

PROPOSED WAREHOUSE DEVELOPMENT  
 PROPOSED INDEX SHEET  
 0 INNOVATION WAY  
 FALL RIVER- MAP W-19 LOTS 185 & 189  
 FREETOWN - PARCEL ID 236-006.01  
 FALL RIVER/FREETOWN MASSACHUSETTS

PROJ. No.: 2021-036  
 DATE: JUNE 28, 2022  
**C-4.0**

LUGS: MS VIEW: LMAN: CTB: X:\2021\2021-036\CIVIL\Plot\2021-036-Innovation\_Way-Site\_Plan-Set-Master-LM-ERO-DTL.dwg, 6/28/2022, 8:23:41 AM