Transportation Impact Assessment

YMCA Capital Expansion Plan
111R Edgartown-Vineyard Haven Road
Oak Bluffs, Massachusetts

Prepared for:

YMCA of Martha's Vineyard
Vineyard Haven, Massachusetts

May 2023

Prepared by:

Vanasse & Associates inc
Transportation Engineers & Planners

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Dear Reviewer:

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

Sincerely,

VANASSE & ASSOCIATES, INC.

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

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EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the potential future expansion to the YMCA of Martha's Vineyard located at 111R Edgartown-Vineyard Haven Road in Oak Bluffs, Massachusetts (hereafter referred to as the "Project"). This assessment was prepared in consultation with the Massachusetts Department of Transportation (MassDOT), the Martha's Vineyard Commission (MVC) and the Town of Oak Bluffs, and was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports.

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

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE)[1] and empirical data obtained from the YMCA, the Project is expected to result in the following traffic volume increases:

   Average-Month - 74 additional vehicle trips on an average weekday (two-way, 24-hour volume), 5 additional vehicle trips during the morning peak-hour, 15 additional vehicle trips during the weekday evening peak-hour and 9 additional vehicle trips during the Saturday midday peak-hour;

   Peak-Month - 86 additional vehicle trips on an average weekday, 6 additional vehicle trips during the weekday morning peak-hour, 17 additional vehicle trips during the weekday evening peak-hour and 11 additional vehicle trips during the Saturday midday peak-hour;

2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build conditions). Project-related impacts are generally defined as an increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of up to two (2) vehicles. Independent of the Project, one or more movements at the study area intersections are currently or are predicted to operate at or over capacity (i.e., level-of-service (LOS) "E" or "F") independent of the Project;

[1] *Trip Generation,* 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.

3. All movements exiting the Project site driveway to Edgartown-Vineyard Haven Road were shown to operate at LOS D during the weekday morning and Saturday midday peak hours and at LOS E during the weekday evening peak-hour with vehicle queues of up to three (3) vehicles under average-month conditions, and at LOS F during all three peak hours under peak-month conditions with vehicle queues of up to eight (8) vehicles. The predicted vehicle queues can be contained within the Project site without inhibiting access or the movement of vehicles, pedestrians and bicyclists along Edgartown-Vineyard Haven Road. All movements along Edgartown-Vineyard Haven Road approaching the Project site driveway were shown to operate at LOS A with vehicle queues of up to one (1) vehicle;

4. All movements exiting the Project site driveway to Village Road were shown to operate at LOS B or better during all three peak hours under both average and peak-month conditions with queues of up to one (1) vehicle. All movements along Village Road approaching the Project site driveway were shown to operate at LOS A with negligible vehicle queuing predicted. That being said, actual operating conditions at the intersection will be directly related to vehicle queuing along Village Road approaching Edgartown-Vineyard Haven Road;

5. No apparent safety deficiencies were noted based on a review of MassDOT motor vehicle crash data for the study area; and

6. Lines of sight at the intersections of the Project site driveways with Edgartown-Vineyard Haven Road and Village Road exceed the recommended minimum distance for safe operation.

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

RECOMMENDATIONS

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

Project Access

Access to the Project site will continue to be provided by way of two (2) existing driveways that intersect the north side of Edgartown-Vineyard Haven Road approximately 500 feet east of Village Road and the east side of Village Road approximately 300 feet north of Edgartown-Vineyard Haven Road, respectively. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation:

- The Project site driveways should continue to be a minimum of 24-feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.

- Where perpendicular parking is proposed, the drive aisle behind the parking should continue to be a minimum of 23 feet in width in order to facilitate parking maneuvers.

- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided.

- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).[2]

- Americans with Disabilities Act (ADA)-compliant wheelchair ramps should be provided at all pedestrian crossings to be constructed or modified in conjunction with the Project.

- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas of the Project site driveways should be designed and maintained so as not to restrict lines of sight.

- Snow accumulations (windrows) within the sight triangle areas of the Project site driveways will be promptly removed where such accumulations would impede sight lines.

Off-Site

Edgartown-Vineyard Haven Road at Sanderson Avenue and Village Road

The addition of Project-related traffic to the intersection of Edgartown-Vineyard Haven Road at Sanderson Avenue and Village Road was not shown to result in a change in level-of-service for any movement, with Project-related impacts generally defined as an increase in average motorist delay that resulted in an increase in vehicle queuing of up to one (1) vehicle. Independent of the Project, the minor street approaches are currently or are predicted to operate at or over capacity during the peak hours under both average and peak-month conditions. In an effort to identify potential measures to improve traffic operations at the intersection, the Project proponent will undertake an intersection improvement study that will include evaluating alternative traffic control measures, including reconfiguring the intersection as a modern roundabout. The improvement study will be provided to the Town prior to the issuance of a Certificate of Occupancy for the Project. Completion of the intersection improvement study in no way obligates the YMCA to construct or implement any of the recommendations resulting from the study.

Edgartown-Vineyard Haven Road at County Road

The addition of Project-related traffic to the Edgartown-Vineyard Haven Road/County Road intersection was not shown to result in a change in level-of-service for any movement, with Project-related impacts generally defined as an increase in average motorist delay that resulted in an increase in vehicle queuing of up to one (1) vehicle. Independent of the Project, it was noted that the County Road approach is currently operating over capacity under both average and peak-summer-month conditions during both the weekday morning and evening peak hours, with conditions expected to worsen in the future. Given the limited impact of the Project at this intersection with no evidence of a specific safety deficiency based on a review of the MassDOT motor vehicle crash data, no improvements are recommended or appear to be required at this intersection to accommodate the limited impact of the Project.

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

Transportation Demand Management

Regularly scheduled public transportation services are provided within the study area by the Martha's Vineyard Transit Authority (VTA). The VTA provides fixed-route bus service along Edgartown-Vineyard Haven Road, Barnes Road and to the Project site by way of bus Routes 1, 7 and 9. Bus Route 1, *Edgartown - Vineyard Haven Road*, provides service between Church Street in Edgartown and the Vineyard Haven Steamship Authority (SSA) Terminal in Tisbury, with the closest regular stop located adjacent to the Project site at the Martha's Vineyard Skatepark. Bus Route 7, *Oak Bluffs – Airport via County Road/Barnes Road*, and Route 9, *Oak Bluffs – Hospital – Airport via Barnes Road/County Road*, provide service between the Martha's Vineyard airport and Ocean Park in Oak Bluffs, with the closest regular stop located within the Project site near the Village Road entrance.

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

- A transportation coordinator should be designated for the Project to coordinate the elements of the TDM program
- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available to member and employees, and included on the YMCA website;
- A "welcome packet" should be provided to new employees and members detailing available public transportation services, bicycle and walking alternatives, and other commuting options;
- Pedestrian accommodations are provided within the Project site and consist of a sidewalk that extends to the existing sidewalk along Village Road and thereafter to the existing sidewalk on Edgartown-Vineyard Haven Road; and
- Secure bicycle parking should be provided proximate to the YMCA building.

Traffic and Parking Management Plan

The YMCA facility shares surface parking with the adjacent YMCA ice arena, which hosts Martha's Vineyard Regional High School Men's Varsity Hockey home games throughout the winter season. The 211 available parking spaces that are shared between these facilities provide ample parking to accommodate the typical daily use of both the YMCA and YMCA ice arena; however, the demand for parking during hockey games can exceed the available parking supply. During these occasional occurrences, off-site parking has been afforded informally in the parking lots of the Martha's Vineyard Regional High School that are located opposite the Project site off Edgartown-Vineyard Haven Road. The Project proponent is also currently in the process of obtaining a formal agreement with Martha's Vineyard Community Services to use parking at that facility for events, which would eliminate the need for pedestrians to cross Edgartown-Vineyard Haven Road.

In order to manage traffic and parking demands when events are scheduled at the YMCA ice arena where the demand for parking is expected to exceed the on-site parking supply, the following parking and event management measures should be considered for implementation:

- A transportation coordinator will be assigned who will be responsible for implementing the elements of the Parking and Event Management Plan and for coordinating with the Oak Bluffs Police Department. The Transportation Coordinator will meet with the Police Chief or their designee prior to the scheduling of an event or as may be necessary to coordinate activities and scheduling, and to review the effectiveness of the parking and event management plan.

- The need for a police detail to facilitate the safety of pedestrians and bicyclists shall be at the discretion of the Police Chief or their designee and in consultation with the YMCA of Martha's Vineyard.

- Attendees will be encouraged to walk/bike/carpool to the Project site to limit single-occupancy vehicles (SOVs) and the associated parking demands.

- Event website or print materials/announcements will note that the availability of VTA bus services to access the Project site.

- Visiting players and spectators should be informed of the availability and location of off-site parking prior to arrival, and wayfinding signs should be provided to direct arriving vehicles to the off-site parking areas.

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

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the potential future expansion of the YMCA of Martha's Vineyard located at 111R Edgartown-Vineyard Haven Road (E-VH Road) in Oak Bluffs, Massachusetts (hereafter referred to as the "Project"). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Edgartown Vineyard Haven Road and at the major intersections located along this roadway through which Project-related traffic will travel.

PROJECT DESCRIPTION

The YMCA of Martha's Vineyard is undertaking a Capital Expansion Plan that entails an expansion to the existing YMCA facility located at 111R Edgartown-Vineyard Haven Road in Oak Bluffs, Massachusetts. The expansion Project is intended to accommodate an increase in YMCA membership of approximately six (6) percent. The Project site is bound by areas of open and wooded space to the north; Edgartown-Vineyard Haven Road and the Martha's Vineyard Skatepark to the south; the YMCA of Martha's Vineyard Ice Arena (owned and operated by the YMCA) to the east; and Village Road to the west. Figure 1 depicts the Project site location in relation to the existing roadway network.

Access to the Project site will continue to be provided by way of two (2) existing driveways that intersect the north side of Edgartown-Vineyard Haven Road approximately 500 feet east of Village Road and the east side of Village Road approximately 300 feet north of Edgartown-Vineyard Haven Road, respectively. On-site parking will continue to be provided between the YMCA and the YMCA Ice Arena for 211 vehicles to support both uses.

Figure 1

Site Location Map

Vanasse & Associates inc

STUDY METHODOLOGY

This study was prepared in consultation with the Town of Oak Bluffs, the Martha's Vineyard Commission (MVC) and the Massachusetts Department of Transportation (MassDOT); was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

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

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

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

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in December 2022. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of Edgartown-Vineyard Haven Road and the following specific intersections: Edgartown-Vineyard Haven Road at Barnes Road; Edgartown-Vineyard Haven Road at Sanderson Avenue and Village Road; Edgartown-Vineyard Haven Road at County Road; Edgartown-Vineyard Haven Road at the Project site driveway; and Village Road at the Project site driveway.

The following describes the study area roadways and intersections.

ROADWAYS

Edgartown-Vineyard Haven Road (EVH Road)

- Two-lane, urban principal arterial roadway under Town jurisdiction;
- Traverses study area in a general east-west direction;
- Provides two 11- to 12-foot wide travel lanes that are separated by a double-yellow centerline with 2-foot wide marked shoulders provided in the vicinity of the Project site;
- The posted speed limit in the vicinity of the Project site is 45 miles per hour (mph) except during school drop-off/pick-up periods for the Martha's Vineyard Regional High School where the school zone speed limit is 20 mph;
- A sidewalk is provided along the south side of the roadway within the study area;
- Illumination is provided intermittently by way of streetlights mounted on wood poles;
- Land use within the study area consists of the Project site, residential properties, areas of open and wooded space and the Martha's Vineyard Regional High School.

Village Road

- Two-lane, local roadway under Town jurisdiction;
- Traverses study area in a general north-south direction;

- Provides two 11-foot wide travel lanes that are separated by a single-yellow centerline with no marked shoulder provided in the vicinity of the Project site;
- A posted speed limit is not provided and, as such, the statutory speed limit pursuant to M.G.L. c. 90 § 17C is 25 mph[3] to the extent that a travel speed is enforced along the roadway;
- A sidewalk is provided along the east side of the roadway in the vicinity of the Project site;
- Illumination is not provided in the vicinity of the Project site;
- Land use within the study area consists of the Project site, the Martha's Vineyard Community Services and areas of open and wooded space.

INTERSECTIONS

Table 1 and Figure 2 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in December 2022.

Table 1
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type[a]	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
EVH Rd./ Barnes Rd.	R	1 travel lane provided on all approaches	Yes; 1 to 4 feet on all legs	Yes; sidewalks are provided along both sides of the intersecting roadways; marked crosswalks and pedestrian refuge islands provided for crossing all legs	Yes; shared-traveled-way[b] and "sharrow" markings provided on EVH Rd. and Barnes Rd.
E-VH Rd./ Sanderson Ave./ Village Rd.	S	1-general-purpose travel lane provided on all approaches	Yes; 2 to 3 feet on EVH Rd.	Yes; sidewalks are provided along the south side of EVH Rd. and along the east side of Village Rd.; a marked crosswalk is provided for crossing the EVH Rd. east leg	Yes; shared-traveled-way along EVH Rd.
EVH Rd./ County Rd.	S	1 general-purpose travel lane provided on all approaches	Yes; 1 to 3 feet on all legs	Yes; sidewalks are provided along the south side of EVH Rd. and along the west side of County Rd.; a marked crosswalk is provided for crossing the EVH Rd. west leg	Yes; shared-traveled-way along EVH Rd.

See notes at end of Table.

[3]On March 28, 2022, the Town of Oak Bluffs notified MassDOT of the adoption of a townwide speed limit of 25 mph on roadways located within a thickly settled or business district where a special speed regulation (posted speed limit) is not provided.

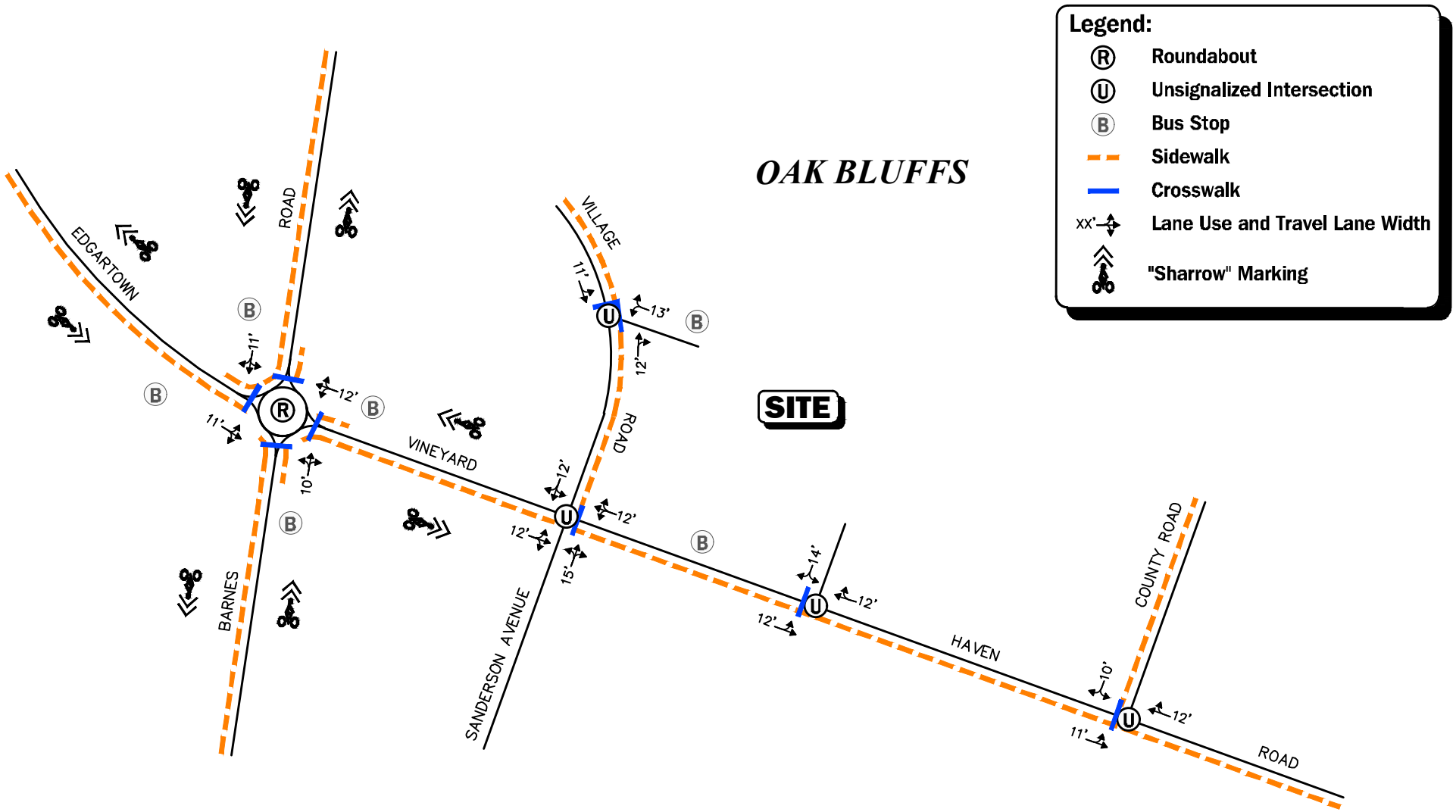

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Figure 2

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

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Table 1 (Continued)
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type[a]	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
EVH Rd./ Project Site Driveway	S	1 general-purpose travel lane provided on all approaches	Yes; 2 to 3 feet on EVH Rd.	Yes; a sidewalk is provided along the south side of EVH Rd.; a marked crosswalk is provided along the EVH Rd. west leg	Yes; shared-traveled-way along EVH Rd.
Village Rd./ Project Site Driveway	S	1 general-purpose travel lane provided on all approaches	No	Yes; a sidewalk is provided along the east side of Village Rd. and along the north side of the Project site driveway; marked crosswalks are provided for crossing the Village Rd. north leg and the Project site driveway	No

[a]S = STOP-sign control; R = Rotary control.
[b]Combined shoulder and travel lane width equal to or exceed 14 feet.

TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, turning movement counts (TMCs), and vehicle classification counts were completed in December 2022. The ATR counts were conducted on Edgartown-Vineyard Haven Road in the vicinity of the Project site on December 1st through 3rd, 2022 (Thursday through Saturday, inclusive) in order to record weekday and Saturday traffic conditions over an extended period, with peak-period TMCs performed at the study intersections during the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak-periods on Thursday, December 1st, 2022, and during the Saturday midday (11:00 AM to 2:00 PM) peak-period on Saturday, December 3rd, 2022. These time periods were selected for analysis purposes as they are representative of the peak-traffic-volume hours for both the Project and the adjacent roadway network.

Traffic-Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, historic traffic count data maintained by the Cape Cod Commission (CCC)[4] was reviewed. Based on a review of this data, it was determined that traffic volumes during the month of December are 14 percent below average-month conditions and 50 percent below peak-month (July-August) conditions. In order to develop traffic volume conditions within the study area under average-month conditions, an adjustment factor of 1.14 was applied to the December traffic count data based on the seasonal adjustment factors provided by the CCC. Traffic volume conditions within the study area under peak-month conditions were developed by applying an adjustment factor of 1.50 to the December traffic count data.

[4]*Cape Cod 2019 Traffic Counting Report*, Cape Cod Commission; 2019.

MassDOT does not require pandemic-related adjustment to traffic counts performed after March 2022, except in locations where the predominant land use consists of offices or similar uses.[5] Given that the predominant land use within the study area is residential or institutional, a pandemic-related adjustment was not required.

A review of 2022 membership data provided by the YMCA indicates that the number of weekly member "check-ins" during the month of December are approximately 1.0 percent fewer than those experienced by the YMCA during an average month and are approximately 17.0 percent fewer than those during the peak-month (July-August). As such, the traffic volumes entering and exiting the two (2) Project site driveways on Edgartown-Vineyard Haven Road and Village Road, respectively, were adjusted upward accordingly to represent member-related traffic volumes under average and peak-month conditions.

The 2022 Existing average and peak-month traffic volumes are summarized in Table 2, with the weekday morning, weekday evening and Saturday midday peak-hour traffic volumes graphically depicted on Figures 3, 4 and 5, respectively, for average-month conditions and on Figures 6, 7 and 8 for peak-month conditions. Note that the peak-hour traffic volumes that are presented in Table 2 were obtained from the aforementioned Figures.

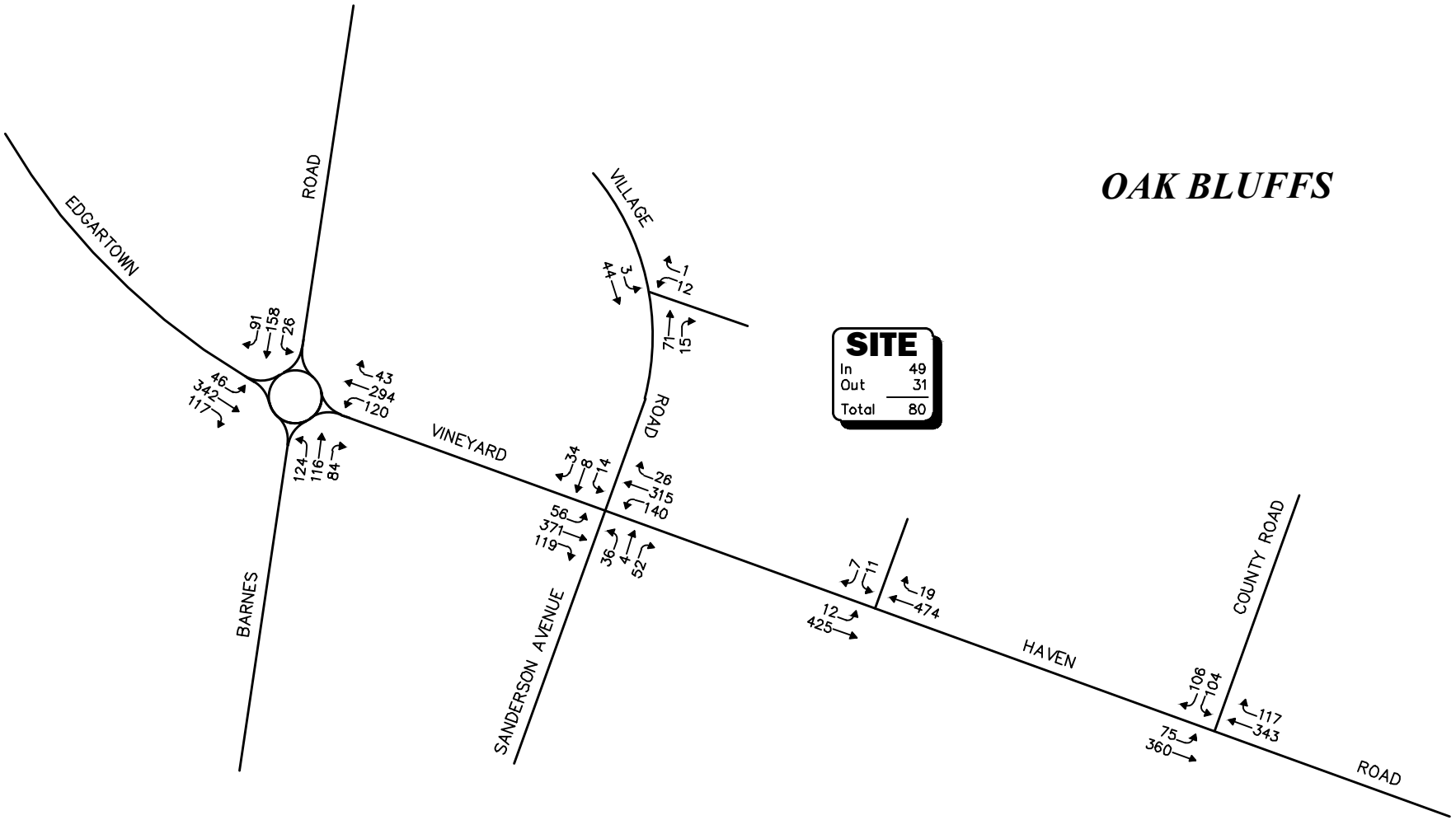
Table 2
2022 EXISTING TRAFFIC VOLUMES
AVERAGE MONTH/PEAK MONTH CONDITIONS

Location/Peak Hour	AWT[a]	VPH[c]	K Factor[d]	Directional Distribution[e]
EVH Road, east of Village Road:	9,340/12,290	--	--	--
Weekday Morning (7:30 – 8:30 AM)	--	918/1,207	9.8	52.4% WB
Weekday Evening (4:30 – 5:30 PM)	--	974/1,280	10.4	52.7% WB
Saturday Midday (12:30 – 1:30 PM)	--	775/1,018	8.3	50.8% EB

[a]Average weekday traffic in vehicles per day.
[b]Vehicles per hour.
[c]Percent of daily traffic occurring during the peak hour.
[d]Percent traveling in peak direction.
EB = eastbound, WB = westbound.

As can be seen in Table 2, Edgartown-Vineyard Haven Road in the vicinity of the Project site was found to accommodate approximately 9,340 vehicles on an average weekday under average-month conditions and 12,290 vehicles under peak-month conditions (both two-way, 24-hour volumes). During the weekday morning peak-hour, Edgartown-Vineyard Haven Road was found to accommodate approximately 918 vehicles per hour (vph) under average-month conditions and 1,207 vph under peak-month conditions. During the weekday evening peak-hour, Edgartown-Vineyard Haven Road was found to accommodate approximately 974 vph under average-month conditions and 1,280 vph under peak-month conditions. During the Saturday midday peak-hour, Edgartown-Vineyard Haven Road was found to accommodate approximately 755 vph under average-month conditions and 1,018 vph under peak-month conditions.

[5]*25% Design Submission Guidelines*; MassDOT Highway Division, Traffic and Safety Engineering; Revised May 31, 2022.



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

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Figure 3

2022 Existing Average-Month Weekday Morning Peak-Hour Traffic Volumes

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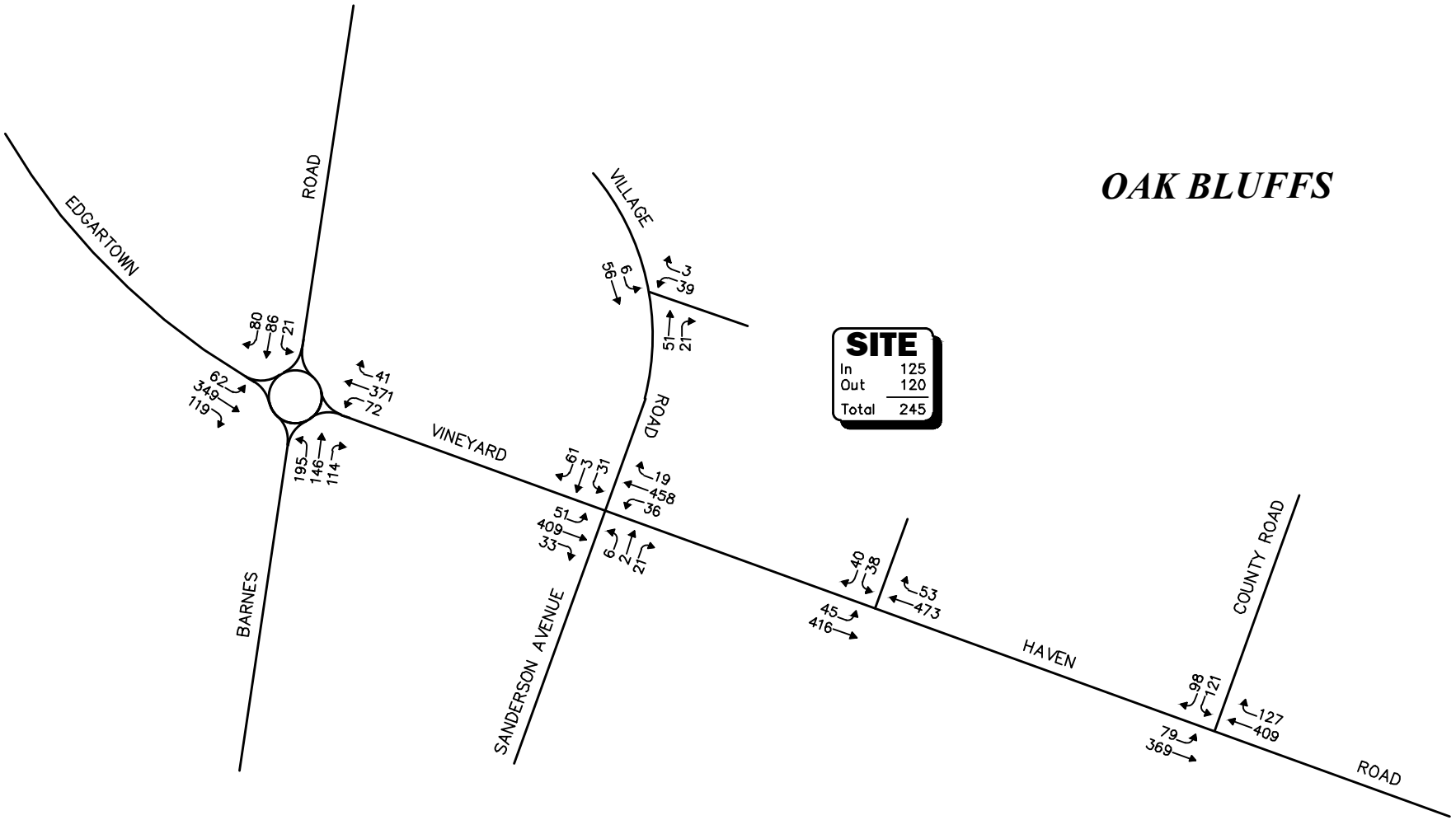

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

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Figure 4

2022 Existing
Average-Month
Weekday Evening
Peak-Hour Traffic Volumes

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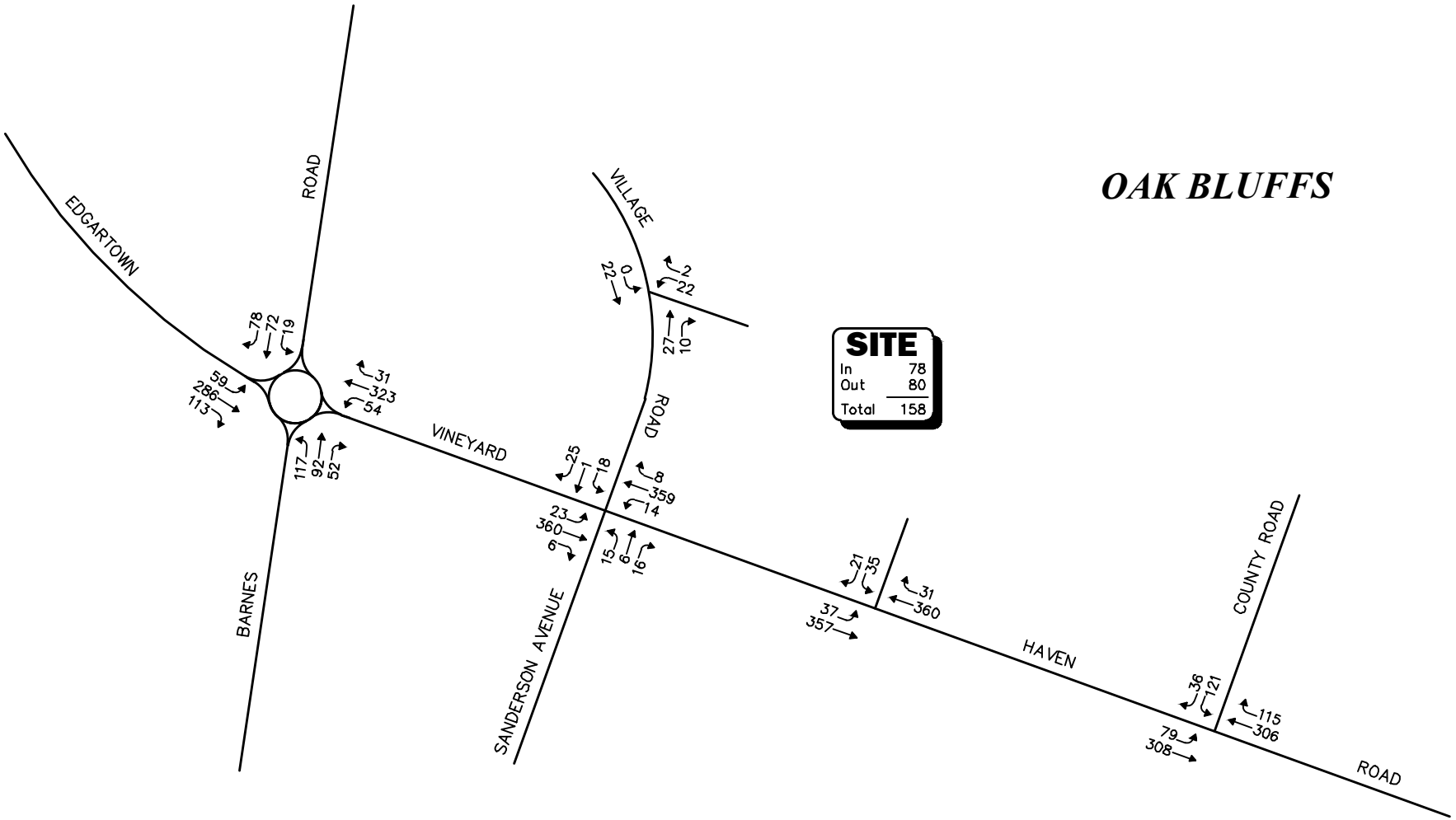

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

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Figure 5

2022 Existing Average-Month Saturday Midday Peak-Hour Traffic Volumes

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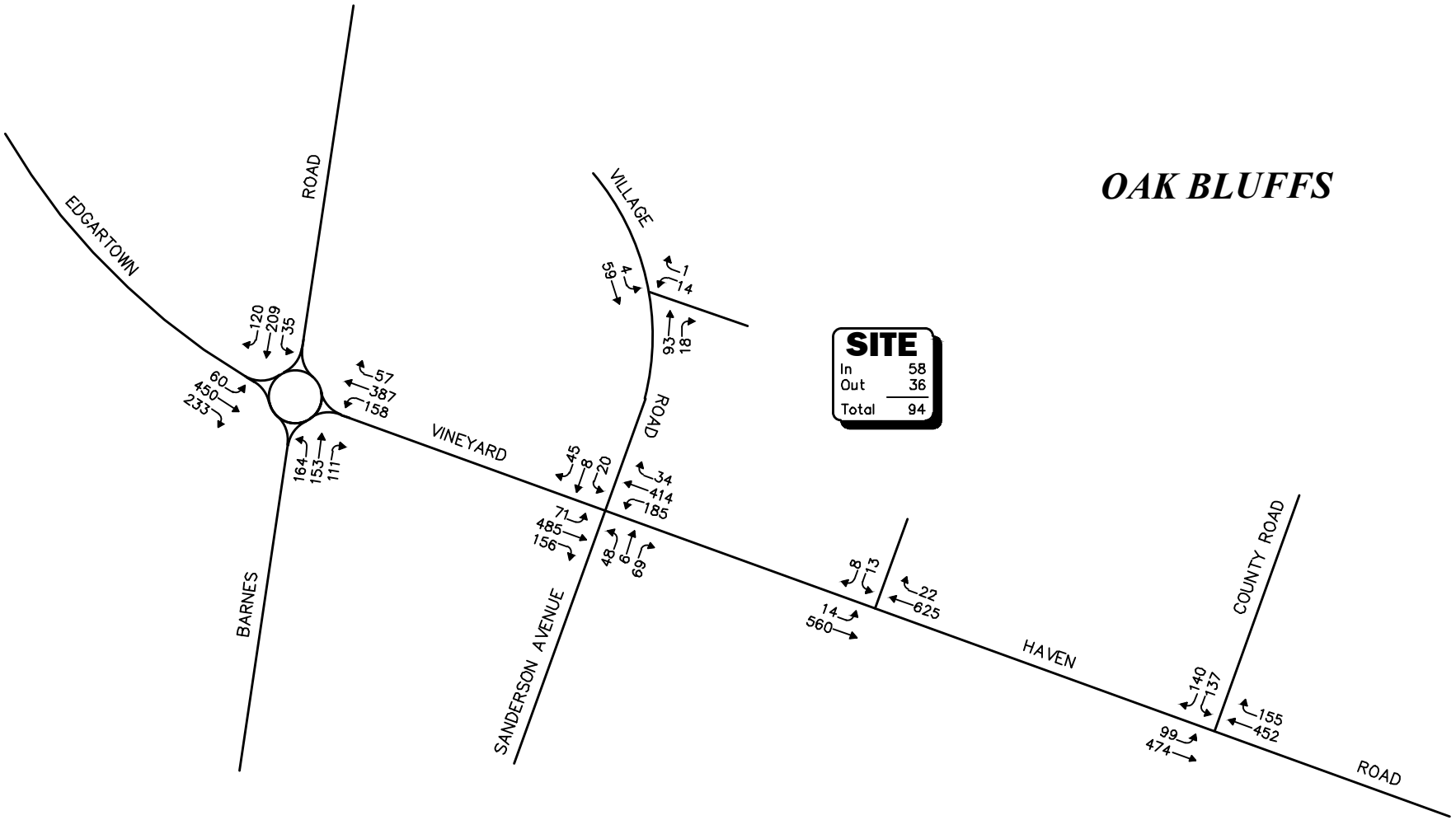

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

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Figure 6

2022 Existing
Peak-Month
Weekday Morning
Peak-Hour Traffic Volumes

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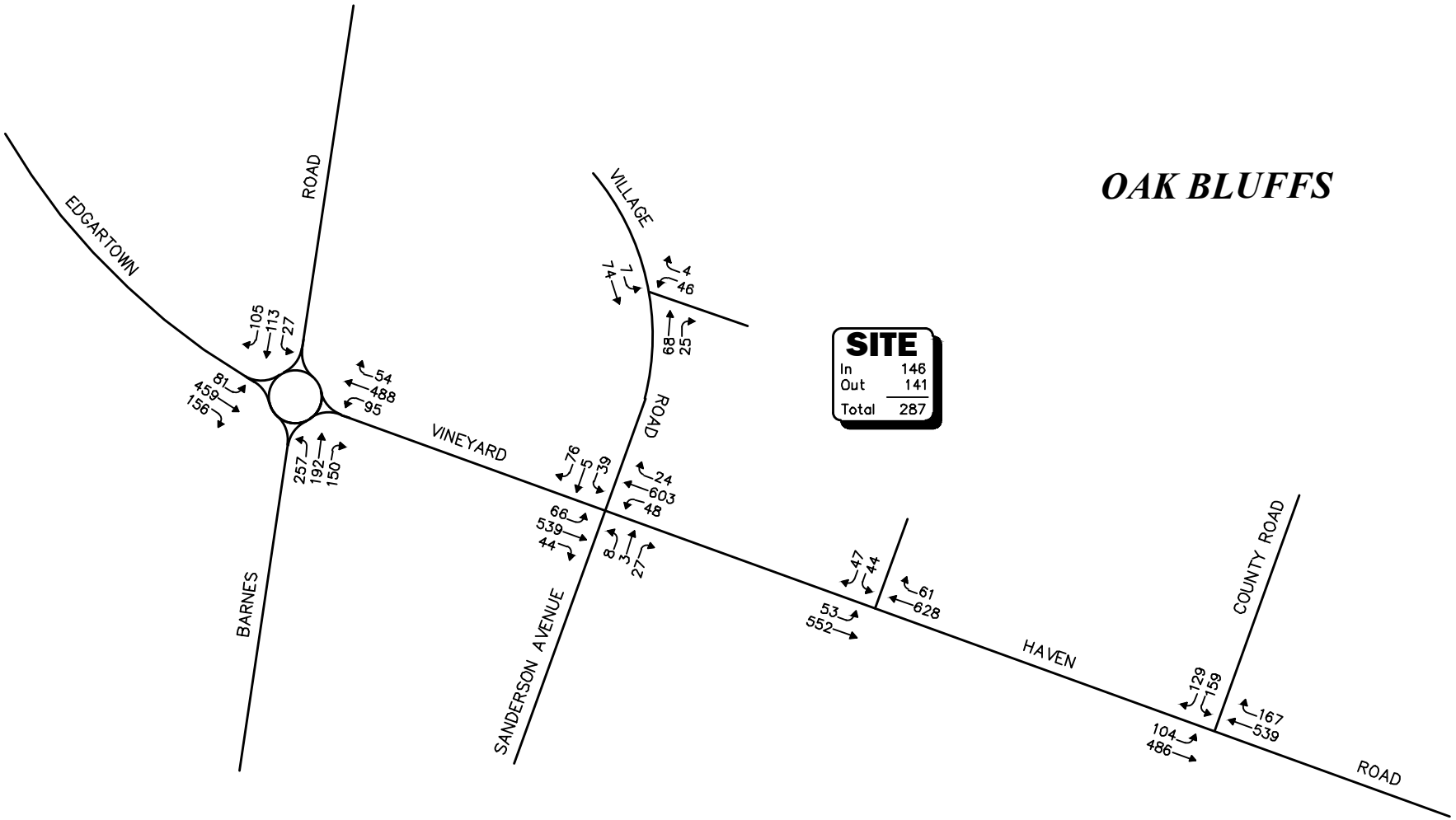

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

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Figure 7

2022 Existing
Peak-Month
Weekday Evening
Peak-Hour Traffic Volumes

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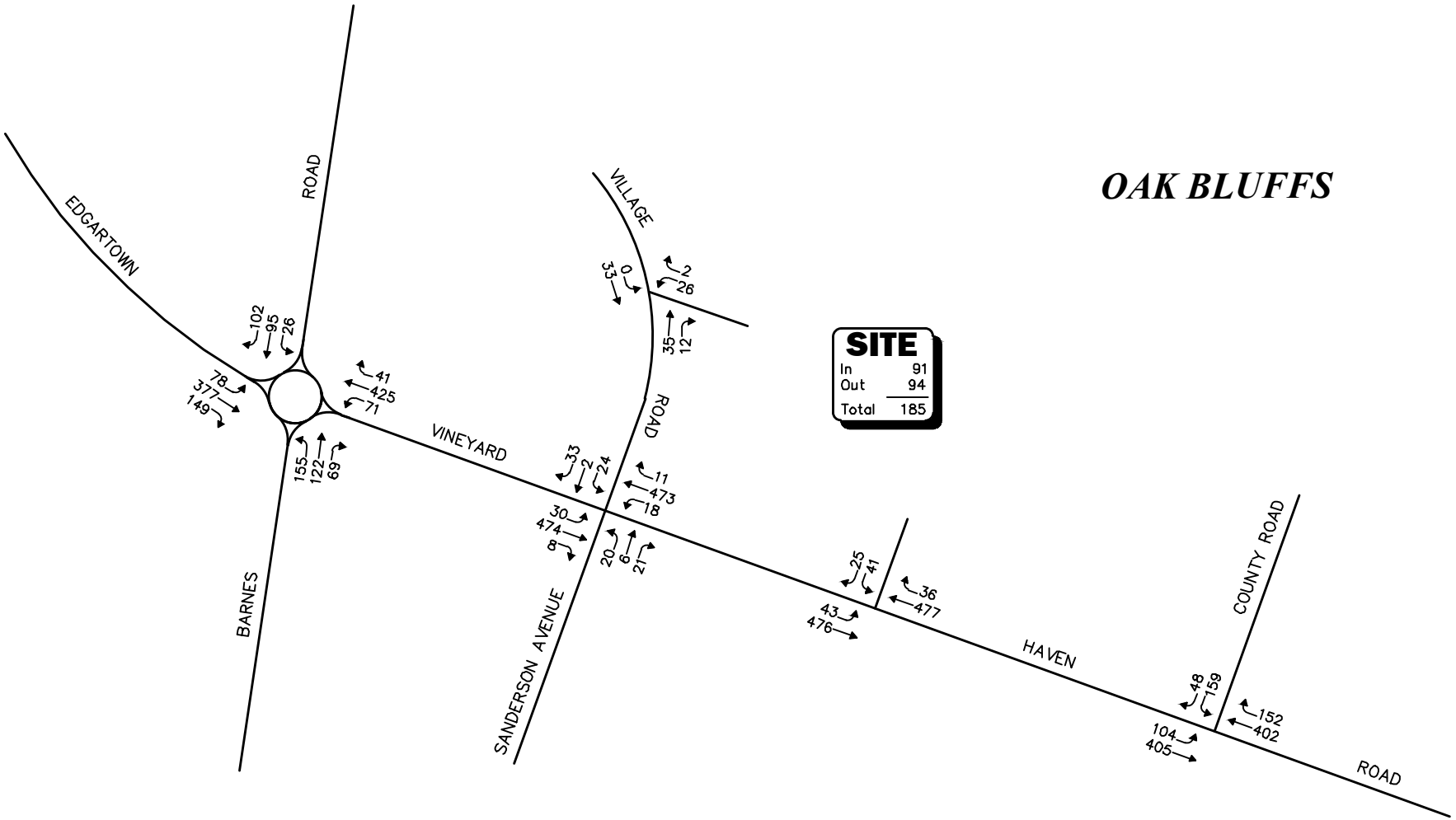

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

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Figure 8

2022 Existing
Peak-Month
Saturday Midday
Peak-Hour Traffic Volumes

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PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in December 2022. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study area intersections, as well as the location of existing and planned future bicycle facilities.

As detailed on Figure 2, sidewalks are generally provided along one or both sides of the study area roadways with a marked crosswalk provided for crossing at least one leg of the study area intersections. Within the study area, "sharrow" pavement markings are provided along all legs immediately approaching and exiting the Edgartown-Vineyard Haven Road/Barnes Road rotary. Edgartown-Vineyard Haven Road generally provides sufficient width on a continuous basis to support bicycle travel in a shared traveled-way configuration.[6]

PUBLIC TRANSPORTATION

Regularly scheduled public transportation services are provided within the study area by the Martha's Vineyard Transit Authority (VTA). The VTA provides fixed-route bus service along Edgartown-Vineyard Haven Road, Barnes Road and to the Project site by way of bus Routes 1, 7 and 9. Bus Route 1, *Edgartown - Vineyard Haven Road*, provides service between Church Street in Edgartown and the Vineyard Haven Steamship Authority (SSA) Terminal in Tisbury, with the closest regular stop located adjacent to the Project site at the Martha's Vineyard Skatepark. Bus Route 7, *Oak Bluffs – Airport via County Road/Barnes Road*, and Route 9, *Oak Bluffs – Hospital – Airport via Barnes Road/County Road*, provide service between the Martha's Vineyard airport and Ocean Park in Oak Bluffs, with the closest regular stop located within the Project site near the Village Road entrance.

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

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Edgartown-Vineyard Haven Road in the vicinity of the Project site in conjunction with the ATR counts. Table 3 summarizes the vehicle travel speed measurements.

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

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	Edgartown-Vineyard Haven Road	
	Eastbound	Westbound
Mean Travel Speed (mph)	27	29
85th Percentile Speed (mph)	31	32
Posted Speed Limit (mph)	45	45

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along Edgartown-Vineyard Haven Road in the vicinity of the Project site was found to be 27 mph in the eastbound direction and 29 mph westbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 31 mph eastbound and 32 mph westbound, which is above the posted speed limit in the vicinity of the Project site (45 mph), acknowledging that the Project site lies within a school zone which impacts the reported values as they include measurements when the school zone speed limit of 20 mph is in effect. The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances and is often used in establishing posted speed limits.

MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2016 through 2020, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and presented in Table 4.

As can be seen in Table 4, the study area intersections were found to have experienced an average of 2.2 or fewer reported movement vehicle crashes per year over the five-year review period, the majority of which occurred on a weekday; during daylight; under clear weather conditions; and involved angle-type collisions that resulted in property damage only. The study area intersections were found to have motor vehicle crash rates that were *below* both the MassDOT statewide and District average crash rates for a similar intersection for the MassDOT Highway Division District in which the intersection is located (District 5).

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

The detailed MassDOT Crash Rate Worksheet and High Crash Location mapping are provided in the Appendix.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY[a]

	E-VH Road/ Barnes Road	E-VH Road/ Sanderson Avenue/ Village Road	E-VH Road/ County Road	E-VH Road/ YMCA Driveway
Traffic Control Type:[b]	R	U	U	U
Year:				
2016	2	2	3	0
2017	2	3	5	0
2018	0	2	0	0
2019	0	1	2	1
2020	1	2	1	1
Total	5	10	11	2
Average	1.00	2.00	2.20	0.40
Rate[c]	0.15	0.44	0.45	0.09
MassDOT Crash Rate:[d]	0.57/0.57	0.57/0.57	0.57/0.57	0.57/0.57
Significant?[e]	No	No	No	No
Type:				
Angle	0	5	5	1
Rear-End	2	2	4	1
Head-On	0	1	0	0
Sideswipe	1	1	0	0
Fixed Object	1	1	1	0
Pedestrian/Bicycle	0	0	0	0
Unknown/Other	1	0	1	0
Total	5	10	11	2
Conditions:				
Clear	4	8	7	1
Cloudy	1	2	3	1
Rain	0	0	1	0
Snow/Ice	0	0	0	0
Total	5	10	11	2
Lighting:				
Daylight	3	6	8	2
Dawn/Dusk	0	1	0	0
Dark (Road Lit)	0	3	2	0
Dark (Road Unlit)	2	0	1	0
Total	5	10	11	2
Day of Week:				
Monday through Friday	4	7	8	2
Saturday	1	1	1	0
Sunday	0	2	2	0
Total	5	10	11	2
Severity:				
Property Damage Only	2	4	8	1
Personal Injury	2	4	2	0
Fatality	0	0	0	0
Not Reported	1	2	1	1
Total	5	10	11	2

[a]Source: MassDOT Safety Management/Traffic Operations Unit records, 2016 through 2020.
[b]Traffic Control Type: U = unsignalized; R = rotary.
[c]Crash rate per million vehicles entering the intersection.
[d]Statewide/District crash rate.
[e]The intersection crash rate is significant if it is found to exceed the MassDOT crash rate for the MassDOT Highway Division District in which the Project is located (District 5).

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2030, which reflects a seven-year planning horizon from the date of publication of this assessment consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. Independent of the Project, traffic volumes on the roadway network in the year 2030 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2030 No-Build traffic volumes reflect 2030 Build traffic-volume conditions with the Project.

FUTURE TRAFFIC GROWTH

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

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

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

Specific Development by Others

The Town of Oak Bluffs and the MVC were contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on these discussions, the following developments were identified for review in conjunction with this assessment:

- ***Southern Tier Affordable Housing (MVC DRI 730), 85 Edgartown-Vineyard Haven Road, Oak Bluffs, Massachusetts.*** This project consists of the construction of 60± residential units to be located at 85 Edgartown-Vineyard Haven Road, directly

adjacent to and east of the Project site. Traffic volumes associated with this development were obtained from the traffic study prepared for the project and were added to the future conditions.[7]

- ***Island Grown Farm Master Plan (MVC DRI 212M), 80 and 104 Stoney Hill Road, Tisbury, Massachusetts.*** This project is intended to: i) consolidate the Island Grown Farm operations; ii) expand its educational programming; and iii) provide additional on-site workforce housing; and will entail the construction of 3,200± square feet (sf) of office and educational space and six (6) on-site residential dwellings to be located at 80 and 104 Stoney Hill Road, to the west of the Project site. Traffic volumes associated with this project within the study area of this assessment are expected to be relatively minor and would be reflected in the general background traffic growth rate (discussion follows).

- ***Martha's Vineyard Regional High School Athletics Fields (MVC DRI 352 M4), 100 Edgartown-Vineyard Haven Road, Oak Bluffs, Massachusetts.*** The project entails the reconfiguration and modernization of the Martha's Vineyard Regional High School outdoor athletics fields that includes the construction of a 400-meter running track, a multi-purpose synthetic turf field and the reconfiguration of the parking and pedestrian areas within the site. Any traffic volume increases that result from the reconfiguration of the athletics fields are expected to be minor and would be reflected in the general traffic background growth rate.

- ***Martha's Vineyard Community Services Master Plan (MVC DRI 223 M3), 111 Edgartown-Vineyard Haven Road, Oak Bluffs, Massachusetts.*** This project entails the construction of a new 10,000± sf Early Childhood Center building and a new 17,500± sf Community Services main administration building to be located at 111 Edgartown-Vineyard Haven Road to the immediate west of the Project site. Traffic volumes associated with this project were obtained from the MVC staff report prepared in support of the project[8] and were added to the future condition traffic volumes.

- ***Martha's Vineyard Hospital – Navigator Homes (MVC DRI 720), 490 Edgartown-Vineyard Haven Road, Edgartown, Massachusetts.*** This project entails the construction of a skilled nursing community and workforce housing to be located at 490 Edgartown-Vineyard Haven Road to the southeast of the Project site. Traffic volumes associated with this project were obtained from the traffic study prepared for the project[9] and were added to the future condition traffic volumes.

- ***Proposed Mixed-Use Development, Gamba Road, Oak Bluffs, Massachusetts.*** This project entails the construction of mixed-use development containing 7,824± sf of retail space, 80± multifamily residential units and 16± single-family homes to be located off of Gamba Road to the east of the Project site. Traffic volumes associated with this project were developed using trip generation statistics published by the Institute of Transportation

[7] *Transportation Impact Review*, Southern Tier Housing, Oak Bluffs, Massachusetts; Howard Stein Hudson; December 29, 2022.

[8] *MVC Staff Report*, M.V.C.S New Campus Master Plan, Oak Bluffs, Massachusetts; Martha's Vineyard Commission; January 24, 2019.

[9] *Response to Martha's Vineyard Commission Comments*, Proposed Skilled Nursing Community and Workforce Housing, Oak Bluffs, Massachusetts; VAI; April 29, 2022.

Engineers (ITE)[10] and were assigned onto the study area roadway using existing traffic patterns.

No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled as a part of the July 2015 Martha's Vineyard Transportation Plan (MVTP) 2016-2040[11] was reviewed in order to determine general background traffic growth trends. The MVTP noted that historically, traffic on the island grew at a 1.7 percent annual rate between 1981 and 1996. During the 1990's, peak-month traffic volumes were identified to have stabilized, with off-season traffic continuing to increase. The report attributes this to two factors: i) a general increase in year-round residents; and ii) capping ferry activity to a rate agreed upon by the island's residents. The most recent traffic-volume data analyzed in the MVTP noted that some of the island's roadways have experienced a general reduction in average daily traffic.

Based on a review of the data presented in the MVTP and consistent with prior traffic studies conducted in Vineyard Haven,[12,13] a 1.7 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

The Town of Oak Bluffs and MassDOT were contacted in order to determine if there were any planned future roadway improvement projects expected to be complete by 2030 within the study area. Based on these discussions, no roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

No-Build Traffic Volumes

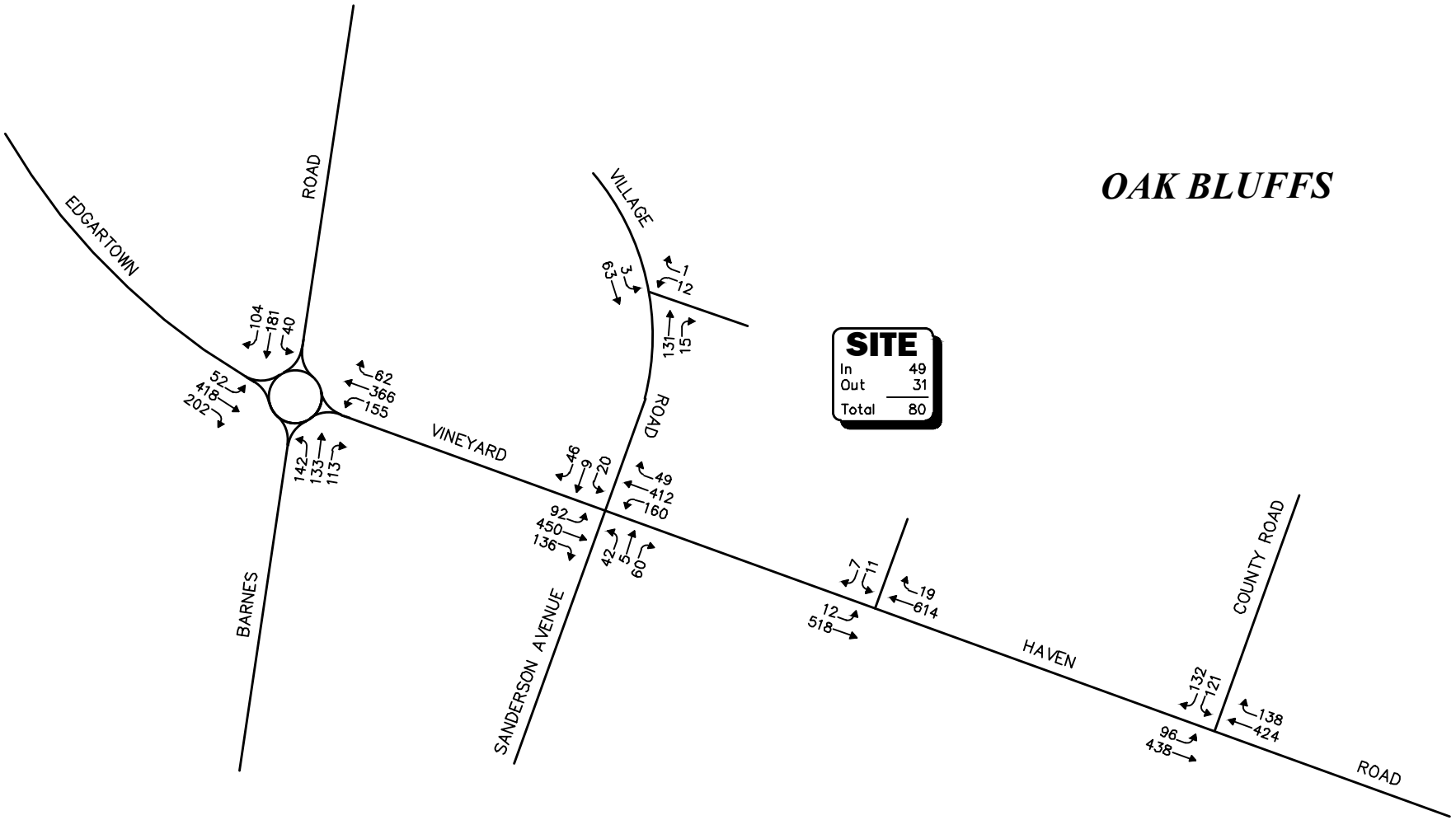
The 2030 No-Build condition peak-hour traffic volumes were developed by applying the 1.7 percent per year compounded annual background traffic growth rate to the 2022 Existing peak-hour traffic volumes and then adding the traffic volumes associated with the identified specific development projects by others. The resulting 2030 No-Build weekday morning, weekday evening and Saturday midday peak-hour traffic volumes under average-month conditions are shown on Figures 9, 10 and 11, respectively, with the corresponding peak-month traffic volumes shown on Figures 12, 13 and 14.

[10] Ibid 1.

[11] *Martha's Vineyard Transportation Plan (MVTP) 2016-2040*, Martha's Vineyard Commission and the Martha's Vineyard Joint Transportation Committee; July 2015.

[12] *Transportation Impact Assessment*, Proposed Mixed-Use Development, Vineyard Haven, Massachusetts; VAI; June 2020.

[13] *Transportation Impact Assessment*, Proposed Skilled Nursing Facility and Workforce Housing, Edgartown, Massachusetts; VAI; October 2020.



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

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Figure 9

2030 No-Build Average-Month Weekday Morning Peak-Hour Traffic Volumes

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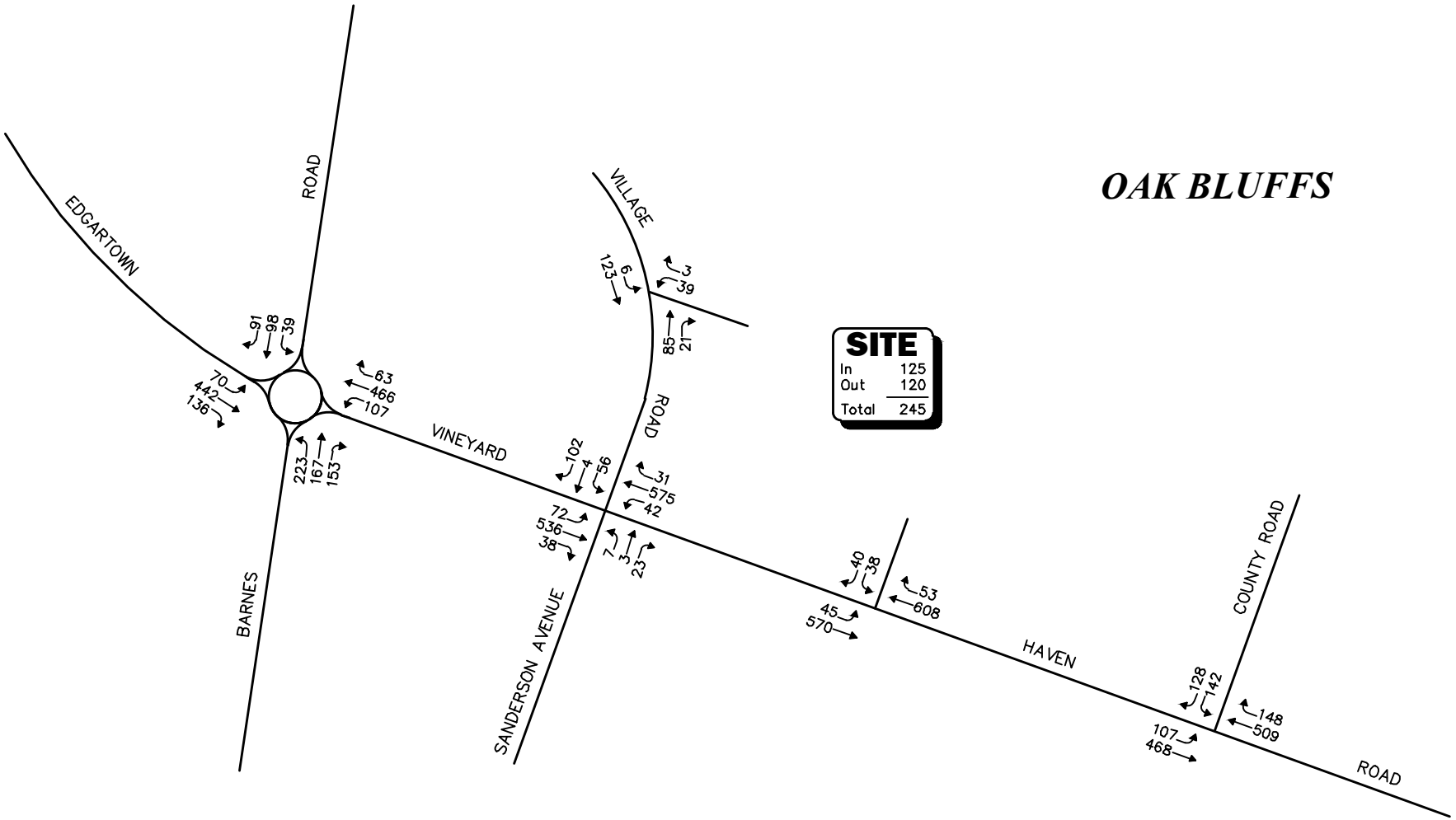

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not to Scale

Figure 10

2030 No-Build
Average-Month
Weekday Evening
Peak-Hour Traffic Volumes

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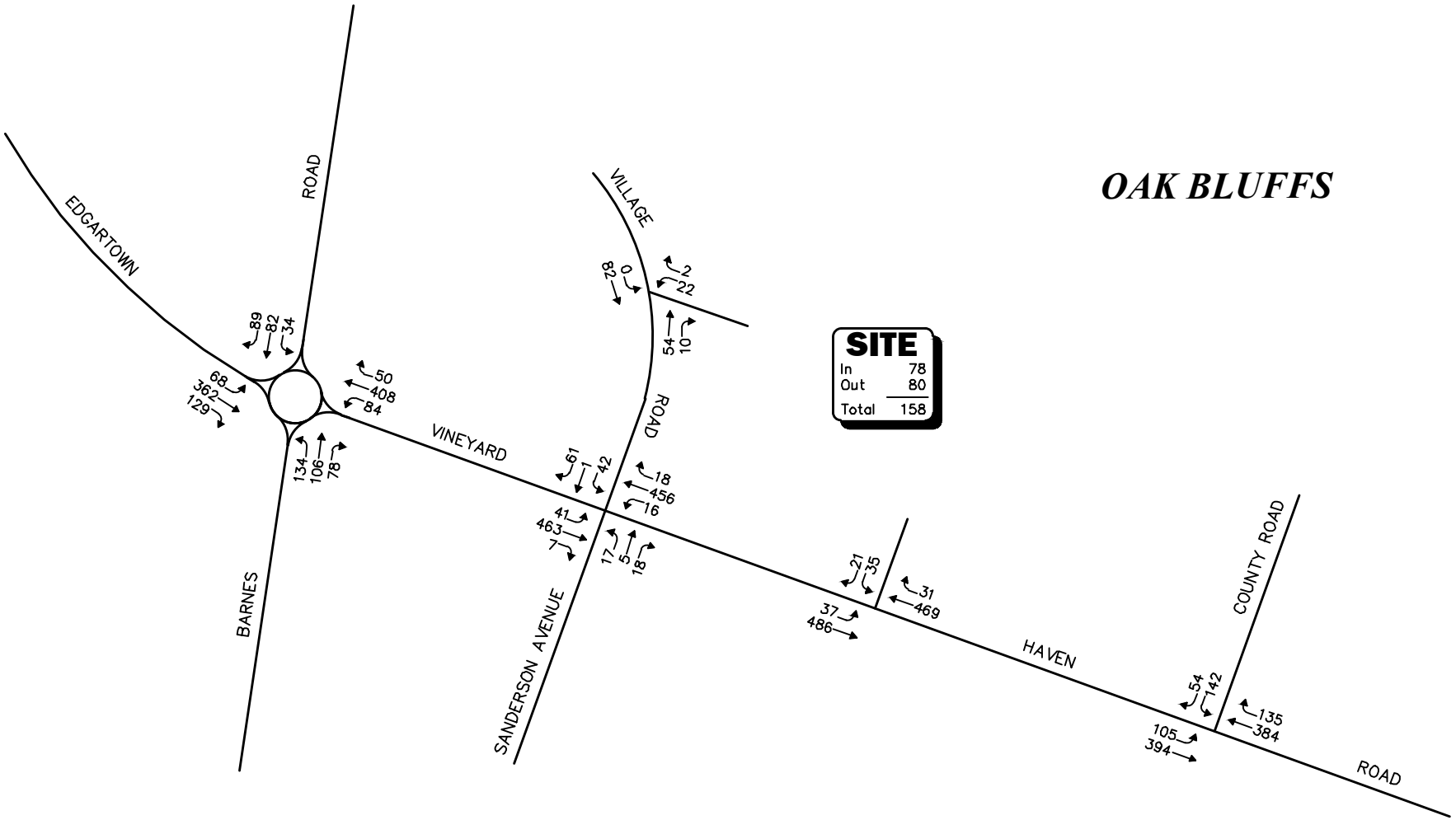

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

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Figure 11

2030 No-Build
Average-Month
Saturday Midday
Peak-Hour Traffic Volumes

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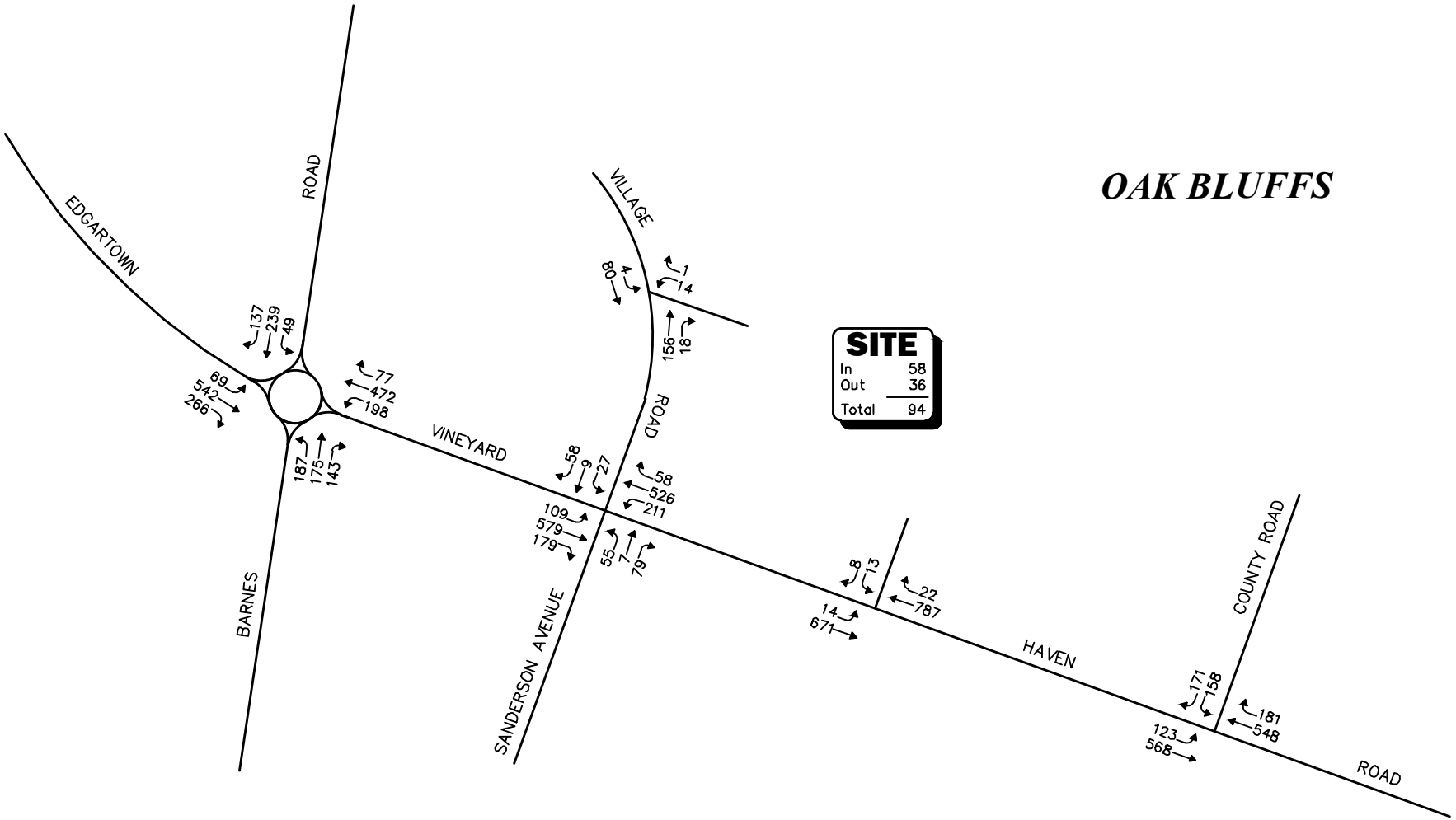

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

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Figure 12

2030 No-Build
Peak-Month
Weekday Morning
Peak-Hour Traffic Volumes

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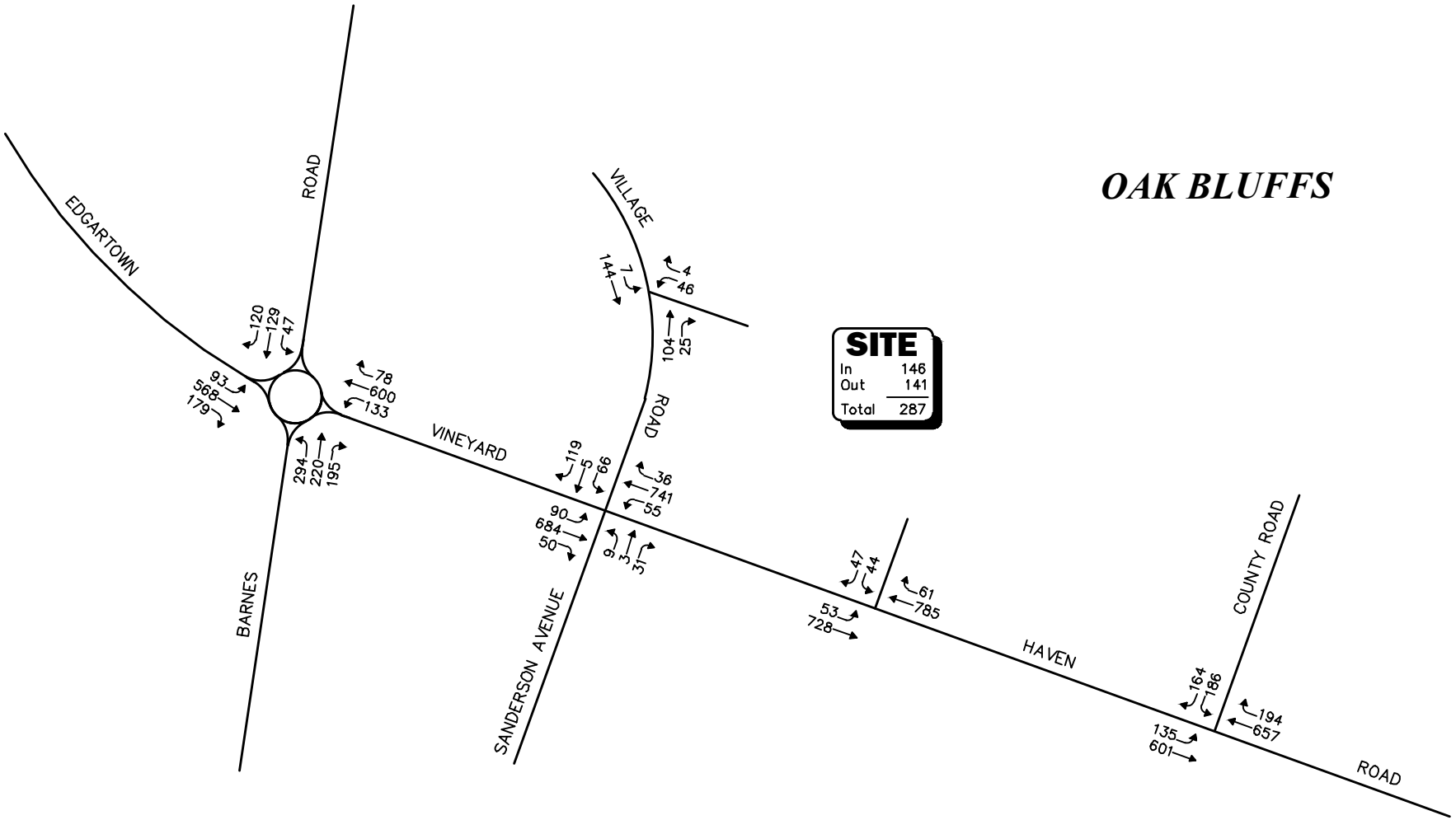

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

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Figure 13

2030 No-Build
Peak-Month
Weekday Evening
Peak-Hour Traffic Volumes

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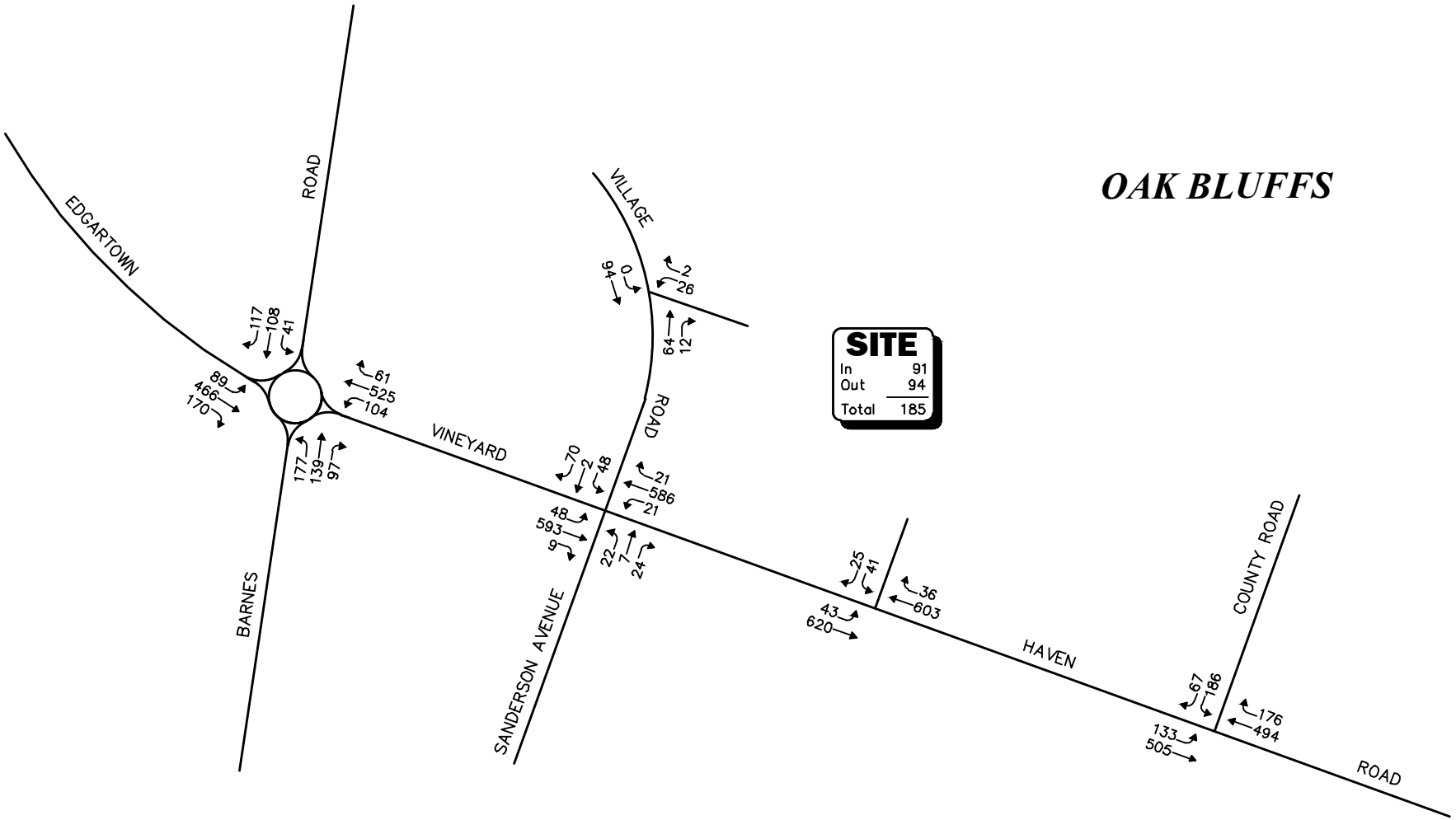

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

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Figure 14

2030 No-Build
Peak-Month
Saturday Midday
Peak-Hour Traffic Volumes

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PROJECT-GENERATED TRAFFIC

Design year (2030 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

The Project will entail the expansion of the YMCA of Martha's Vineyard to accommodate an increase in membership of 6.0 percent. Table 5 shows the existing trip generation of the YMCA adjusted to average and peak-month conditions as described previously.

Table 5
EXISTING YMCA OF MARTHA'S VINEYARD TRAFFIC VOLUMES
AVERAGE/PEAK MONTH CONDITIONS[a]

Time Period	Vehicle Trips[a]		
	Entering	Exiting	Total
Average Weekday[b]	609/706	609/706	1,218/1,412
Weekday Morning Peak-Hour	49/58	31/36	80/94
Weekday Evening Peak-Hour	125/146	120/141	245/287
Saturday Midday Peak-Hour	78/91	80/94	158/185

[a]Peak-hour volumes based on traffic volume data collected on December 1st and 3rd, 2022 and adjusted upward by 1.0 percent for average-month conditions and by 17.0 percent for peak-month conditions.
[b]Average daily weekday volumes developed proportionally using ITE LUC 495, *Recreational Community Center*, and empirical data collected in December 2022.

Existing Traffic Volume Summary

As can be seen in Table 5, on an average weekday, the YMCA of Martha's Vineyard generates the following traffic volumes:

- *Average Weekday* (two-way, 24-hour volume): 1,218 vehicle trips under average-month conditions and 1,412 vehicle trips under peak-month conditions.
- *Weekday Morning Peak-Hour:* 80 vehicle trips (49 vehicles entering and 31 exiting) under average-month conditions and 94 vehicle trips (58 vehicle entering and 36 exiting) under peak-month conditions.
- *Weekday Evening Peak-Hour*: 245 vehicle trips (125 vehicles entering and 120 exiting) under average-month conditions and 287 vehicle trips (146 vehicles entering and 141 exiting) under peak-month conditions.
- *Saturday Midday Peak*-Hour: 158 vehicle trips (78 vehicles entering and 80 exiting) under average-month conditions and 185 vehicle trips (91 vehicles entering and 94 exiting) under peak-month conditions.

It should be noted that the traffic volumes that were assumed to be associated with the YMCA include trips destined for the adjacent YMCA Ice Arena. In order to provide a conservative (high) assessment of traffic volume increases that may be associated with the Project, trips associated with the YMCA Ice Arena were not removed from the traffic volumes shown in Table 5.

Project-Generated Traffic Volumes

As described previously, the Project will entail the expansion of the existing YMCA facilities with the goal of increasing membership by 6.0 percent. Table 6 summarizes the anticipated traffic characteristics of the expanded YMCA facility assuming a 6.0 percent increase in membership and use on an average week and were developed by increasing the YMCA traffic volumes for both average and peak-month conditions as shown in Table 5 by 6.0 percent.

Table 6
YMCA EXPANSION PROJECT TRIP GENERATION SUMMARY
EXPANDED AVERAGE/PEAK MONTH CONDTIONS

	Vehicle Trips					
	Average-Month			Peak-Month		
Time Period	(A) Average Month Traffic Volumes	(B = A x 0.06) Potential Traffic Volume Increase	(C = A + B) Resulting Traffic Volume	(D) Peak Month Traffic Volumes	(E = D x 0.06) Potential Traffic Volume Increase	(F = D + E) Resulting Traffic Volume
Average Weekday:						
Entering	609	37	646	706	43	749
Exiting	609	37	646	706	43	749
Total	1,218	74	1,292	1,412	86	1,498
Weekday Morning Peak-Hour:						
Entering	49	3	52	58	4	62
Exiting	31	2	33	36	2	38
Total	80	5	85	94	6	100
Weekday Evening Peak-Hour:						
Entering	125	8	133	146	9	155
Exiting	120	7	127	141	8	149
Total	245	15	260	287	17	304
Saturday Midday Peak-Hour:						
Entering	78	4	82	91	5	96
Exiting	80	5	85	94	6	100
Total	158	9	167	185	11	196

As can be seen in Table 6, assuming a 6.0 percent increase in traffic as a result of the Project, the expansion of the YMCA of Martha's Vineyard would generate the following additional traffic over existing conditions:

Average-Month - 74 additional vehicle trips on an average weekday (two-way, 24-hour volume), 5 additional vehicle trips during the morning peak-hour, 15 additional vehicle trips during the weekday evening peak-hour and 9 additional vehicle trips during the Saturday midday peak-hour;

Peak-Month - 86 additional vehicle trips on an average weekday, 6 additional vehicle trips during the weekday morning peak-hour, 17 additional vehicle trips during the weekday evening peak-hour and 11 additional vehicle trips during the Saturday midday peak-hour;

TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution of generated trips to and from the Project site was determined based on a review of existing traffic patterns within the area. The general trip distribution for the Project is graphically depicted on Figure 15. Traffic volumes expected to be generated by the Project under average-month conditions during the weekday morning, weekday evening and Saturday midday peak hours were assigned onto the study area roadway network as shown on Figures 16, 17 and 18, respectively, with those expected to be generated under peak-month conditions assigned onto the study area roadway network as shown on Figures 19, 20 and 21.

FUTURE TRAFFIC VOLUMES – BUILD CONDITION

The 2030 Build condition traffic volumes consist of the 2030 No-Build traffic volumes with the additional traffic expected to be generated by the Project added to them. The 2030 Build average-month weekday morning, weekday evening and Saturday midday peak-hour traffic volumes are graphically depicted on Figures 22, 23 and 24, respectively, with the corresponding peak-month traffic volumes depicted on Figures 25, 26 and 27.

A summary of peak-hour projected traffic-volume changes outside of the study area that is the subject of this assessment is shown in Table 7. These changes are a result of the construction of the Project.

As shown in Table 7, Project-related traffic-volume changes outside of the study area relative to 2030 No-Build conditions are anticipated to range from 0.0 to 0.5 percent during the peak periods, with vehicle increases shown to range from 0 to 5 vehicles. ***When distributed over the respective peak hours and to the roadway network that serves the Project site, the identified traffic-volume increases outside the immediate study area will not result in a material increase in motorist delays or vehicle queuing over anticipated future conditions without the Project (i.e., No-Build conditions).***

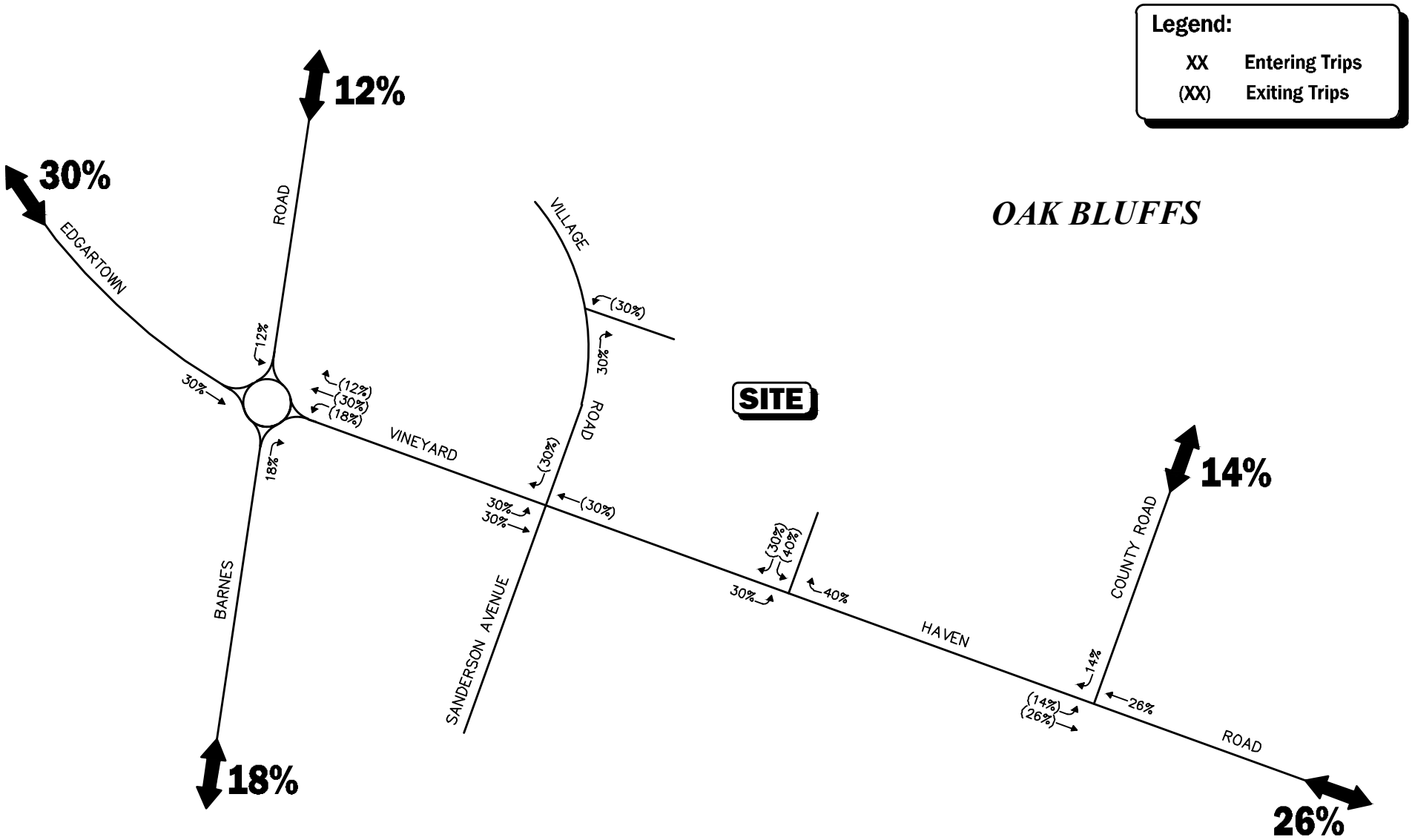

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Figure 15

Trip Distribution Map

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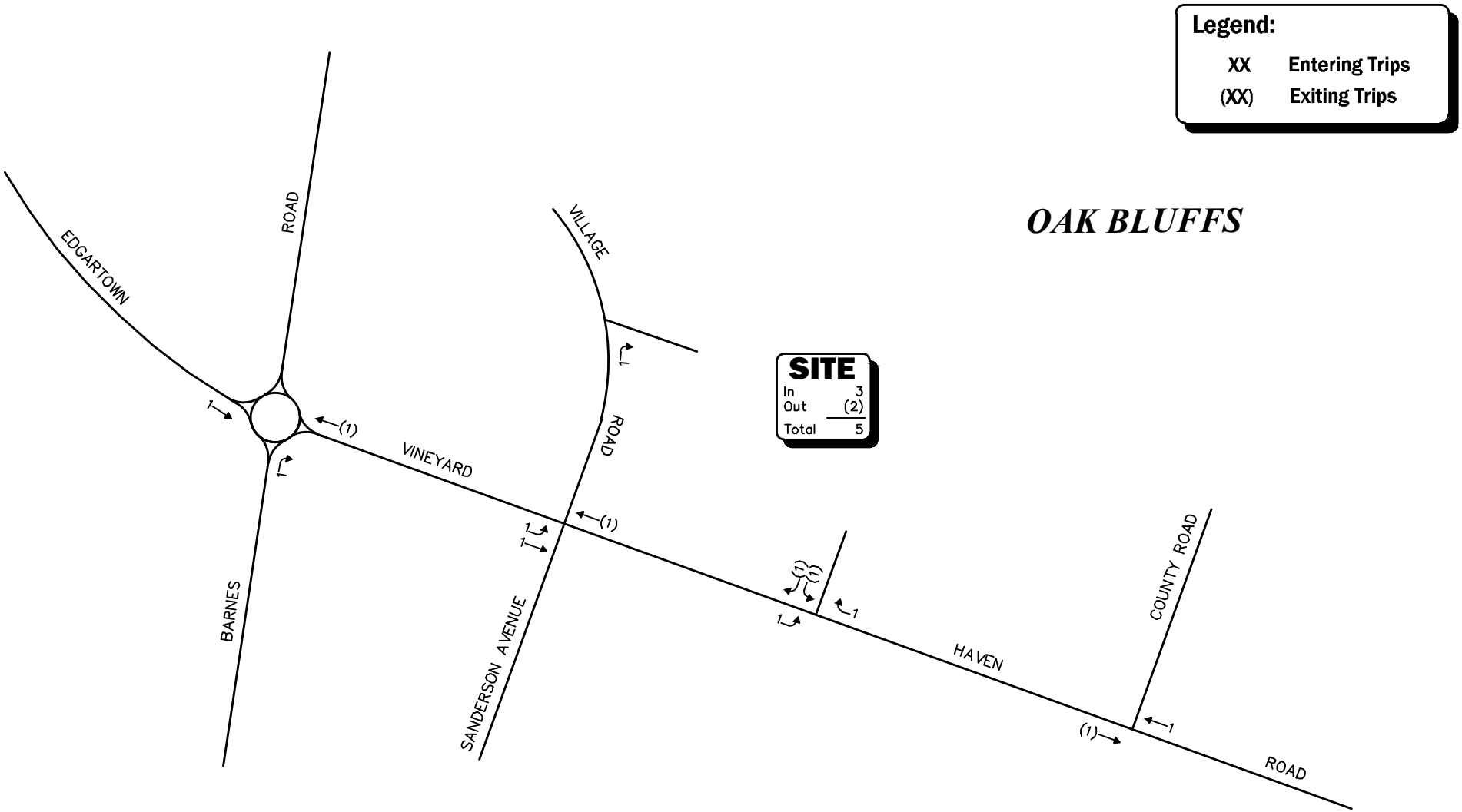

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Figure 16

Project-Generated Average-Month Weekday Morning Peak-Hour Traffic Volumes

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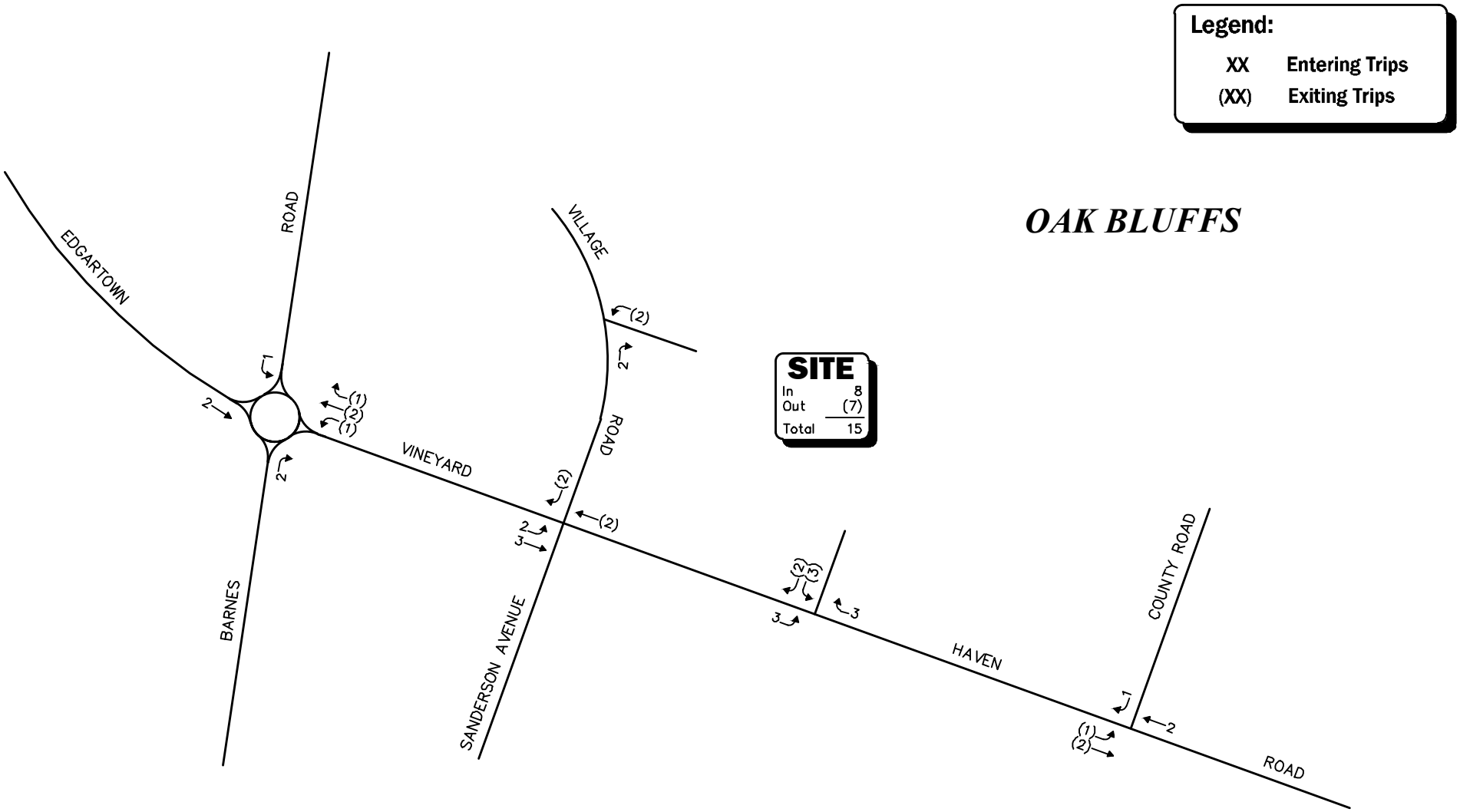

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Figure 17

Project-Generated Average-Month Weekday Evening Peak-Hour Traffic Volumes

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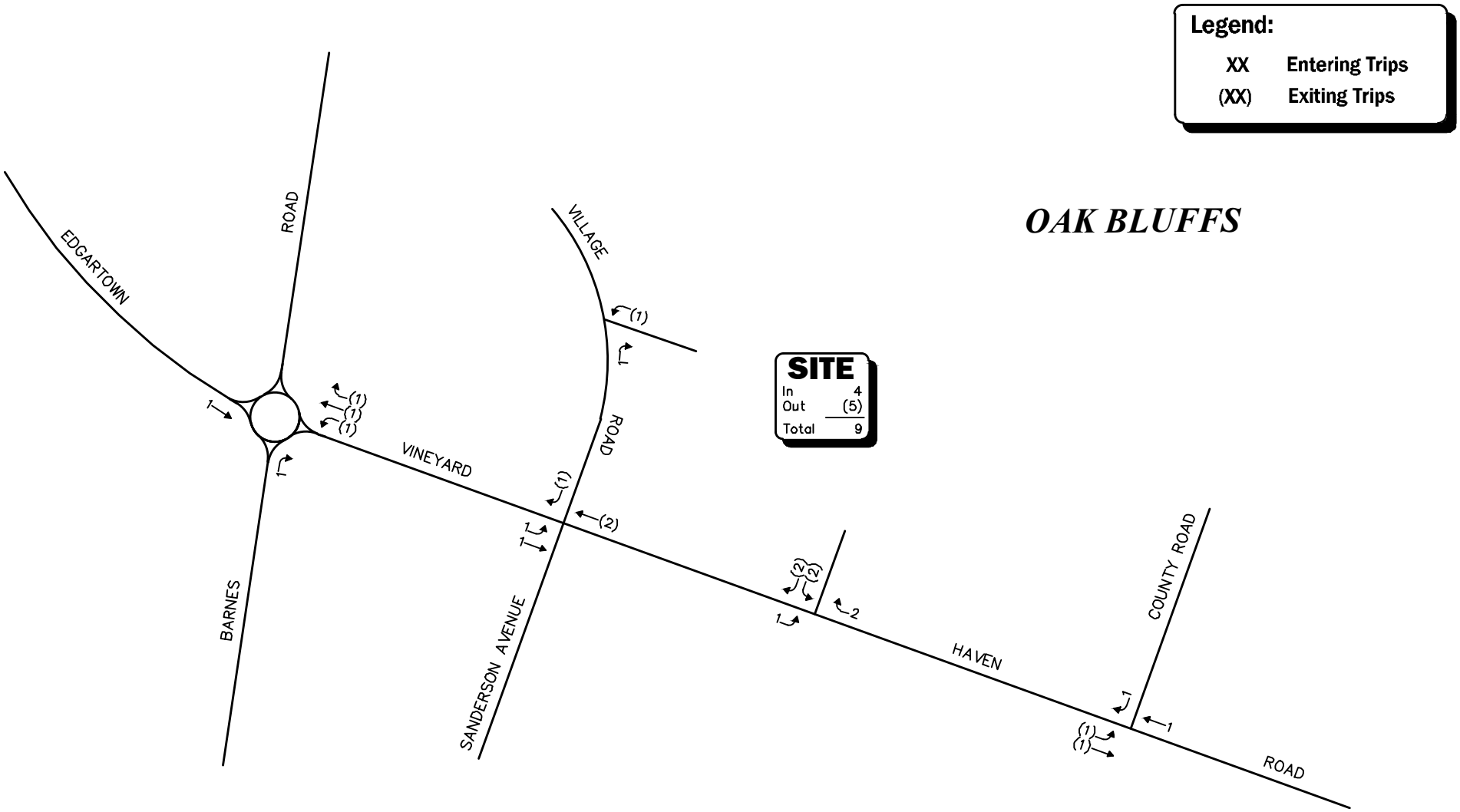

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Figure 18

Project-Generated
Average-Month
Saturday Midday
Peak-Hour Traffic Volumes

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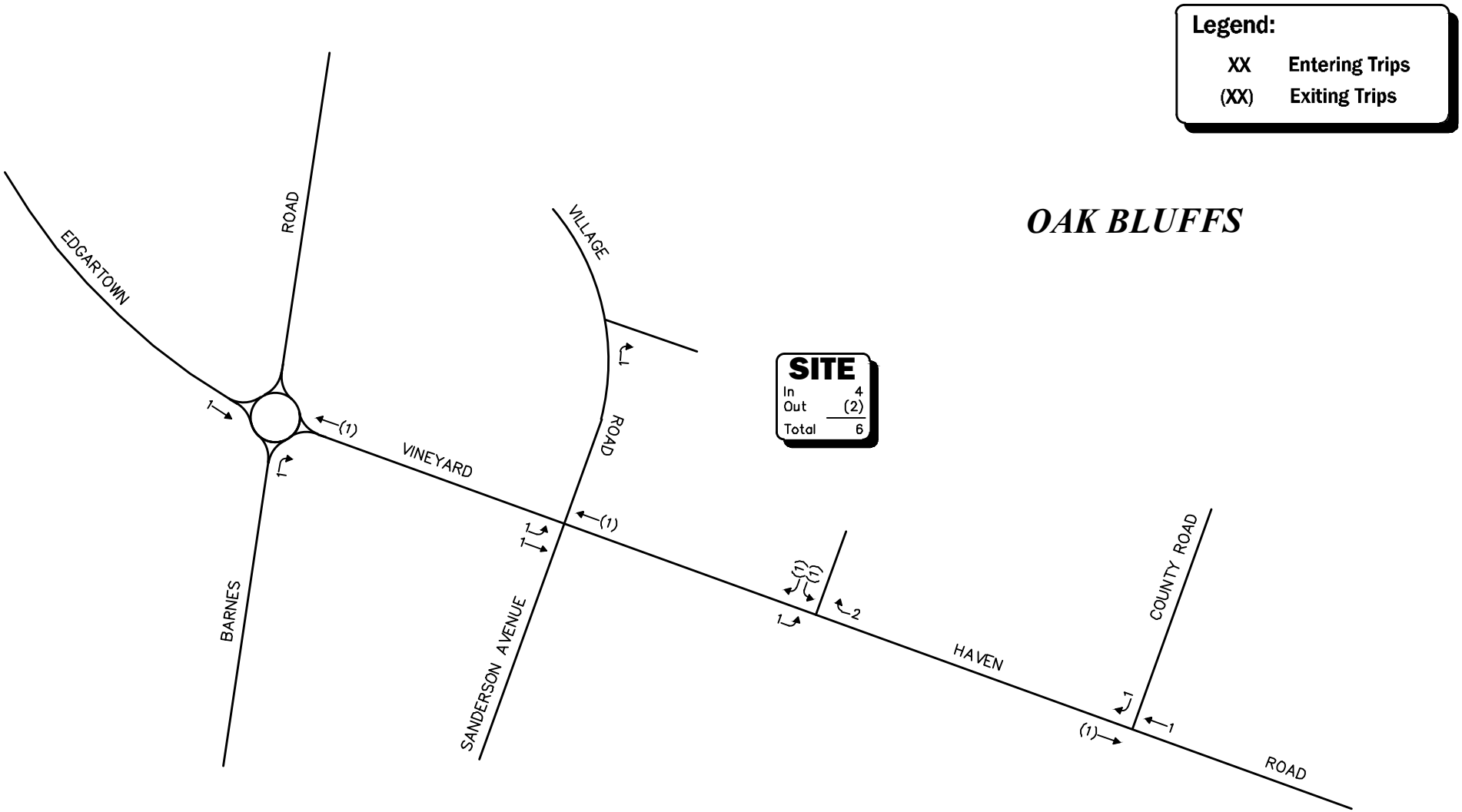

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Figure 19

Project-Generated
Peak-Month
Weekday Morning
Peak-Hour Traffic Volumes

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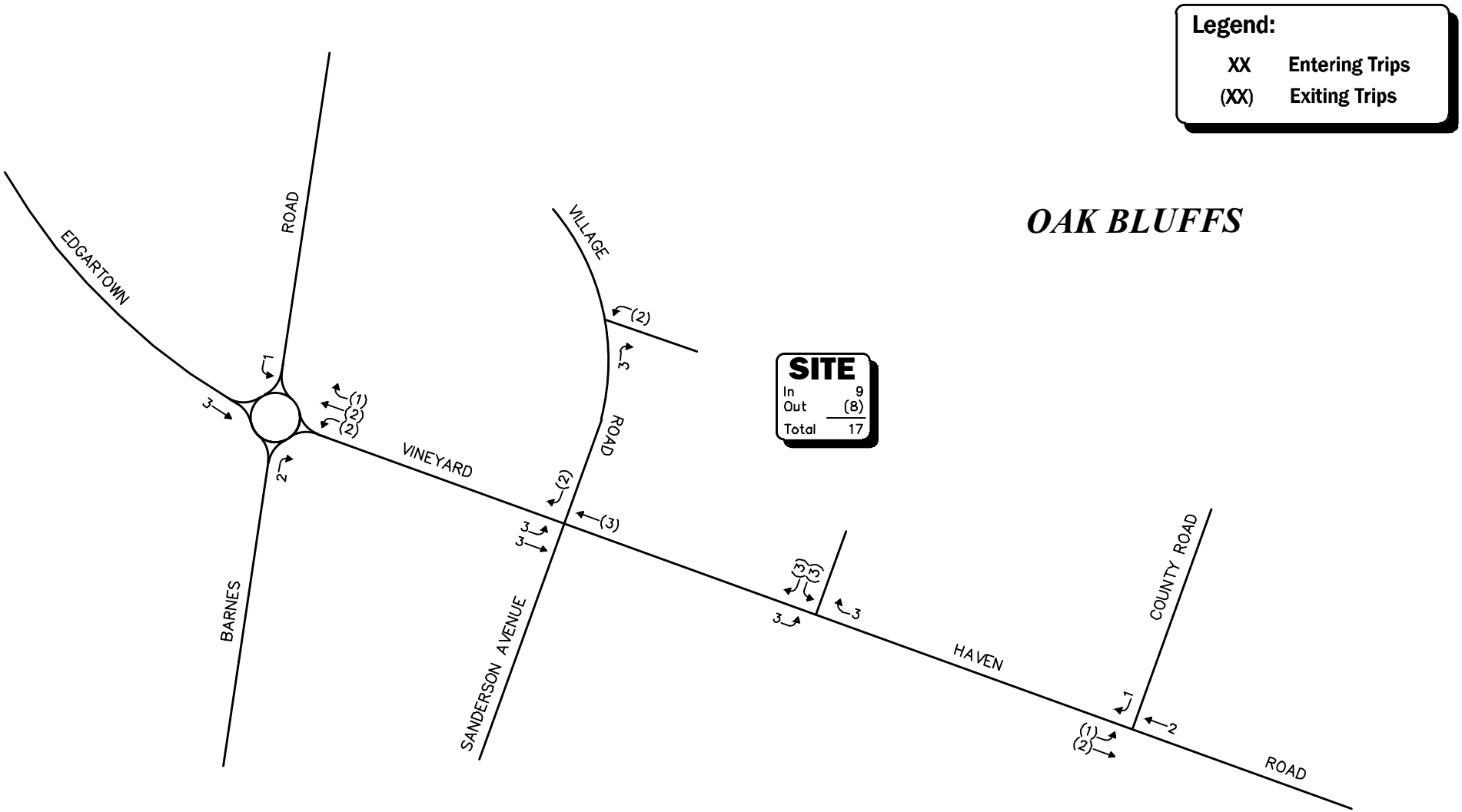

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Figure 20

Project-Generated
Peak-Month
Weekday Evening
Peak-Hour Traffic Volumes

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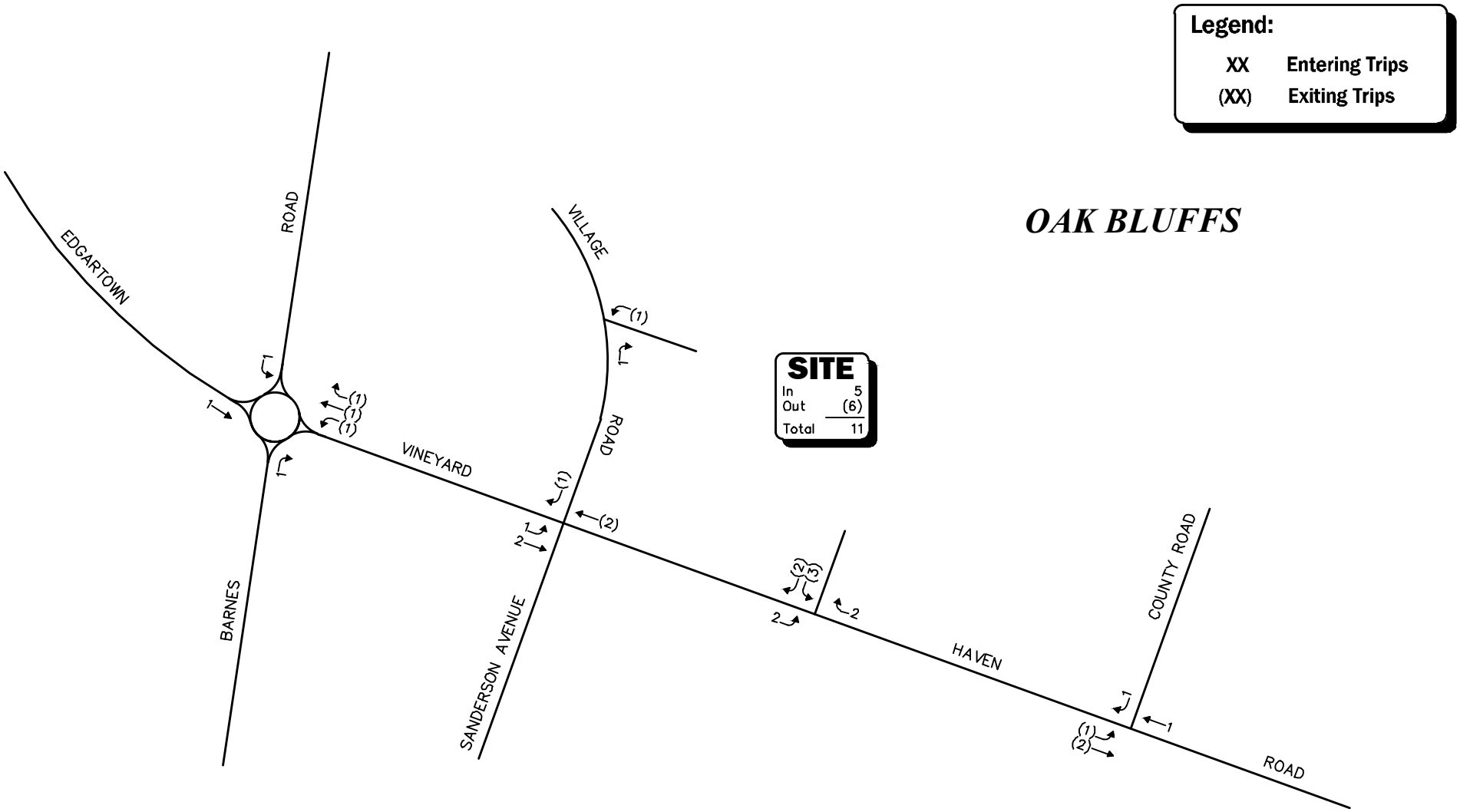

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Figure 21

Project-Generated
Peak-Month
Saturday Midday
Peak-Hour Traffic Volumes

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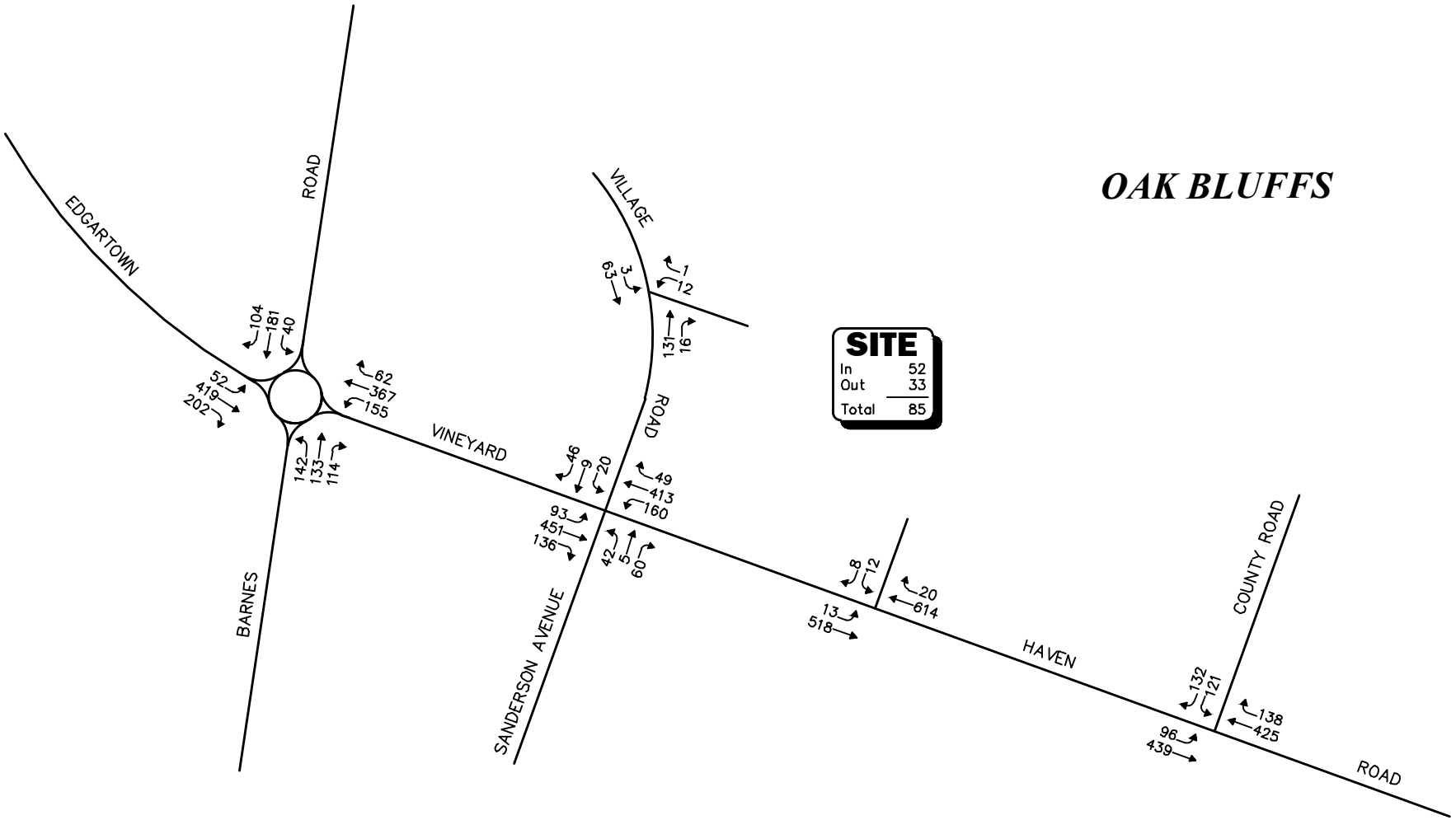

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

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Figure 22

2030 Build
Average-Month
Weekday Morning
Peak-Hour Traffic Volumes

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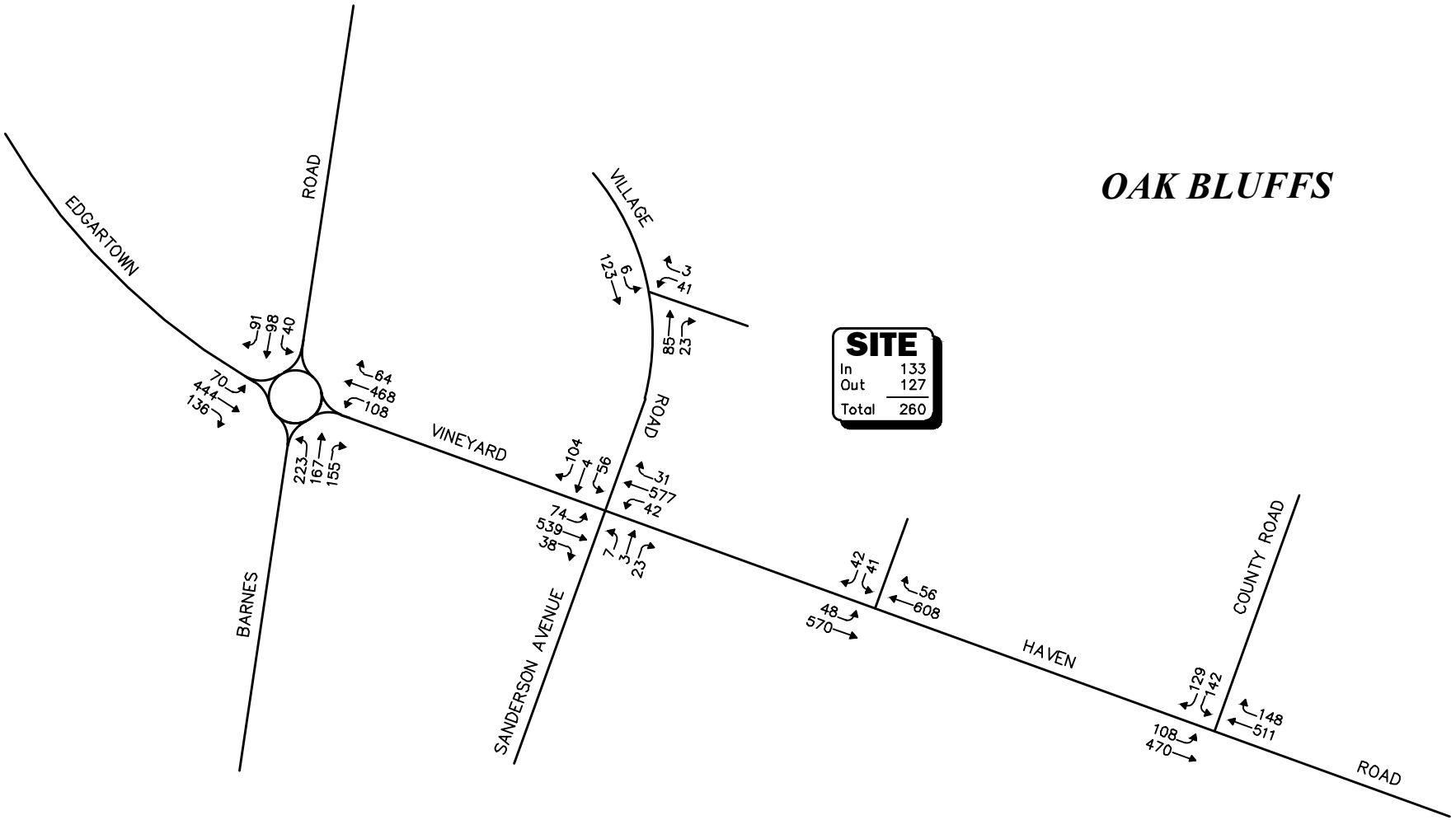

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

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Figure 23

2030 Build
Average-Month
Weekday Evening
Peak-Hour Traffic Volumes

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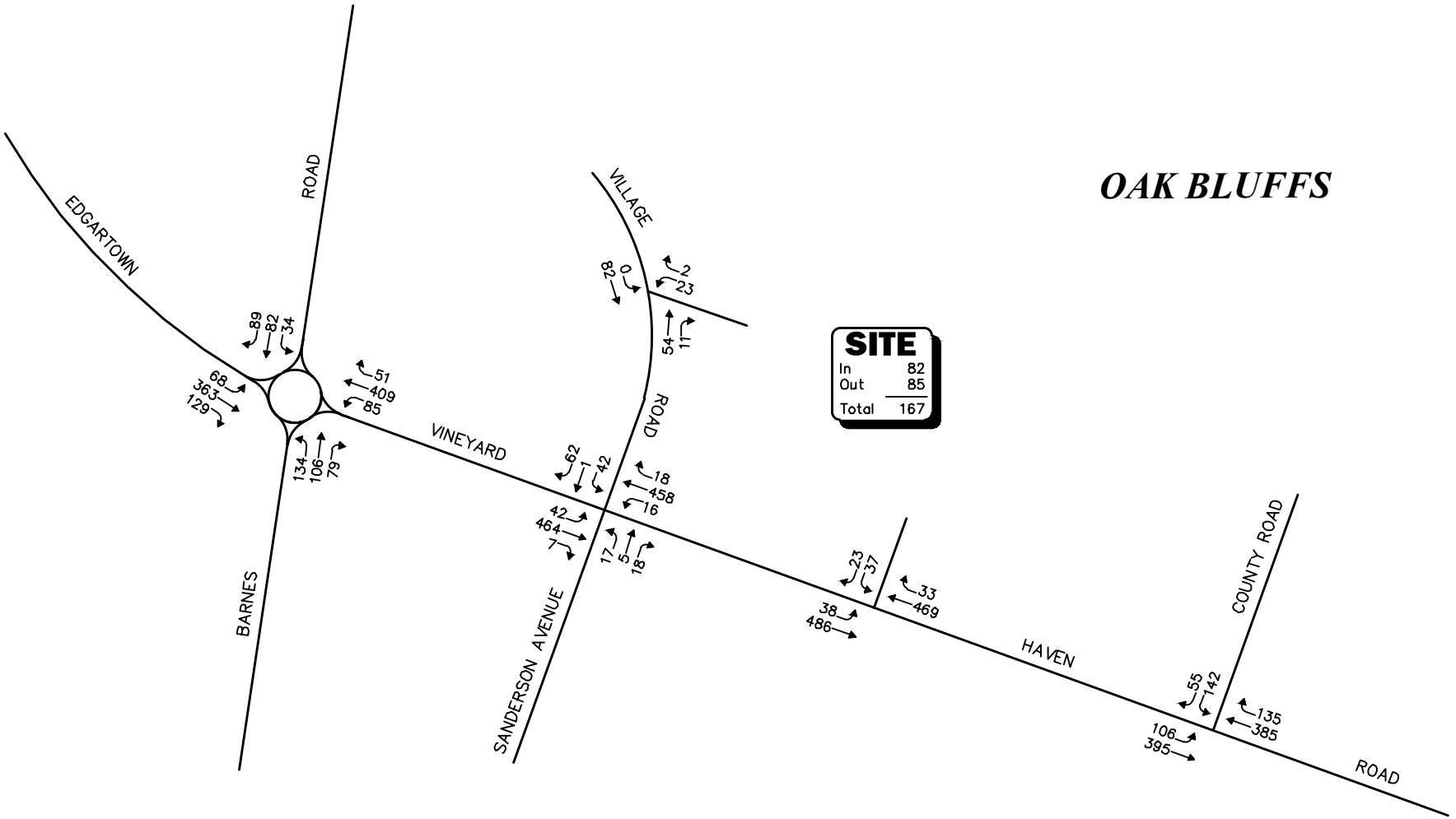

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not to Scale

Figure 24

2030 Build
Average-Month
Saturday Midday
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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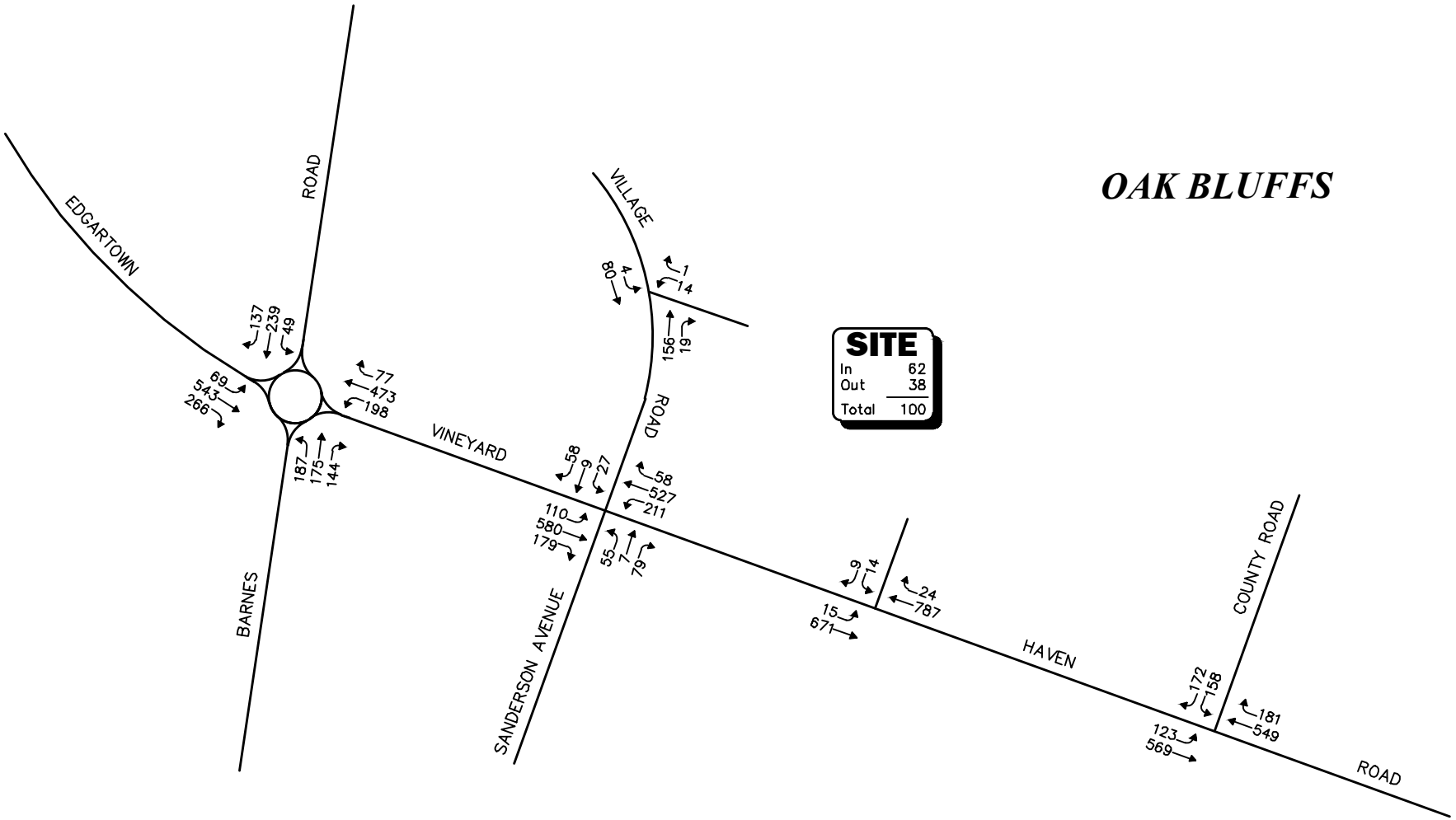

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not to Scale

Figure 25

2030 Build
Peak-Month
Weekday Morning
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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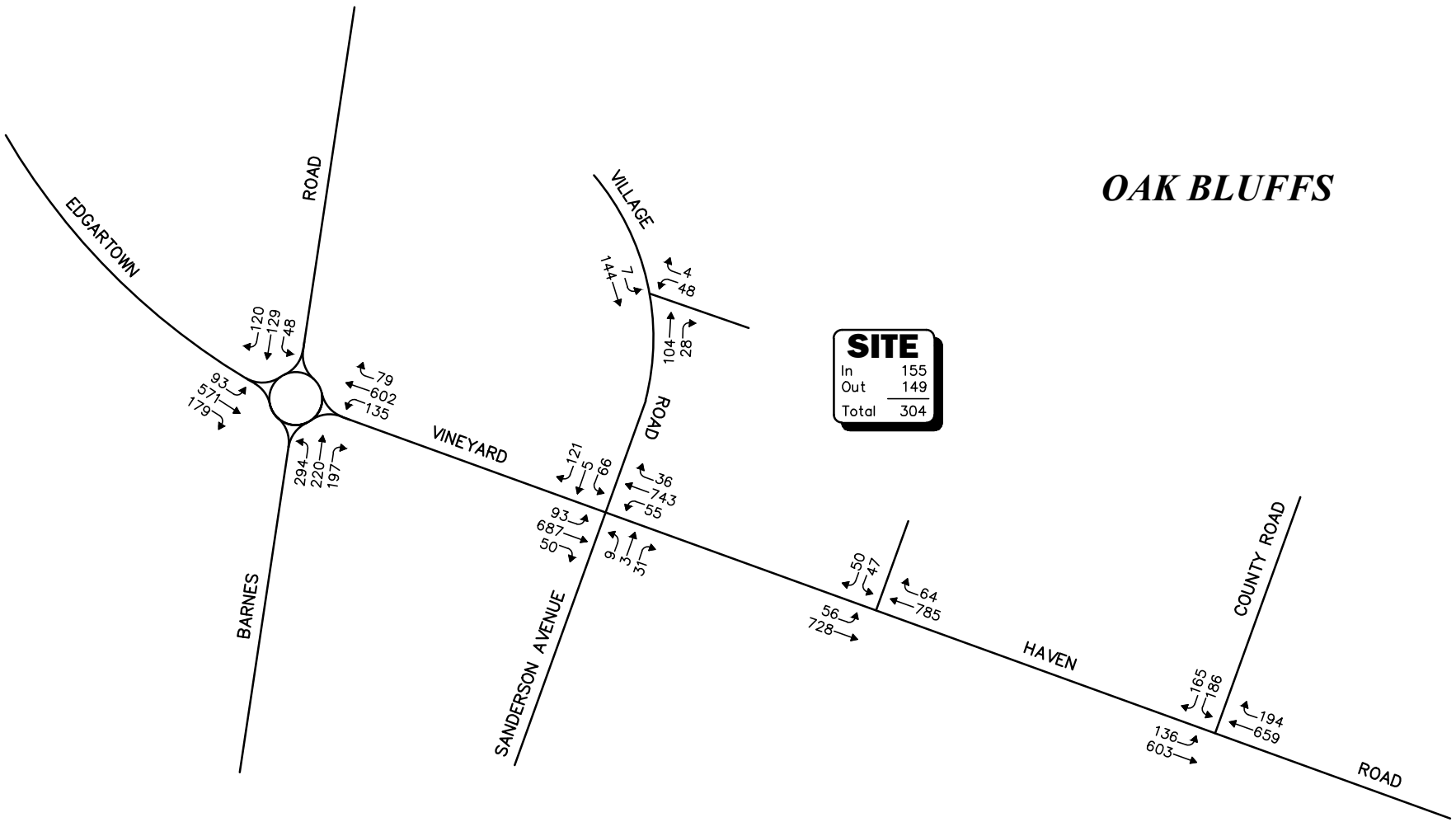

Note: **Imbalances exist due to numerous curb cuts and side streets that are not shown.**

Not to Scale

Figure 26

2030 Build
Peak-Month
Weekday Evening
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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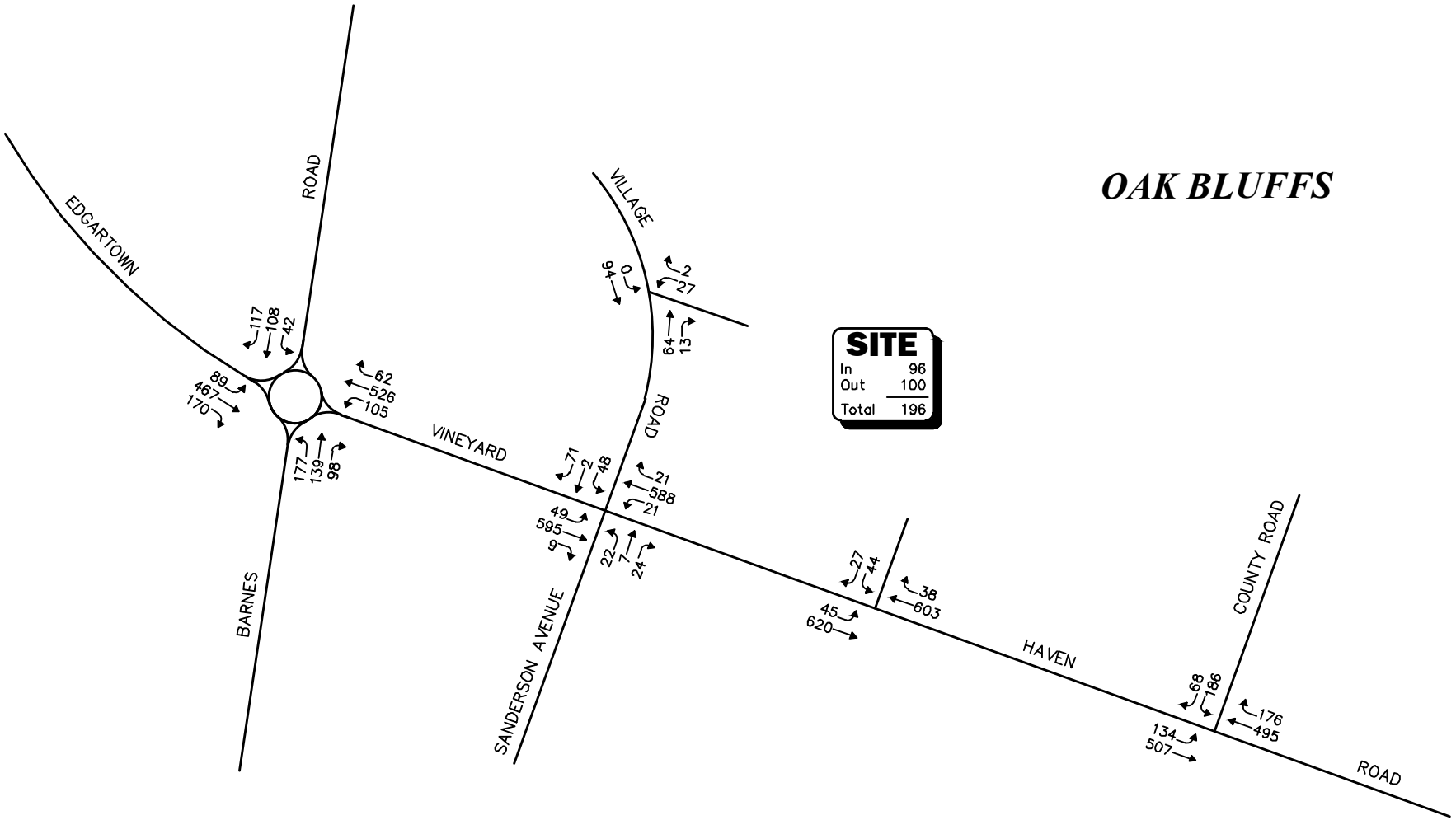

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not to Scale

Figure 27

2030 Build
Peak-Month
Saturday Midday
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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Table 7
PEAK-HOUR TRAFFIC-VOLUME INCREASES

Location/Peak-Hour	2022 Existing	2030 No-Build	2030 Build	Traffic-Volume Increase Over No-Build	Percent Increase Over No-Build
Edgartown Vineyard Haven Road, west of Barnes Road:					
Average Month					
Weekday Morning	1,014	1,284	1,286	2	0.2
Weekday Evening	1,176	1,428	1,432	4	0.3
Saturday Midday	976	1,190	1,192	2	0.2
Peak Month					
Weekday Morning	1,414	1,673	1,675	2	0.1
Weekday Evening	1,546	1,854	1,859	5	0.3
Saturday Midday	1,286	1,544	1,546	2	0.1
Edgartown Vineyard Haven Road, east of County Road:					
Average Month					
Weekday Morning	924	1,121	1,123	2	0.2
Weekday Evening	1,026	1,267	1,271	4	0.3
Saturday Midday	850	1,055	1,057	2	0.2
Peak Month					
Weekday Morning	1,218	1,455	1,457	2	0.1
Weekday Evening	1,351	1,638	1,642	4	0.2
Saturday Midday	1,118	1,361	1,364	3	0.2
Barnes Road, north of Edgartown Vineyard Haven Road:					
Average Month					
Weekday Morning	480	572	572	0	0.0
Weekday Evening	436	528	530	2	0.4
Saturday Midday	351	429	430	1	0.2
Peak Month					
Weekday Morning	634	746	746	0	0.0
Weekday Evening	572	687	689	2	0.3
Saturday Midday	464	555	557	2	0.4
Barnes Road, south of Edgartown Vineyard Haven Road:					
Average Month					
Weekday Morning	719	926	927	1	0.1
Weekday Evening	732	884	887	3	0.3
Saturday Midday	500	613	615	2	0.3
Peak Month					
Weekday Morning	1,028	1,208	1,209	1	0.1
Weekday Evening	963	1,150	1,154	4	0.3
Saturday Midday	661	795	797	2	0.3
County Road, north of Edgartown Vineyard Haven Road:					
Average Month					
Weekday Morning	402	487	487	0	0.0
Weekday Evening	425	525	527	2	0.4
Saturday Midday	351	436	438	2	0.5
Peak Month					
Weekday Morning	531	633	634	1	0.2
Weekday Evening	559	679	681	2	0.3
Saturday Midday	463	562	564	2	0.4

TRAFFIC OPERATIONS ANALYSIS

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

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.[14] The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

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

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

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

Unsignalized Intersections

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

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

The levels of service of unsignalized intersections are determined by application of a procedure described in the *Highway Capacity Manual 6th Edition.*[15] 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 *Highway Capacity Manual 6th Edition*. Table 8 summarizes the relationship between level of service and average control delay for two-way stop controlled and all-way stop controlled intersections.

Table 8
LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[a]

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

[a]Source: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2016; page 19-2.

[15]*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2016.

Rotaries

The rotary capacity analysis is based on the procedures described in the *aaTraffic Signalized* and *Unsignalized* Intersection Design and Research Aid (*aaSIDRA*).[16] The main features of the *aaSIDRA* method for rotary capacity estimation are the dependence of gap acceptance parameters on rotary geometry, circulating flows and entry lane flows, and the designation of approach lanes as controlling and otherwise that have different capacity characteristics. Provision of two-lane approaches tend to substantially increase rotary capacity. As a general rule, individual approach volumes exceeding 85 percent of the calculated capacity of that approach are considered over-saturated and indicate areas of concern.

The *aaSIDRA* analytical model calculates several components of delay. One of these, the average total delay component, produces level-of-service results based on the concepts described in the HCM. Using this level-of-service delay definition for rotaries results in criteria that are the same for signalized intersections. The delay ranges that define levels of service for rotaries are shown in Table 9.

Table 9
LEVEL-OF-SERVICE CRITERIA FOR ROTARIES

Level of Service	Control Delay Per Vehicle (Seconds)
A	≤ 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	>50.0

Source: aa*SIDRA 6.1 Users Guide;* Akcelik & Associates Pty Ltd; Greythorn, Victoria 3104, Australia; November 2012.

Vehicle Queue Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro® intersection capacity analysis software for unsignalized and signalized intersections, and using the *aaSIDRA* analytical model for rotaries, which are based upon the methodology and procedures presented in the 2010 *Highway Capacity Manual*. The Synchro® vehicle queue analysis methodology is a simulation based model which reports the number of vehicles that experience a delay of six seconds or more at an intersection. For signalized intersections, Synchro® reports both the average (50th percentile) the 95th percentile vehicle queue. For unsignalized intersections and rotaries, Synchro® and *aaSIDRA*, respectively, report the 95th percentile vehicle queue. Vehicle queue lengths are a function of the capacity of the movement under study and the volume of traffic being processed by the intersection during the analysis period. The 95th percentile vehicle queue is the vehicle queue length that will be exceeded only 5 percent of the time, or approximately 3 minutes out of 60 minutes during the peak one hour

[16] aaTraffic Signalized and Unsignalized Intersection Design and Research Aid, aaSIDRA 6.1 User Guide; Akcelik & Associates Pty Ltd; Greythorn, Victoria 3104, Australia; November 2012.

of the day (during the remaining 57 minutes, the vehicle queue length will be less than the 95th percentile queue length).

ANALYSIS RESULTS

Level-of-service and vehicle queue analyses were conducted for 2022 Existing, 2030 No-Build, and 2030 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Tables 10 and 11, with the detailed analysis results presented in the Appendix.

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

Unsignalized Intersections

Edgartown-Vineyard Haven Road at Sanderson Avenue and Village Road

Under both average and peak-month conditions, no change in level-of-service was shown to occur as a result of the addition of Project-related traffic, with Project-related impacts generally defined as a predicted increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle. Independent of the Project, the critical movements (i.e., all movements from Sanderson Avenue and/or Village Road) were shown to operate at or over capacity (i.e., LOS "E" or "F", respectively) during one or more peak hours under Existing and No-Build average and peak-month conditions.

Edgartown-Vineyard Haven Road at County Road

Under both average and peak-month conditions, no change in level-of-service was shown to occur as a result of the addition of Project-related traffic, with Project-related impacts generally defined as a predicted increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle. Independent of the Project, the County Road approach was shown to operate at or over capacity during one or more peak hours under Existing and No-Build average and peak-month conditions.

Edgartown-Vineyard Haven Road at the Project Site Driveway

Under average-month conditions, all movements exiting the Project site driveway to Edgartown-Vineyard Haven Road are predicted to operate at LOS D during the weekday morning and Saturday midday peak hours and at LOS E during the weekday evening peak-hour, with vehicle queues of up to three (3) vehicles. The predicted vehicle queues can be contained within the Project site without inhibiting access or the movements of vehicles, pedestrians and bicyclists along Edgartown-Vineyard Haven Road. All movements along Edgartown-Vineyard Haven Road approaching the Project site driveway are predicted to operate at LOS A with negligible vehicle queuing predicted.

Under peak-month conditions, all movements exiting the Project site driveway to Edgartown-Vineyard Haven Road are predicted to operate over capacity independent of the Project, with Project-related impacts generally defined as a predicted increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of up to eight (8) vehicles. Again, the

predicted vehicle queues can be contained within the Project site without inhibiting access or the movements of vehicles, pedestrians and bicyclists along Edgartown-Vineyard Haven Road. All movements along Edgartown-Vineyard Haven Road approaching the Project site driveway are predicted to operate at LOS A with queues of up to one (1) vehicle.

Village Road at the Project Site Driveway

Under both average and peak-month conditions, all movements exiting the Project site driveway to Village Road were shown to operate at LOS B or better during the peak hours with vehicle queues of up to one (1) vehicle. All movements along Village Road approaching the Project site driveway are predicted to operate at LOS A with negligible vehicle queuing predicted. That being said, actual operating conditions at the intersection will be directly related to vehicle queuing along the Village Road approach to Edgartown-Vineyard Haven Road.

Rotary

Under average-month conditions, the addition of Project-related traffic to the Edgartown-Vineyard Haven Road/Barnes Road rotary was shown to result in an increase in average overall motorist delay of 0.7 seconds during the weekday evening peak-hour that caused a change in level of service from LOS C to LOS D. Focusing on specific movements, the Barnes Road northbound approach to the intersection was shown to experience an increase in average motorist delay of 1.0 seconds during the weekday evening peak-hour that resulted in a change in level of service from LOS D to LOS E. Independent of the Project, the Edgartown-Vineyard Haven Road eastbound approach to the intersection is predicted to operate at capacity during the weekday morning peak-hour under No-Build conditions. Vehicle queuing at the intersection is predicted to increase by up to one (1) vehicle with the addition of Project-related traffic.

Under peak-month conditions, the addition of Project-related traffic to the Edgartown-Vineyard Haven Road/Barnes Road rotary was shown to result in an increase in average overall motorist delay of 0.4 seconds during the Saturday midday peak-hour that caused a change in level of service from LOS C to LOS D. Independent of the Project, one or more movements at the intersection are currently or are predicted to operate at or over capacity during one or more peak hours. Vehicle queues at the intersection are predicted to increase by up to two (2) vehicles with the addition of Project-related traffic.

Table 10
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

	2022 Existing				2030 No-Build				2030 Build			
Unsignalized Intersection/Peak Hour/Movement	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
EVH Road at Sanderson Avenue and Village Road (Average-Month Conditions)												
Weekday Morning:												
EVH Road EB LT/TH/RT	546	0.9	A	0	678	1.2	A	1	680	1.3	A	1
EVH Road WB LT/TH/RT	481	2.8	A	1	621	2.8	A	1	622	2.8	A	1
Sanderson Avenue NB LT/TH/RT	92	>50.0	F	17	107	>50.0	F	30	107	>50.0	F	30
Village Road SB LT/TH/RT	56	>50.0	F	6	75	>50.0	F	18	75	>50.0	F	18
Weekday Evening:												
EVH Road EB LT/TH/RT	493	0.9	A	0	646	1.0	A	1	651	1.1	A	1
EVH Road WB LT/TH/RT	513	0.6	A	0	648	1.0	A	1	650	1.0	A	0
Sanderson Avenue NB LT/TH/RT	29	19.2	C	1	33	45.3	E	2	33	45.3	E	2
Village Road SB LT/TH/RT	95	26.8	D	2	162	>50.0	F	12	164	>50.0	F	12
Saturday Midday:												
EVH Road EB LT/TH/RT	386	0.5	A	0	511	0.7	A	0	513	0.7	A	0
EVH Road WB LT/TH/RT	381	0.3	A	0	490	0.3	A	0	492	0.3	A	0
Sanderson Avenue NB LT/TH/RT	37	18.1	C	1	40	30.4	D	2	40	30.8	D	2
Village Road SB LT/TH/RT	44	16.7	C	1	104	35.2	E	3	105	35.5	E	3
EVH Road at Sanderson Avenue and Village Road (Peak-Month Conditions)												
Weekday Morning:												
EVH Road EB LT/TH/RT	712	0.9	A	1	867	1.3	A	1	869	1.3	A	1
EVH Road WB LT/TH/RT	633	3.2	A	1	795	3.4	A	2	796	3.4	A	2
Sanderson Avenue NB LT/TH/RT	123	>50.0	F	35	141	>50.0	F	N/C	141	>50.0	F	N/C
Village Road SB LT/TH/RT	73	>50.0	F	19	94	>50.0	F	N/C	94	>50.0	F	N/C
Weekday Evening:												
EVH Road EB LT/TH/RT	649	0.9	A	1	824	1.1	A	1	830	1.1	A	1
EVH Road WB LT/TH/RT	675	0.6	A	0	832	0.6	A	0	834	0.6	A	0
Sanderson Avenue NB LT/TH/RT	38	39.8	E	2	43	>50.0	F	5	43	>50.0	F	6
Village Road SB LT/TH/RT	120	>50.0	F	7	190	>50.0	F	23	192	>50.0	F	24
Saturday Midday:												
EVH Road EB LT/TH/RT	512	0.5	A	0	650	0.7	A	0	653	0.7	A	0
EVH Road WB LT/TH/RT	502	0.3	A	0	628	0.3	A	0	630	0.3	A	0
Sanderson Avenue NB LT/TH/RT	47	30.3	D	2	53	>50.0	F	5	53	>50.0	F	5
Village Road SB LT/TH/RT	59	26.9	D	2	120	>50.0	F	9	121	>50.0	F	9

See notes at end of table.

Table 10 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2022 Existing				2030 No-Build				2030 Build			
	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
EVH Road at County Road												
(Average-Month Conditions)												
Weekday Morning:												
EVH Road EB LT/TH	435	1.5	A	0	534	1.6	A	1	535	1.6	A	1
EVH Road WB TH/RT	460	0.0	A	0	562	0.0	A	0	563	0.0	A	0
County Road SB LT/RT	210	36.2	E	5	253	>50.0	F	13	253	>50.0	F	14
Weekday Evening:												
EVH Road EB LT/TH	448	1.6	A	1	575	1.8	A	1	578	1.8	A	1
EVH Road WB TH/RT	536	0.0	A	0	657	0.0	A	0	659	0.0	A	0
County Road SB LT/RT	219	>50.0	F	7	270	>50.0	F	18	271	>50.0	F	18
Saturday Midday:												
EVH Road EB LT/TH	387	1.8	A	1	499	1.9	A	1	501	1.9	A	1
EVH Road WB TH/RT	421	0.0	A	0	519	0.0	A	0	520	0.0	A	0
County Road SB LT/RT	157	32.5	D	4	196	>50.0	F	10	197	>50.0	F	10
EVH Road at County Road												
(Peak-Month Conditions)												
Weekday Morning:												
EVH Road EB LT/TH	573	1.6	A	1	691	1.8	A	0	692	1.8	A	1
EVH Road WB TH/RT	607	0.0	A	0	729	0.0	A	0	730	0.0	A	0
County Road SB LT/RT	277	>50.0	F	19	329	>50.0	F	34	330	>50.0	F	35
Weekday Evening:												
EVH Road EB LT/TH	590	1.7	A	1	736	2.0	A	1	739	2.0	A	1
EVH Road WB TH/RT	706	0.0	A	0	851	0.0	A	0	853	0.0	A	0
County Road SB LT/RT	288	>50.0	F	22	350	>50.0	F	38	351	>50.0	F	39
Saturday Midday:												
EVH Road EB LT/TH	509	1.9	A	1	638	2.1	A	1	641	2.1	A	1
EVH Road WB TH/RT	454	0.0	A	0	670	0.0	A	0	671	0.0	A	0
County Road SB LT/RT	207	>50.0	F	12	253	>50.0	F	25	254	>50.0	F	25

See notes at end of table.

Table 10 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2022 Existing				2030 No-Build				2030 Build			
	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
EVH Road at the Project Site Driveway (Average-Month Conditions)												
Weekday Morning:												
EVH Road EB LT/TH	437	0.2	A	0	530	0.2	A	0	531	0.2	A	0
EVH Road WB TH/RT	493	0.0	A	0	633	0.0	A	0	634	0.0	A	0
Project Site Driveway SB LT/RT	18	20.7	C	1	18	29.8	D	1	20	30.2	D	1
Weekday Evening:												
EVH Road EB LT/TH	461	0.9	A	0	615	0.9	A	0	618	0.9	A	0
EVH Road WB TH/RT	526	0.0	A	0	661	0.0	A	0	664	0.0	A	0
Project Site Driveway SB LT/RT	78	23.1	C	2	78	40.7	E	3	83	44.4	E	3
Saturday Midday:												
EVH Road EB LT/TH	394	0.8	A	0	523	0.8	A	0	524	0.8	A	0
EVH Road WB TH/RT	391	0.0	A	0	500	0.0	A	0	502	0.0	A	0
Project Site Driveway SB LT/RT	56	18.2	C	1	56	26.4	D	2	60	27.2	D	2
EVH Road at the Project Site Driveway (Peak-Month Conditions)												
Weekday Morning:												
EVH Road EB LT/TH	574	0.2	A	0	685	0.2	A	0	686	0.2	A	0
EVH Road WB TH/RT	647	0.0	A	0	809	0.0	A	0	811	0.0	A	0
Project Site Driveway SB LT/RT	21	34.5	D	1	21	>50.0	F	2	23	>50.0	F	2
Weekday Evening:												
EVH Road EB LT/TH	605	0.8	A	0	781	0.8	A	1	784	0.8	A	1
EVH Road WB TH/RT	689	0.0	A	0	846	0.0	A	0	849	0.0	A	0
Project Site Driveway SB LT/RT	91	>50.0	F	4	91	>50.0	F	7	97	>50.0	F	8
Saturday Midday:												
EVH Road EB LT/TH	519	0.7	A	0	663	0.7	A	0	665	0.7	A	0
EVH Road WB TH/RT	513	0.0	A	0	639	0.0	A	0	641	0.0	A	0
Project Site Driveway SB LT/RT	66	30.0	D	3	66	>50.0	F	5	71	>50.0	F	5

See notes at end of table.

Table 10 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

	2022 Existing				2030 No-Build				2030 Build			
Unsignalized Intersection/Peak Hour/Movement	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
Village Road at the Project Site Driveway (Average-Month Conditions)												
Weekday Morning:												
Project Site Driveway WB LT/RT	13	9.5	A	0	13	10.2	B	0	13	10.2	B	0
Village Road NB TH/RT	86	0.0	A	0	146	0.0	A	0	147	0.0	A	0
Village Road SB LT/TH	47	0.5	A	0	66	0.5	A	0	66	0.5	A	0
Weekday Evening:												
Project Site Driveway WB LT/RT	42	9.5	A	0	42	10.3	B	0	44	10.4	B	1
Village Road NB TH/RT	72	0.0	A	0	106	0.0	A	0	108	0.0	A	0
Village Road SB LT/TH	62	0.7	A	0	129	0.7	A	0	129	0.7	A	0
Saturday Midday:												
Project Site Driveway WB LT/RT	24	8.9	A	0	24	9.4	A	0	25	9.4	A	0
Village Road NB TH/RT	37	0.0	A	0	64	0.0	A	0	65	0.0	A	0
Village Road SB LT/TH	22	0.0	A	0	82	0.0	A	0	82	0.0	A	0
Village Road at the Project Site Driveway (Peak-Month Conditions)												
Weekday Morning:												
Project Site Driveway WB LT/RT	15	9.9	A	0	15	10.7	B	0	15	10.7	B	0
Village Road NB TH/RT	111	0.0	A	0	174	0.0	A	0	175	0.0	A	0
Village Road SB LT/TH	63	0.5	A	0	84	0.5	A	0	84	0.5	A	0
Weekday Evening:												
Project Site Driveway WB LT/RT	50	9.9	A	1	50	10.8	B	1	52	10.9	B	1
Village Road NB TH/RT	93	0.0	A	0	129	0.0	A	0	132	0.0	A	0
Village Road SB LT/TH	81	0.6	A	0	151	0.6	A	0	151	0.6	A	0
Saturday Midday:												
Project Site Driveway WB LT/RT	28	9.1	A	0	28	9.6	A	0	29	9.6	A	0
Village Road NB TH/RT	47	0.0	A	0	76	0.0	A	0	77	0.0	A	0
Village Road SB LT/TH	33	0.0	A	0	94	0.0	A	0	94	0.0	A	0

[a]Demand in vehicles per hour.
[b]Average control delay per vehicle (in seconds).
[c]Level of service.
[d]Queue length in vehicles.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.
N/C = Not Calculated.

Table 11
ROTARY INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

	2022 Existing				2030 No-Build				2030 Build			
Roundabout Intersection/Peak Hour/Movement	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
EVH Road at Barnes Road												
(Average-Month Conditions)												
Weekday Morning:												
Barnes Road NB LT/TH/RT	360	10.9	B	3	431	16.8	C	6	432	16.9	C	6
EVH Road WB LT/TH/RT	586	13.0	B	7	747	24.6	C	18	749	24.7	C	18
Barnes Road SB LT/TH/RT	296	12.0	B	3	349	19.8	C	5	349	19.9	C	5
EVH Road EB LT/TH/RT	608	15.1	C	9	810	49.0	E	34	811	49.3	E	34
Overall	--	**13.1**	**B**	--	--	**30.9**	**D**	--	--	**31.1**	**D**	--
Weekday Evening:												
Barnes Road NB LT/TH/RT	511	16.5	C	7	610	34.7	D	15	612	35.7	E	16
EVH Road WB LT/TH/RT	515	14.9	B	7	673	29.2	D	16	681	30.3	D	17
Barnes Road SB LT/TH/RT	220	9.6	A	2	268	14.5	B	3	269	14.7	B	3
EVH Road EB LT/TH/RT	651	10.6	B	5	753	15.8	C	13	756	16.2	C	14
Overall	--	**13.2**	**B**	--	--	**24.6**	**C**	--	--	**25.3**	**D**	--
Saturday Midday:												
Barnes Road NB LT/TH/RT	284	7.4	A	2	346	9.9	A	3	347	10.0	A	3
EVH Road WB LT/TH/RT	474	9.0	A	3	630	13.6	B	8	634	13.7	B	9
Barnes Road SB LT/TH/RT	192	7.6	A	1	233	10.4	B	2	233	10.4	B	2
EVH Road EB LT/TH/RT	503	7.8	A	3	614	10.6	B	5	615	10.6	B	5
Overall	--	**8.1**	**A**	--	--	**11.5**	**B**	--	--	**11.5**	**B**	--
EVH Road at Barnes Road												
(Peak-Month Conditions)												
Weekday Morning:												
Barnes Road NB LT/TH/RT	476	18.8	C	7	561	25.4	D	11	562	25.6	D	11
EVH Road WB LT/TH/RT	772	34.3	D	24	958	>50.0	F	72	959	>50.0	F	73
Barnes Road SB LT/TH/RT	391	27.9	D	7	457	>50.0	F	13	457	>50.0	F	13
EVH Road EB LT/TH/RT	895	>50.0	F	58	1,057	>50.0	F	117	1,058	>50.0	F	117
Overall	--	**>50.0**	**F**	--	--	**>50.0**	**F**	--	--	**>50.0**	**F**	--
Weekday Evening:												
Barnes Road NB LT/TH/RT	673	55.2	F	26	797	>50.0	F	83	799	>50.0	F	84
EVH Road WB LT/TH/RT	678	42.6	E	21	863	>50.0	F	53	868	>50.0	F	55
Barnes Road SB LT/TH/RT	288	17.2	C	3	348	23.3	C	5	349	23.1	C	5
EVH Road EB LT/TH/RT	809	18.2	C	17	977	>50.0	F	50	980	>50.0	F	50
Overall	--	**35.0**	**E**	--	--	**>50.0**	**F**	--	--	**>50.0**	**F**	--
Saturday Midday:												
Barnes Road NB LT/TH/RT	376	11.0	B	3	449	17.4	C	6	450	17.5	C	6
EVH Road WB LT/TH/RT	624	15.2	C	9	802	36.5	E	27	806	37.2	E	27
Barnes Road SB LT/TH/RT	253	11.5	B	2	302	18.6	C	4	303	18.7	C	4
EVH Road EB LT/TH/RT	664	11.4	B	6	797	19.3	C	18	798	19.6	C	18
Overall	--	**12.6**	**B**	--	--	**24.7**	**C**	--	--	**25.1**	**D**	--

[a]Demand in vehicles per hour.
[b]Average control delay per vehicle (in seconds).
[c]Level of service.
[d]Queue length in vehicles.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the intersections of the Project site driveways with Edgartown-Vineyard Haven Road and Village Road in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)[17] requirements. Stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 12 presents the measured SSD and ISD at the subject intersections.

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

Table 12
SIGHT DISTANCE MEASUREMENTS[a]

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD)[b]	Measured
EVH Road at the Project Site Driveway			
Stopping Sight Distance:			
EVH Road approaching from the east	360	--	500+
EVH Road approaching from the west	360	--	500+
Intersection Sight Distance:			
Looking to the east from the Project Site Driveway	360	430	500+
Looking to the west from the Project Site Driveway	360	500	500+
Village Road at the Project Site Driveway			
Stopping Sight Distance:			
Village Road approaching from the north	200	--	241
Village Road approaching from the south	200	--	283
Intersection Sight Distance:			
Looking to the north from the Project Site Driveway	200	335	254
Looking to the south from the Project Site Driveway	200	290	270

[a]Recommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets,* 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on a 45 mph approach speed along Edgartown-Vineyard Haven Road and a 30 mph approach speed along Village Road.

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

As can be seen in Table 12, the available lines of sight to and from the intersections of the Project site driveways with Edgartown-Vineyard Haven Road and Village Road exceed the recommended minimum sight distance to function in a safe manner (SSD) based on a 45 mph approach speed along Edgartown-Vineyard Haven Road, which is consistent with the posted speed limit in the vicinity of the Project site and above the measured 85th percentile vehicle travel speed (31/32 mph), and a 30 mph approach speed along Village Road, which is 5 mph above the statutory speed limit (25 mph).

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

VAI has conducted a TIA in order to determine the potential impacts on the transportation infrastructure associated with the potential future expansion of the YMCA of Martha's Vineyard located at 111R Edgartown-Vineyard Haven Road in Oak Bluffs, Massachusetts. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project.

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

1. Using trip-generation statistics published by the ITE[18] and empirical data obtained from the YMCA, the Project is expected to result in the following traffic volume increases:

   Average-Month - 74 additional vehicle trips on an average weekday (two-way, 24-hour volume), 5 additional vehicle trips during the morning peak-hour, 15 additional vehicle trips during the weekday evening peak-hour and 9 additional vehicle trips during the Saturday midday peak-hour;

   Peak-Month - 86 additional vehicle trips on an average weekday, 6 additional vehicle trips during the weekday morning peak-hour, 17 additional vehicle trips during the weekday evening peak-hour and 11 additional vehicle trips during the Saturday midday peak-hour;

2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build conditions). Project-related impacts are generally defined as an increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of up to two (2) vehicles. Independent of the Project, one or more movements at the study area intersections are currently or are predicted to operate at or over capacity (i.e., LOS "E" or "F") independent of the Project;

3. All movements exiting the Project site driveway to Edgartown-Vineyard Haven Road were shown to operate at LOS D during the weekday morning and Saturday midday peak hours and at LOS E during the weekday evening peak-hour with vehicle queues of up to three (3)

[18]Ibid 1.

vehicles under average-month conditions, and at LOS F during all three peak hours under peak-month conditions with vehicle queues of up to eight (8) vehicles. The predicted vehicle queues can be contained within the Project site without inhibiting access or the movement of vehicles, pedestrians and bicyclists along Edgartown-Vineyard Haven Road. All movements along Edgartown-Vineyard Haven Road approaching the Project site driveway were shown to operate at LOS A with vehicle queues of up to one (1) vehicle;

4. All movements exiting the Project site driveway to Village Road were shown to operate at LOS B or better during all three peak hours under both average and peak-month conditions with queues of up to one (1) vehicle. All movements along Village Road approaching the Project site driveway were shown to operate at LOS A with negligible vehicle queuing predicted. That being said, actual operating conditions at the intersection will be directly related to vehicle queuing along Village Road approaching Edgartown-Vineyard Haven Road;

5. No apparent safety deficiencies were noted based on a review of MassDOT motor vehicle crash data for the study area; and

6. Lines of sight at the intersections of the Project site driveways with Edgartown-Vineyard Haven Road and Village Road exceed the recommended minimum distance for safe operation.

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

RECOMMENDATIONS

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

Project Access

Access to the Project site will continue to be provided by way of two (2) existing driveways that intersect the north side of Edgartown-Vineyard Haven Road approximately 500 feet east of Village Road and the east side of Village Road approximately 300 feet north of Edgartown-Vineyard Haven Road, respectively. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation:

- The Project site driveways should continue to be a minimum of 24-feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.

- Where perpendicular parking is proposed, the drive aisle behind the parking should continue to be a minimum of 23 feet in width in order to facilitate parking maneuvers.

- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided.

- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).[19]

- Americans with Disabilities Act (ADA)-compliant wheelchair ramps should be provided at all pedestrian crossings to be constructed or modified in conjunction with the Project.

- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas of the Project site driveways should be designed and maintained so as not to restrict lines of sight.

- Snow accumulations (windrows) within the sight triangle areas of the Project site driveways will be promptly removed where such accumulations would impede sight lines.

Off-Site

Edgartown-Vineyard Haven Road at Sanderson Avenue and Village Road

The addition of Project-related traffic to the intersection of Edgartown-Vineyard Haven Road at Sanderson Avenue and Village Road was not shown to result in a change in level-of-service for any movement, with Project-related impacts generally defined as an increase in average motorist delay that resulted in an increase in vehicle queuing of up to one (1) vehicle. Independent of the Project, the minor street approaches are currently or are predicted to operate at or over capacity during the peak hours under both average and peak-month conditions. In an effort to identify potential measures to improve traffic operations at the intersection, the Project proponent will undertake an intersection improvement study that will include evaluating alternative traffic control measures, including reconfiguring the intersection as a modern roundabout. The improvement study will be provided to the Town prior to the issuance of a Certificate of Occupancy for the Project. Completion of the intersection improvement study in no way obligates the YMCA to construct or implement any of the recommendations resulting from the study.

Edgartown-Vineyard Haven Road at County Road

The addition of Project-related traffic to the Edgartown-Vineyard Haven Road/County Road intersection was not shown to result in a change in level-of-service for any movement, with Project-related impacts generally defined as an increase in average motorist delay that resulted in an increase in vehicle queuing of up to one (1) vehicle. Independent of the Project, it was noted that the County Road approach is currently operating over capacity under both average and peak-summer-month conditions during both the weekday morning and evening peak hours, with conditions expected to worsen in the future. Given the limited impact of the Project at this intersection with no evidence of a specific safety deficiency based on a review of the MassDOT motor vehicle crash data, no improvements are recommended or appear to be required at this intersection to accommodate the limited impact of the Project.

[19]Ibid 2.

Transportation Demand Management

Regularly scheduled public transportation services are provided within the study area by the VTA. The VTA provides fixed-route bus service along Edgartown-Vineyard Haven Road, Barnes Road and to the Project site by way of bus Routes 1, 7 and 9. Bus Route 1, *Edgartown - Vineyard Haven Road*, provides service between Church Street in Edgartown and the Vineyard Haven Steamship Authority (SSA) Terminal in Tisbury, with the closest regular stop located adjacent to the Project site at the Martha's Vineyard Skatepark. Bus Route 7, *Oak Bluffs – Airport via County Road/Barnes Road*, and Route 9, *Oak Bluffs – Hospital – Airport via Barnes Road/County Road*, provide service between the Martha's Vineyard airport and Ocean Park in Oak Bluffs, with the closest regular stop located within the Project site near the Village Road entrance.

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

- A transportation coordinator should be designated for the Project to coordinate the elements of the TDM program
- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available to member and employees, and included on the YMCA website;
- A "welcome packet" should be provided to new employees and members detailing available public transportation services, bicycle and walking alternatives, and other commuting options;
- Pedestrian accommodations are provided within the Project site and consist of a sidewalk that extends to the existing sidewalk along Village Road and thereafter to the existing sidewalk on Edgartown-Vineyard Haven Road; and
- Secure bicycle parking should be provided proximate to the YMCA building.

Traffic and Parking Management Plan

The YMCA facility shares surface parking with the adjacent YMCA ice arena, which hosts Martha's Vineyard Regional High School Men's Varsity Hockey home games throughout the winter season. The 211 available parking spaces that are shared between these facilities provide ample parking to accommodate the typical daily use of both the YMCA and YMCA ice arena; however, the demand for parking during hockey games can exceed the available parking supply. During these occasional occurrences, off-site parking has been afforded informally in the parking lots of the Martha's Vineyard Regional High School that are located opposite the Project site off Edgartown-Vineyard Haven Road. The Project proponent is also currently in the process of obtaining a formal agreement with Martha's Vineyard Community Services to use parking at that facility for events, which would eliminate the need for pedestrians to cross Edgartown-Vineyard Haven Road.

In order to manage traffic and parking demands when events are scheduled at the YMCA ice arena where the demand for parking is expected to exceed the on-site parking supply, the following parking and event management measures should be considered for implementation:

- A transportation coordinator will be assigned who will be responsible for implementing the elements of the Parking and Event Management Plan and for coordinating with the Oak Bluffs Police Department. The Transportation Coordinator will meet with the Police Chief or their designee prior to the scheduling of an event or as may be necessary to coordinate activities and scheduling, and to review the effectiveness of the parking and event management plan.

- The need for a police detail to facilitate the safety of pedestrians and bicyclists shall be at the discretion of the Police Chief or their designee and in consultation with the YMCA of Martha's Vineyard.

- Attendees will be encouraged to walk/bike/carpool to the Project site to limit single-occupancy vehicles (SOVs) and the associated parking demands.

- Event website or print materials/announcements will note that the availability of VTA bus services to access the Project site.

- Visiting players and spectators should be informed of the availability and location of off-site parking prior to arrival, and wayfinding signs should be provided to direct arriving vehicles to the off-site parking areas.

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

APPENDIX

AUTOMATIC TRAFFIC RECORDER COUNT DATA
TURNING MOVEMENT COUNT DATA
SEASONAL ADJUSTMENT DATA
YMCA SEASONALITY DATA
PUBLIC TRANSPORTATION SCHEDULES
VEHICLE TRAVEL SPEED DATA
MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAP
ASSESSORS INFORMATION
GENERAL BACKGROUND TRAFFIC GROWTH
BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS
TRIP-GENERATION CALCULATIONS
CAPACITY ANALYSIS WORKSHEETS

AUTOMATIC TRAFFIC RECORDER COUNT DATA

Accurate Counts
978-664-2565

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA

12/1/2022	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	83			3	73				
12:15	0	64			2	57				
12:30	1	52			0	72				
12:45	0	70	5	269	1	71	6	273	11	542
1:00	0	53			0	61				
1:15	1	66			0	85				
1:30	0	67			1	79				
1:45	0	51	1	237	0	85	1	310	2	547
2:00	0	120			0	67				
2:15	1	92			0	70				
2:30	0	80			0	70				
2:45	0	65	1	357	1	70	1	277	2	634
3:00	0	69			0	80				
3:15	0	105			0	90				
3:30	0	84			0	79				
3:45	0	87	0	345	0	102	0	351	0	696
4:00	0	79			0	92				
4:15	0	83			2	82				
4:30	0	101			3	112				
4:45	1	92	1	355	4	99	9	385	10	740
5:00	2	85			1	104				
5:15	3	80			8	109				
5:30	5	80			13	94				
5:45	13	73	23	318	14	79	36	386	59	704
6:00	7	46			14	84				
6:15	10	65			28	72				
6:30	28	38			57	34				
6:45	57	31	102	180	67	48	166	238	268	418
7:00	56	54			86	42				
7:15	63	28			75	32				
7:30	111	27			52	26				
7:45	78	18	308	127	79	25	292	125	600	252
8:00	72	28			82	20				
8:15	88	22			89	26				
8:30	90	49			87	21				
8:45	90	24	340	123	98	42	356	109	696	232
9:00	72	13			82	17				
9:15	77	22			72	25				
9:30	58	10			55	10				
9:45	67	6	274	51	68	10	277	62	551	113
10:00	60	4			86	11				
10:15	62	5			69	5				
10:30	62	3			52	2				
10:45	52	6	236	18	76	1	283	19	519	37
11:00	64	2			71	3				
11:15	51	3			57	4				
11:30	80	0			82	0				
11:45	61	0	256	5	78	2	288	9	544	14
Total	1547	2385			1715	2544			3262	4929
Percent	39.3%	60.7%			40.3%	59.7%			39.8%	60.2%

Accurate Counts
978-664-2565

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA

12/2/2022	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	69			4	75				
12:15	4	74			3	64				
12:30	0	76			2	75				
12:45	0	77	5	296	1	61	10	275	15	571
1:00	0	84			0	74				
1:15	0	64			1	91				
1:30	0	62			1	84				
1:45	0	57	0	267	0	89	2	338	2	605
2:00	0	97			0	54				
2:15	1	93			0	83				
2:30	0	54			0	63				
2:45	0	81	1	325	0	74	0	274	1	599
3:00	0	70			1	87				
3:15	0	104			0	73				
3:30	0	99			0	85				
3:45	0	91	0	364	1	71	2	316	2	680
4:00	1	77			2	92				
4:15	0	41			3	94				
4:30	0	118			0	70				
4:45	2	111	3	347	1	90	6	346	9	693
5:00	1	98			6	100				
5:15	3	94			6	99				
5:30	8	90			9	94				
5:45	12	71	24	353	10	82	31	375	55	728
6:00	11	66			16	74				
6:15	9	44			33	52				
6:30	35	56			50	29				
6:45	47	46	102	212	73	52	172	207	274	419
7:00	48	83			83	38				
7:15	63	53			87	38				
7:30	98	31			93	21				
7:45	63	19	272	186	81	24	344	121	616	307
8:00	62	18			84	36				
8:15	66	23			90	23				
8:30	90	28			77	52				
8:45	49	19	267	88	98	35	349	146	616	234
9:00	73	13			73	31				
9:15	67	25			59	46				
9:30	56	12			63	18				
9:45	57	10	253	60	54	26	249	121	502	181
10:00	43	8			61	25				
10:15	74	11			73	16				
10:30	63	11			61	12				
10:45	73	6	253	36	64	7	259	60	512	96
11:00	57	3			64	4				
11:15	61	2			54	6				
11:30	59	3			76	6				
11:45	50	5	227	13	82	2	276	18	503	31
Total	1407	2547			1700	2597			3107	5144
Percent	35.6%	64.4%			39.6%	60.4%			37.7%	62.3%

Accurate Counts
978-664-2565

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA

12/3/2022	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	73			4	84				
12:15	3	57			1	80				
12:30	0	79			1	87				
12:45	0	73	6	282	1	68	7	319	13	601
1:00	2	92			3	82				
1:15	0	87			1	86				
1:30	1	80			3	77				
1:45	0	59	3	318	0	71	7	316	10	634
2:00	2	65			0	66				
2:15	0	72			0	54				
2:30	0	86			0	51				
2:45	0	78	2	301	1	74	1	245	3	546
3:00	0	52			0	56				
3:15	0	62			1	57				
3:30	1	67			0	67				
3:45	0	46	1	227	0	63	1	243	2	470
4:00	0	72			0	63				
4:15	0	55			2	54				
4:30	2	54			1	52				
4:45	1	55	3	236	3	59	6	228	9	464
5:00	0	65			3	47				
5:15	2	53			3	47				
5:30	2	71			8	39				
5:45	4	74	8	263	5	39	19	172	27	435
6:00	1	32			12	30				
6:15	9	38			28	39				
6:30	17	32			38	31				
6:45	37	29	64	131	37	29	115	129	179	260
7:00	41	36			36	47				
7:15	43	30			42	33				
7:30	54	20			42	26				
7:45	42	23	180	109	34	26	154	132	334	241
8:00	46	17			41	23				
8:15	43	13			53	15				
8:30	52	15			48	33				
8:45	50	11	191	56	69	34	211	105	402	161
9:00	85	17			59	22				
9:15	55	15			45	18				
9:30	69	9			67	25				
9:45	67	20	276	61	72	17	243	82	519	143
10:00	66	6			66	14				
10:15	87	9			95	14				
10:30	58	5			81	14				
10:45	65	6	276	26	82	8	324	50	600	76
11:00	72	3			56	11				
11:15	53	1			82	6				
11:30	80	4			92	7				
11:45	77	2	282	10	67	11	297	35	579	45
Total	1292	2020			1385	2056			2677	4076
Percent	39.0%	61.0%			40.2%	59.8%			39.6%	60.4%
Grand Total	4246	6952			4800	7197			9046	14149
Percent	37.9%	62.1%			40.0%	60.0%			39.0%	61.0%
ADT		ADT: 7,732		AADT: 7,732						

Accurate Counts

978-664-2565

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA

11/28/2022	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,
12:00 AM	*	*	*	*	*	*	5	6	5	10	6	7	*	*	5	8
1:00	*	*	*	*	*	*	1	1	0	2	3	7	*	*	1	3
2:00	*	*	*	*	*	*	1	1	1	0	2	1	*	*	1	1
3:00	*	*	*	*	*	*	0	0	0	2	1	1	*	*	0	1
4:00	*	*	*	*	*	*	1	9	3	6	3	6	*	*	2	7
5:00	*	*	*	*	*	*	23	36	24	31	8	19	*	*	18	29
6:00	*	*	*	*	*	*	102	166	102	172	64	115	*	*	89	151
7:00	*	*	*	*	*	*	308	292	272	344	180	154	*	*	253	263
8:00	*	*	*	*	*	*	340	356	267	349	191	211	*	*	266	305
9:00	*	*	*	*	*	*	274	277	253	249	276	243	*	*	268	256
10:00	*	*	*	*	*	*	236	283	253	259	276	324	*	*	255	289
11:00	*	*	*	*	*	*	256	288	227	276	282	297	*	*	255	287
12:00 PM	*	*	*	*	*	*	269	273	296	275	282	319	*	*	282	289
1:00	*	*	*	*	*	*	237	310	267	338	318	316	*	*	274	321
2:00	*	*	*	*	*	*	357	277	325	274	301	245	*	*	328	265
3:00	*	*	*	*	*	*	345	351	364	316	227	243	*	*	312	303
4:00	*	*	*	*	*	*	355	385	347	346	236	228	*	*	313	320
5:00	*	*	*	*	*	*	318	386	353	375	263	172	*	*	311	311
6:00	*	*	*	*	*	*	180	238	212	207	131	129	*	*	174	191
7:00	*	*	*	*	*	*	127	125	186	121	109	132	*	*	141	126
8:00	*	*	*	*	*	*	123	109	88	146	56	105	*	*	89	120
9:00	*	*	*	*	*	*	51	62	60	121	61	82	*	*	57	88
10:00	*	*	*	*	*	*	18	19	36	60	26	50	*	*	27	43
11:00	*	*	*	*	*	*	5	9	13	18	3	11	*	*	7	13
Total	0	0	0	0	0	0	3932	4259	3954	4297	3305	3417	0	0	3728	3990
Day	0		0		0		8191		8251		6722		0		7718	
AM Peak							8:00	8:00	7:00	8:00	11:00	10:00			9:00	8:00
Volume							340	356	272	349	282	324			268	305
PM Peak							2:00	5:00	3:00	5:00	1:00	12:00 PM			2:00	1:00
Volume							357	386	364	375	318	319			328	321
Comb Total	0		0		0		8191		8251		6722		0		7718	
ADT	ADT: 7,732		AADT: 7,732													

TURNING MOVEMENT COUNT DATA

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 1

Groups Printed- Cars - Trucks

	Barnes Rd From North			Edgartown Vineyard Haven Rd From East				Barnes Rd From South			Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	7	24	16	23	43	3	0	16	10	5	6	61	48	0	262
07:15 AM	16	25	13	22	55	6	0	24	14	19	7	89	41	0	331
07:30 AM	17	34	14	38	79	11	0	26	20	23	9	99	41	0	411
07:45 AM	3	37	22	26	49	7	0	30	27	13	11	70	38	0	333
Total	43	120	65	109	226	27	0	96	71	60	33	319	168	0	1337
08:00 AM	2	37	21	23	63	15	0	27	28	12	10	66	37	0	341
08:15 AM	1	31	23	18	67	5	0	26	27	26	10	65	39	0	338
08:30 AM	6	31	27	14	73	10	0	30	23	20	10	86	23	0	353
08:45 AM	8	27	17	23	78	4	0	32	25	21	6	88	34	1	364
Total	17	126	88	78	281	34	0	115	103	79	36	305	133	1	1396
Grand Total	60	246	153	187	507	61	0	211	174	139	69	624	301	1	2733
Apprch %	13.1	53.6	33.3	24.8	67.2	8.1	0	40.3	33.2	26.5	6.9	62.7	30.3	0.1	
Total %	2.2	9	5.6	6.8	18.6	2.2	0	7.7	6.4	5.1	2.5	22.8	11	0	
Cars	59	242	150	180	492	61	0	196	171	129	67	599	290	1	2637
% Cars	98.3	98.4	98	96.3	97	100	0	92.9	98.3	92.8	97.1	96	96.3	100	96.5
Trucks	1	4	3	7	15	0	0	15	3	10	2	25	11	0	96
% Trucks	1.7	1.6	2	3.7	3	0	0	7.1	1.7	7.2	2.9	4	3.7	0	3.5

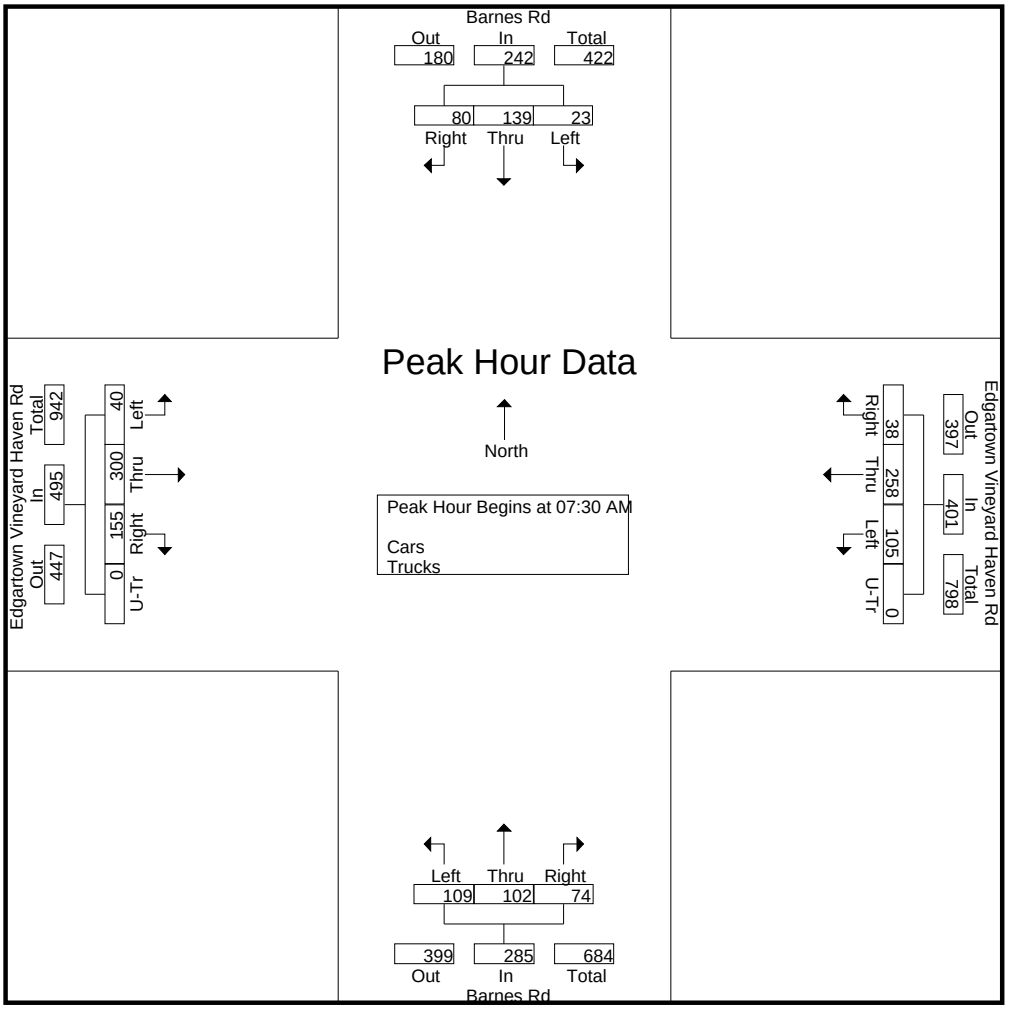
	Barnes Rd From North				Edgartown Vineyard Haven Rd From East					Barnes Rd From South				Edgartown Vineyard Haven Rd From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:30 AM																			
07:30 AM	**17**	34	14	**65**	**38**	**79**	11	0	**128**	26	20	23	69	9	**99**	**41**	0	**149**	**411**
07:45 AM	3	**37**	22	62	26	49	7	0	82	**30**	27	13	70	**11**	70	38	0	119	333
08:00 AM	2	37	21	60	23	63	**15**	0	101	27	**28**	12	67	10	66	37	0	113	341
08:15 AM	1	31	**23**	55	18	67	5	0	90	26	27	**26**	**79**	10	65	39	0	114	338
Total Volume	23	139	80	242	105	258	38	0	401	109	102	74	285	40	300	155	0	495	1423
% App. Total	9.5	57.4	33.1		26.2	64.3	9.5	0		38.2	35.8	26		8.1	60.6	31.3	0		
PHF	.338	.939	.870	.931	.691	.816	.633	.000	.783	.908	.911	.712	.902	.909	.758	.945	.000	.831	.866

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 2



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

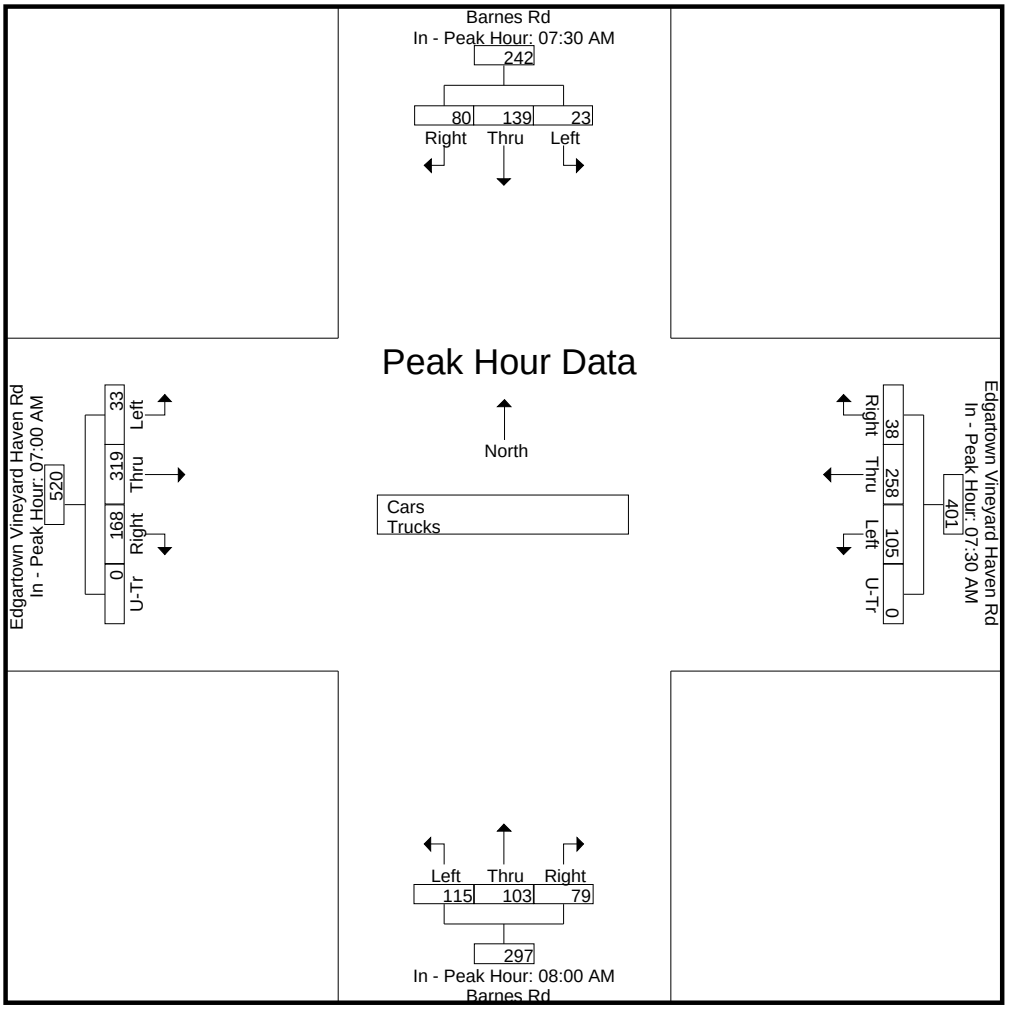
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM					08:00 AM				07:00 AM				
+0 mins.	**17**	34	14	**65**	**38**	**79**	11	0	**128**	27	**28**	12	67	6	61	**48**	0	115
+15 mins.	3	**37**	22	62	26	49	7	0	82	26	27	**26**	**79**	7	89	41	0	137
+30 mins.	2	37	21	60	23	63	**15**	0	101	30	23	20	73	9	**99**	41	0	**149**
+45 mins.	1	31	**23**	55	18	67	5	0	90	**32**	25	21	78	**11**	70	38	0	119
Total Volume	23	139	80	242	105	258	38	0	401	115	103	79	297	33	319	168	0	520
% App. Total	9.5	57.4	33.1		26.2	64.3	9.5	0		38.7	34.7	26.6		6.3	61.3	32.3	0	
PHF	.338	.939	.870	.931	.691	.816	.633	.000	.783	.898	.920	.760	.940	.750	.806	.875	.000	.872

Accurate Counts
978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 1

Groups Printed- Cars

	Barnes Rd From North			Edgartown Vineyard Haven Rd From East				Barnes Rd From South			Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	7	24	15	22	42	3	0	15	10	5	6	58	47	0	254
07:15 AM	15	24	13	20	51	6	0	23	13	16	7	85	38	0	311
07:30 AM	17	34	14	36	77	11	0	25	20	21	8	95	40	0	398
07:45 AM	3	35	21	24	47	7	0	28	27	13	10	67	37	0	319
Total	42	117	63	102	217	27	0	91	70	55	31	305	162	0	1282
08:00 AM	2	36	21	23	61	15	0	26	27	12	10	63	34	0	330
08:15 AM	1	31	23	18	66	5	0	25	26	25	10	62	37	0	329
08:30 AM	6	31	27	14	72	10	0	25	23	16	10	82	23	0	339
08:45 AM	8	27	16	23	76	4	0	29	25	21	6	87	34	1	357
Total	17	125	87	78	275	34	0	105	101	74	36	294	128	1	1355
Grand Total	59	242	150	180	492	61	0	196	171	129	67	599	290	1	2637
Apprch %	13.1	53.7	33.3	24.6	67.1	8.3	0	39.5	34.5	26	7	62.6	30.3	0.1	
Total %	2.2	9.2	5.7	6.8	18.7	2.3	0	7.4	6.5	4.9	2.5	22.7	11	0	

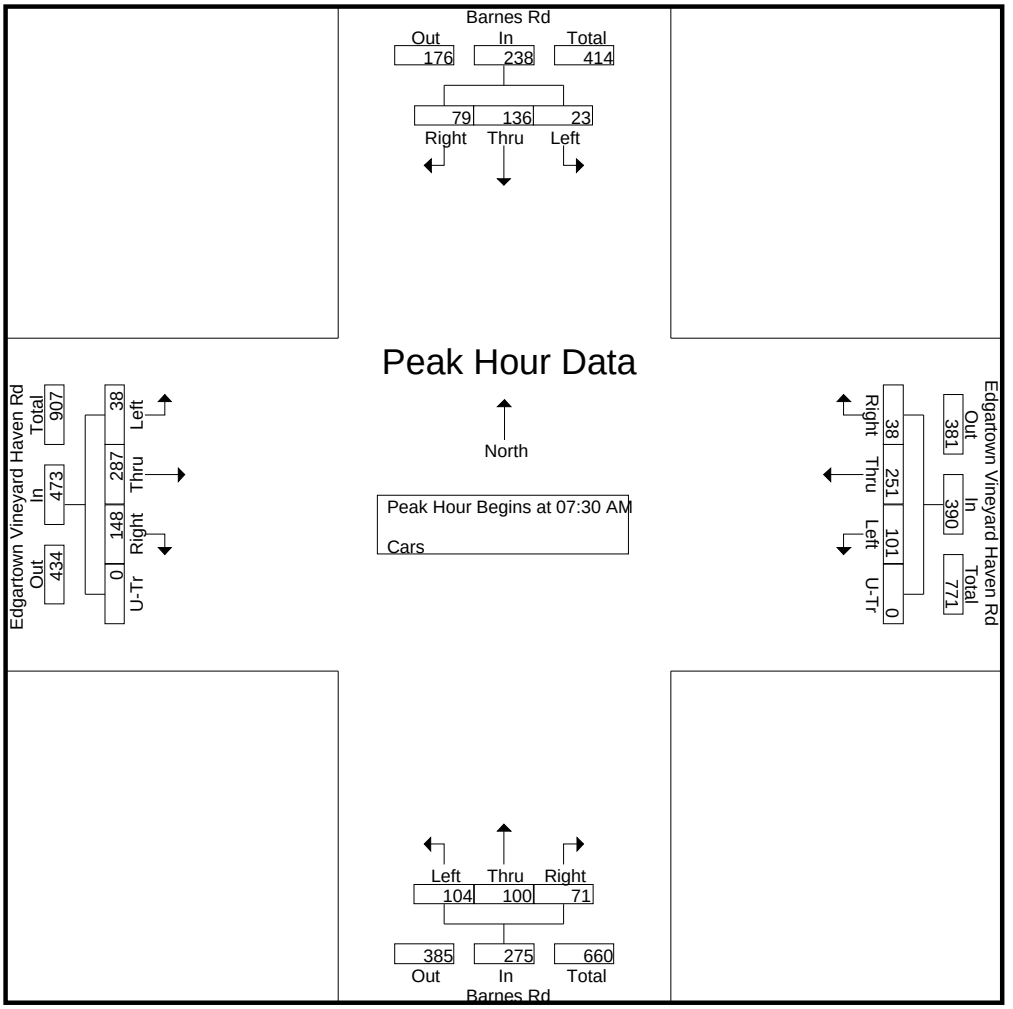
	Barnes Rd From North				Edgartown Vineyard Haven Rd From East					Barnes Rd From South				Edgartown Vineyard Haven Rd From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:30 AM																			
07:30 AM	**17**	34	14	**65**	**36**	**77**	11	0	**124**	25	20	21	66	8	**95**	**40**	0	**143**	**398**
07:45 AM	3	35	21	59	24	47	7	0	78	**28**	**27**	13	68	**10**	67	37	0	114	319
08:00 AM	2	**36**	21	59	23	61	**15**	0	99	26	27	12	65	10	63	34	0	107	330
08:15 AM	1	31	**23**	55	18	66	5	0	89	25	26	**25**	**76**	10	62	37	0	109	329
Total Volume	23	136	79	238	101	251	38	0	390	104	100	71	275	38	287	148	0	473	1376
% App. Total	9.7	57.1	33.2		25.9	64.4	9.7	0		37.8	36.4	25.8		8	60.7	31.3	0		
PHF	.338	.944	.859	.915	.701	.815	.633	.000	.786	.929	.926	.710	.905	.950	.755	.925	.000	.827	.864

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 2



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

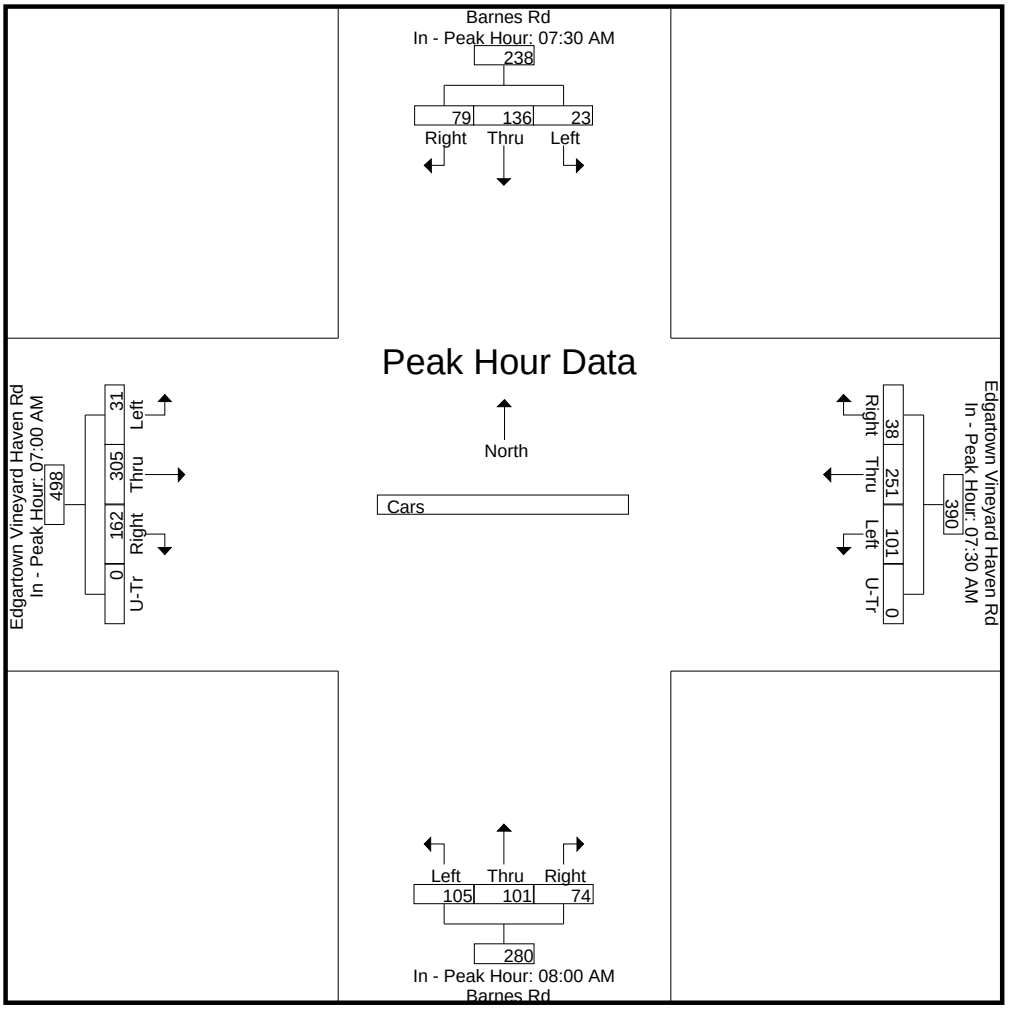
	07:30 AM				07:30 AM					08:00 AM				07:00 AM				
+0 mins.	**17**	34	14	**65**	**36**	**77**	11	0	**124**	26	**27**	12	65	6	58	**47**	0	111
+15 mins.	3	35	21	59	24	47	7	0	78	25	26	**25**	**76**	7	85	38	0	130
+30 mins.	2	**36**	21	59	23	61	**15**	0	99	25	23	16	64	8	**95**	40	0	**143**
+45 mins.	1	31	**23**	55	18	66	5	0	89	**29**	25	21	75	**10**	67	37	0	114
Total Volume	23	136	79	238	101	251	38	0	390	105	101	74	280	31	305	162	0	498
% App. Total	9.7	57.1	33.2		25.9	64.4	9.7	0		37.5	36.1	26.4		6.2	61.2	32.5	0	
PHF	.338	.944	.859	.915	.701	.815	.633	.000	.786	.905	.935	.740	.921	.775	.803	.862	.000	.871

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 1

Groups Printed- Trucks

	Barnes Rd From North			Edgartown Vineyard Haven Rd From East				Barnes Rd From South			Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	0	0	1	1	1	0	0	1	0	0	0	3	1	0	8
07:15 AM	1	1	0	2	4	0	0	1	1	3	0	4	3	0	20
07:30 AM	0	0	0	2	2	0	0	1	0	2	1	4	1	0	13
07:45 AM	0	2	1	2	2	0	0	2	0	0	1	3	1	0	14
Total	1	3	2	7	9	0	0	5	1	5	2	14	6	0	55
08:00 AM	0	1	0	0	2	0	0	1	1	0	0	3	3	0	11
08:15 AM	0	0	0	0	1	0	0	1	1	1	0	3	2	0	9
08:30 AM	0	0	0	0	1	0	0	5	0	4	0	4	0	0	14
08:45 AM	0	0	1	0	2	0	0	3	0	0	0	1	0	0	7
Total	0	1	1	0	6	0	0	10	2	5	0	11	5	0	41
Grand Total	1	4	3	7	15	0	0	15	3	10	2	25	11	0	96
Apprch %	12.5	50	37.5	31.8	68.2	0	0	53.6	10.7	35.7	5.3	65.8	28.9	0	
Total %	1	4.2	3.1	7.3	15.6	0	0	15.6	3.1	10.4	2.1	26	11.5	0	

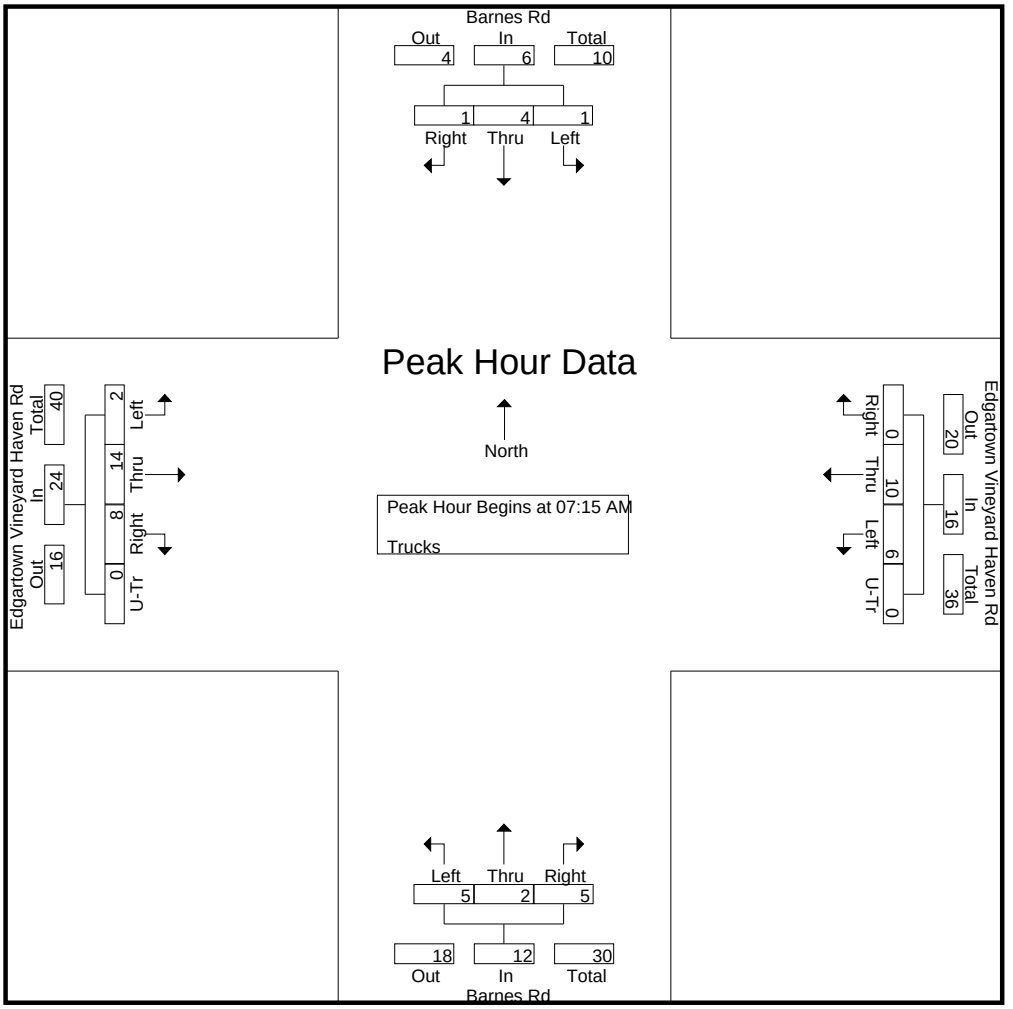
	Barnes Rd From North				Edgartown Vineyard Haven Rd From East					Barnes Rd From South				Edgartown Vineyard Haven Rd From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:15 AM																			
07:15 AM	**1**	1	0	2	**2**	**4**	0	0	**6**	1	**1**	**3**	**5**	0	**4**	**3**	0	**7**	**20**
07:30 AM	0	0	0	0	2	2	0	0	4	1	0	2	3	**1**	4	1	0	6	13
07:45 AM	0	**2**	**1**	**3**	2	2	0	0	4	**2**	0	0	2	1	3	1	0	5	14
08:00 AM	0	1	0	1	0	2	0	0	2	1	1	0	2	0	3	3	0	6	11
Total Volume	1	4	1	6	6	10	0	0	16	5	2	5	12	2	14	8	0	24	58
% App. Total	16.7	66.7	16.7		37.5	62.5	0	0		41.7	16.7	41.7		8.3	58.3	33.3	0		
PHF	.250	.500	.250	.500	.750	.625	.000	.000	.667	.625	.500	.417	.600	.500	.875	.667	.000	.857	.725

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 2



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

Peak Hour for Each Approach Begins at:

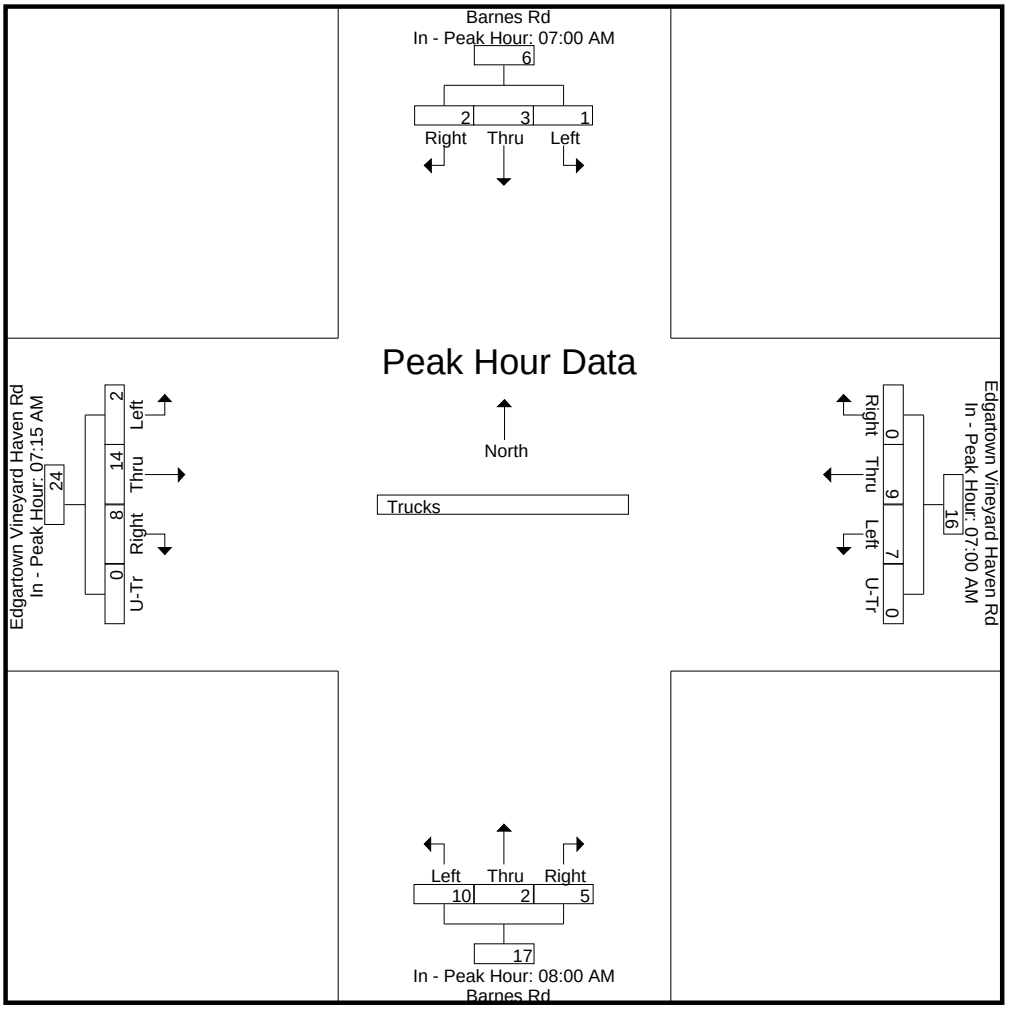
	07:00 AM				07:00 AM					08:00 AM				07:15 AM				
+0 mins.	0	0	**1**	1	1	1	0	0	2	1	**1**	0	2	0	**4**	**3**	0	**7**
+15 mins.	**1**	1	0	2	**2**	**4**	0	0	**6**	1	1	1	3	**1**	4	1	0	6
+30 mins.	0	0	0	0	2	2	0	0	4	**5**	0	**4**	**9**	1	3	1	0	5
+45 mins.	0	**2**	1	**3**	2	2	0	0	4	3	0	0	3	0	3	3	0	6
Total Volume	1	3	2	6	7	9	0	0	16	10	2	5	17	2	14	8	0	24
% App. Total	16.7	50	33.3		43.8	56.2	0	0		58.8	11.8	29.4		8.3	58.3	33.3	0	
PHF	.250	.375	.500	.500	.875	.563	.000	.000	.667	.500	.500	.313	.472	.500	.875	.667	.000	.857

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022

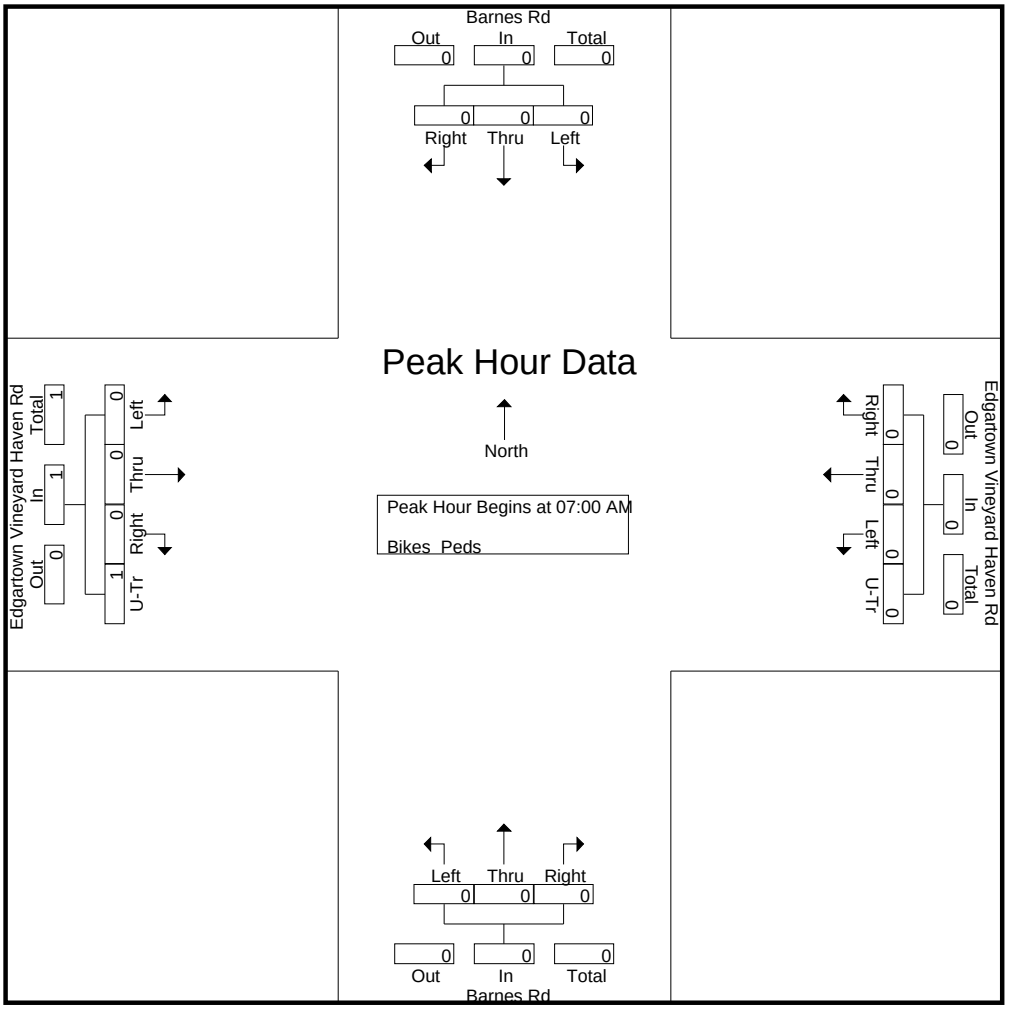
Groups Printed- Bikes Peds

	Barnes Rd From North				Edgartown Vineyard Haven Rd From East				Barnes Rd From South				Edgartown Vineyard Haven Rd From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0	0	0	0	0		0	0	0	100			
Total %	0	0	0		0	0	0	0	0	0	0		0	0	0	100	0	100	

	Barnes Rd From North				Edgartown Vineyard Haven Rd From East					Barnes Rd From South				Edgartown Vineyard Haven Rd From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:00 AM																			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0		0	0	0	0		0	0	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 2



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

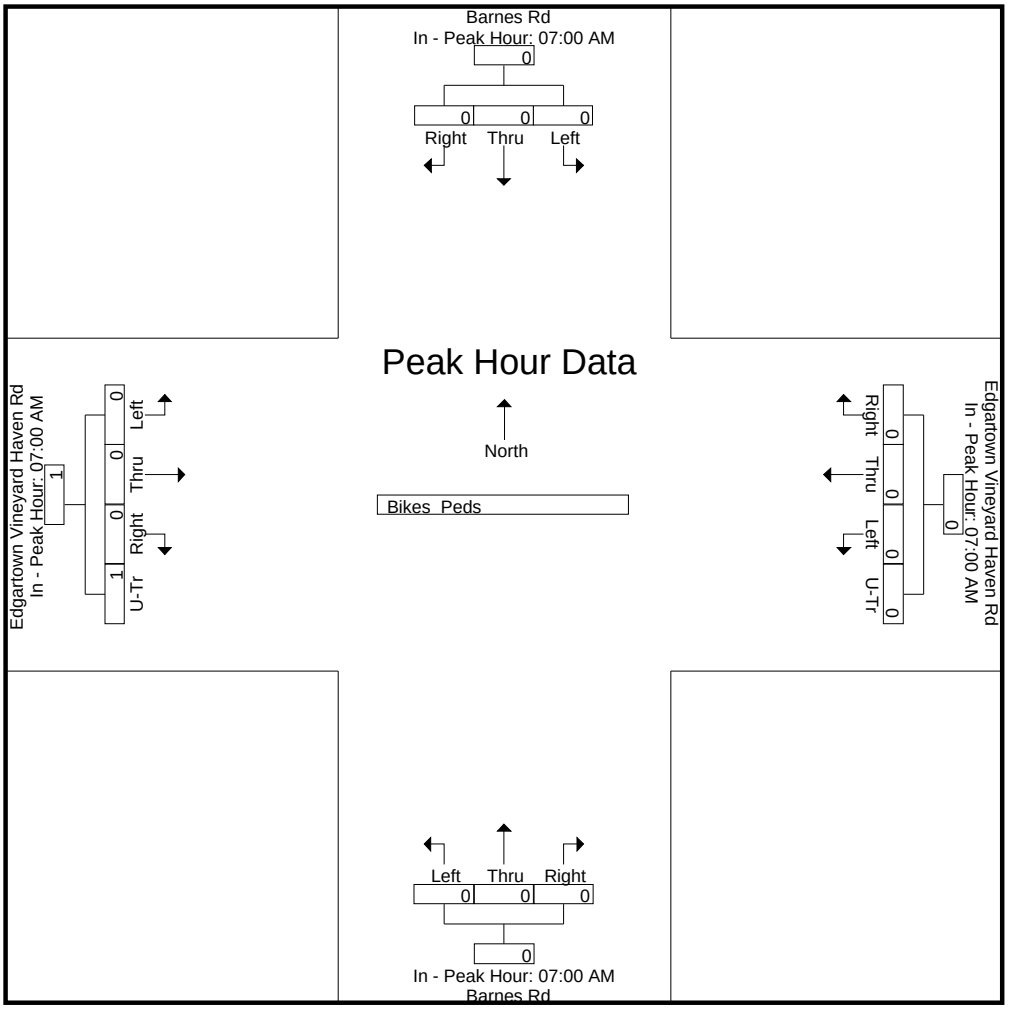
	07:00 AM				07:00 AM					07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
% App. Total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

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 1

Groups Printed- Cars - Trucks

	Barnes Rd From North			Edgartown Vineyard Haven Rd From East				Barnes Rd From South			Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	7	20	15	20	78	14	1	33	30	28	16	66	26	0	354
04:15 PM	4	20	24	17	81	6	1	49	36	27	10	66	30	1	372
04:30 PM	3	17	15	14	81	7	0	45	36	23	13	95	26	0	375
04:45 PM	4	18	16	10	85	9	0	44	26	22	14	79	22	0	349
Total	18	75	70	61	325	36	2	171	128	100	53	306	104	1	1450
05:00 PM	6	15	9	17	93	3	1	30	30	22	13	54	22	0	315
05:15 PM	5	22	14	13	83	15	0	36	24	22	12	72	18	1	337
05:30 PM	8	13	10	14	73	10	0	27	22	24	8	56	14	0	279
05:45 PM	7	12	17	15	67	10	0	22	16	18	6	68	21	0	279
Total	26	62	50	59	316	38	1	115	92	86	39	250	75	1	1210
Grand Total	44	137	120	120	641	74	3	286	220	186	92	556	179	2	2660
Apprch %	14.6	45.5	39.9	14.3	76.5	8.8	0.4	41.3	31.8	26.9	11.1	67.1	21.6	0.2	
Total %	1.7	5.2	4.5	4.5	24.1	2.8	0.1	10.8	8.3	7	3.5	20.9	6.7	0.1	
Cars	44	137	119	117	633	74	3	280	220	181	92	551	177	2	2630
% Cars	100	100	99.2	97.5	98.8	100	100	97.9	100	97.3	100	99.1	98.9	100	98.9
Trucks	0	0	1	3	8	0	0	6	0	5	0	5	2	0	30
% Trucks	0	0	0.8	2.5	1.2	0	0	2.1	0	2.7	0	0.9	1.1	0	1.1

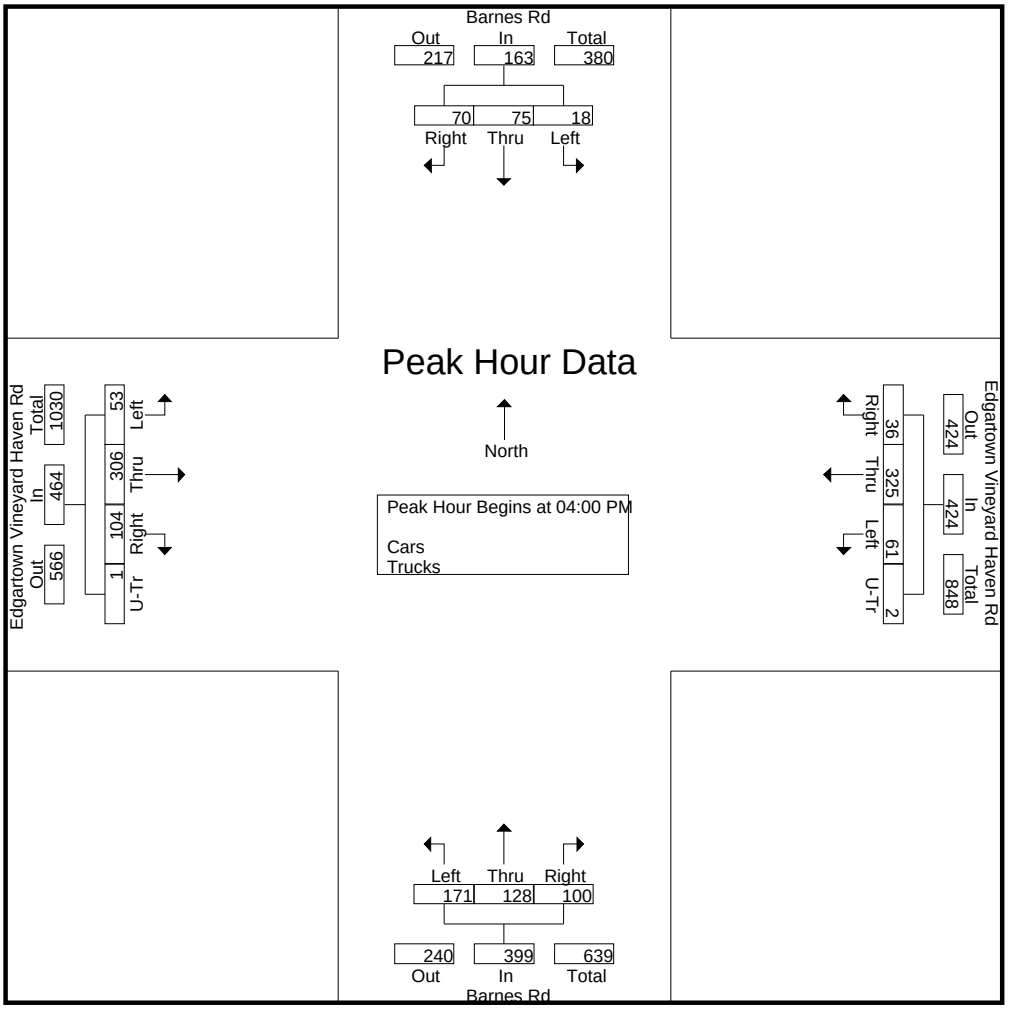
	Barnes Rd From North				Edgartown Vineyard Haven Rd From East					Barnes Rd From South				Edgartown Vineyard Haven Rd From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:00 PM																			
04:00 PM	**7**	**20**	15	42	**20**	78	**14**	**1**	**113**	33	30	**28**	91	**16**	66	26	0	108	354
04:15 PM	4	20	**24**	**48**	17	81	6	1	105	**49**	**36**	27	**112**	10	66	**30**	**1**	107	372
04:30 PM	3	17	15	35	14	81	7	0	102	45	36	23	104	13	**95**	26	0	**134**	**375**
04:45 PM	4	18	16	38	10	**85**	9	0	104	44	26	22	92	14	79	22	0	115	349
Total Volume	18	75	70	163	61	325	36	2	424	171	128	100	399	53	306	104	1	464	1450
% App. Total	11	46	42.9		14.4	76.7	8.5	0.5		42.9	32.1	25.1		11.4	65.9	22.4	0.2		
PHF	.643	.938	.729	.849	.763	.956	.643	.500	.938	.872	.889	.893	.891	.828	.805	.867	.250	.866	.967

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

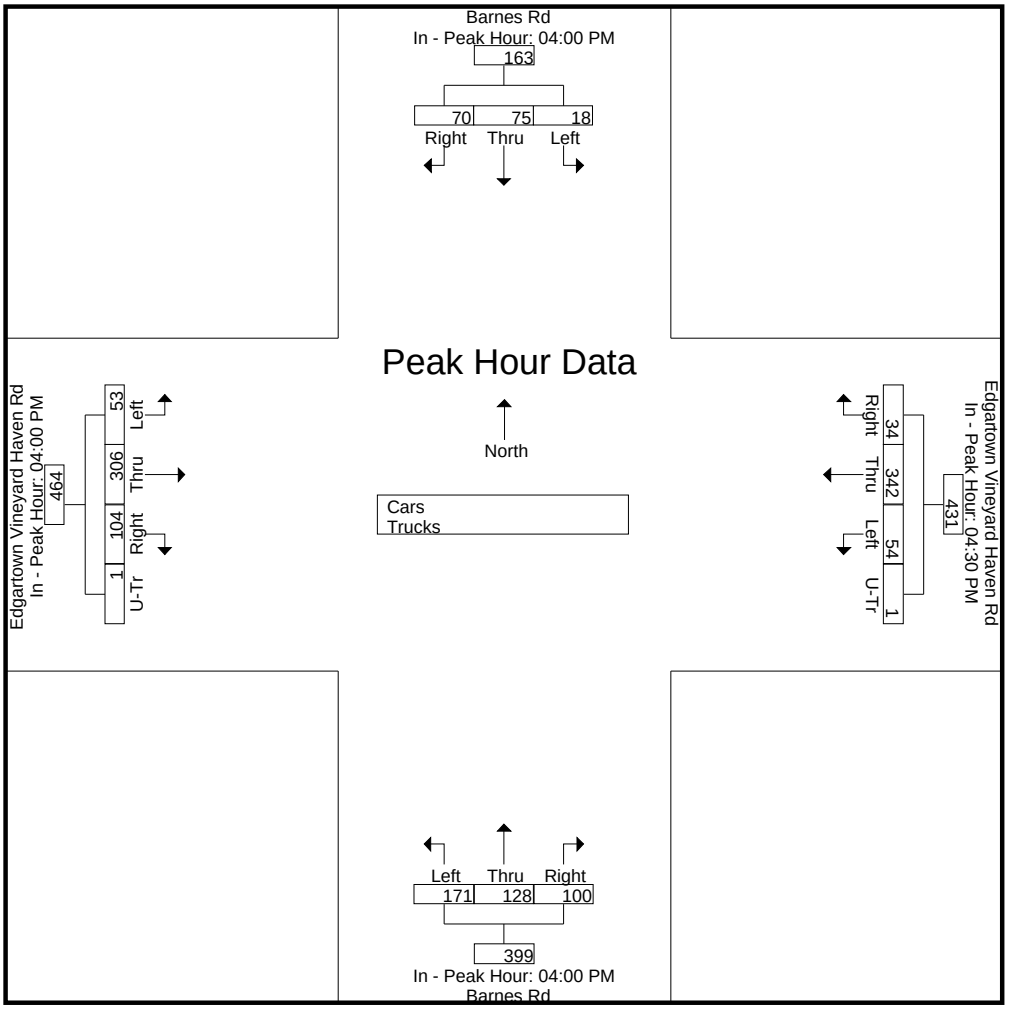
	04:00 PM				04:30 PM					04:00 PM				04:00 PM				
+0 mins.	**7**	**20**	15	42	14	81	7	0	102	33	30	**28**	91	**16**	66	26	0	108
+15 mins.	4	20	**24**	**48**	10	85	9	0	104	**49**	**36**	27	**112**	10	66	**30**	**1**	107
+30 mins.	3	17	15	35	**17**	**93**	3	**1**	**114**	45	36	23	104	13	**95**	26	0	**134**
+45 mins.	4	18	16	38	13	83	**15**	0	111	44	26	22	92	14	79	22	0	115
Total Volume	18	75	70	163	54	342	34	1	431	171	128	100	399	53	306	104	1	464
% App. Total	11	46	42.9		12.5	79.4	7.9	0.2		42.9	32.1	25.1		11.4	65.9	22.4	0.2	
PHF	.643	.938	.729	.849	.794	.919	.567	.250	.945	.872	.889	.893	.891	.828	.805	.867	.250	.866

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 1

Groups Printed- Cars

	Barnes Rd From North			Edgartown Vineyard Haven Rd From East				Barnes Rd From South			Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	7	20	15	19	78	14	1	33	30	27	16	66	25	0	351
04:15 PM	4	20	24	17	80	6	1	48	36	26	10	64	30	1	367
04:30 PM	3	17	15	14	80	7	0	41	36	22	13	94	26	0	368
04:45 PM	4	18	16	10	83	9	0	44	26	22	14	78	22	0	346
Total	18	75	70	60	321	36	2	166	128	97	53	302	103	1	1432
05:00 PM	6	15	9	15	92	3	1	29	30	21	13	54	22	0	310
05:15 PM	5	22	13	13	82	15	0	36	24	22	12	72	17	1	334
05:30 PM	8	13	10	14	72	10	0	27	22	24	8	56	14	0	278
05:45 PM	7	12	17	15	66	10	0	22	16	17	6	67	21	0	276
Total	26	62	49	57	312	38	1	114	92	84	39	249	74	1	1198
Grand Total	44	137	119	117	633	74	3	280	220	181	92	551	177	2	2630
Apprch %	14.7	45.7	39.7	14.1	76.5	8.9	0.4	41.1	32.3	26.6	11.2	67	21.5	0.2	
Total %	1.7	5.2	4.5	4.4	24.1	2.8	0.1	10.6	8.4	6.9	3.5	21	6.7	0.1	

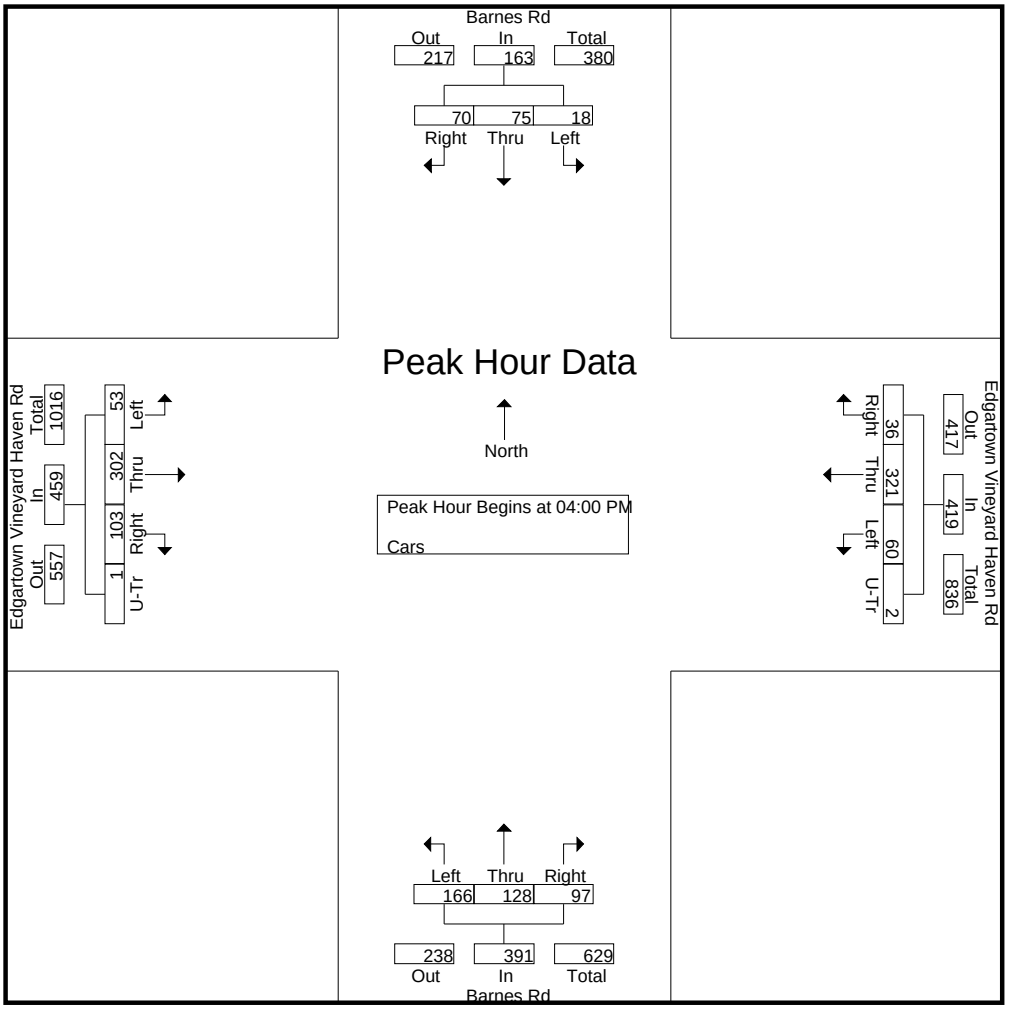
	Barnes Rd From North				Edgartown Vineyard Haven Rd From East					Barnes Rd From South				Edgartown Vineyard Haven Rd From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:00 PM																			
04:00 PM	**7**	**20**	15	42	**19**	78	**14**	**1**	**112**	33	30	**27**	90	**16**	66	25	0	107	351
04:15 PM	4	20	**24**	**48**	17	80	6	1	104	**48**	**36**	26	**110**	10	64	**30**	**1**	105	367
04:30 PM	3	17	15	35	14	80	7	0	101	41	36	22	99	13	**94**	26	0	**133**	**368**
04:45 PM	4	18	16	38	10	**83**	9	0	102	44	26	22	92	14	78	22	0	114	346
Total Volume	18	75	70	163	60	321	36	2	419	166	128	97	391	53	302	103	1	459	1432
% App. Total	11	46	42.9		14.3	76.6	8.6	0.5		42.5	32.7	24.8		11.5	65.8	22.4	0.2		
PHF	.643	.938	.729	.849	.789	.967	.643	.500	.935	.865	.889	.898	.889	.828	.803	.858	.250	.863	.973

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

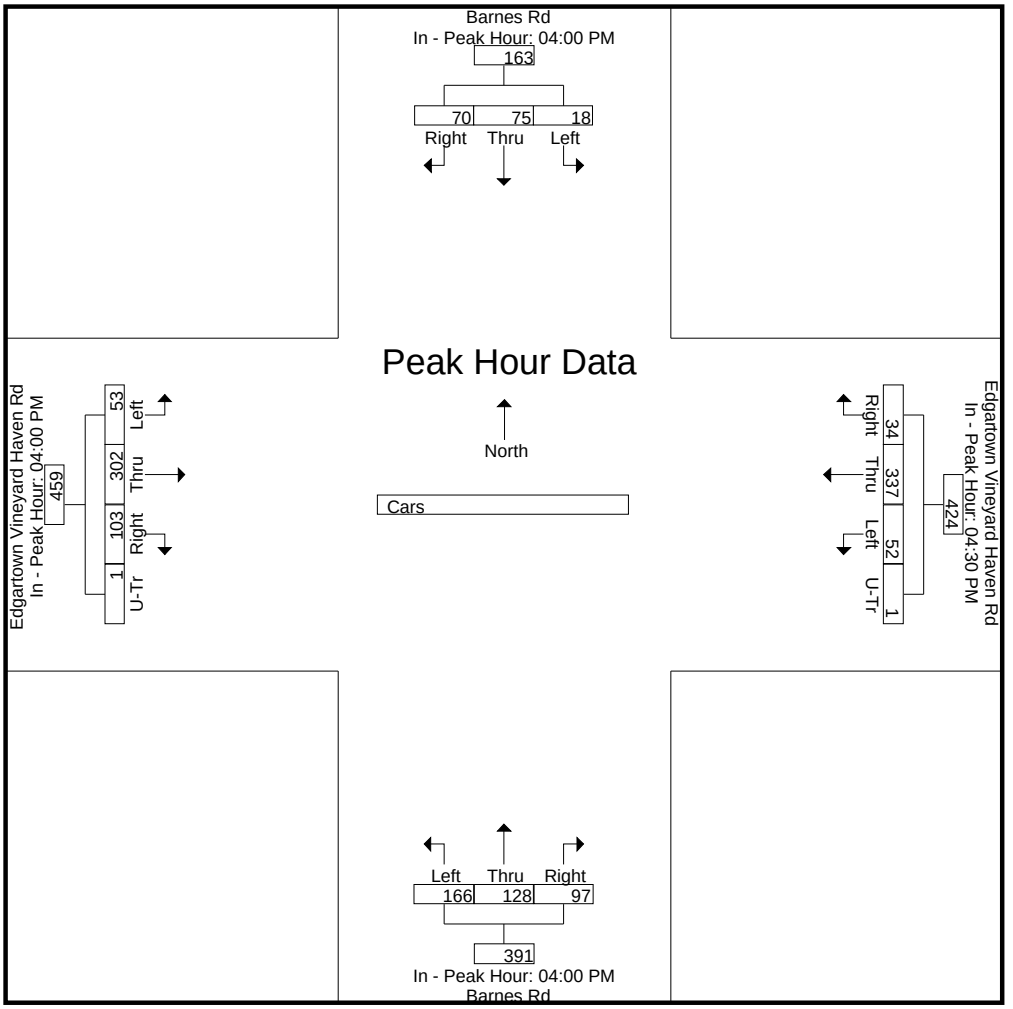
	04:00 PM				04:30 PM					04:00 PM				04:00 PM				
+0 mins.	**7**	**20**	15	42	14	80	7	0	101	33	30	**27**	90	**16**	66	25	0	107
+15 mins.	4	20	**24**	**48**	10	83	9	0	102	**48**	**36**	26	**110**	10	64	**30**	**1**	105
+30 mins.	3	17	15	35	**15**	**92**	3	**1**	**111**	41	36	22	99	13	**94**	26	0	**133**
+45 mins.	4	18	16	38	13	82	**15**	0	110	44	26	22	92	14	78	22	0	114
Total Volume	18	75	70	163	52	337	34	1	424	166	128	97	391	53	302	103	1	459
% App. Total	11	46	42.9		12.3	79.5	8	0.2		42.5	32.7	24.8		11.5	65.8	22.4	0.2	
PHF	.643	.938	.729	.849	.867	.916	.567	.250	.955	.865	.889	.898	.889	.828	.803	.858	.250	.863

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 1

Groups Printed- Trucks

	Barnes Rd From North			Edgartown Vineyard Haven Rd From East				Barnes Rd From South			Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	0	0	0	1	0	0	0	0	0	1	0	0	1	0	3
04:15 PM	0	0	0	0	1	0	0	1	0	1	0	2	0	0	5
04:30 PM	0	0	0	0	1	0	0	4	0	1	0	1	0	0	7
04:45 PM	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3
Total	0	0	0	1	4	0	0	5	0	3	0	4	1	0	18
05:00 PM	0	0	0	2	1	0	0	1	0	1	0	0	0	0	5
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	3
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	0	0	1	0	1	0	0	3
Total	0	0	1	2	4	0	0	1	0	2	0	1	1	0	12
Grand Total	0	0	1	3	8	0	0	6	0	5	0	5	2	0	30
Apprch %	0	0	100	27.3	72.7	0	0	54.5	0	45.5	0	71.4	28.6	0	
Total %	0	0	3.3	10	26.7	0	0	20	0	16.7	0	16.7	6.7	0	

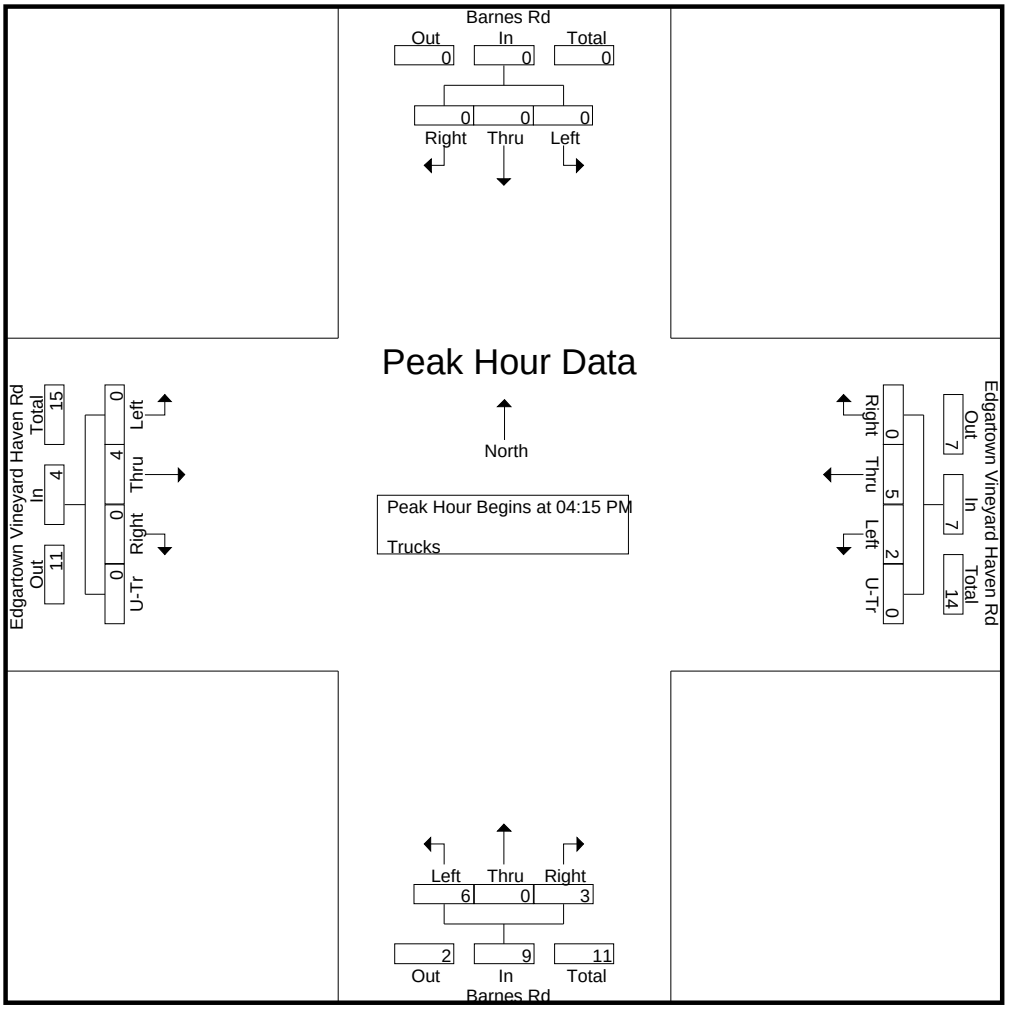
	Barnes Rd From North				Edgartown Vineyard Haven Rd From East					Barnes Rd From South				Edgartown Vineyard Haven Rd From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:15 PM																			
04:15 PM	0	0	0	0	0	1	0	0	1	1	0	**1**	2	0	**2**	0	0	**2**	5
04:30 PM	0	0	0	0	0	1	0	0	1	**4**	0	1	**5**	0	1	0	0	1	**7**
04:45 PM	0	0	0	0	0	**2**	0	0	2	0	0	0	0	0	1	0	0	1	3
05:00 PM	0	0	0	0	**2**	1	0	0	**3**	1	0	1	2	0	0	0	0	0	5
Total Volume	0	0	0	0	2	5	0	0	7	6	0	3	9	0	4	0	0	4	20
% App. Total	0	0	0		28.6	71.4	0	0		66.7	0	33.3		0	100	0	0		
PHF	.000	.000	.000	.000	.250	.625	.000	.000	.583	.375	.000	.750	.450	.000	.500	.000	.000	.500	.714

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 2



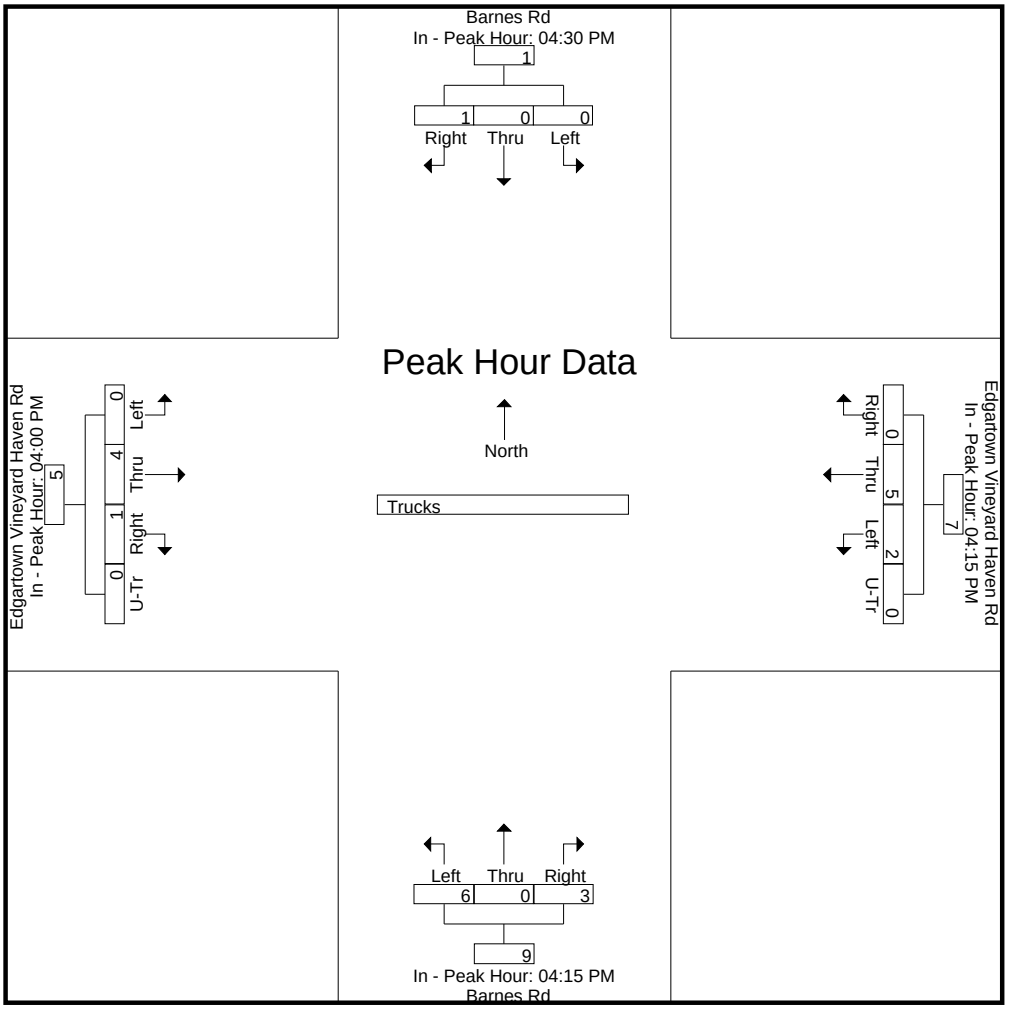
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM					04:15 PM				04:00 PM				
+0 mins.	0	0	0	0	0	1	0	0	1	1	0	**1**	2	0	0	**1**	0	1
+15 mins.	0	0	0	0	0	1	0	0	1	**4**	0	1	**5**	0	**2**	0	0	**2**
+30 mins.	0	0	0	0	0	**2**	0	0	2	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	**1**	**1**	**2**	1	0	0	**3**	1	0	1	2	0	1	0	0	1
Total Volume	0	0	1	1	2	5	0	0	7	6	0	3	9	0	4	1	0	5
% App. Total	0	0	100		28.6	71.4	0	0		66.7	0	33.3		0	80	20	0	
PHF	.000	.000	.250	.250	.250	.625	.000	.000	.583	.375	.000	.750	.450	.000	.500	.250	.000	.625

Accurate Counts
978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 1

Groups Printed- Bikes Peds

	Barnes Rd From North				Edgartown Vineyard Haven Rd From East				Barnes Rd From South				Edgartown Vineyard Haven Rd From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0	0	0	0	0		0	0	0	100			
Total %	0	0	0		0	0	0	0	0	0	0		0	0	0	100	0	100	

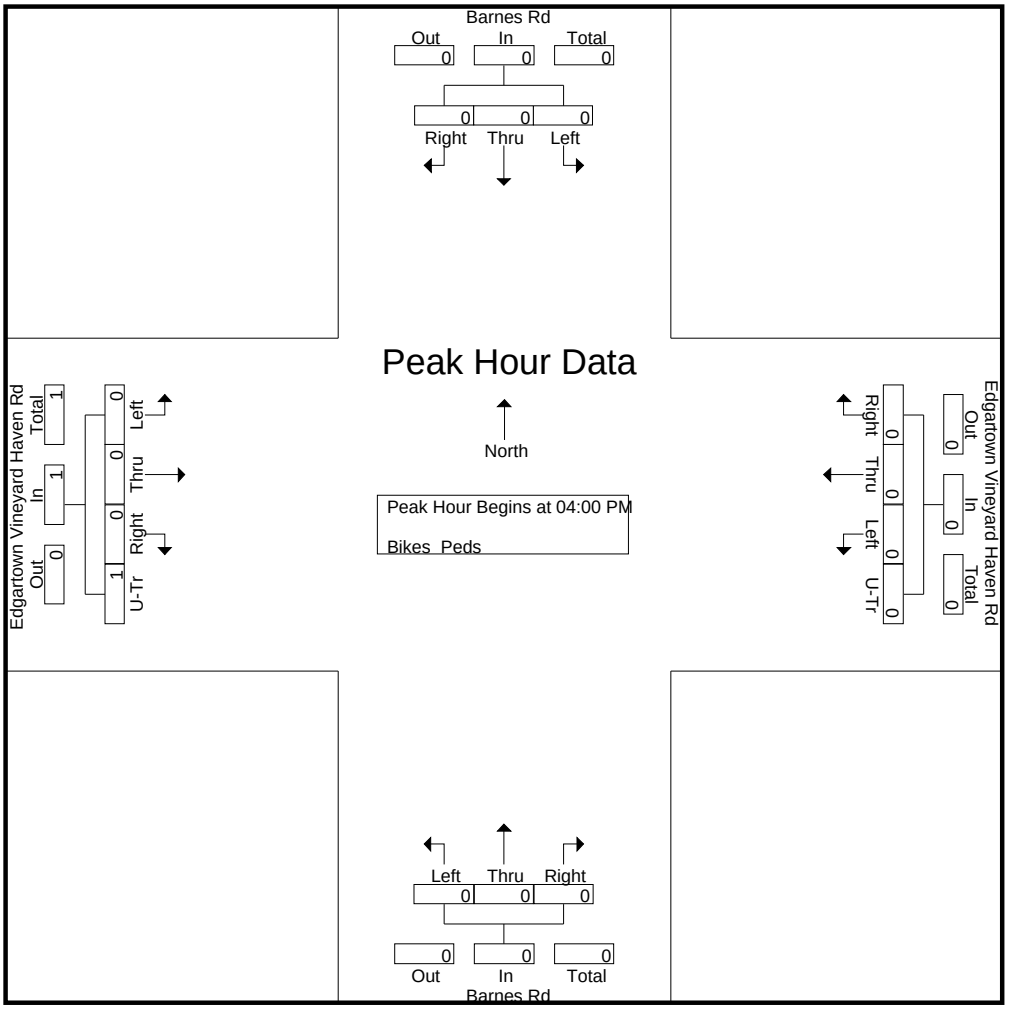
	Barnes Rd From North				Edgartown Vineyard Haven Rd From East					Barnes Rd From South				Edgartown Vineyard Haven Rd From West						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:00 PM																			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	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	1	1	1
% App. Total	0	0	0		0	0	0	0		0	0	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

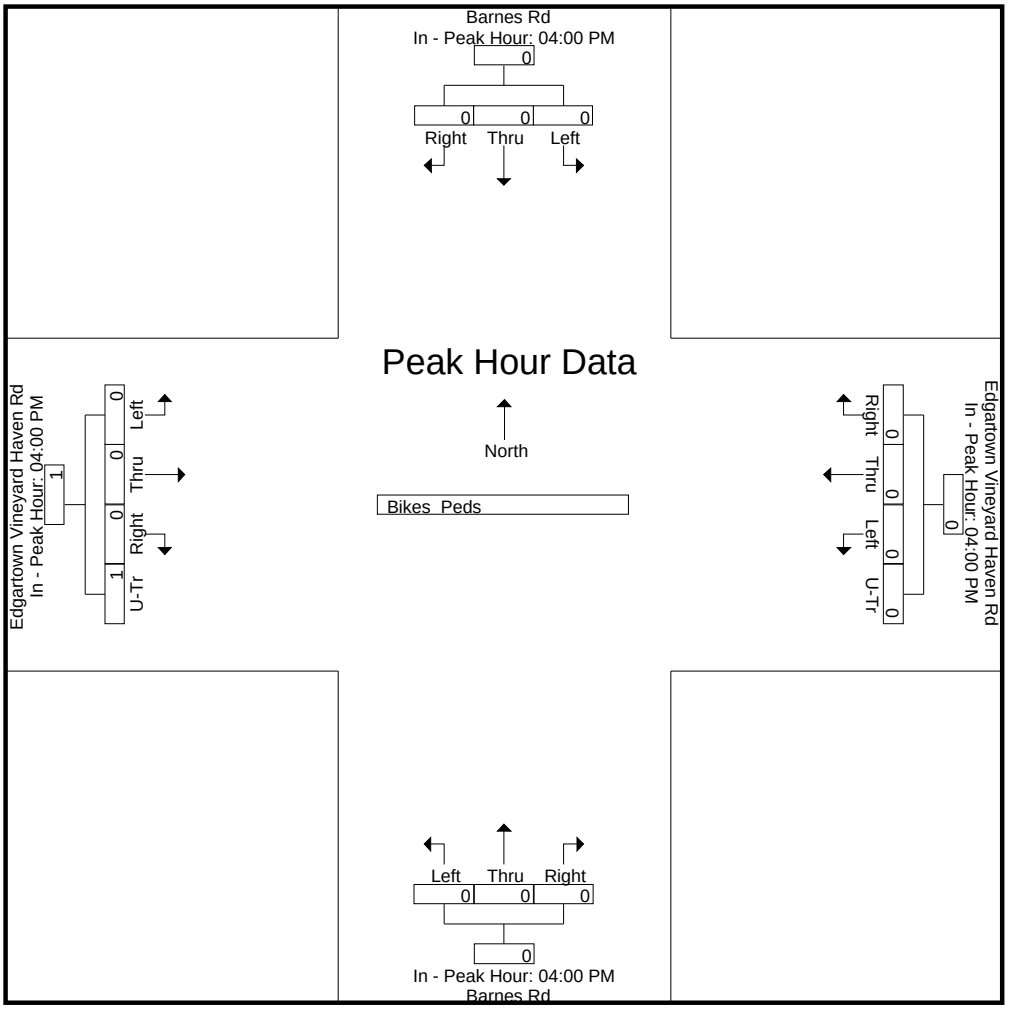
	04:00 PM				04:00 PM					04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
% App. Total	0	0	0		0	0	0	0		0	0	0		0	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780001
Site Code : 94780001
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 1

Groups Printed- Cars - Trucks

	Barnes Rd From North			Edgartown Vineyard Haven Rd From East			Barnes Rd From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	4	14	15	15	41	6	32	20	22	10	53	28	260
11:15 AM	4	18	10	12	65	2	32	17	11	10	39	21	241
11:30 AM	7	7	22	14	70	7	25	13	8	8	63	28	272
11:45 AM	3	11	16	9	64	6	24	21	11	14	75	22	276
Total	18	50	63	50	240	21	113	71	52	42	230	99	1049
12:00 PM	4	14	16	10	65	8	24	27	10	18	67	21	284
12:15 PM	5	19	18	10	72	9	24	13	14	9	51	30	274
12:30 PM	5	19	18	18	82	4	31	21	11	11	58	26	304
12:45 PM	6	17	21	11	54	6	30	18	12	16	56	16	263
Total	20	69	73	49	273	27	109	79	47	54	232	93	1125
01:00 PM	9	18	11	13	73	9	19	20	15	9	72	23	291
01:15 PM	5	14	13	12	71	6	18	19	11	10	75	13	267
01:30 PM	3	21	12	18	60	7	14	12	4	11	72	15	249
01:45 PM	5	13	16	11	55	4	19	19	8	12	43	16	221
Total	22	66	52	54	259	26	70	70	38	42	262	67	1028
Grand Total	60	185	188	153	772	74	292	220	137	138	724	259	3202
Apprch %	13.9	42.7	43.4	15.3	77.3	7.4	45	33.9	21.1	12.3	64.6	23.1	
Total %	1.9	5.8	5.9	4.8	24.1	2.3	9.1	6.9	4.3	4.3	22.6	8.1	
Cars	60	184	187	150	760	74	284	217	135	137	714	254	3156
% Cars	100	99.5	99.5	98	98.4	100	97.3	98.6	98.5	99.3	98.6	98.1	98.6
Trucks	0	1	1	3	12	0	8	3	2	1	10	5	46
% Trucks	0	0.5	0.5	2	1.6	0	2.7	1.4	1.5	0.7	1.4	1.9	1.4

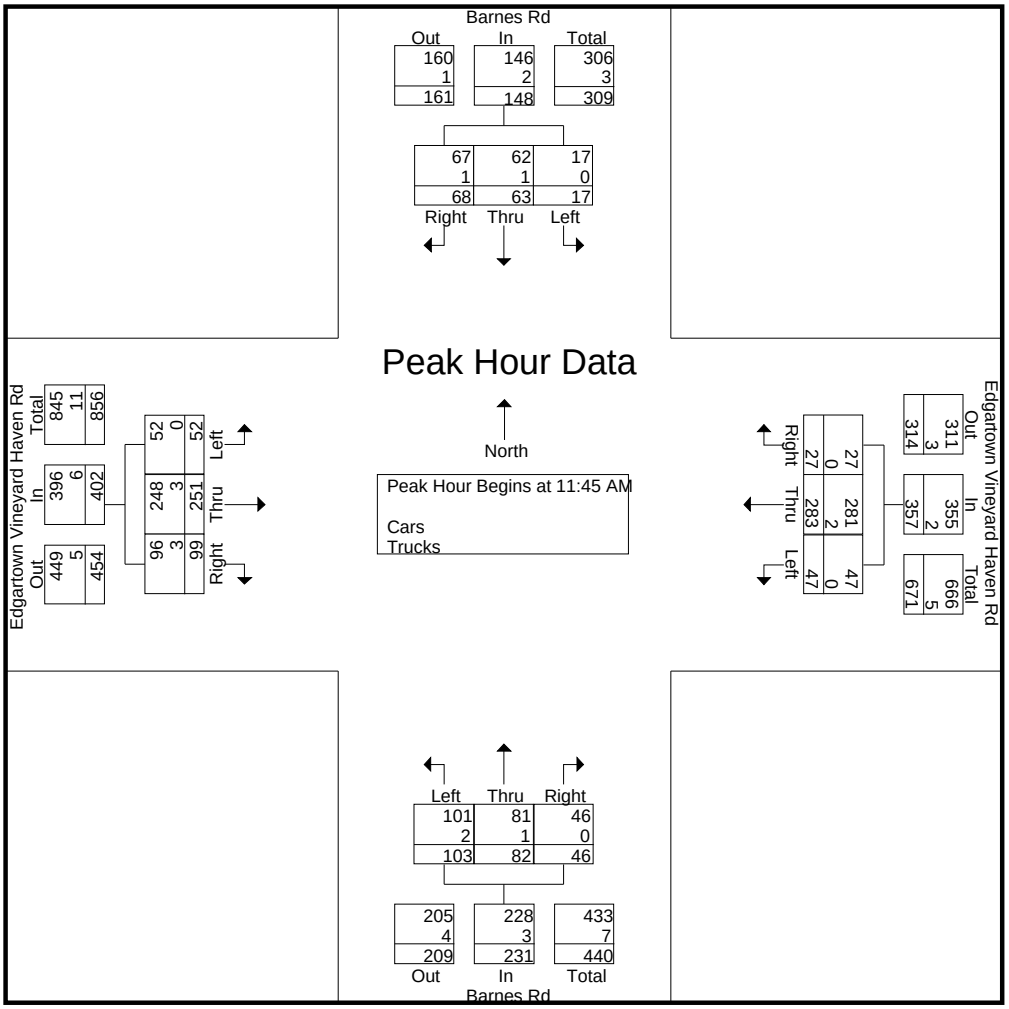
	Barnes Rd From North				Edgartown Vineyard Haven Rd From East				Barnes Rd From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	3	11	16	30	9	64	6	79	24	21	11	56	14	**75**	22	**111**	276
12:00 PM	4	14	16	34	10	65	8	83	24	**27**	10	61	**18**	67	21	106	284
12:15 PM	**5**	**19**	**18**	**42**	10	72	**9**	91	24	13	**14**	51	9	51	**30**	90	274
12:30 PM	5	19	18	42	**18**	**82**	4	**104**	**31**	21	11	**63**	11	58	26	95	**304**
Total Volume	17	63	68	148	47	283	27	357	103	82	46	231	52	251	99	402	1138
% App. Total	11.5	42.6	45.9		13.2	79.3	7.6		44.6	35.5	19.9		12.9	62.4	24.6		
PHF	.850	.829	.944	.881	.653	.863	.750	.858	.831	.759	.821	.917	.722	.837	.825	.905	.936
Cars	17	62	67	146	47	281	27	355	101	81	46	228	52	248	96	396	1125
% Cars	100	98.4	98.5	98.6	100	99.3	100	99.4	98.1	98.8	100	98.7	100	98.8	97.0	98.5	98.9
Trucks	0	1	1	2	0	2	0	2	2	1	0	3	0	3	3	6	13
% Trucks	0	1.6	1.5	1.4	0	0.7	0	0.6	1.9	1.2	0	1.3	0	1.2	3.0	1.5	1.1

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

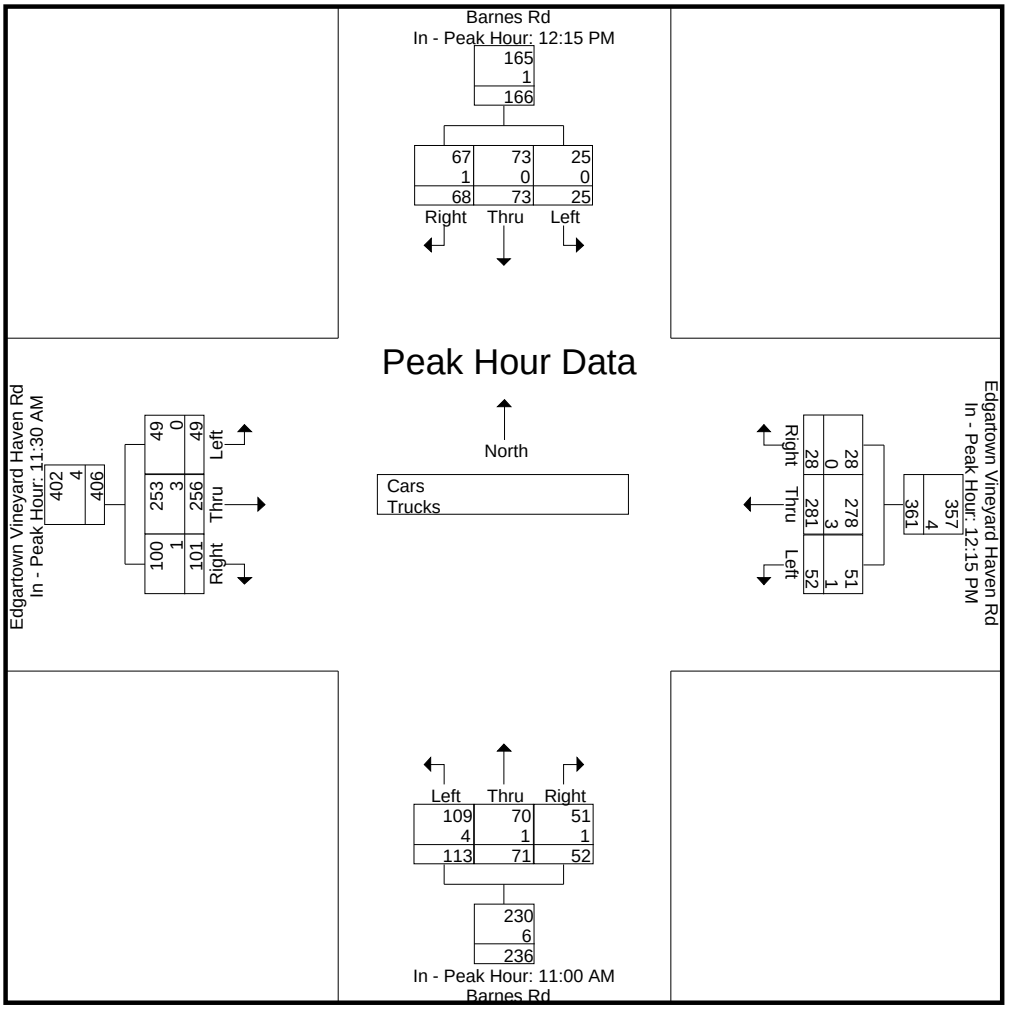
	12:15 PM				12:15 PM				11:00 AM				11:30 AM			
+0 mins.	5	**19**	18	42	10	72	**9**	91	**32**	20	**22**	**74**	8	63	28	99
+15 mins.	5	19	18	42	**18**	**82**	4	**104**	32	17	11	60	14	**75**	22	**111**
+30 mins.	6	17	**21**	**44**	11	54	6	71	25	13	8	46	**18**	67	21	106
+45 mins.	**9**	18	11	38	13	73	9	95	24	**21**	11	56	9	51	**30**	90
Total Volume	25	73	68	166	52	281	28	361	113	71	52	236	49	256	101	406
% App. Total	15.1	44	41		14.4	77.8	7.8		47.9	30.1	22		12.1	63.1	24.9	
PHF	.694	.961	.810	.943	.722	.857	.778	.868	.883	.845	.591	.797	.681	.853	.842	.914
Cars	25	73	67	165	51	278	28	357	109	70	51	230	49	253	100	402
% Cars	100	100	98.5	99.4	98.1	98.9	100	98.9	96.5	98.6	98.1	97.5	100	98.8	99	99
Trucks	0	0	1	1	1	3	0	4	4	1	1	6	0	3	1	4
% Trucks	0	0	1.5	0.6	1.9	1.1	0	1.1	3.5	1.4	1.9	2.5	0	1.2	1	1

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 4

Groups Printed- Cars

	Barnes Rd From North			Edgartown Vineyard Haven Rd From East			Barnes Rd From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	4	14	15	13	39	6	31	19	22	10	53	27	253
11:15 AM	4	18	10	12	63	2	31	17	10	10	38	20	235
11:30 AM	7	7	22	14	69	7	24	13	8	8	62	28	269
11:45 AM	3	11	16	9	63	6	23	21	11	14	74	21	272
Total	18	50	63	48	234	21	109	70	51	42	227	96	1029
12:00 PM	4	13	16	10	65	8	24	27	10	18	67	21	283
12:15 PM	5	19	17	10	71	9	23	13	14	9	50	30	270
12:30 PM	5	19	18	18	82	4	31	20	11	11	57	24	300
12:45 PM	6	17	21	11	52	6	30	18	12	15	54	16	258
Total	20	68	72	49	270	27	108	78	47	53	228	91	1111
01:00 PM	9	18	11	12	73	9	18	19	15	9	72	23	288
01:15 PM	5	14	13	12	70	6	18	19	10	10	73	13	263
01:30 PM	3	21	12	18	59	7	13	12	4	11	72	15	247
01:45 PM	5	13	16	11	54	4	18	19	8	12	42	16	218
Total	22	66	52	53	256	26	67	69	37	42	259	67	1016
Grand Total	60	184	187	150	760	74	284	217	135	137	714	254	3156
Apprch %	13.9	42.7	43.4	15.2	77.2	7.5	44.7	34.1	21.2	12.4	64.6	23	
Total %	1.9	5.8	5.9	4.8	24.1	2.3	9	6.9	4.3	4.3	22.6	8	

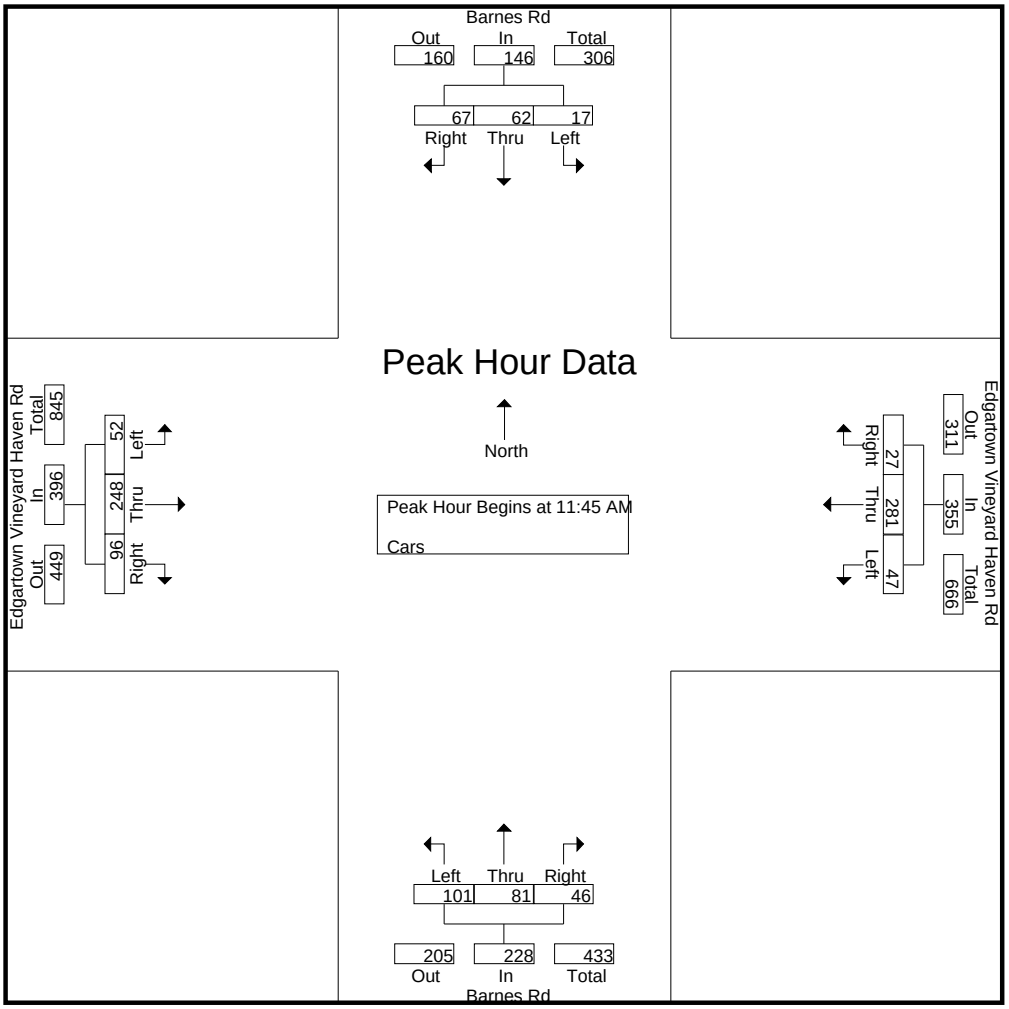
	Barnes Rd From North				Edgartown Vineyard Haven Rd From East				Barnes Rd From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	3	11	16	30	9	63	6	78	23	21	11	55	14	**74**	21	**109**	272
12:00 PM	4	13	16	33	10	65	8	83	24	**27**	10	61	**18**	67	21	106	283
12:15 PM	**5**	**19**	17	41	10	71	**9**	90	23	13	**14**	50	9	50	**30**	89	270
12:30 PM	5	19	**18**	**42**	**18**	**82**	4	**104**	**31**	20	11	**62**	11	57	24	92	**300**
Total Volume	17	62	67	146	47	281	27	355	101	81	46	228	52	248	96	396	1125
% App. Total	11.6	42.5	45.9		13.2	79.2	7.6		44.3	35.5	20.2		13.1	62.6	24.2		
PHF	.850	.816	.931	.869	.653	.857	.750	.853	.815	.750	.821	.919	.722	.838	.800	.908	.938

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 5



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

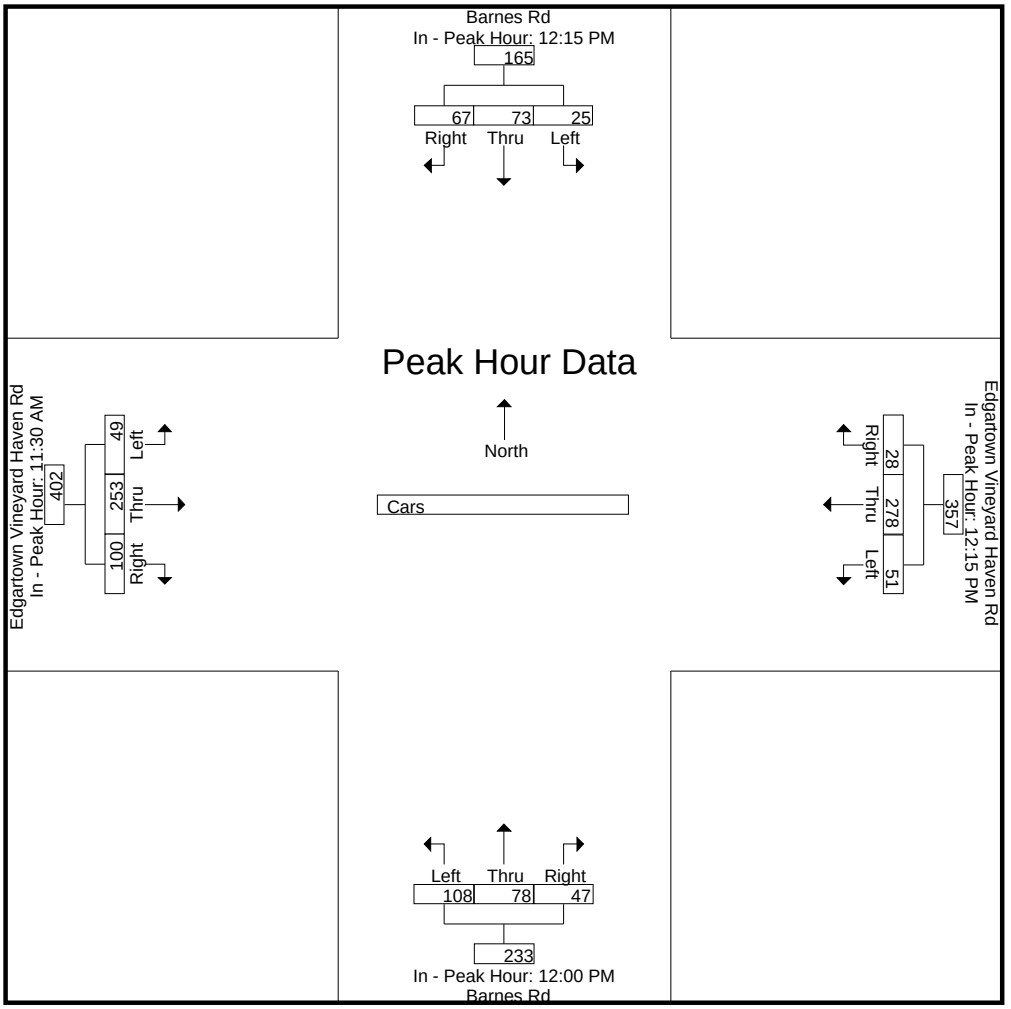
	12:15 PM				12:15 PM				12:00 PM				11:30 AM			
+0 mins.	5	**19**	17	41	10	71	**9**	90	24	**27**	10	61	8	62	28	98
+15 mins.	5	19	18	42	**18**	**82**	4	**104**	23	13	**14**	50	14	**74**	21	**109**
+30 mins.	6	17	**21**	**44**	11	52	6	69	**31**	20	11	**62**	**18**	67	21	106
+45 mins.	**9**	18	11	38	12	73	9	94	30	18	12	60	9	50	**30**	89
Total Volume	25	73	67	165	51	278	28	357	108	78	47	233	49	253	100	402
% App. Total	15.2	44.2	40.6		14.3	77.9	7.8		46.4	33.5	20.2		12.2	62.9	24.9	
PHF	.694	.961	.798	.938	.708	.848	.778	.858	.871	.722	.839	.940	.681	.855	.833	.922

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 7

Groups Printed- Trucks

	Barnes Rd From North			Edgartown Vineyard Haven Rd From East			Barnes Rd From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	2	2	0	1	1	0	0	0	1	7
11:15 AM	0	0	0	0	2	0	1	0	1	0	1	1	6
11:30 AM	0	0	0	0	1	0	1	0	0	0	1	0	3
11:45 AM	0	0	0	0	1	0	1	0	0	0	1	1	4
Total	0	0	0	2	6	0	4	1	1	0	3	3	20
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	1	0	1	0	1	0	0	0	1	0	4
12:30 PM	0	0	0	0	0	0	0	1	0	0	1	2	4
12:45 PM	0	0	0	0	2	0	0	0	0	1	2	0	5
Total	0	1	1	0	3	0	1	1	0	1	4	2	14
01:00 PM	0	0	0	1	0	0	1	1	0	0	0	0	3
01:15 PM	0	0	0	0	1	0	0	0	1	0	2	0	4
01:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
01:45 PM	0	0	0	0	1	0	1	0	0	0	1	0	3
Total	0	0	0	1	3	0	3	1	1	0	3	0	12
Grand Total	0	1	1	3	12	0	8	3	2	1	10	5	46
Apprch %	0	50	50	20	80	0	61.5	23.1	15.4	6.2	62.5	31.2	
Total %	0	2.2	2.2	6.5	26.1	0	17.4	6.5	4.3	2.2	21.7	10.9	

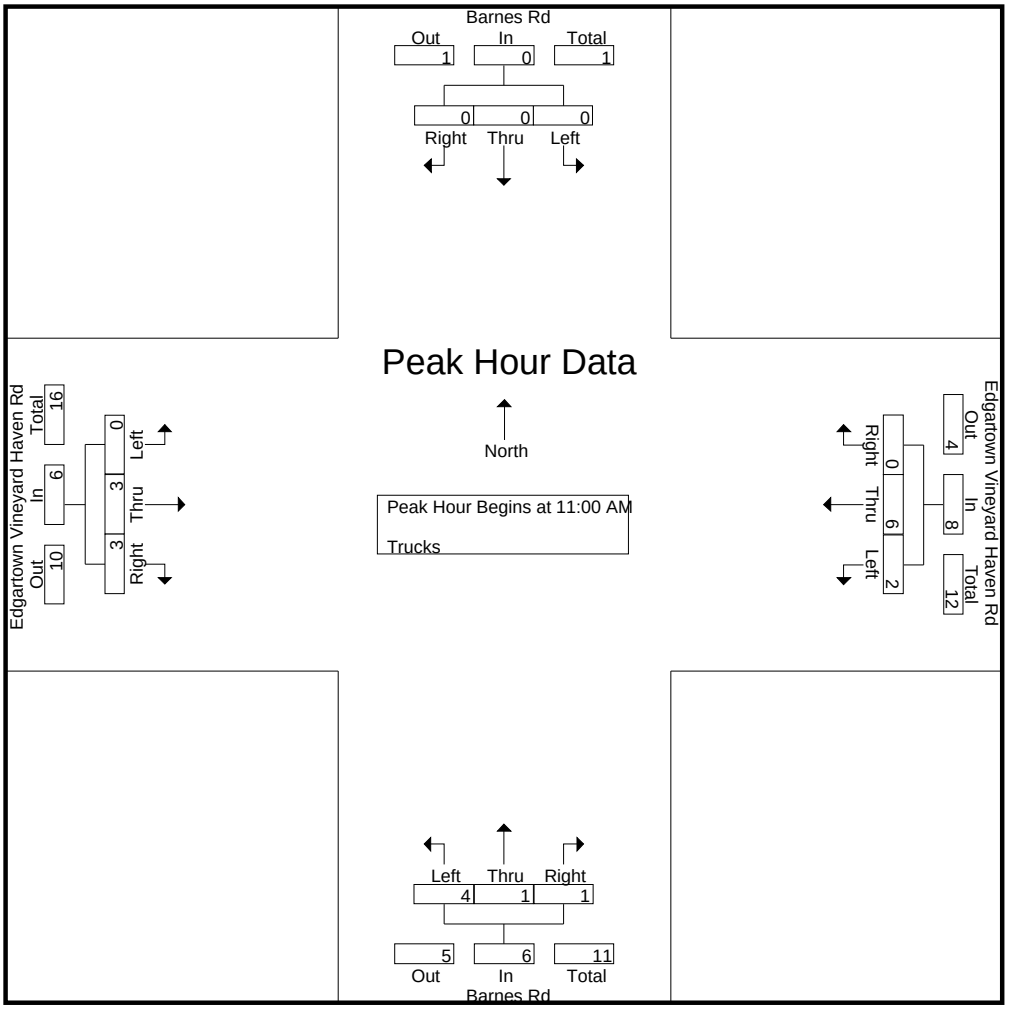
	Barnes Rd From North				Edgartown Vineyard Haven Rd From East				Barnes Rd From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	**2**	**2**	0	**4**	**1**	**1**	0	**2**	0	0	**1**	1	**7**
11:15 AM	0	0	0	0	0	2	0	2	1	0	**1**	2	0	**1**	1	**2**	6
11:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
11:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	1	2	4
Total Volume	0	0	0	0	2	6	0	8	4	1	1	6	0	3	3	6	20
% App. Total	0	0	0		25	75	0		66.7	16.7	16.7		0	50	50		
PHF	.000	.000	.000	.000	.250	.750	.000	.500	1.00	.250	.250	.750	.000	.750	.750	.750	.714

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 8



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

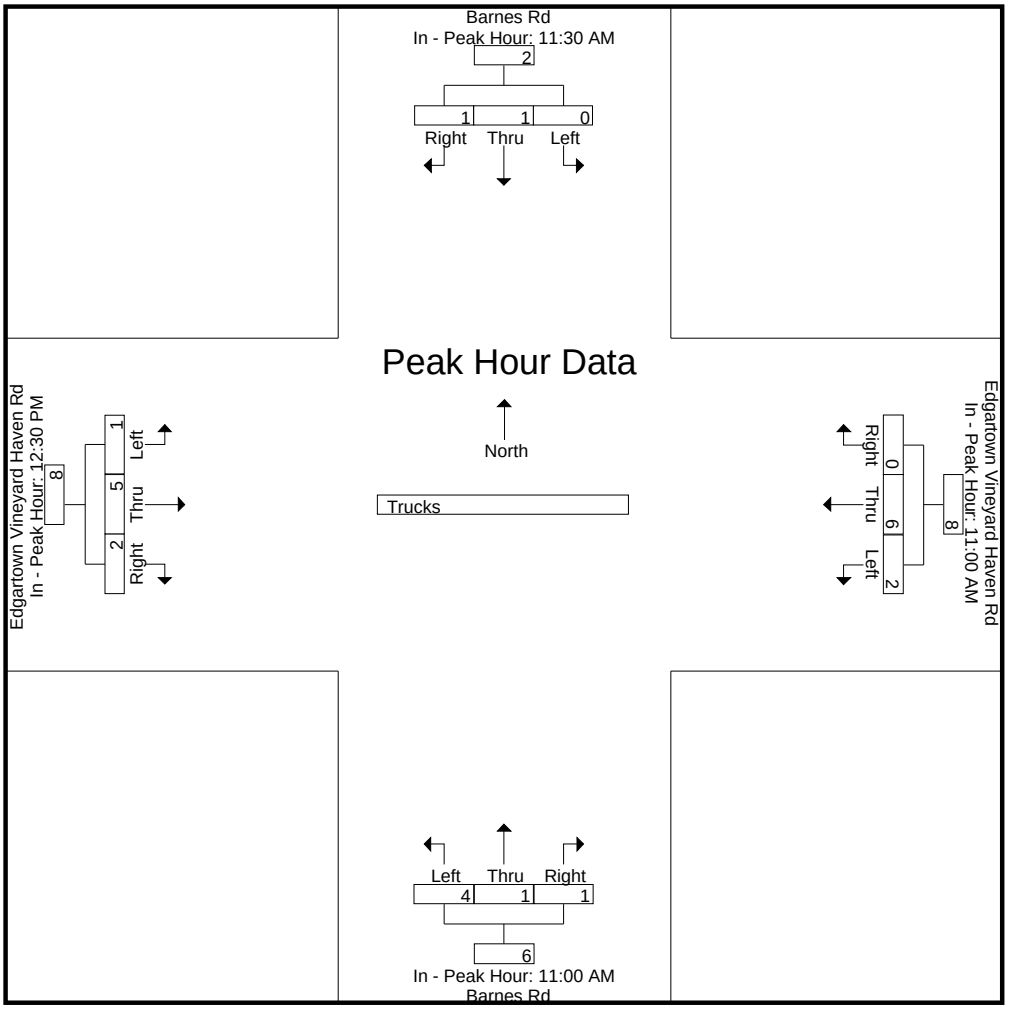
	11:30 AM				11:00 AM				11:00 AM				12:30 PM			
+0 mins.	0	0	0	0	**2**	**2**	0	**4**	**1**	**1**	0	**2**	0	1	**2**	**3**
+15 mins.	0	0	0	0	0	2	0	2	1	0	**1**	2	**1**	**2**	0	3
+30 mins.	0	**1**	0	**1**	0	1	0	1	1	0	0	1	0	0	0	0
+45 mins.	0	0	**1**	1	0	1	0	1	1	0	0	1	0	2	0	2
Total Volume	0	1	1	2	2	6	0	8	4	1	1	6	1	5	2	8
% App. Total	0	50	50		25	75	0		66.7	16.7	16.7		12.5	62.5	25	
PHF	.000	.250	.250	.500	.250	.750	.000	.500	1.000	.250	.250	.750	.250	.625	.250	.667

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 10

Groups Printed- Bikes Peds

	Barnes Rd From North				Edgartown Vineyard Haven Rd From East				Barnes Rd From South				Edgartown Vineyard Haven Rd From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	0	0	

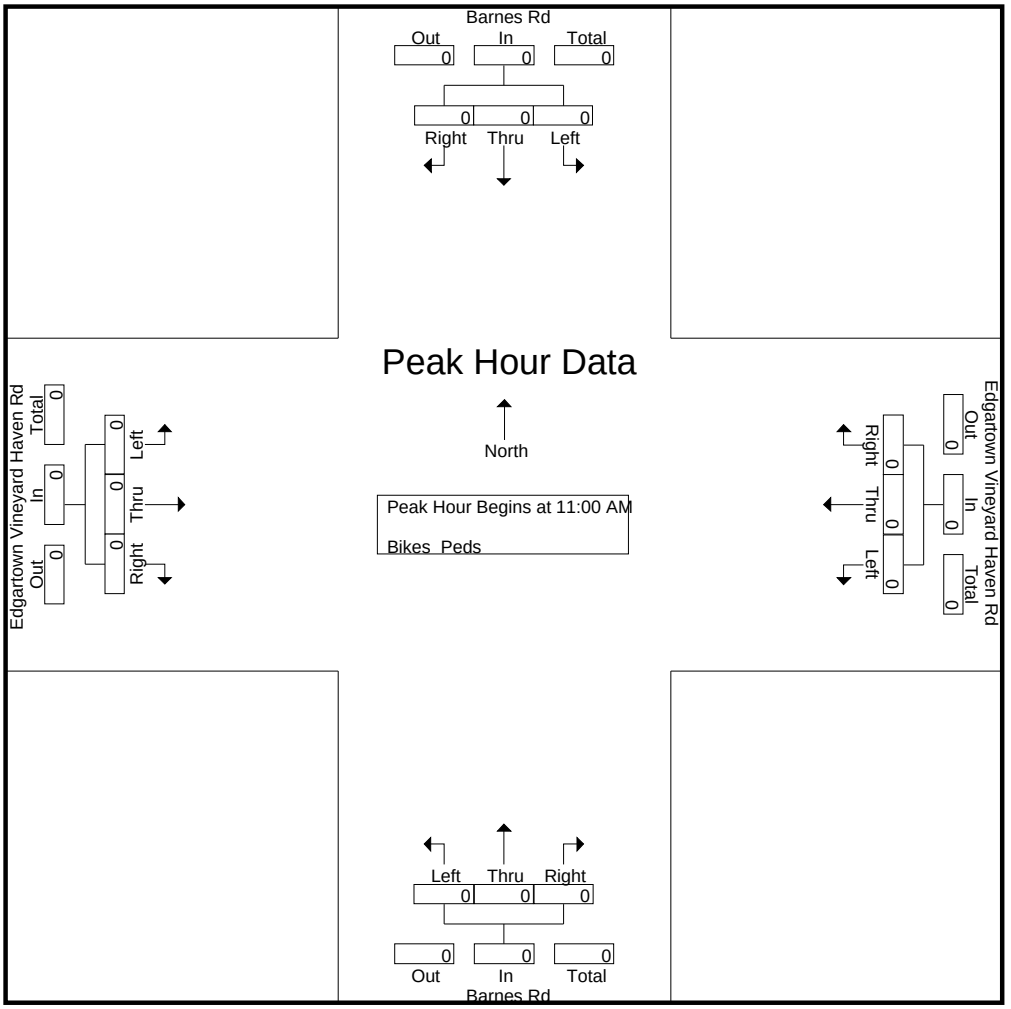
	Barnes Rd From North				Edgartown Vineyard Haven Rd From East				Barnes Rd From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 11



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

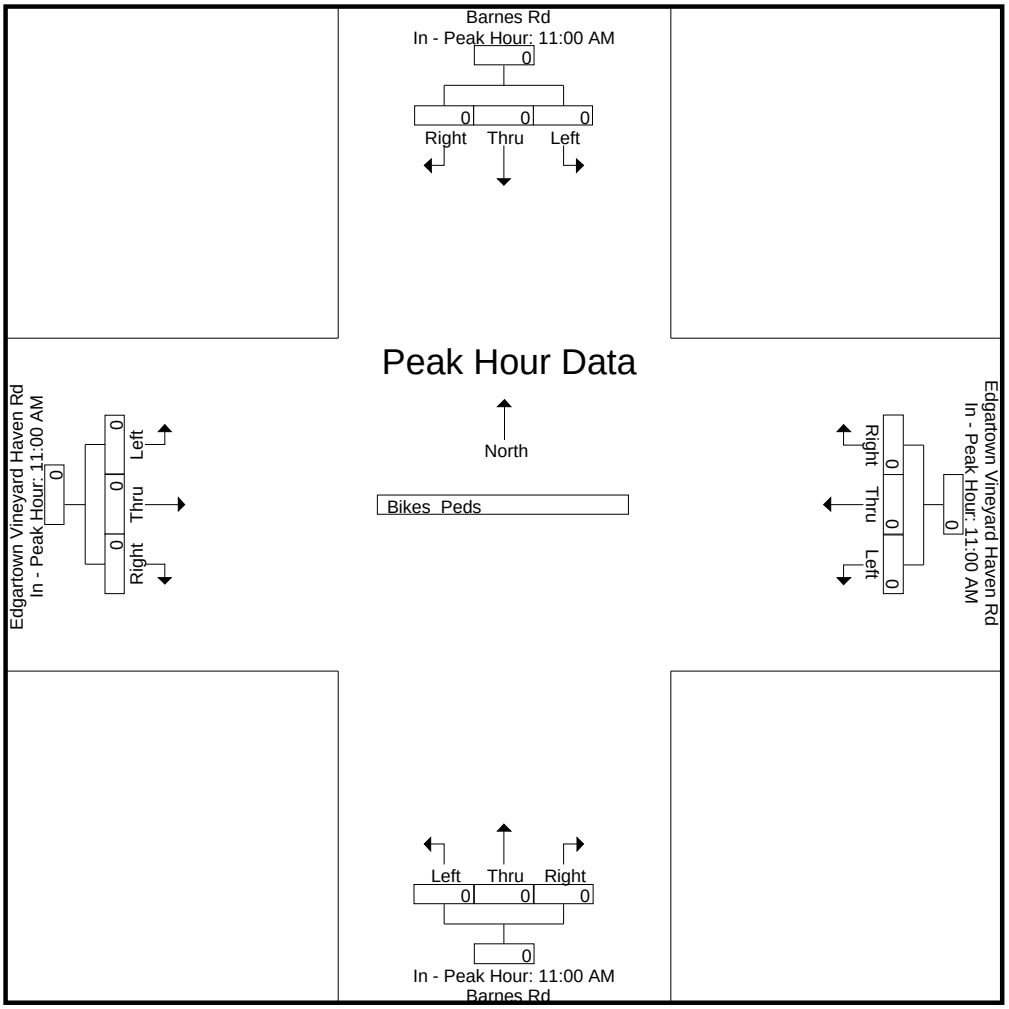
	11:00 AM				11:00 AM				11:00 AM				11:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Barnes Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S1
Site Code : 94780001
Start Date : 12/3/2022
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 1

Groups Printed- Cars - Trucks

	Village Rd From North			Edgartown Vineyard Haven Rd From East			Sanderson Ave From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	3	13	72	1	2	0	4	1	59	8	164
07:15 AM	0	3	3	51	59	1	10	1	15	9	63	43	258
07:30 AM	3	0	1	60	77	1	17	1	28	4	91	46	329
07:45 AM	0	0	5	7	71	4	3	0	0	10	90	8	198
Total	4	3	12	131	279	7	32	2	47	24	303	105	949
08:00 AM	5	1	10	5	69	11	2	1	3	13	79	7	206
08:15 AM	4	0	12	11	78	10	2	1	5	9	90	5	227
08:30 AM	2	0	8	8	81	6	5	0	12	11	86	8	227
08:45 AM	6	0	12	7	86	8	6	3	3	17	96	6	250
Total	17	1	42	31	314	35	15	5	23	50	351	26	910
Grand Total	21	4	54	162	593	42	47	7	70	74	654	131	1859
Apprch %	26.6	5.1	68.4	20.3	74.4	5.3	37.9	5.6	56.5	8.6	76.1	15.3	
Total %	1.1	0.2	2.9	8.7	31.9	2.3	2.5	0.4	3.8	4	35.2	7	
Cars	19	4	51	156	582	40	43	7	66	73	632	122	1795
% Cars	90.5	100	94.4	96.3	98.1	95.2	91.5	100	94.3	98.6	96.6	93.1	96.6
Trucks	2	0	3	6	11	2	4	0	4	1	22	9	64
% Trucks	9.5	0	5.6	3.7	1.9	4.8	8.5	0	5.7	1.4	3.4	6.9	3.4

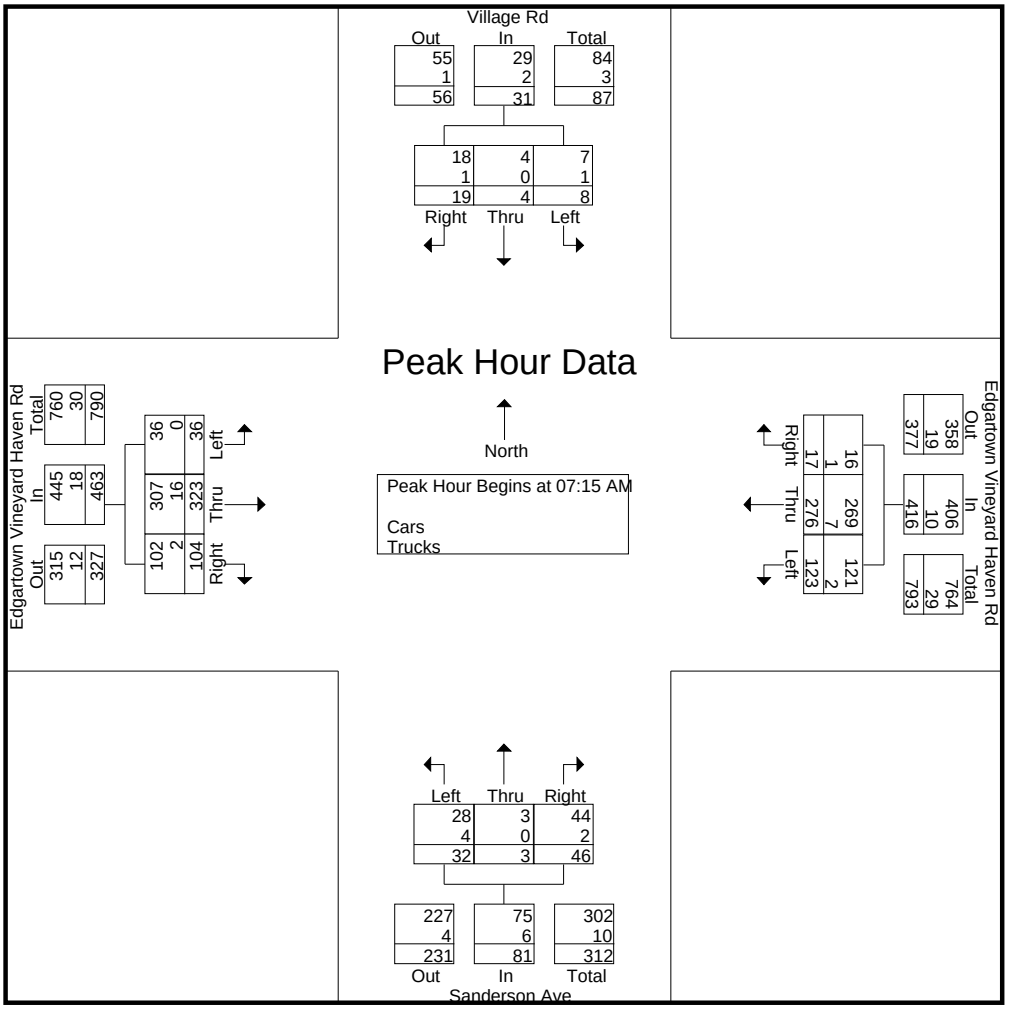
	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**3**	3	6	51	59	1	111	10	**1**	15	26	9	63	43	115	258
07:30 AM	3	0	1	4	**60**	**77**	1	**138**	**17**	1	**28**	**46**	4	**91**	**46**	**141**	**329**
07:45 AM	0	0	5	5	7	71	4	82	3	0	0	3	10	90	8	108	198
08:00 AM	**5**	1	**10**	**16**	5	69	**11**	85	2	1	3	6	**13**	79	7	99	206
Total Volume	8	4	19	31	123	276	17	416	32	3	46	81	36	323	104	463	991
% App. Total	25.8	12.9	61.3		29.6	66.3	4.1		39.5	3.7	56.8		7.8	69.8	22.5		
PHF	.400	.333	.475	.484	.513	.896	.386	.754	.471	.750	.411	.440	.692	.887	.565	.821	.753
Cars	7	4	18	29	121	269	16	406	28	3	44	75	36	307	102	445	955
% Cars	87.5	100	94.7	93.5	98.4	97.5	94.1	97.6	87.5	100	95.7	92.6	100	95.0	98.1	96.1	96.4
Trucks	1	0	1	2	2	7	1	10	4	0	2	6	0	16	2	18	36
% Trucks	12.5	0	5.3	6.5	1.6	2.5	5.9	2.4	12.5	0	4.3	7.4	0	5.0	1.9	3.9	3.6

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 2



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

Peak Hour for Each Approach Begins at:

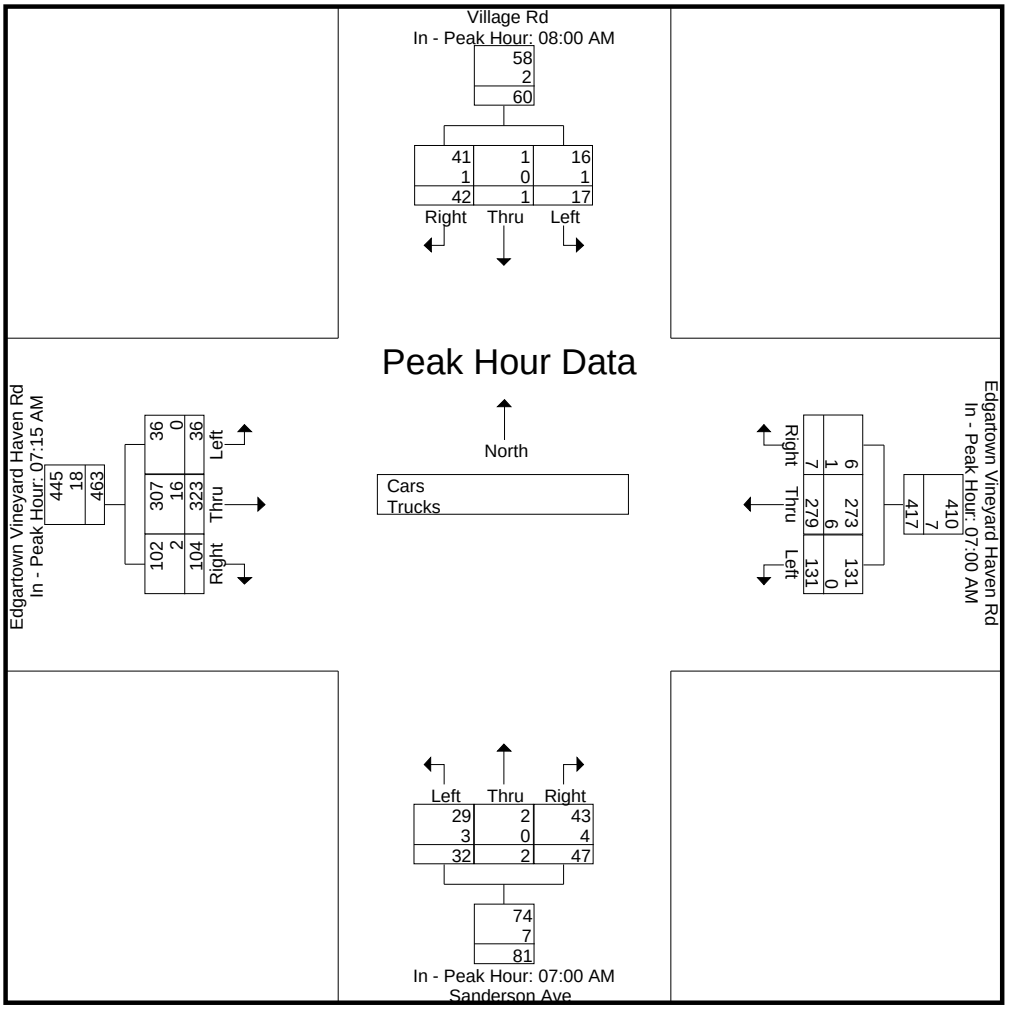
	08:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	5	**1**	10	16	13	72	1	86	2	0	4	6	9	63	43	115
+15 mins.	4	0	**12**	16	51	59	1	111	10	**1**	15	26	4	**91**	**46**	**141**
+30 mins.	2	0	8	10	**60**	**77**	1	**138**	**17**	1	**28**	**46**	10	90	8	108
+45 mins.	**6**	0	12	**18**	7	71	**4**	82	3	0	0	3	**13**	79	7	99
Total Volume	17	1	42	60	131	279	7	417	32	2	47	81	36	323	104	463
% App. Total	28.3	1.7	70		31.4	66.9	1.7		39.5	2.5	58		7.8	69.8	22.5	
PHF	.708	.250	.875	.833	.546	.906	.438	.755	.471	.500	.420	.440	.692	.887	.565	.821
Cars	16	1	41	58	131	273	6	410	29	2	43	74	36	307	102	445
% Cars	94.1	100	97.6	96.7	100	97.8	85.7	98.3	90.6	100	91.5	91.4	100	95	98.1	96.1
Trucks	1	0	1	2	0	6	1	7	3	0	4	7	0	16	2	18
% Trucks	5.9	0	2.4	3.3	0	2.2	14.3	1.7	9.4	0	8.5	8.6	0	5	1.9	3.9

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 4

Groups Printed- Cars

	Village Rd From North			Edgartown Vineyard Haven Rd From East			Sanderson Ave From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	2	13	72	1	2	0	2	1	58	8	160
07:15 AM	0	3	2	51	57	0	9	1	15	9	57	41	245
07:30 AM	2	0	1	60	76	1	16	1	26	4	87	46	320
07:45 AM	0	0	5	7	68	4	2	0	0	10	86	8	190
Total	3	3	10	131	273	6	29	2	43	24	288	103	915
08:00 AM	5	1	10	3	68	11	1	1	3	13	77	7	200
08:15 AM	4	0	11	9	77	9	2	1	5	9	86	4	217
08:30 AM	2	0	8	7	80	6	5	0	12	11	85	2	218
08:45 AM	5	0	12	6	84	8	6	3	3	16	96	6	245
Total	16	1	41	25	309	34	14	5	23	49	344	19	880
Grand Total	19	4	51	156	582	40	43	7	66	73	632	122	1795
Apprch %	25.7	5.4	68.9	20.1	74.8	5.1	37.1	6	56.9	8.8	76.4	14.8	
Total %	1.1	0.2	2.8	8.7	32.4	2.2	2.4	0.4	3.7	4.1	35.2	6.8	

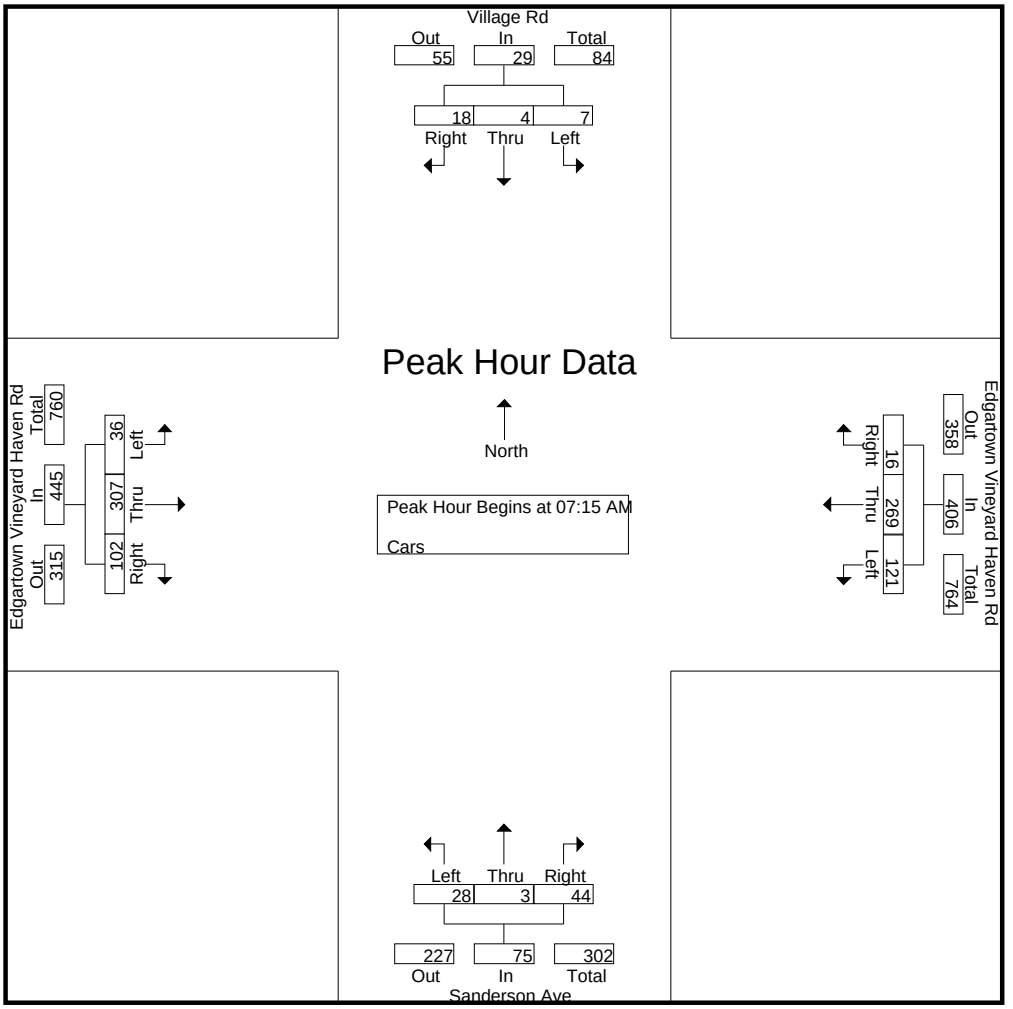
	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**3**	2	5	51	57	0	108	9	**1**	15	25	9	57	41	107	245
07:30 AM	2	0	1	3	**60**	**76**	1	**137**	**16**	1	**26**	**43**	4	**87**	**46**	**137**	**320**
07:45 AM	0	0	5	5	7	68	4	79	2	0	0	2	10	86	8	104	190
08:00 AM	**5**	1	**10**	**16**	3	68	**11**	82	1	1	3	5	**13**	77	7	97	200
Total Volume	7	4	18	29	121	269	16	406	28	3	44	75	36	307	102	445	955
% App. Total	24.1	13.8	62.1		29.8	66.3	3.9		37.3	4	58.7		8.1	69	22.9		
PHF	.350	.333	.450	.453	.504	.885	.364	.741	.438	.750	.423	.436	.692	.882	.554	.812	.746

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 5



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

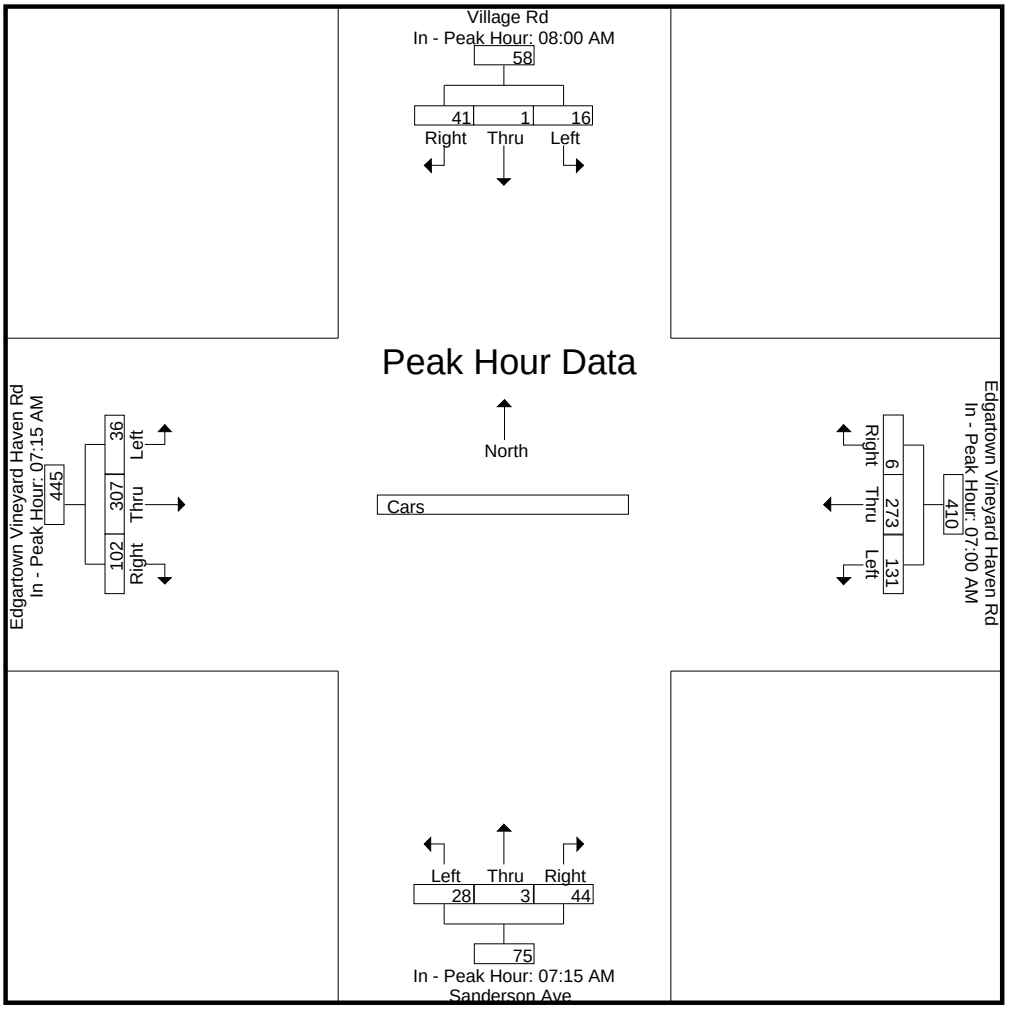
	08:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	**5**	**1**	10	16	13	72	1	86	9	**1**	15	25	9	57	41	107
+15 mins.	4	0	11	15	51	57	0	108	**16**	1	**26**	**43**	4	**87**	**46**	**137**
+30 mins.	2	0	8	10	**60**	**76**	1	**137**	2	0	0	2	10	86	8	104
+45 mins.	5	0	**12**	**17**	7	68	**4**	79	1	1	3	5	**13**	77	7	97
Total Volume	16	1	41	58	131	273	6	410	28	3	44	75	36	307	102	445
% App. Total	27.6	1.7	70.7		32	66.6	1.5		37.3	4	58.7		8.1	69	22.9	
PHF	.800	.250	.854	.853	.546	.898	.375	.748	.438	.750	.423	.436	.692	.882	.554	.812

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 7

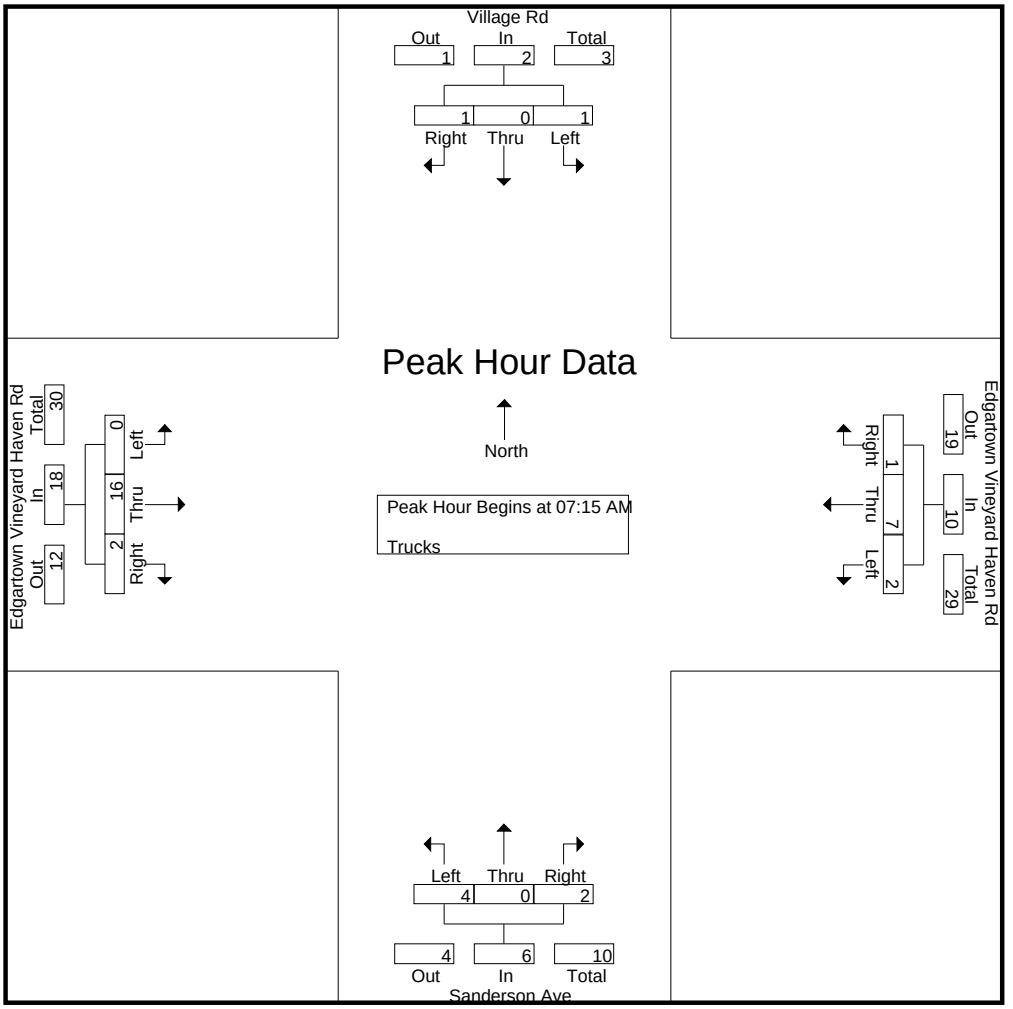
Groups Printed- Trucks

	Village Rd From North			Edgartown Vineyard Haven Rd From East			Sanderson Ave From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	2	0	1	0	4
07:15 AM	0	0	1	0	2	1	1	0	0	0	6	2	13
07:30 AM	1	0	0	0	1	0	1	0	2	0	4	0	9
07:45 AM	0	0	0	0	3	0	1	0	0	0	4	0	8
Total	1	0	2	0	6	1	3	0	4	0	15	2	34
08:00 AM	0	0	0	2	1	0	1	0	0	0	2	0	6
08:15 AM	0	0	1	2	1	1	0	0	0	0	4	1	10
08:30 AM	0	0	0	1	1	0	0	0	0	0	1	6	9
08:45 AM	1	0	0	1	2	0	0	0	0	1	0	0	5
Total	1	0	1	6	5	1	1	0	0	1	7	7	30
Grand Total	2	0	3	6	11	2	4	0	4	1	22	9	64
Apprch %	40	0	60	31.6	57.9	10.5	50	0	50	3.1	68.8	28.1	
Total %	3.1	0	4.7	9.4	17.2	3.1	6.2	0	6.2	1.6	34.4	14.1	

	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	**1**	0	2	**1**	**3**	**1**	0	0	1	0	**6**	**2**	**8**	**13**
07:30 AM	**1**	0	0	1	0	1	0	1	1	0	**2**	**3**	0	4	0	4	9
07:45 AM	0	0	0	0	0	**3**	0	3	1	0	0	1	0	4	0	4	8
08:00 AM	0	0	0	0	**2**	1	0	3	1	0	0	1	0	2	0	2	6
Total Volume	1	0	1	2	2	7	1	10	4	0	2	6	0	16	2	18	36
% App. Total	50	0	50		20	70	10		66.7	0	33.3		0	88.9	11.1		
PHF	.250	.000	.250	.500	.250	.583	.250	.833	1.00	.000	.250	.500	.000	.667	.250	.563	.692

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 8



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

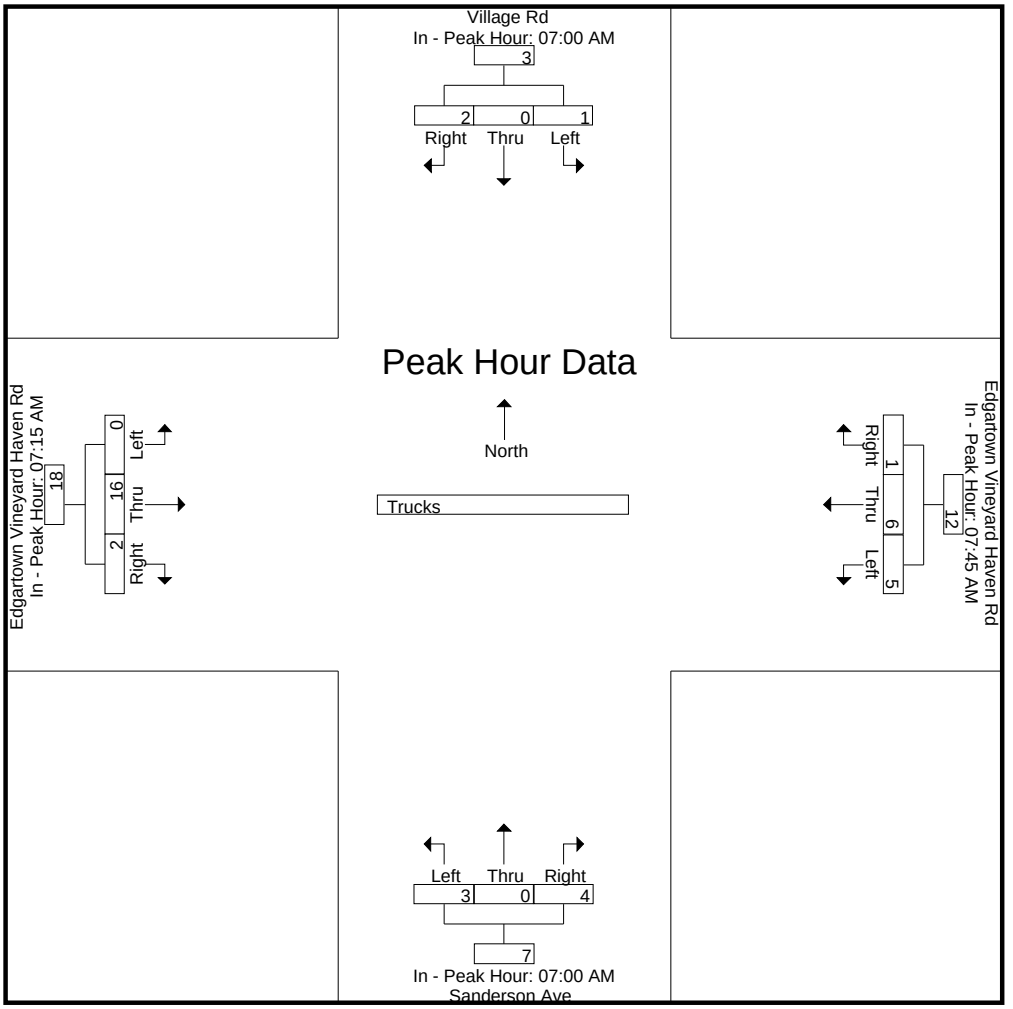
	07:00 AM				07:45 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	**1**	**1**	0	**3**	0	3	0	0	**2**	2	0	**6**	**2**	**8**
+15 mins.	0	0	1	1	**2**	1	0	3	**1**	0	0	1	0	4	0	4
+30 mins.	**1**	0	0	1	2	1	**1**	**4**	1	0	2	**3**	0	4	0	4
+45 mins.	0	0	0	0	1	1	0	2	1	0	0	1	0	2	0	2
Total Volume	1	0	2	3	5	6	1	12	3	0	4	7	0	16	2	18
% App. Total	33.3	0	66.7		41.7	50	8.3		42.9	0	57.1		0	88.9	11.1	
PHF	.250	.000	.500	.750	.625	.500	.250	.750	.750	.000	.500	.583	.000	.667	.250	.563

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 10

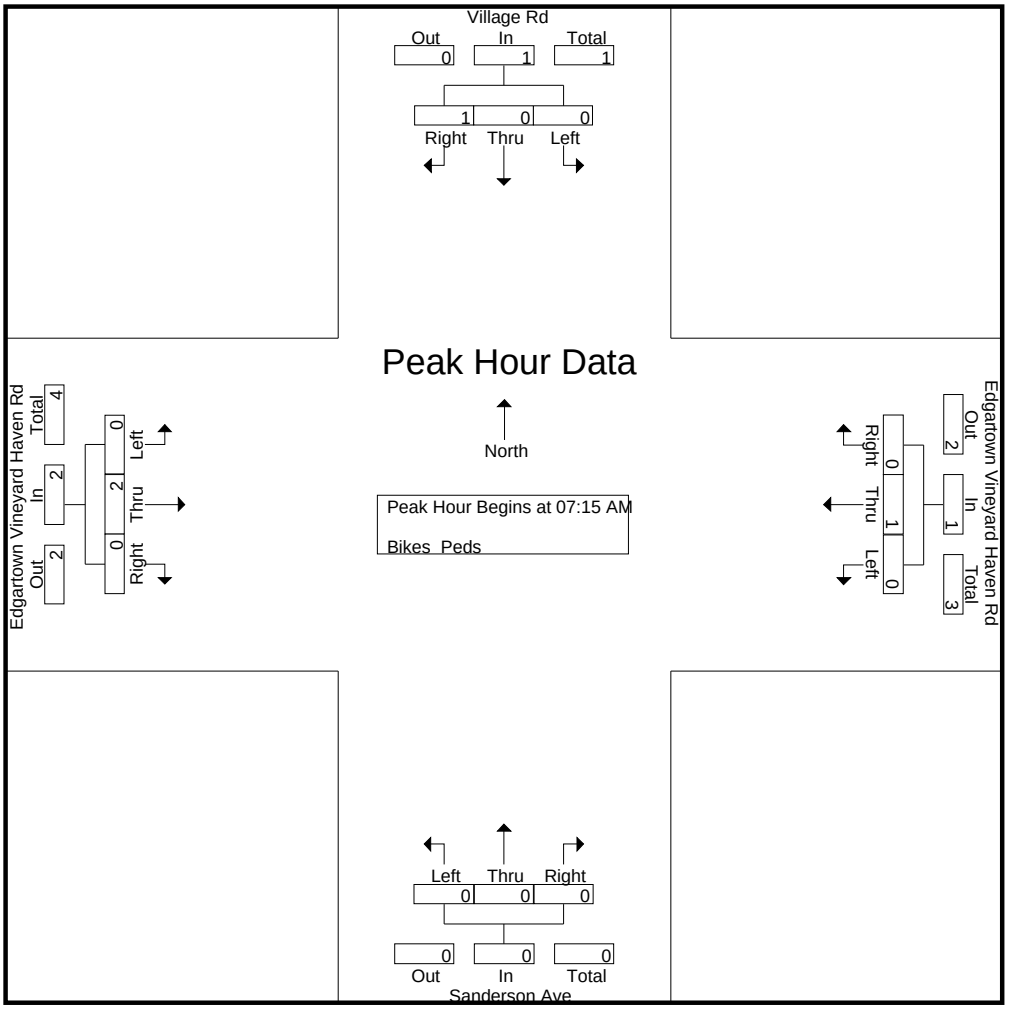
Groups Printed- Bikes Peds

	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	4	0	0	0	6	0	0	0	0	10	1	11
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	1	0	4	0	0	0	6	0	1	0	0	10	2	12
08:00 AM	0	0	1	0	0	0	0	4	0	0	0	4	0	1	0	0	8	2	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	1	0	0	0	0	6	0	0	0	4	0	2	0	1	11	3	14
Grand Total	0	0	1	0	0	1	0	10	0	0	0	10	0	3	0	1	21	5	26
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0				
Total %	0	0	20		0	20	0		0	0	0		0	60	0		80.8	19.2	

	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:00 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1	0	1	**2**
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 11



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

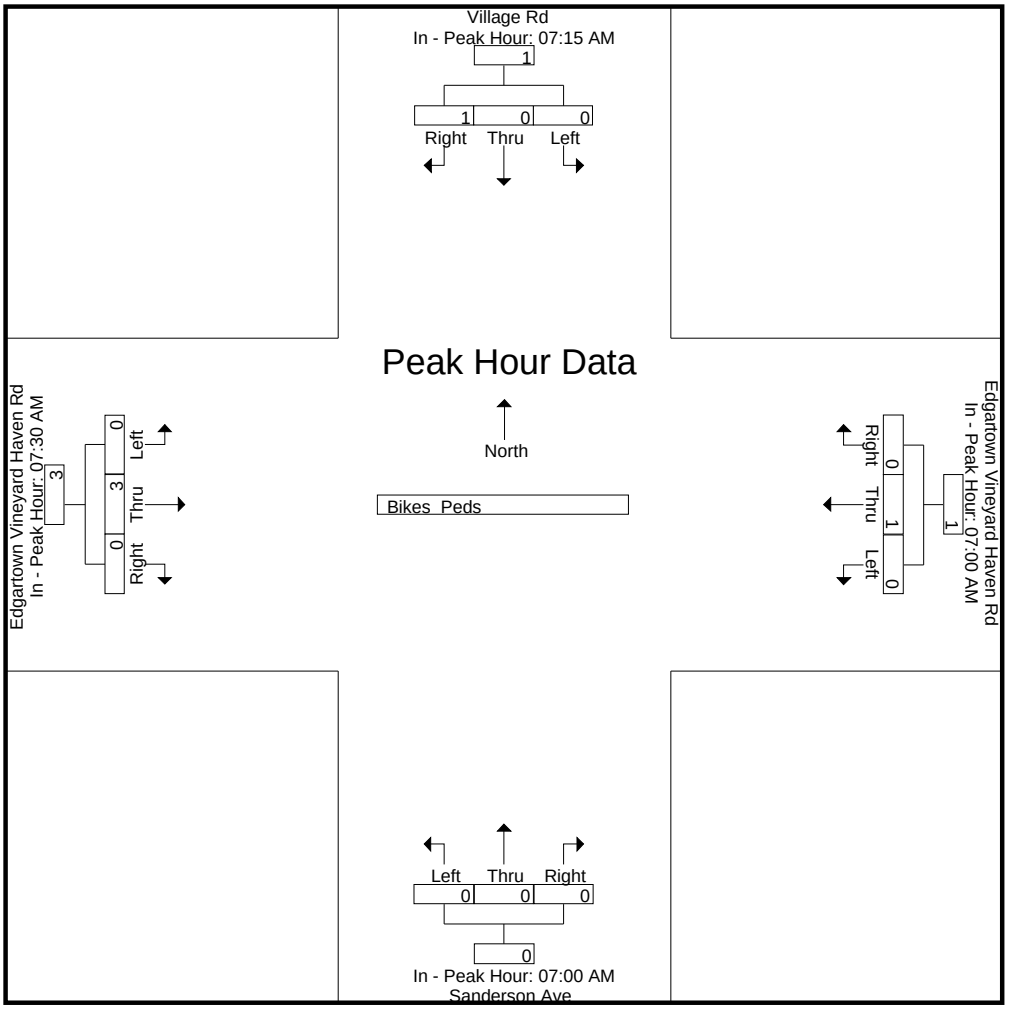
	07:15 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 1

Groups Printed- Cars - Trucks

	Village Rd From North			Edgartown Vineyard Haven Rd From East			Sanderson Ave From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	5	0	20	5	85	6	7	1	4	11	85	5	234
04:15 PM	9	0	16	1	76	8	2	1	2	10	80	5	210
04:30 PM	13	0	9	6	107	3	1	1	2	13	99	7	261
04:45 PM	4	0	17	14	91	6	1	0	3	10	87	8	241
Total	31	0	62	26	359	23	11	3	11	44	351	25	946
05:00 PM	2	1	10	4	98	2	1	1	5	7	87	7	225
05:15 PM	5	2	11	8	106	5	2	0	8	13	86	7	253
05:30 PM	10	0	15	6	88	3	6	1	5	11	78	1	224
05:45 PM	7	0	16	6	71	2	0	0	3	9	65	8	187
Total	24	3	52	24	363	12	9	2	21	40	316	23	889
Grand Total	55	3	114	50	722	35	20	5	32	84	667	48	1835
Apprch %	32	1.7	66.3	6.2	89.5	4.3	35.1	8.8	56.1	10.5	83.5	6	
Total %	3	0.2	6.2	2.7	39.3	1.9	1.1	0.3	1.7	4.6	36.3	2.6	
Cars	52	3	112	48	715	33	19	5	32	82	663	43	1807
% Cars	94.5	100	98.2	96	99	94.3	95	100	100	97.6	99.4	89.6	98.5
Trucks	3	0	2	2	7	2	1	0	0	2	4	5	28
% Trucks	5.5	0	1.8	4	1	5.7	5	0	0	2.4	0.6	10.4	1.5

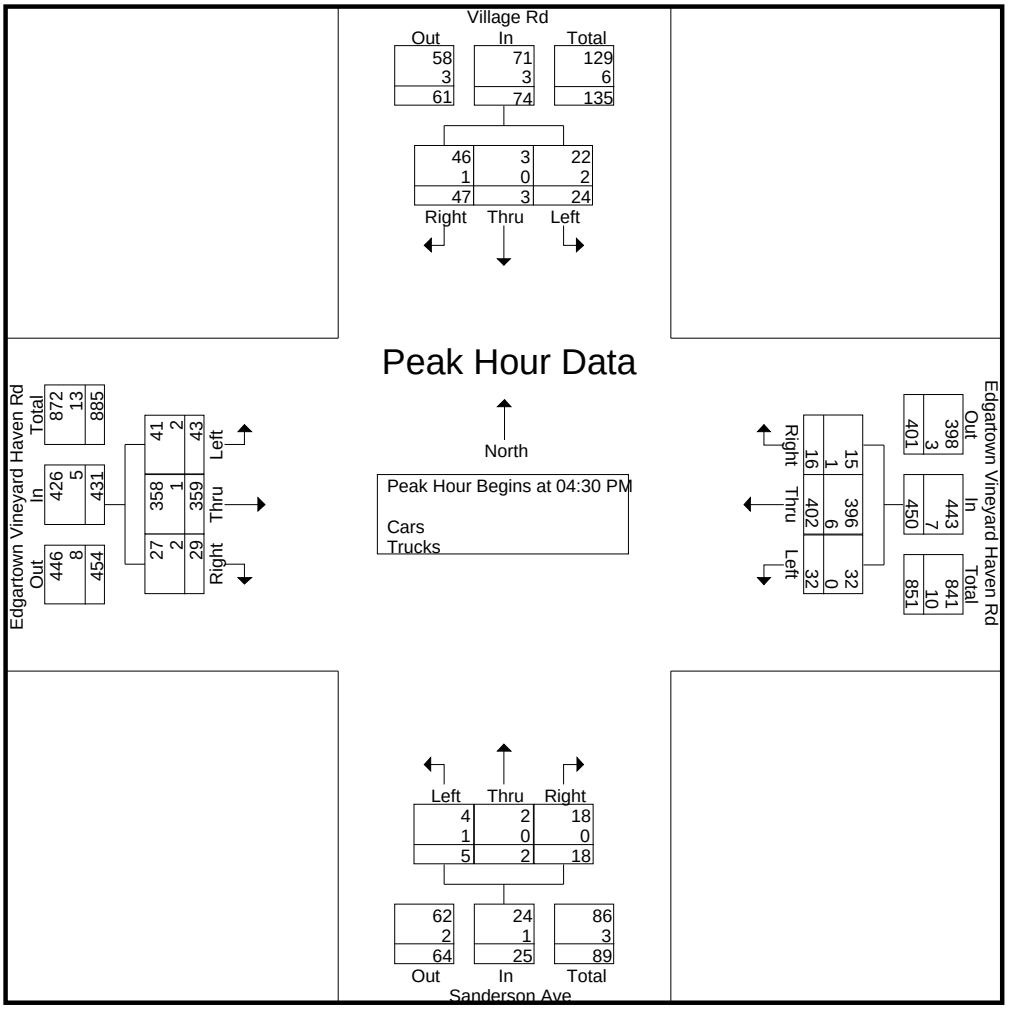
	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**13**	0	9	**22**	6	**107**	3	116	1	**1**	2	4	**13**	**99**	7	**119**	**261**
04:45 PM	4	0	**17**	21	**14**	91	**6**	111	1	0	3	4	10	87	**8**	105	241
05:00 PM	2	1	10	13	4	98	2	104	1	1	5	7	7	87	7	101	225
05:15 PM	5	**2**	11	18	8	106	5	**119**	**2**	0	**8**	**10**	13	86	7	106	253
Total Volume	24	3	47	74	32	402	16	450	5	2	18	25	43	359	29	431	980
% App. Total	32.4	4.1	63.5		7.1	89.3	3.6		20	8	72		10	83.3	6.7		
PHF	.462	.375	.691	.841	.571	.939	.667	.945	.625	.500	.563	.625	.827	.907	.906	.905	.939
Cars	22	3	46	71	32	396	15	443	4	2	18	24	41	358	27	426	964
% Cars	91.7	100	97.9	95.9	100	98.5	93.8	98.4	80.0	100	100	96.0	95.3	99.7	93.1	98.8	98.4
Trucks	2	0	1	3	0	6	1	7	1	0	0	1	2	1	2	5	16
% Trucks	8.3	0	2.1	4.1	0	1.5	6.3	1.6	20.0	0	0	4.0	4.7	0.3	6.9	1.2	1.6

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

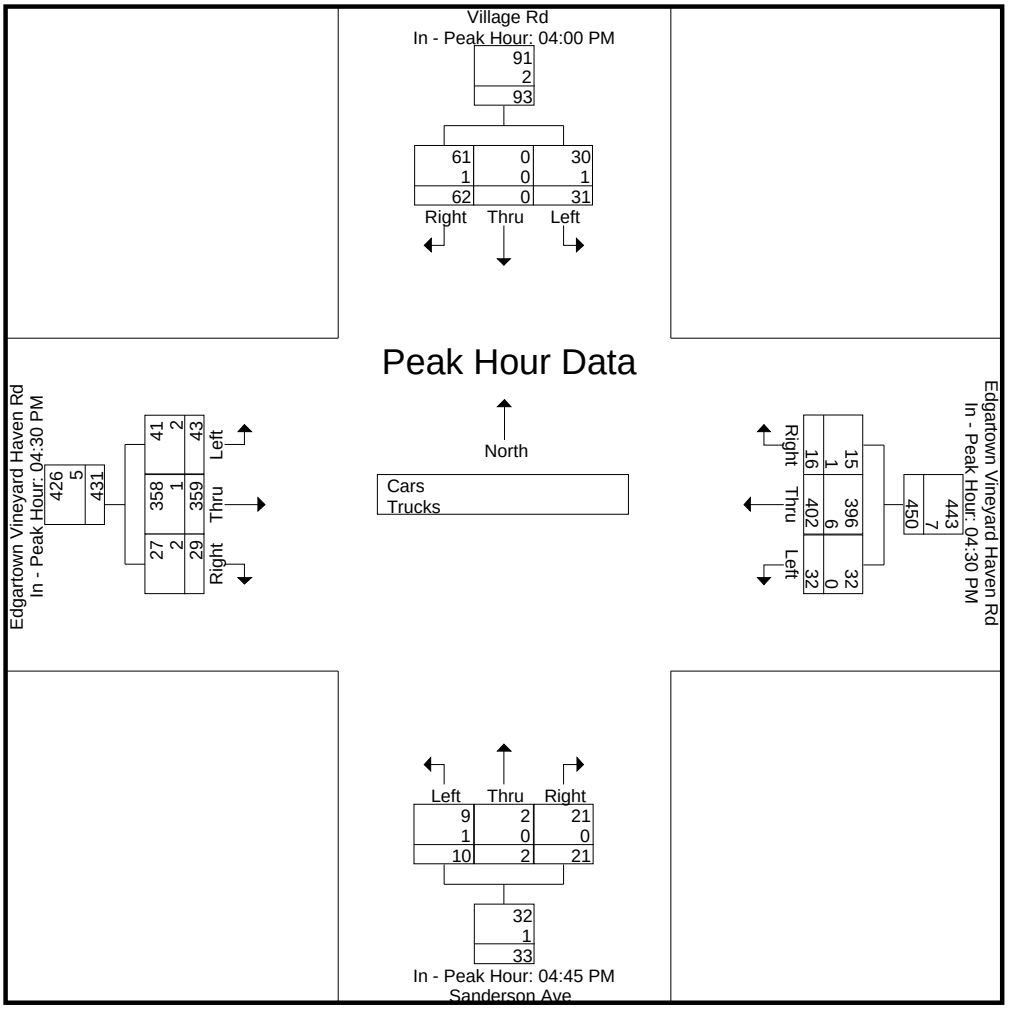
	04:00 PM				04:30 PM				04:45 PM				04:30 PM			
+0 mins.	5	0	**20**	**25**	6	**107**	3	116	1	0	3	4	**13**	**99**	7	**119**
+15 mins.	9	0	16	25	**14**	91	**6**	111	1	**1**	5	7	10	87	**8**	105
+30 mins.	**13**	0	9	22	4	98	2	104	2	0	**8**	10	7	87	7	101
+45 mins.	4	0	17	21	8	106	5	**119**	**6**	1	5	**12**	13	86	7	106
Total Volume	31	0	62	93	32	402	16	450	10	2	21	33	43	359	29	431
% App. Total	33.3	0	66.7		7.1	89.3	3.6		30.3	6.1	63.6		10	83.3	6.7	
PHF	.596	.000	.775	.930	.571	.939	.667	.945	.417	.500	.656	.688	.827	.907	.906	.905
Cars	30	0	61	91	32	396	15	443	9	2	21	32	41	358	27	426
% Cars	96.8	0	98.4	97.8	100	98.5	93.8	98.4	90	100	100	97	95.3	99.7	93.1	98.8
Trucks	1	0	1	2	0	6	1	7	1	0	0	1	2	1	2	5
% Trucks	3.2	0	1.6	2.2	0	1.5	6.2	1.6	10	0	0	3	4.7	0.3	6.9	1.2

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 4

Groups Printed- Cars

	Village Rd From North			Edgartown Vineyard Haven Rd From East			Sanderson Ave From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	5	0	20	4	85	6	7	1	4	11	85	5	233
04:15 PM	9	0	15	1	76	7	2	1	2	10	78	3	204
04:30 PM	13	0	9	6	106	3	1	1	2	13	99	6	259
04:45 PM	3	0	17	14	87	6	0	0	3	9	87	8	234
Total	30	0	61	25	354	22	10	3	11	43	349	22	930
05:00 PM	2	1	9	4	98	2	1	1	5	7	86	6	222
05:15 PM	4	2	11	8	105	4	2	0	8	12	86	7	249
05:30 PM	10	0	15	5	87	3	6	1	5	11	78	1	222
05:45 PM	6	0	16	6	71	2	0	0	3	9	64	7	184
Total	22	3	51	23	361	11	9	2	21	39	314	21	877
Grand Total	52	3	112	48	715	33	19	5	32	82	663	43	1807
Apprch %	31.1	1.8	67.1	6	89.8	4.1	33.9	8.9	57.1	10.4	84.1	5.5	
Total %	2.9	0.2	6.2	2.7	39.6	1.8	1.1	0.3	1.8	4.5	36.7	2.4	

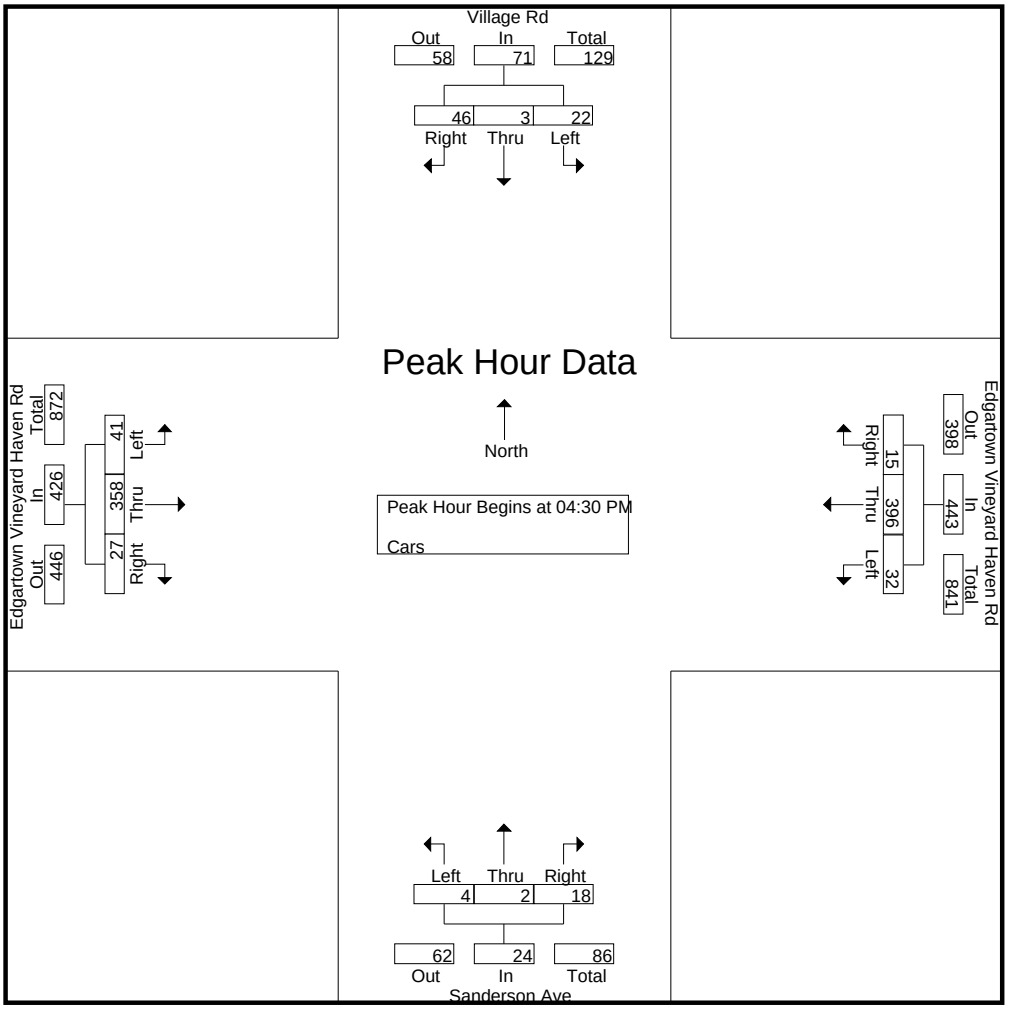
	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**13**	0	9	**22**	6	**106**	3	115	1	**1**	2	4	**13**	**99**	6	**118**	**259**
04:45 PM	3	0	**17**	20	**14**	87	**6**	107	0	0	3	3	9	87	**8**	104	234
05:00 PM	2	1	9	12	4	98	2	104	1	1	5	7	7	86	6	99	222
05:15 PM	4	**2**	11	17	8	105	4	**117**	**2**	0	**8**	**10**	12	86	7	105	249
Total Volume	22	3	46	71	32	396	15	443	4	2	18	24	41	358	27	426	964
% App. Total	31	4.2	64.8		7.2	89.4	3.4		16.7	8.3	75		9.6	84	6.3		
PHF	.423	.375	.676	.807	.571	.934	.625	.947	.500	.500	.563	.600	.788	.904	.844	.903	.931

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

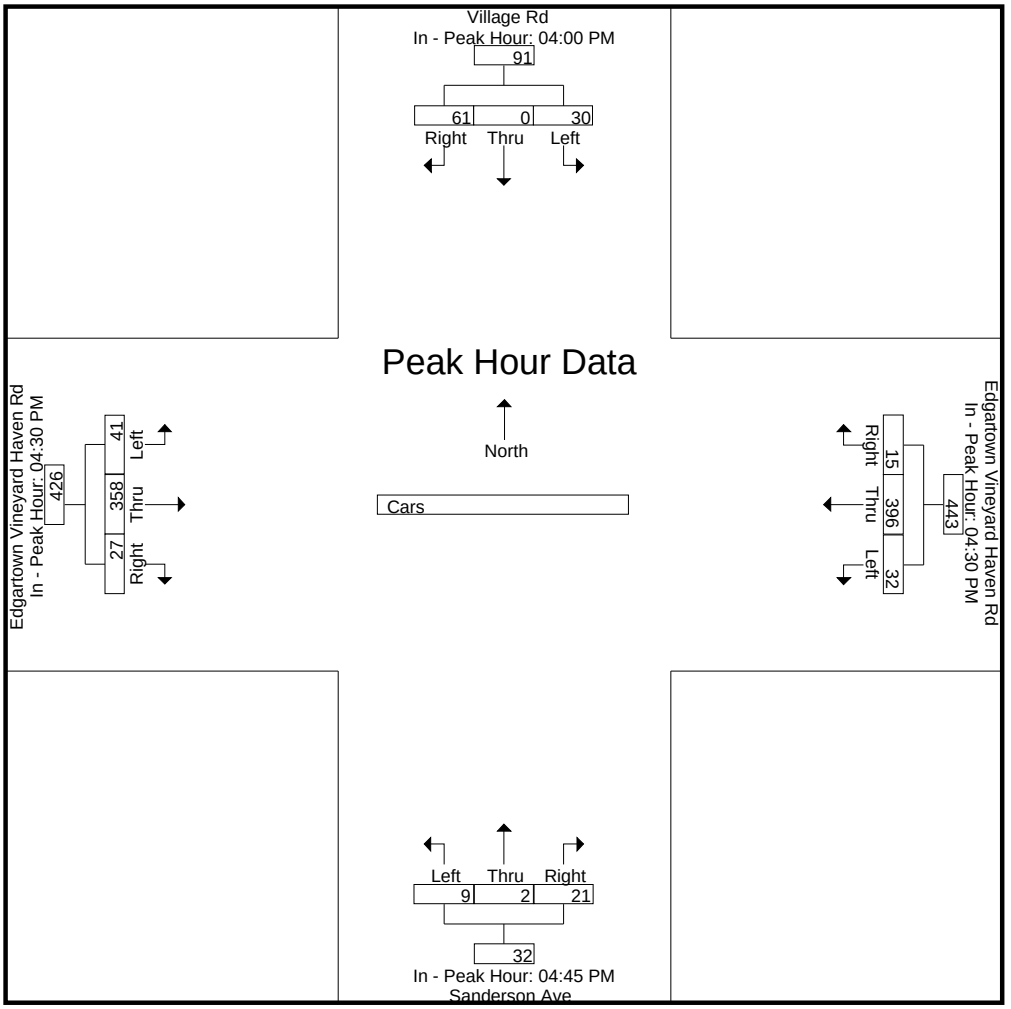
	04:00 PM				04:30 PM				04:45 PM				04:30 PM			
+0 mins.	5	0	**20**	**25**	6	**106**	3	115	0	0	3	3	**13**	**99**	6	**118**
+15 mins.	9	0	15	24	**14**	87	**6**	107	1	**1**	5	7	9	87	**8**	104
+30 mins.	**13**	0	9	22	4	98	2	104	2	0	**8**	10	7	86	6	99
+45 mins.	3	0	17	20	8	105	4	**117**	**6**	1	5	**12**	12	86	7	105
Total Volume	30	0	61	91	32	396	15	443	9	2	21	32	41	358	27	426
% App. Total	33	0	67		7.2	89.4	3.4		28.1	6.2	65.6		9.6	84	6.3	
PHF	.577	.000	.763	.910	.571	.934	.625	.947	.375	.500	.656	.667	.788	.904	.844	.903

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 7

Groups Printed- Trucks

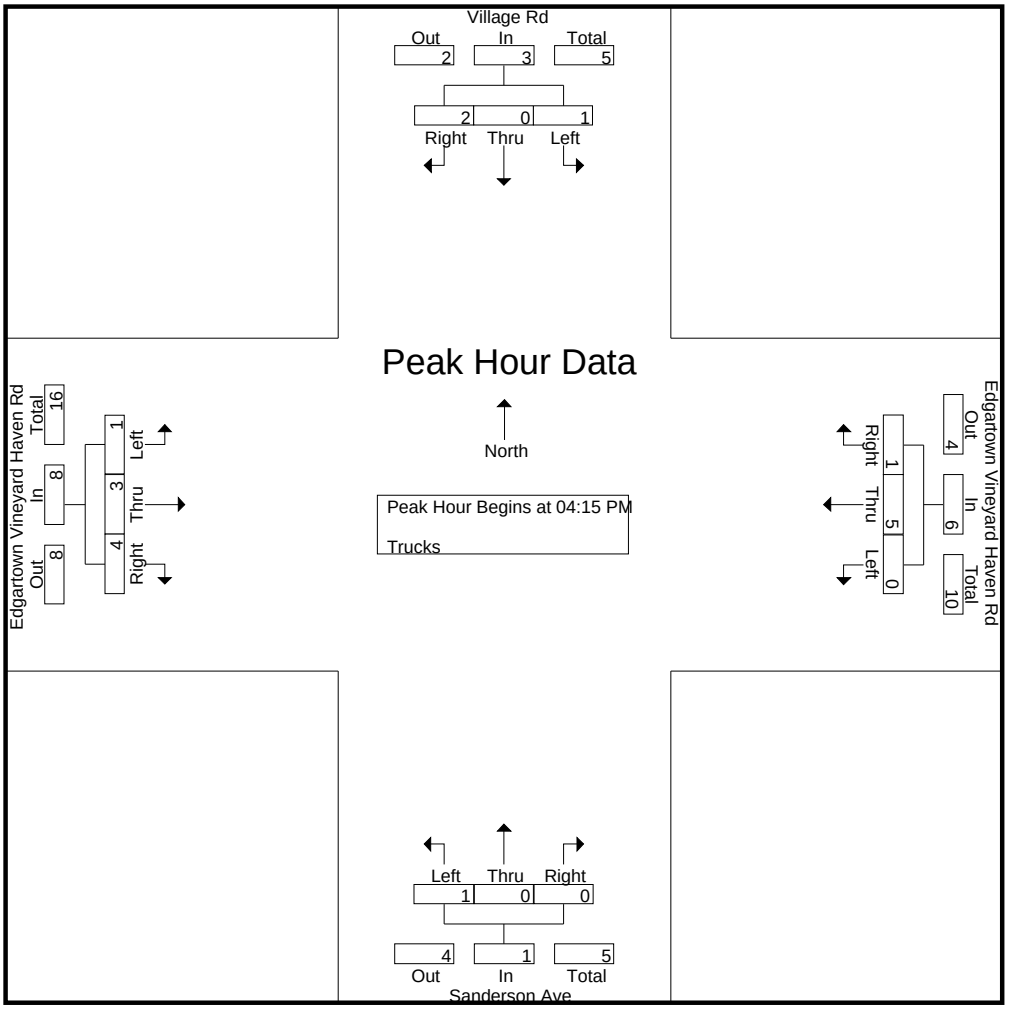
	Village Rd From North			Edgartown Vineyard Haven Rd From East			Sanderson Ave From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	0	0	1	0	0	0	0	2	2	6
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
04:45 PM	1	0	0	0	4	0	1	0	0	1	0	0	7
Total	1	0	1	1	5	1	1	0	0	1	2	3	16
05:00 PM	0	0	1	0	0	0	0	0	0	0	1	1	3
05:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	4
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	0	0	0	0	0	0	0	1	1	3
Total	2	0	1	1	2	1	0	0	0	1	2	2	12
Grand Total	3	0	2	2	7	2	1	0	0	2	4	5	28
Apprch %	60	0	40	18.2	63.6	18.2	100	0	0	18.2	36.4	45.5	
Total %	10.7	0	7.1	7.1	25	7.1	3.6	0	0	7.1	14.3	17.9	

	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	**1**	**1**	0	0	**1**	1	0	0	0	0	0	**2**	**2**	**4**	6
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:45 PM	**1**	0	0	1	0	**4**	0	**4**	**1**	0	0	**1**	**1**	0	0	1	**7**
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	3
Total Volume	1	0	2	3	0	5	1	6	1	0	0	1	1	3	4	8	18
% App. Total	33.3	0	66.7		0	83.3	16.7		100	0	0		12.5	37.5	50		
PHF	.250	.000	.500	.750	.000	.313	.250	.375	.250	.000	.000	.250	.250	.375	.500	.500	.643

Accurate Counts
978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022

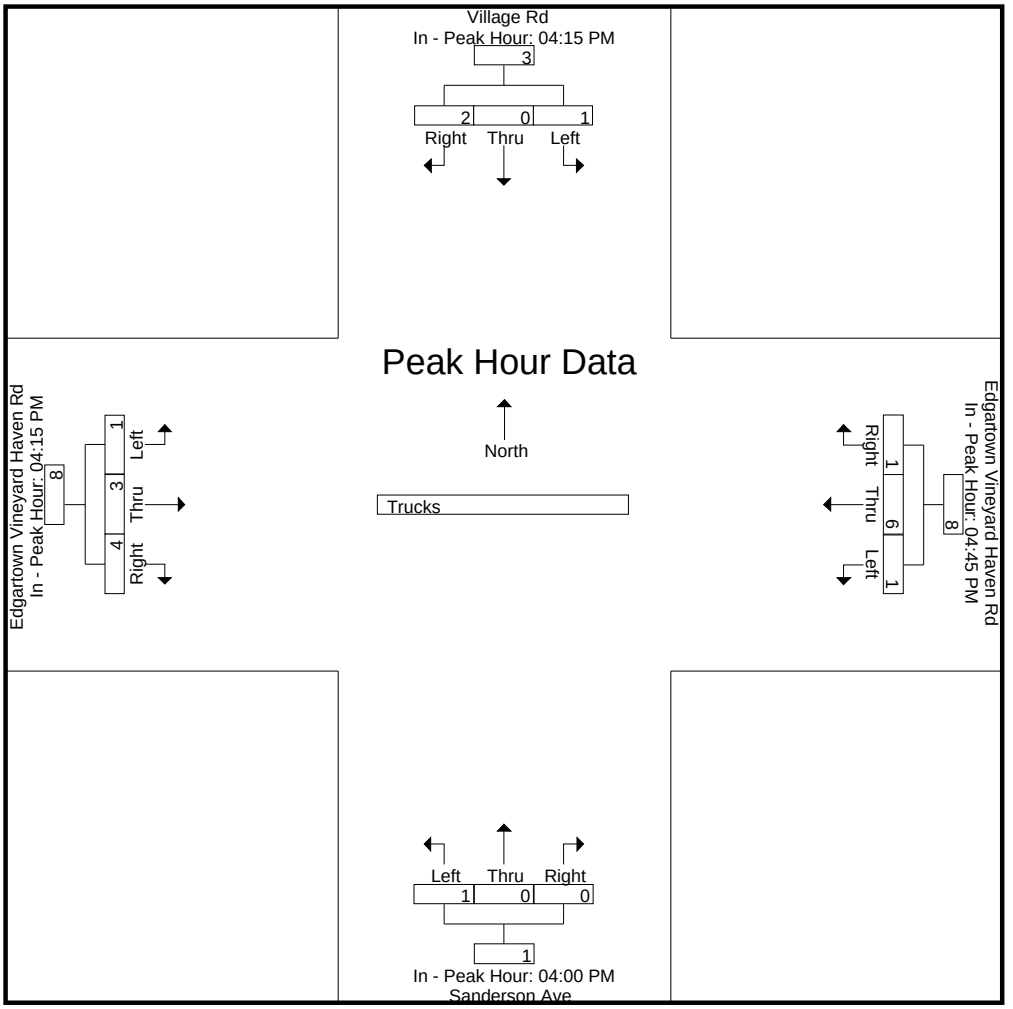


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	**1**	**1**	0	**4**	0	**4**	0	0	0	0	0	**2**	**2**	**4**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	**1**	0	0	1	0	1	**1**	2	0	0	0	0	**1**	0	0	1
+45 mins.	0	0	1	1	**1**	1	0	2	**1**	0	0	**1**	0	1	1	2
Total Volume	1	0	2	3	1	6	1	8	1	0	0	1	1	3	4	8
% App. Total	33.3	0	66.7		12.5	75	12.5		100	0	0		12.5	37.5	50	
PHF	.250	.000	.500	.750	.250	.375	.250	.500	.250	.000	.000	.250	.250	.375	.500	.500

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 10

Groups Printed- Bikes Peds

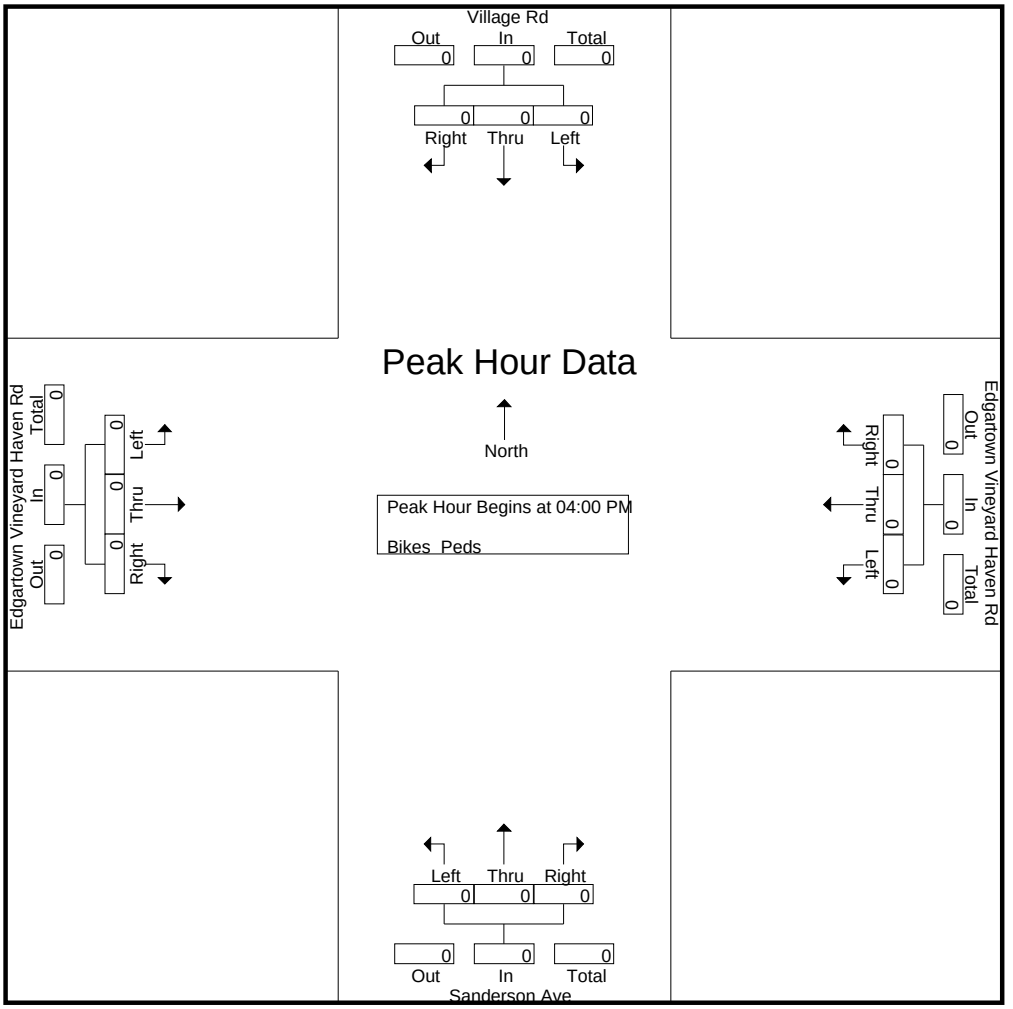
	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	0	9	0	9
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	0	11	0	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
Grand Total	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	12	0	12
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	0	

	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

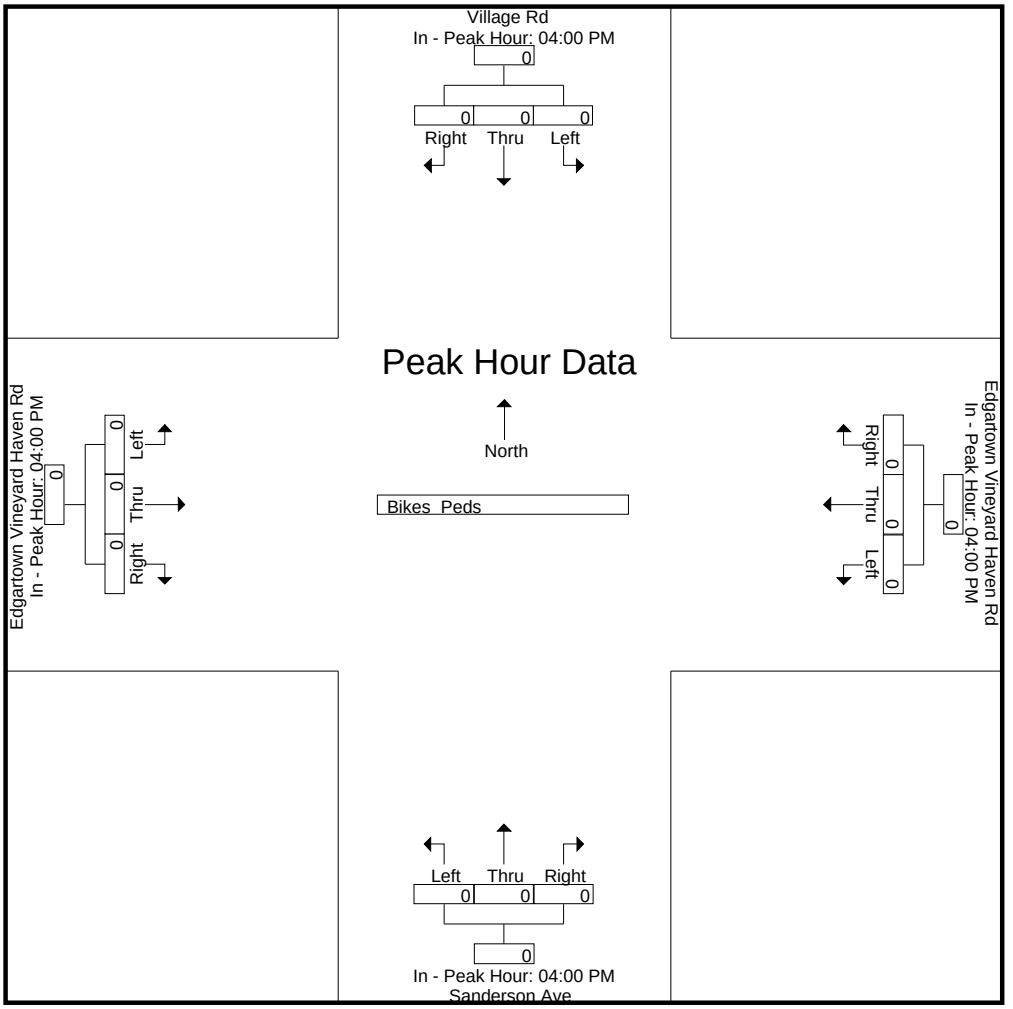
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780002
Site Code : 94780002
Start Date : 12/1/2022
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 1

Groups Printed- Cars - Trucks

	Village Rd From North			Edgartown Vineyard Haven Rd From East			Sanderson Ave From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	2	0	6	2	49	1	2	0	3	5	77	0	147
11:15 AM	1	1	2	3	85	1	2	0	4	3	54	1	157
11:30 AM	5	0	2	3	87	3	2	0	5	3	72	1	183
11:45 AM	2	0	7	4	66	1	0	0	2	5	79	1	167
Total	10	1	17	12	287	6	6	0	14	16	282	3	654
12:00 PM	3	2	5	2	77	4	1	1	3	3	73	1	175
12:15 PM	2	0	10	1	74	3	1	0	0	4	65	0	160
12:30 PM	5	0	6	3	88	1	1	0	3	8	75	0	190
12:45 PM	1	1	1	5	64	1	4	0	4	2	68	2	153
Total	11	3	22	11	303	9	7	1	10	17	281	3	678
01:00 PM	4	0	8	3	79	1	7	2	5	2	88	3	202
01:15 PM	6	0	7	1	84	4	1	2	2	8	85	0	200
01:30 PM	4	0	6	6	72	1	0	0	4	0	77	2	172
01:45 PM	4	0	4	6	68	3	3	0	8	3	50	3	152
Total	18	0	25	16	303	9	11	4	19	13	300	8	726
Grand Total	39	4	64	39	893	24	24	5	43	46	863	14	2058
Apprch %	36.4	3.7	59.8	4.1	93.4	2.5	33.3	6.9	59.7	5	93.5	1.5	
Total %	1.9	0.2	3.1	1.9	43.4	1.2	1.2	0.2	2.1	2.2	41.9	0.7	
Cars	34	4	62	37	878	24	24	5	40	43	852	14	2017
% Cars	87.2	100	96.9	94.9	98.3	100	100	100	93	93.5	98.7	100	98
Trucks	5	0	2	2	15	0	0	0	3	3	11	0	41
% Trucks	12.8	0	3.1	5.1	1.7	0	0	0	7	6.5	1.3	0	2

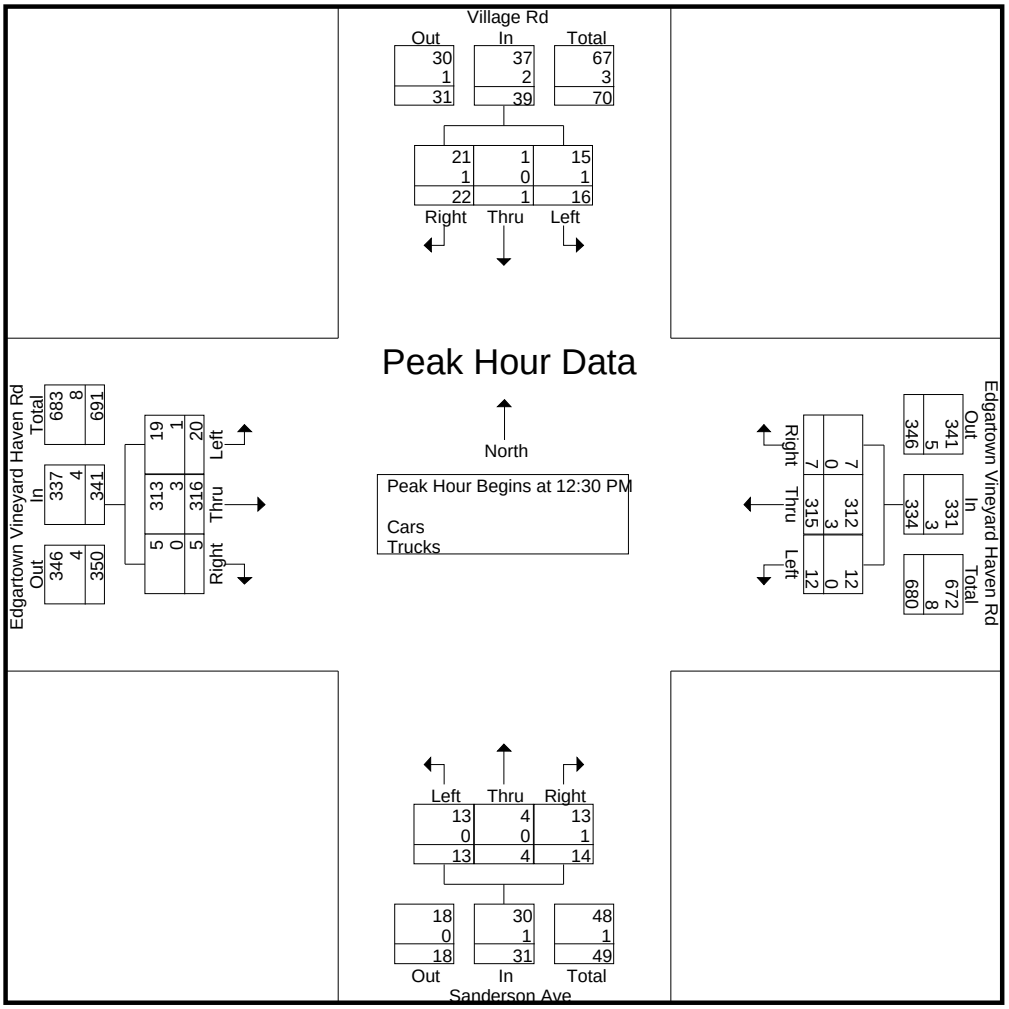
	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	5	0	6	11	3	**88**	1	**92**	1	0	3	4	**8**	75	0	83	190
12:45 PM	1	**1**	1	3	**5**	64	1	70	4	0	4	8	2	68	2	72	153
01:00 PM	4	0	**8**	12	3	79	1	83	**7**	**2**	**5**	**14**	2	**88**	**3**	**93**	**202**
01:15 PM	**6**	0	7	**13**	1	84	**4**	89	1	2	2	5	8	85	0	93	200
Total Volume	16	1	22	39	12	315	7	334	13	4	14	31	20	316	5	341	745
% App. Total	41	2.6	56.4		3.6	94.3	2.1		41.9	12.9	45.2		5.9	92.7	1.5		
PHF	.667	.250	.688	.750	.600	.895	.438	.908	.464	.500	.700	.554	.625	.898	.417	.917	.922
Cars	15	1	21	37	12	312	7	331	13	4	13	30	19	313	5	337	735
% Cars	93.8	100	95.5	94.9	100	99.0	100	99.1	100	100	92.9	96.8	95.0	99.1	100	98.8	98.7
Trucks	1	0	1	2	0	3	0	3	0	0	1	1	1	3	0	4	10
% Trucks	6.3	0	4.5	5.1	0	1.0	0	0.9	0	0	7.1	3.2	5.0	0.9	0	1.2	1.3

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

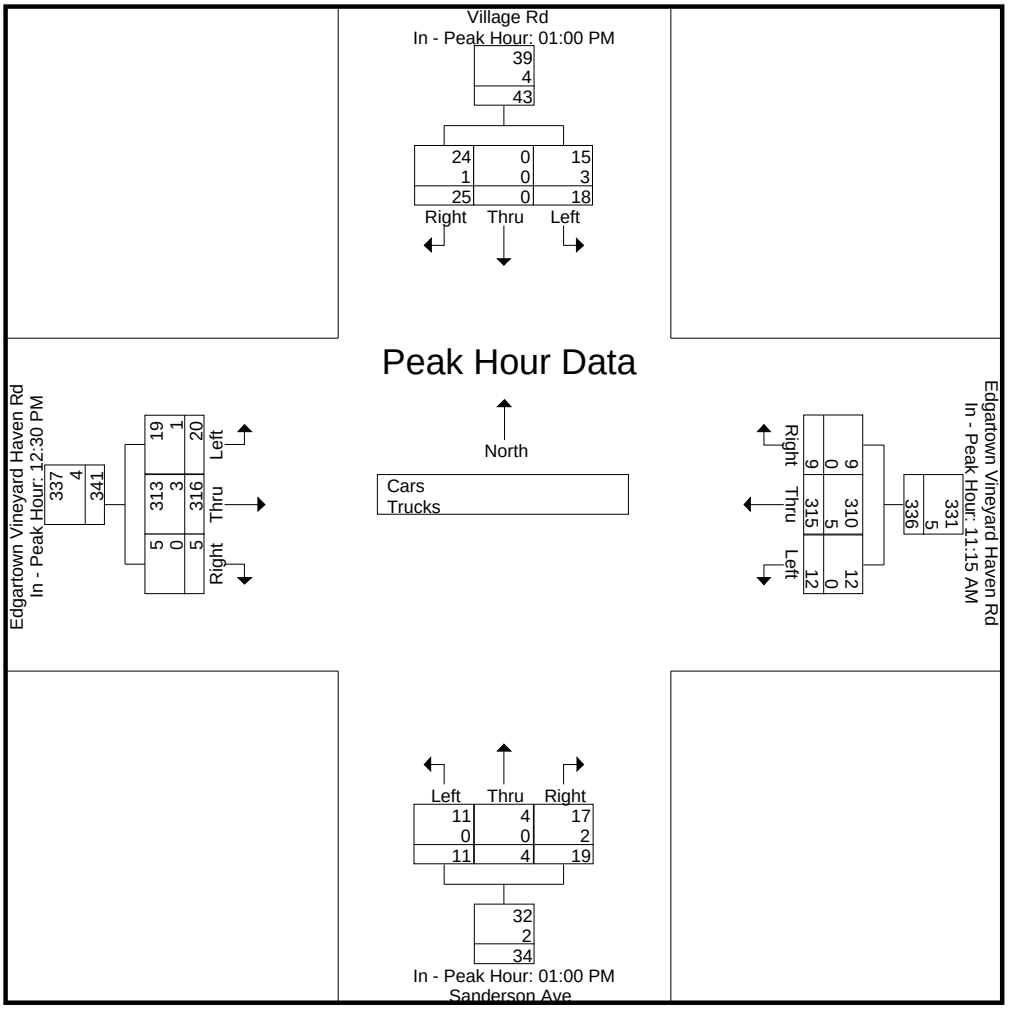
	01:00 PM				11:15 AM				01:00 PM				12:30 PM			
+0 mins.	4	0	**8**	12	3	85	1	89	**7**	**2**	5	**14**	**8**	75	0	83
+15 mins.	**6**	0	7	**13**	3	**87**	3	**93**	1	2	2	5	2	68	2	72
+30 mins.	4	0	6	10	**4**	66	1	71	0	0	4	4	2	**88**	**3**	**93**
+45 mins.	4	0	4	8	2	77	**4**	83	3	0	**8**	11	8	85	0	93
Total Volume	18	0	25	43	12	315	9	336	11	4	19	34	20	316	5	341
% App. Total	41.9	0	58.1		3.6	93.8	2.7		32.4	11.8	55.9		5.9	92.7	1.5	
PHF	.750	.000	.781	.827	.750	.905	.563	.903	.393	.500	.594	.607	.625	.898	.417	.917
Cars	15	0	24	39	12	310	9	331	11	4	17	32	19	313	5	337
% Cars	83.3	0	96	90.7	100	98.4	100	98.5	100	100	89.5	94.1	95	99.1	100	98.8
Trucks	3	0	1	4	0	5	0	5	0	0	2	2	1	3	0	4
% Trucks	16.7	0	4	9.3	0	1.6	0	1.5	0	0	10.5	5.9	5	0.9	0	1.2

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 4

Groups Printed- Cars

	Village Rd From North			Edgartown Vineyard Haven Rd From East			Sanderson Ave From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	2	0	5	1	46	1	2	0	3	5	76	0	141
11:15 AM	1	1	2	3	83	1	2	0	4	3	52	1	153
11:30 AM	4	0	2	3	85	3	2	0	5	3	71	1	179
11:45 AM	1	0	7	4	65	1	0	0	2	4	78	1	163
Total	8	1	16	11	279	6	6	0	14	15	277	3	636
12:00 PM	3	2	5	2	77	4	1	1	2	3	73	1	174
12:15 PM	2	0	10	1	73	3	1	0	0	4	63	0	157
12:30 PM	5	0	6	3	88	1	1	0	3	8	75	0	190
12:45 PM	1	1	1	5	62	1	4	0	4	2	66	2	149
Total	11	3	22	11	300	9	7	1	9	17	277	3	670
01:00 PM	4	0	7	3	79	1	7	2	5	2	88	3	201
01:15 PM	5	0	7	1	83	4	1	2	1	7	84	0	195
01:30 PM	3	0	6	6	71	1	0	0	3	0	76	2	168
01:45 PM	3	0	4	5	66	3	3	0	8	2	50	3	147
Total	15	0	24	15	299	9	11	4	17	11	298	8	711
Grand Total	34	4	62	37	878	24	24	5	40	43	852	14	2017
Apprch %	34	4	62	3.9	93.5	2.6	34.8	7.2	58	4.7	93.7	1.5	
Total %	1.7	0.2	3.1	1.8	43.5	1.2	1.2	0.2	2	2.1	42.2	0.7	

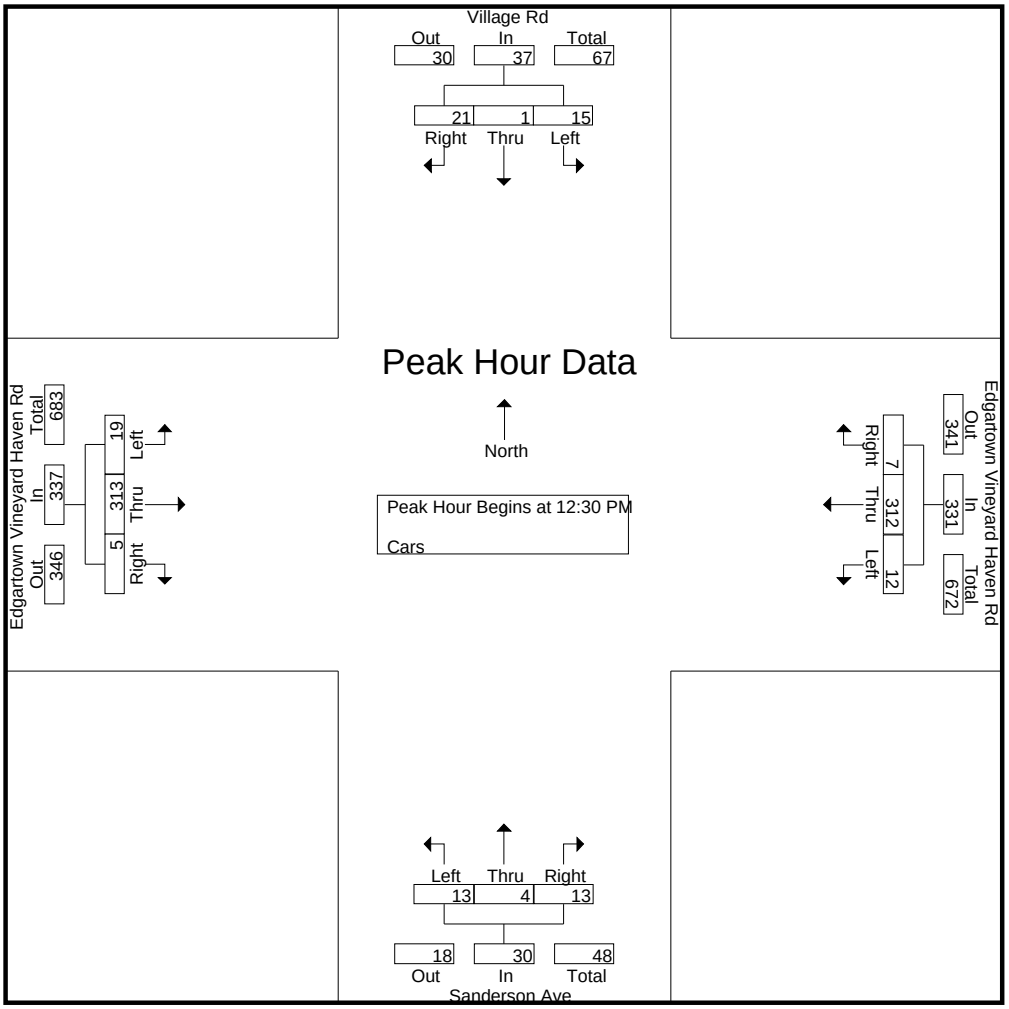
	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	**5**	0	6	11	3	**88**	1	**92**	1	0	3	4	**8**	75	0	83	190
12:45 PM	1	**1**	1	3	**5**	62	1	68	4	0	4	8	2	66	2	70	149
01:00 PM	4	0	**7**	11	3	79	1	83	**7**	**2**	**5**	**14**	2	**88**	**3**	**93**	**201**
01:15 PM	5	0	7	**12**	1	83	**4**	88	1	2	1	4	7	84	0	91	195
Total Volume	15	1	21	37	12	312	7	331	13	4	13	30	19	313	5	337	735
% App. Total	40.5	2.7	56.8		3.6	94.3	2.1		43.3	13.3	43.3		5.6	92.9	1.5		
PHF	.750	.250	.750	.771	.600	.886	.438	.899	.464	.500	.650	.536	.594	.889	.417	.906	.914

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 5



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

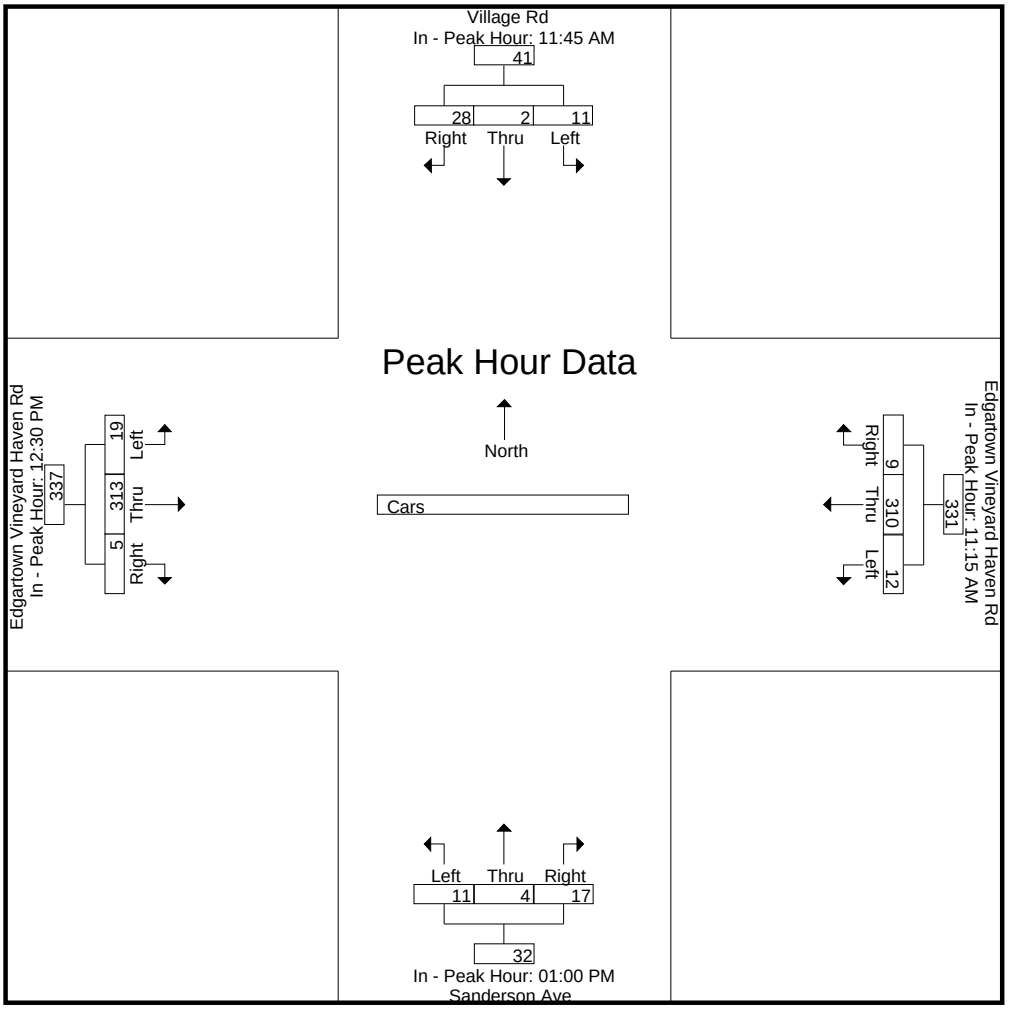
	11:45 AM				11:15 AM				01:00 PM				12:30 PM			
+0 mins.	1	0	7	8	3	83	1	87	**7**	**2**	5	**14**	**8**	75	0	83
+15 mins.	3	**2**	5	10	3	**85**	3	**91**	1	2	1	4	2	66	2	70
+30 mins.	2	0	**10**	**12**	**4**	65	1	70	0	0	3	3	2	**88**	**3**	**93**
+45 mins.	**5**	0	6	11	2	77	**4**	83	3	0	**8**	11	7	84	0	91
Total Volume	11	2	28	41	12	310	9	331	11	4	17	32	19	313	5	337
% App. Total	26.8	4.9	68.3		3.6	93.7	2.7		34.4	12.5	53.1		5.6	92.9	1.5	
PHF	.550	.250	.700	.854	.750	.912	.563	.909	.393	.500	.531	.571	.594	.889	.417	.906

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 7

Groups Printed- Trucks

	Village Rd From North			Edgartown Vineyard Haven Rd From East			Sanderson Ave From South			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	1	1	3	0	0	0	0	0	1	0	6
11:15 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
11:30 AM	1	0	0	0	2	0	0	0	0	0	1	0	4
11:45 AM	1	0	0	0	1	0	0	0	0	1	1	0	4
Total	2	0	1	1	8	0	0	0	0	1	5	0	18
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	0	3	0	0	0	1	0	4	0	8
01:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15 PM	1	0	0	0	1	0	0	0	1	1	1	0	5
01:30 PM	1	0	0	0	1	0	0	0	1	0	1	0	4
01:45 PM	1	0	0	1	2	0	0	0	0	1	0	0	5
Total	3	0	1	1	4	0	0	0	2	2	2	0	15
Grand Total	5	0	2	2	15	0	0	0	3	3	11	0	41
Apprch %	71.4	0	28.6	11.8	88.2	0	0	0	100	21.4	78.6	0	
Total %	12.2	0	4.9	4.9	36.6	0	0	0	7.3	7.3	26.8	0	

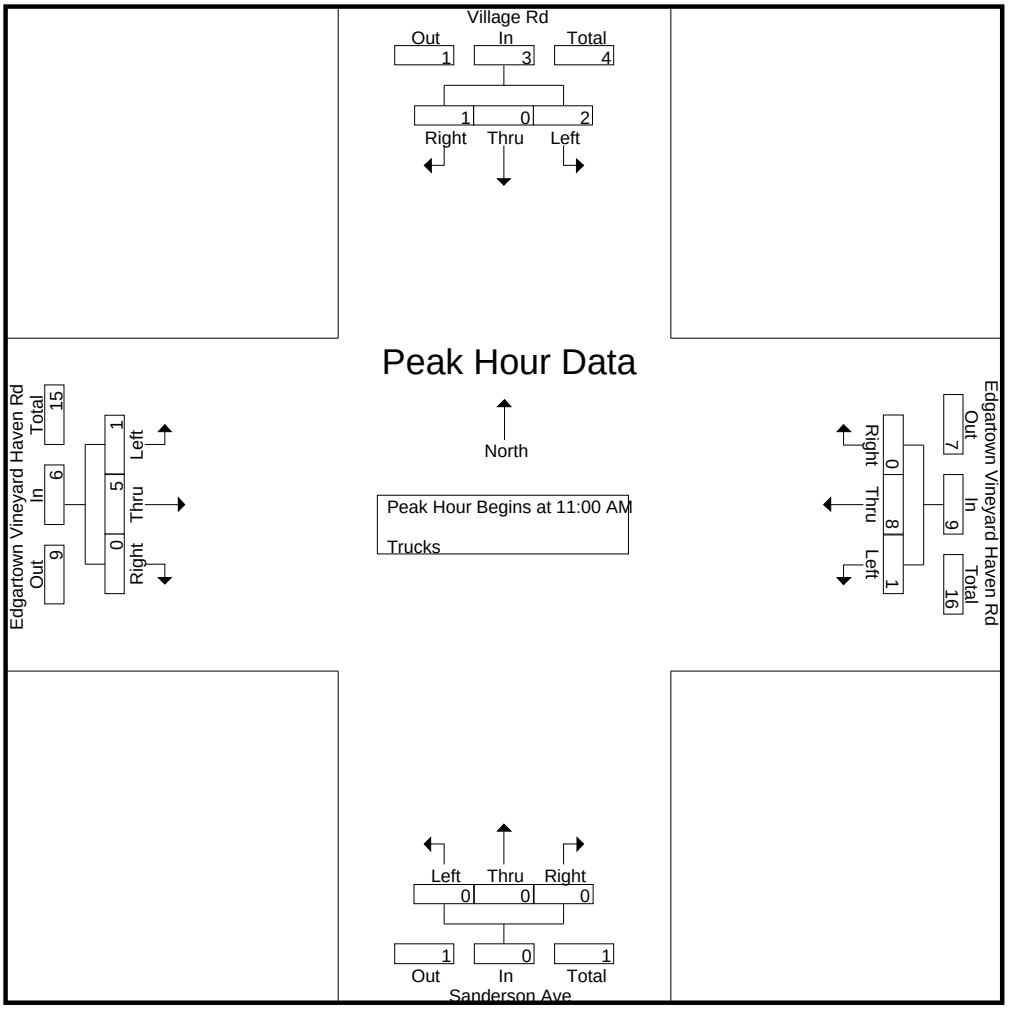
	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	**1**	**1**	**1**	**3**	0	**4**	0	0	0	0	0	1	0	1	**6**
11:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	4
11:30 AM	**1**	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
11:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	**1**	1	0	2	4
Total Volume	2	0	1	3	1	8	0	9	0	0	0	0	1	5	0	6	18
% App. Total	66.7	0	33.3		11.1	88.9	0		0	0	0		16.7	83.3	0		
PHF	.500	.000	.250	.750	.250	.667	.000	.563	.000	.000	.000	.000	.250	.625	.000	.750	.750

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 8



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

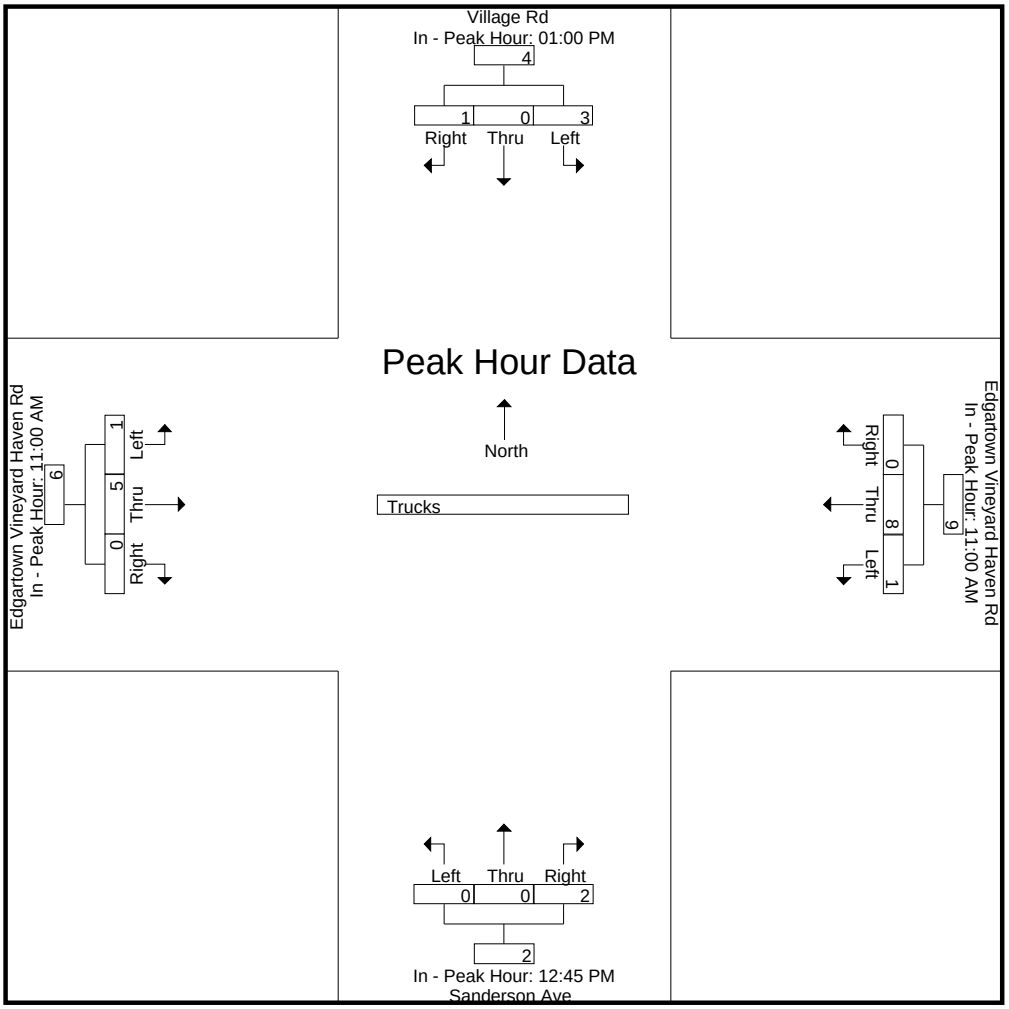
	01:00 PM				11:00 AM				12:45 PM				11:00 AM			
+0 mins.	0	0	**1**	**1**	**1**	**3**	0	**4**	0	0	0	0	0	1	0	1
+15 mins.	**1**	0	0	1	0	2	0	2	0	0	0	0	0	**2**	0	**2**
+30 mins.	1	0	0	1	0	2	0	2	0	0	**1**	**1**	0	1	0	1
+45 mins.	1	0	0	1	0	1	0	1	0	0	1	1	**1**	1	0	2
Total Volume	3	0	1	4	1	8	0	9	0	0	2	2	1	5	0	6
% App. Total	75	0	25		11.1	88.9	0		0	0	100		16.7	83.3	0	
PHF	.750	.000	.250	1.000	.250	.667	.000	.563	.000	.000	.500	.500	.250	.625	.000	.750

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 10

Groups Printed- Bikes Peds

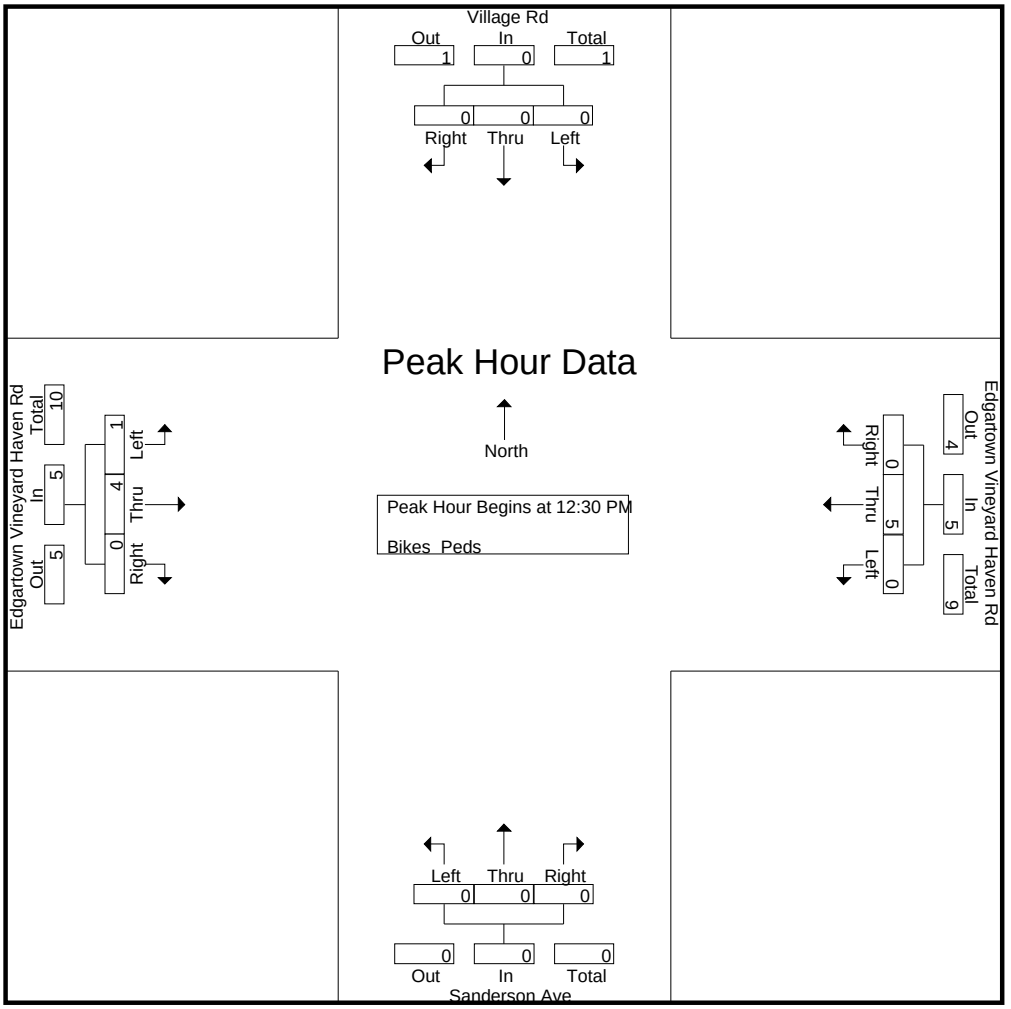
	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
11:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2	2	4
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	3	0	0	0	1	0	0	0	1	5	2	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	2	2	4
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	0	1	5	6
01:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	1	0	0	0	0	1	3	0	0	1	8	9
Grand Total	0	0	0	0	0	7	0	5	0	0	0	2	1	4	0	1	8	12	20
Apprch %	0	0	0		0	100	0		0	0	0		20	80	0				
Total %	0	0	0		0	58.3	0		0	0	0		8.3	33.3	0		40	60	

	Village Rd From North				Edgartown Vineyard Haven Rd From East				Sanderson Ave From South				Edgartown Vineyard Haven Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	**3**	0	**4**	**5**
01:15 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	1	4	0	5	10
% App. Total	0	0	0		0	100	0		0	0	0		20	80	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.250	.333	.000	.313	.500

Accurate Counts
978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 11



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

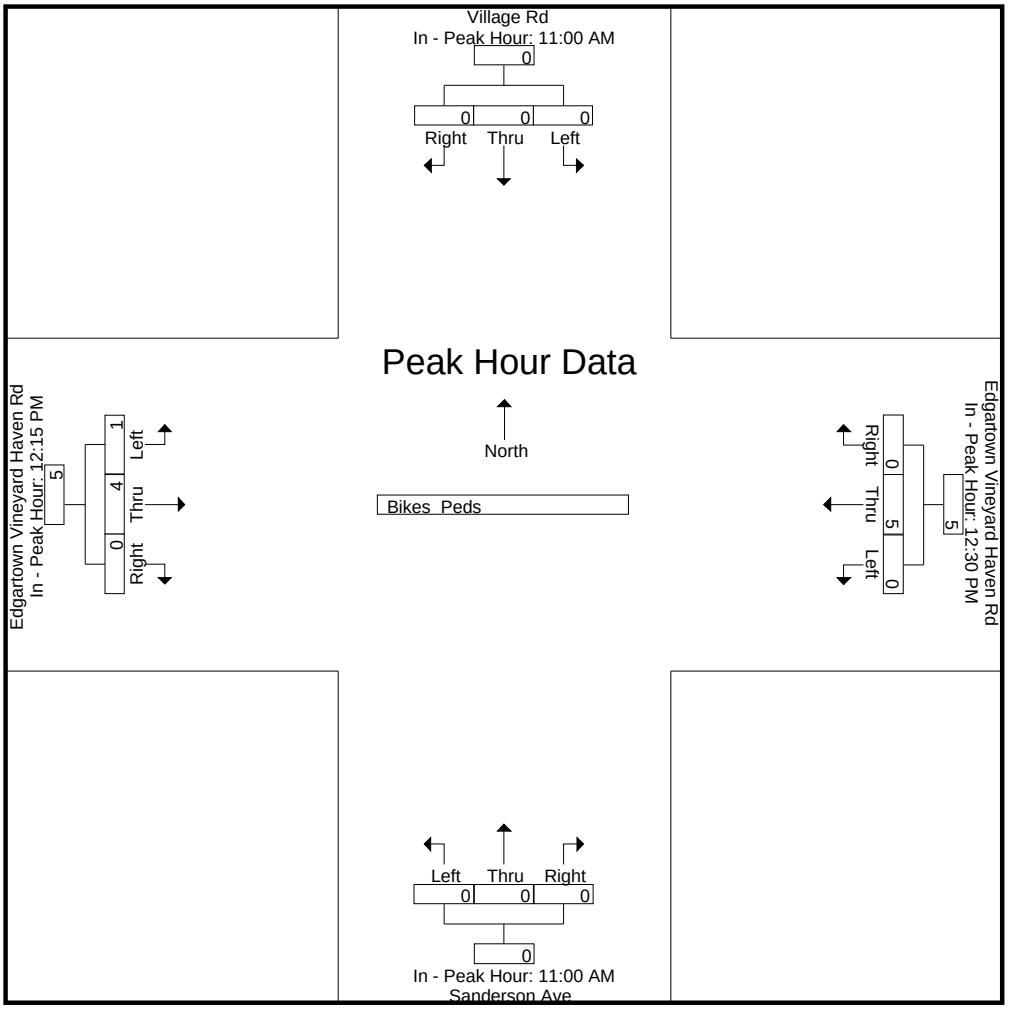
	11:00 AM				12:30 PM				11:00 AM				12:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**1**	**3**	0	**4**
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	1	4	0	5
% App. Total	0	0	0		0	100	0		0	0	0		20	80	0	
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.250	.333	.000	.313

Accurate Counts

978-664-2565

N/S Street : Village Rd / Sanderson Ave
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S2
Site Code : 94780002
Start Date : 12/3/2022
Page No : 12



Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 1

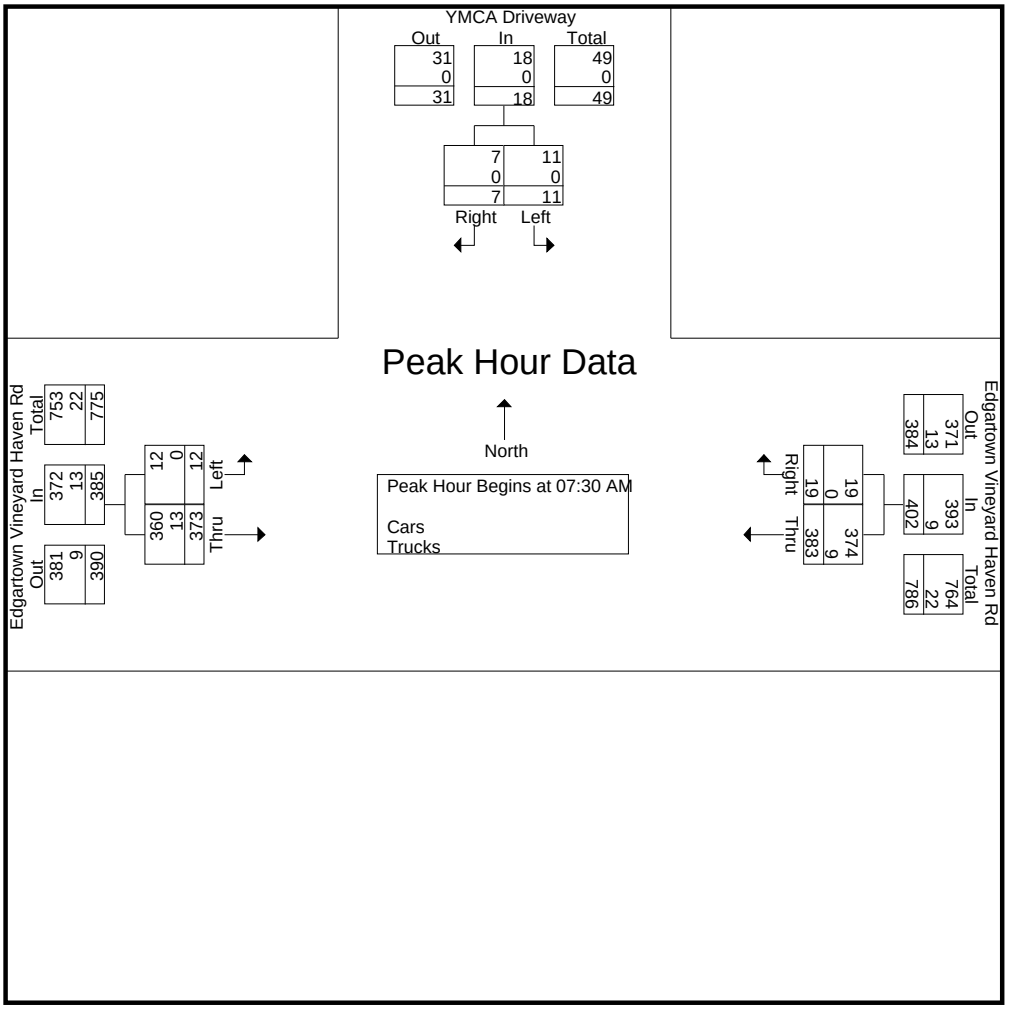
Groups Printed- Cars - Trucks

	YMCA Driveway From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	5	5	80	3	1	64	158
07:15 AM	6	1	116	5	5	69	202
07:30 AM	0	1	132	0	2	119	254
07:45 AM	2	3	74	6	0	84	169
Total	13	10	402	14	8	336	783
08:00 AM	2	2	78	7	4	81	174
08:15 AM	7	1	99	6	6	89	208
08:30 AM	2	2	87	7	8	84	190
08:45 AM	2	2	98	11	11	93	217
Total	13	7	362	31	29	347	789
Grand Total	26	17	764	45	37	683	1572
Apprch %	60.5	39.5	94.4	5.6	5.1	94.9	
Total %	1.7	1.1	48.6	2.9	2.4	43.4	
Cars	26	17	747	44	36	662	1532
% Cars	100	100	97.8	97.8	97.3	96.9	97.5
Trucks	0	0	17	1	1	21	40
% Trucks	0	0	2.2	2.2	2.7	3.1	2.5

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	**132**	0	**132**	2	**119**	**121**	**254**
07:45 AM	2	**3**	5	74	6	80	0	84	84	169
08:00 AM	2	2	4	78	**7**	85	4	81	85	174
08:15 AM	**7**	1	**8**	99	6	105	**6**	89	95	208
Total Volume	11	7	18	383	19	402	12	373	385	805
% App. Total	61.1	38.9		95.3	4.7		3.1	96.9		
PHF	.393	.583	.563	.725	.679	.761	.500	.784	.795	.792
Cars	11	7	18	374	19	393	12	360	372	783
% Cars	100	100	100	97.7	100	97.8	100	96.5	96.6	97.3
Trucks	0	0	0	9	0	9	0	13	13	22
% Trucks	0	0	0	2.3	0	2.2	0	3.5	3.4	2.7

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 2



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

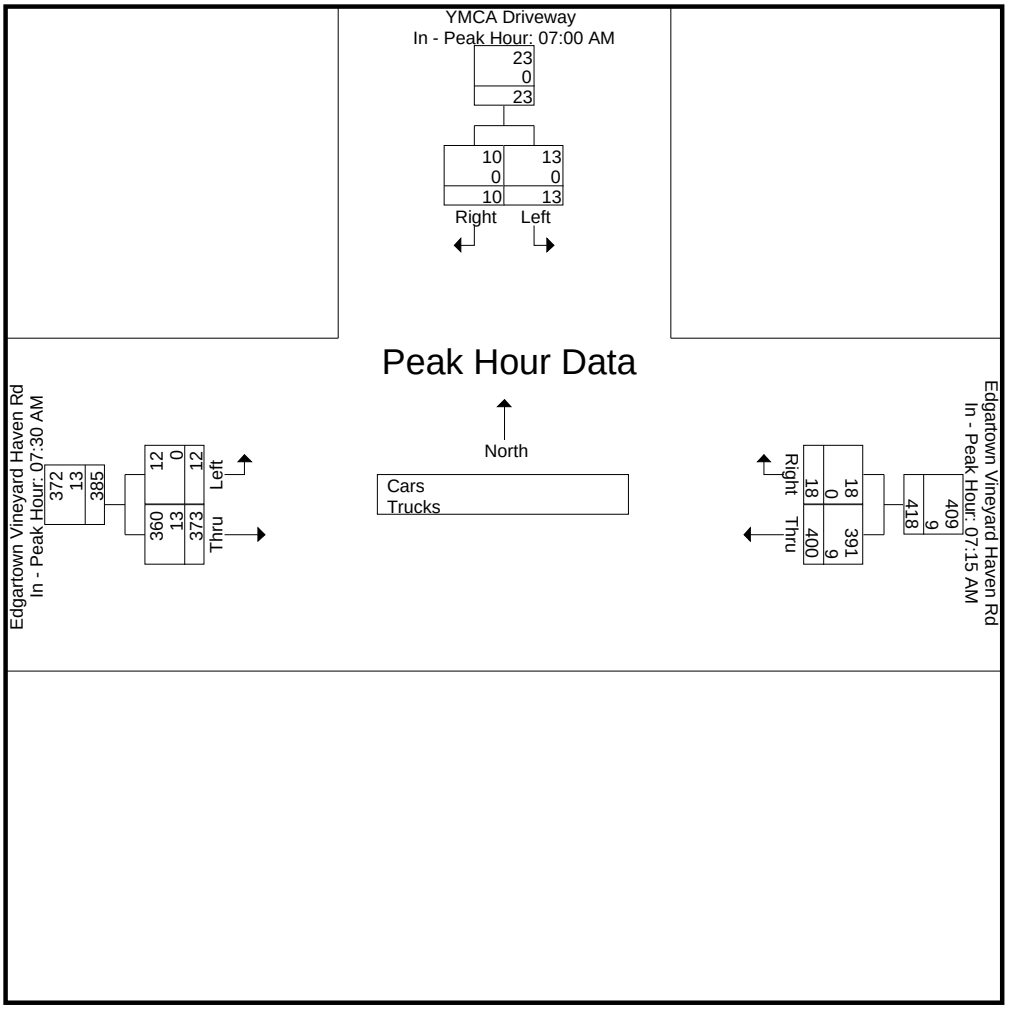
	07:00 AM			07:15 AM			07:30 AM		
+0 mins.	5	**5**	**10**	116	5	121	2	**119**	**121**
+15 mins.	**6**	1	7	**132**	0	**132**	0	84	84
+30 mins.	0	1	1	74	6	80	4	81	85
+45 mins.	2	3	5	78	**7**	85	**6**	89	95
Total Volume	13	10	23	400	18	418	12	373	385
% App. Total	56.5	43.5		95.7	4.3		3.1	96.9	
PHF	.542	.500	.575	.758	.643	.792	.500	.784	.795
Cars	13	10	23	391	18	409	12	360	372
% Cars	100	100	100	97.8	100	97.8	100	96.5	96.6
Trucks	0	0	0	9	0	9	0	13	13
% Trucks	0	0	0	2.2	0	2.2	0	3.5	3.4

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022

Groups Printed- Cars

	YMCA Driveway From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	5	5	80	2	1	61	154
07:15 AM	6	1	113	5	4	66	195
07:30 AM	0	1	131	0	2	114	248
07:45 AM	2	3	72	6	0	81	164
Total	13	10	396	13	7	322	761
08:00 AM	2	2	75	7	4	79	169
08:15 AM	7	1	96	6	6	86	202
08:30 AM	2	2	85	7	8	83	187
08:45 AM	2	2	95	11	11	92	213
Total	13	7	351	31	29	340	771
Grand Total	26	17	747	44	36	662	1532
Apprch %	60.5	39.5	94.4	5.6	5.2	94.8	
Total %	1.7	1.1	48.8	2.9	2.3	43.2	

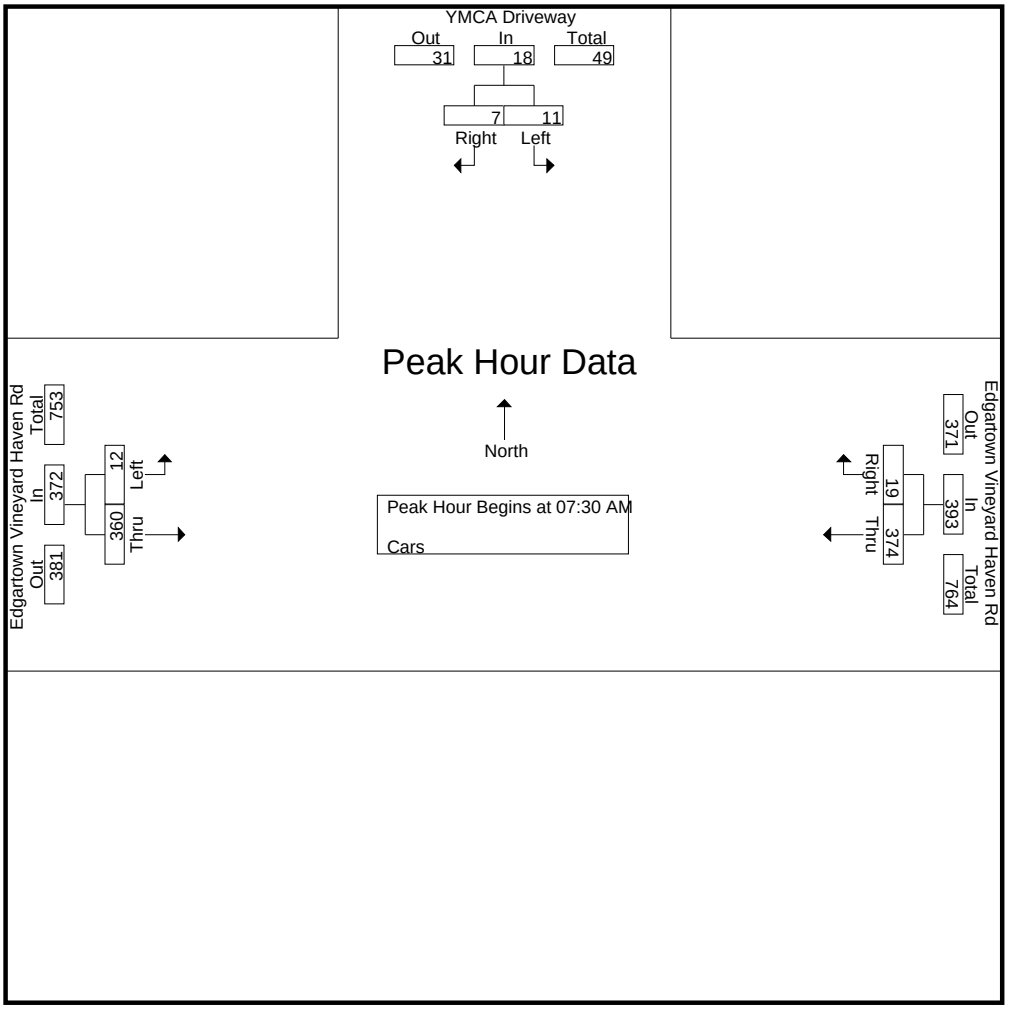
	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	**131**	0	**131**	2	**114**	**116**	**248**
07:45 AM	2	**3**	5	72	6	78	0	81	81	164
08:00 AM	2	2	4	75	**7**	82	4	79	83	169
08:15 AM	**7**	1	**8**	96	6	102	**6**	86	92	202
Total Volume	11	7	18	374	19	393	12	360	372	783
% App. Total	61.1	38.9		95.2	4.8		3.2	96.8		
PHF	.393	.583	.563	.714	.679	.750	.500	.789	.802	.789

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 5



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

Peak Hour for Each Approach Begins at:

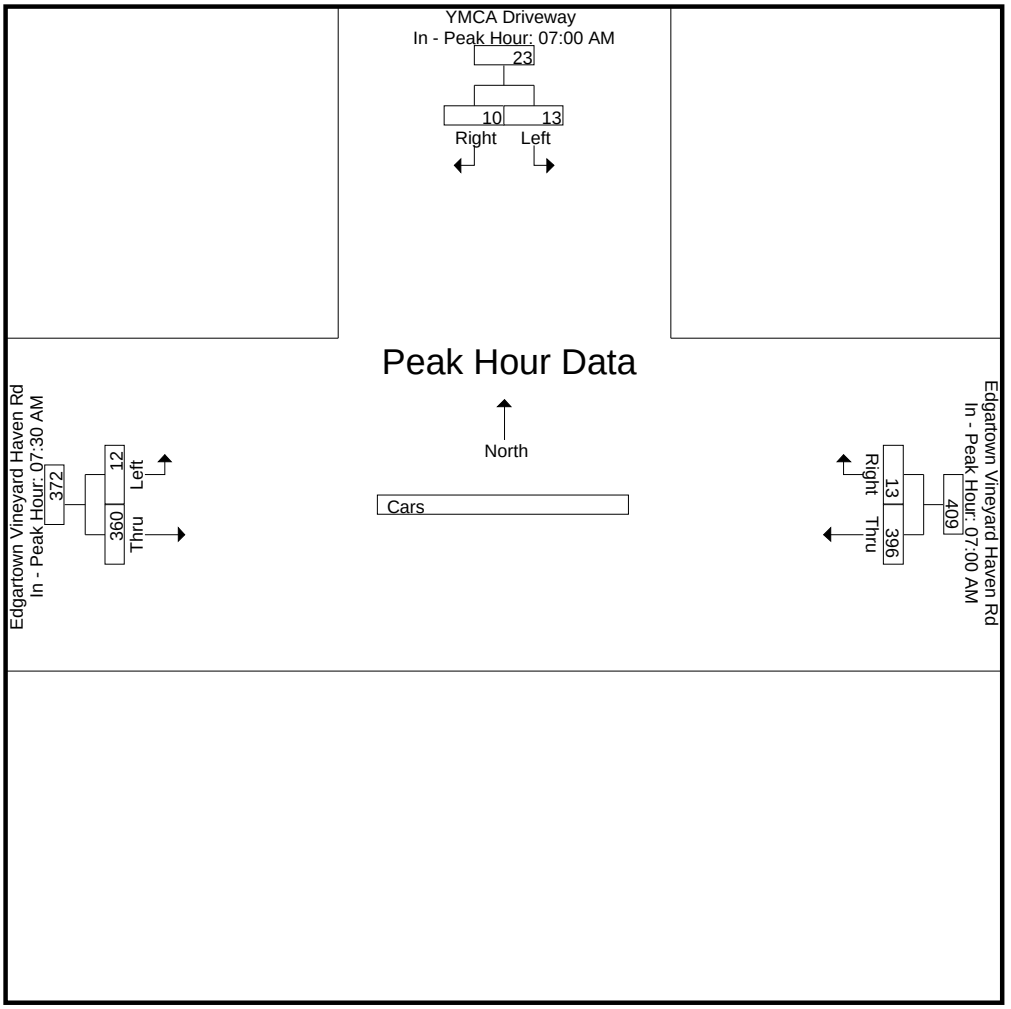
	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	5	**5**	**10**	80	2	82	2	**114**	**116**
+15 mins.	**6**	1	7	113	5	118	0	81	81
+30 mins.	0	1	1	**131**	0	**131**	4	79	83
+45 mins.	2	3	5	72	**6**	78	**6**	86	92
Total Volume	13	10	23	396	13	409	12	360	372
% App. Total	56.5	43.5		96.8	3.2		3.2	96.8	
PHF	.542	.500	.575	.756	.542	.781	.500	.789	.802

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 6



Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022

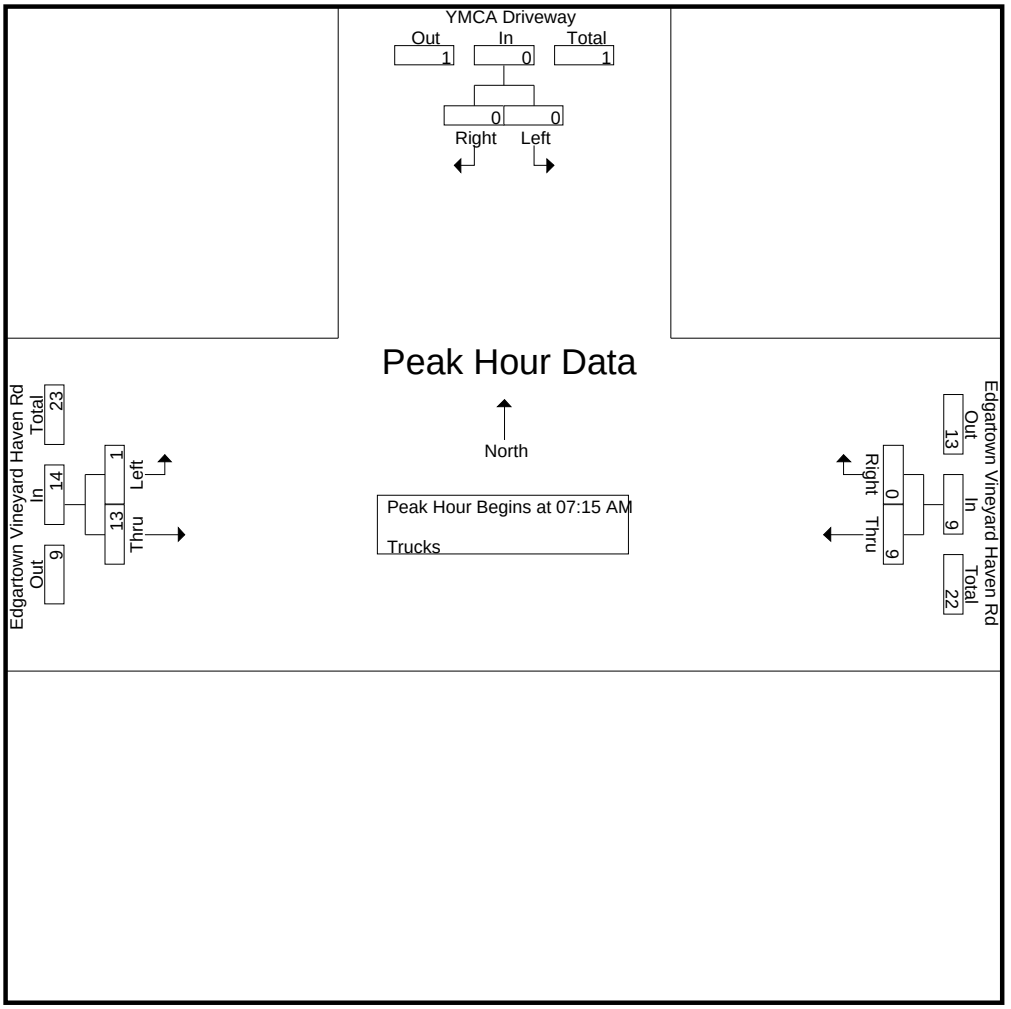
Groups Printed- Trucks

	YMCA Driveway From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	0	1	0	3	4
07:15 AM	0	0	3	0	1	3	7
07:30 AM	0	0	1	0	0	5	6
07:45 AM	0	0	2	0	0	3	5
Total	0	0	6	1	1	14	22
08:00 AM	0	0	3	0	0	2	5
08:15 AM	0	0	3	0	0	3	6
08:30 AM	0	0	2	0	0	1	3
08:45 AM	0	0	3	0	0	1	4
Total	0	0	11	0	0	7	18
Grand Total	0	0	17	1	1	21	40
Apprch %	0	0	94.4	5.6	4.5	95.5	
Total %	0	0	42.5	2.5	2.5	52.5	

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	**3**	0	**3**	**1**	3	4	**7**
07:30 AM	0	0	0	1	0	1	0	**5**	**5**	6
07:45 AM	0	0	0	2	0	2	0	3	3	5
08:00 AM	0	0	0	3	0	3	0	2	2	5
Total Volume	0	0	0	9	0	9	1	13	14	23
% App. Total	0	0		100	0		7.1	92.9		
PHF	.000	.000	.000	.750	.000	.750	.250	.650	.700	.821

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 8



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

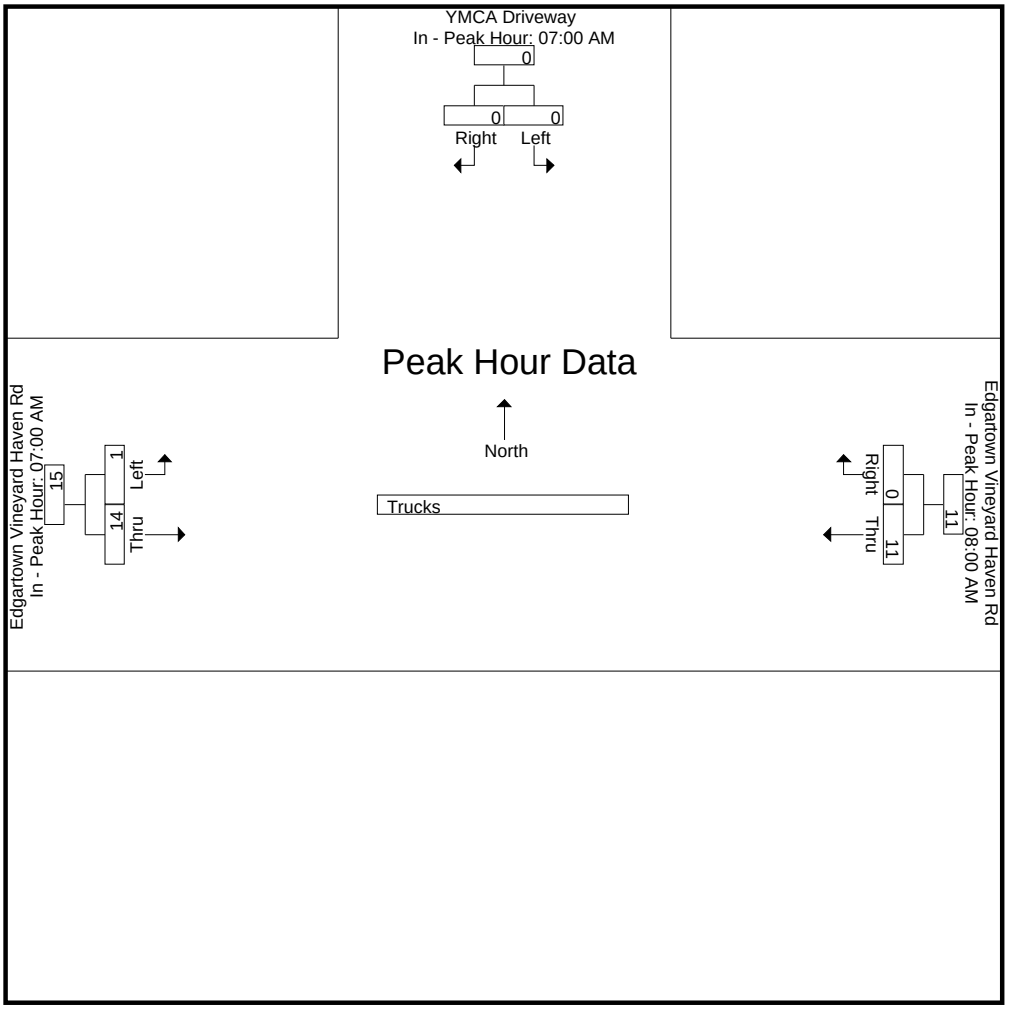
	07:00 AM			08:00 AM			07:00 AM		
+0 mins.	0	0	0	**3**	0	**3**	0	3	3
+15 mins.	0	0	0	3	0	3	**1**	3	4
+30 mins.	0	0	0	2	0	2	0	**5**	**5**
+45 mins.	0	0	0	3	0	3	0	3	3
Total Volume	0	0	0	11	0	11	1	14	15
% App. Total	0	0		100	0		6.7	93.3	
PHF	.000	.000	.000	.917	.000	.917	.250	.700	.750

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 9



Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022

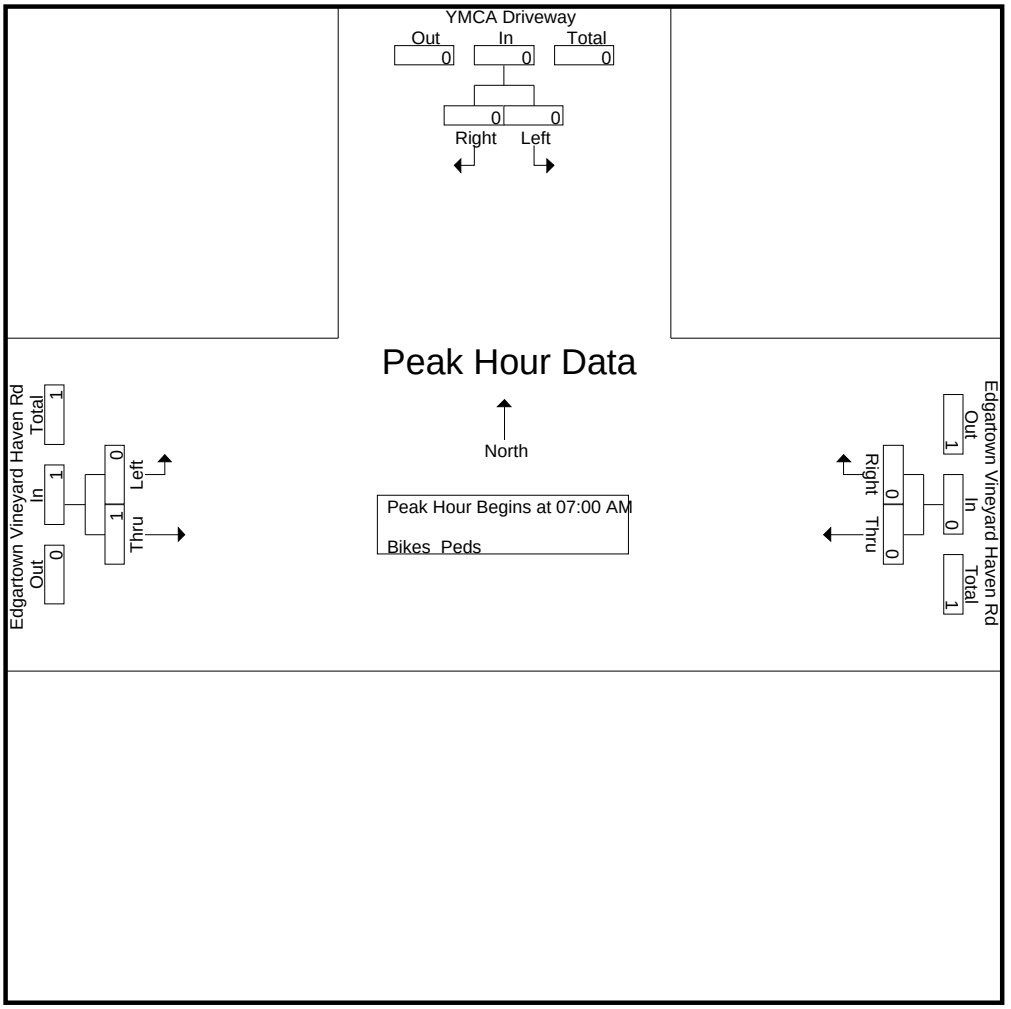
Groups Printed- Bikes Peds

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	1
07:45 AM	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	1	2	2	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	1	0	1
Grand Total	0	0	1	0	0	0	0	1	2	3	1	4
Apprch %	0	0		0	0		0	100				
Total %	0	0		0	0		0	100		75	25	

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	**1**	**1**	**1**
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 11



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

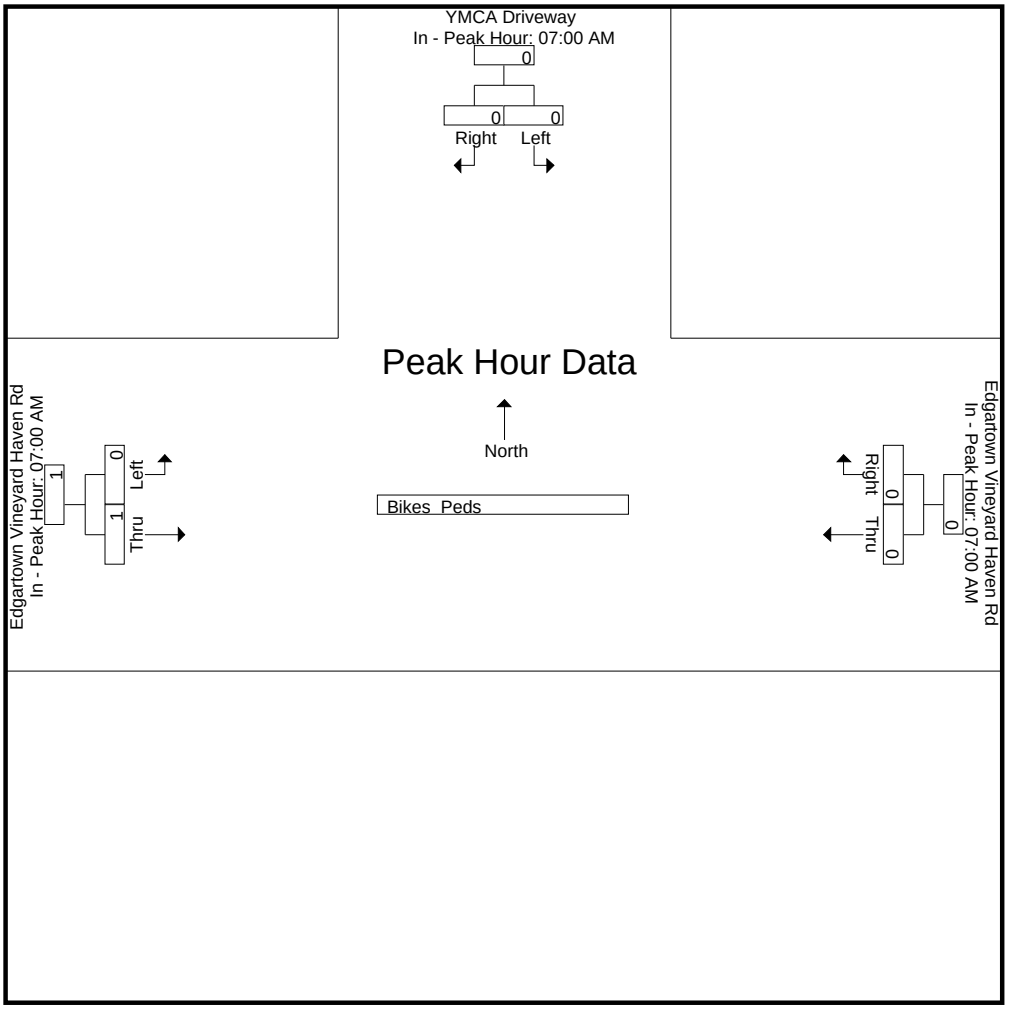
	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 12



Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 1

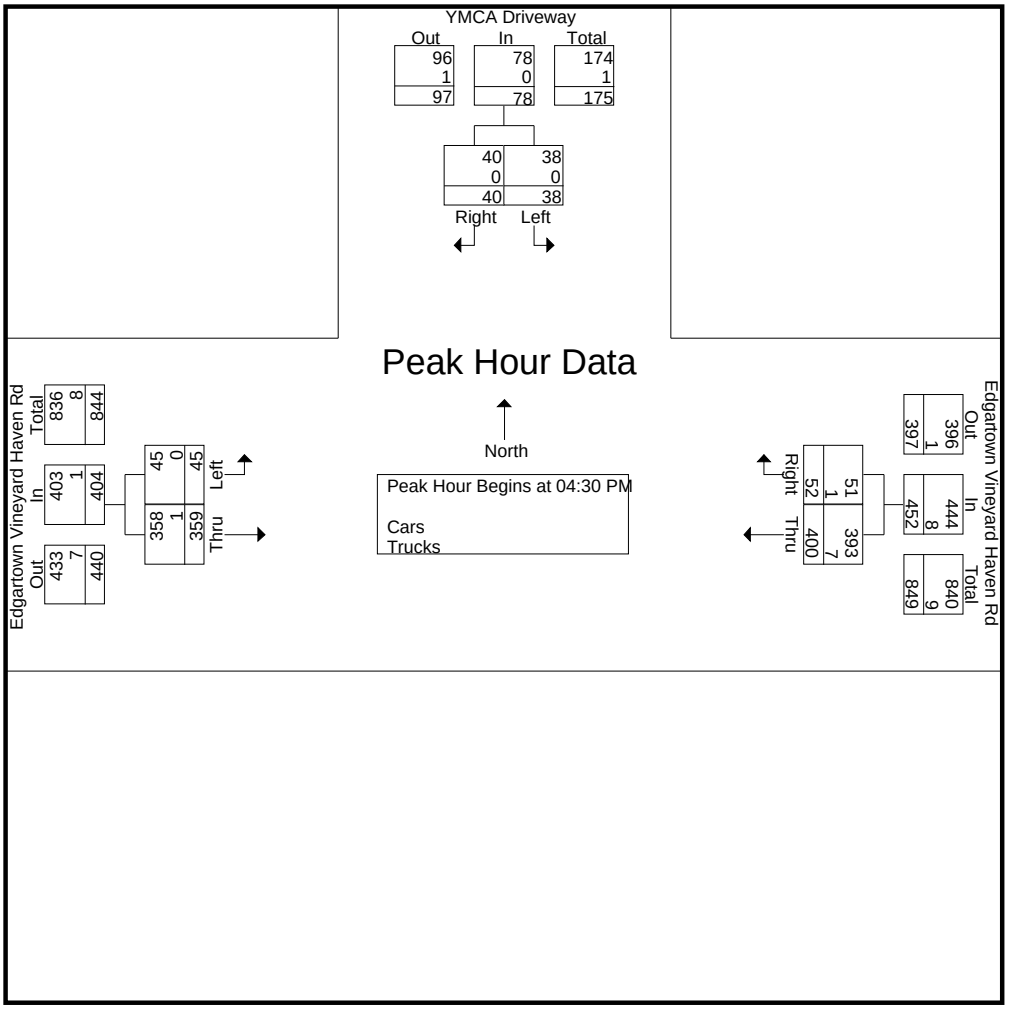
Groups Printed- Cars - Trucks

	YMCA Driveway From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	8	6	83	11	8	82	198
04:15 PM	8	5	82	12	13	84	204
04:30 PM	6	7	113	18	16	95	255
04:45 PM	8	12	89	6	10	89	214
Total	30	30	367	47	47	350	871
05:00 PM	7	12	92	18	7	86	222
05:15 PM	17	9	106	10	12	89	243
05:30 PM	9	6	93	17	14	77	216
05:45 PM	8	7	73	8	8	70	174
Total	41	34	364	53	41	322	855
Grand Total	71	64	731	100	88	672	1726
Apprch %	52.6	47.4	88	12	11.6	88.4	
Total %	4.1	3.7	42.4	5.8	5.1	38.9	
Cars	71	64	719	99	87	668	1708
% Cars	100	100	98.4	99	98.9	99.4	99
Trucks	0	0	12	1	1	4	18
% Trucks	0	0	1.6	1	1.1	0.6	1

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	6	7	13	**113**	**18**	**131**	**16**	**95**	**111**	**255**
04:45 PM	8	**12**	20	89	6	95	10	89	99	214
05:00 PM	7	12	19	92	18	110	7	86	93	222
05:15 PM	**17**	9	**26**	106	10	116	12	89	101	243
Total Volume	38	40	78	400	52	452	45	359	404	934
% App. Total	48.7	51.3		88.5	11.5		11.1	88.9		
PHF	.559	.833	.750	.885	.722	.863	.703	.945	.910	.916
Cars	38	40	78	393	51	444	45	358	403	925
% Cars	100	100	100	98.3	98.1	98.2	100	99.7	99.8	99.0
Trucks	0	0	0	7	1	8	0	1	1	9
% Trucks	0	0	0	1.8	1.9	1.8	0	0.3	0.2	1.0

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 2

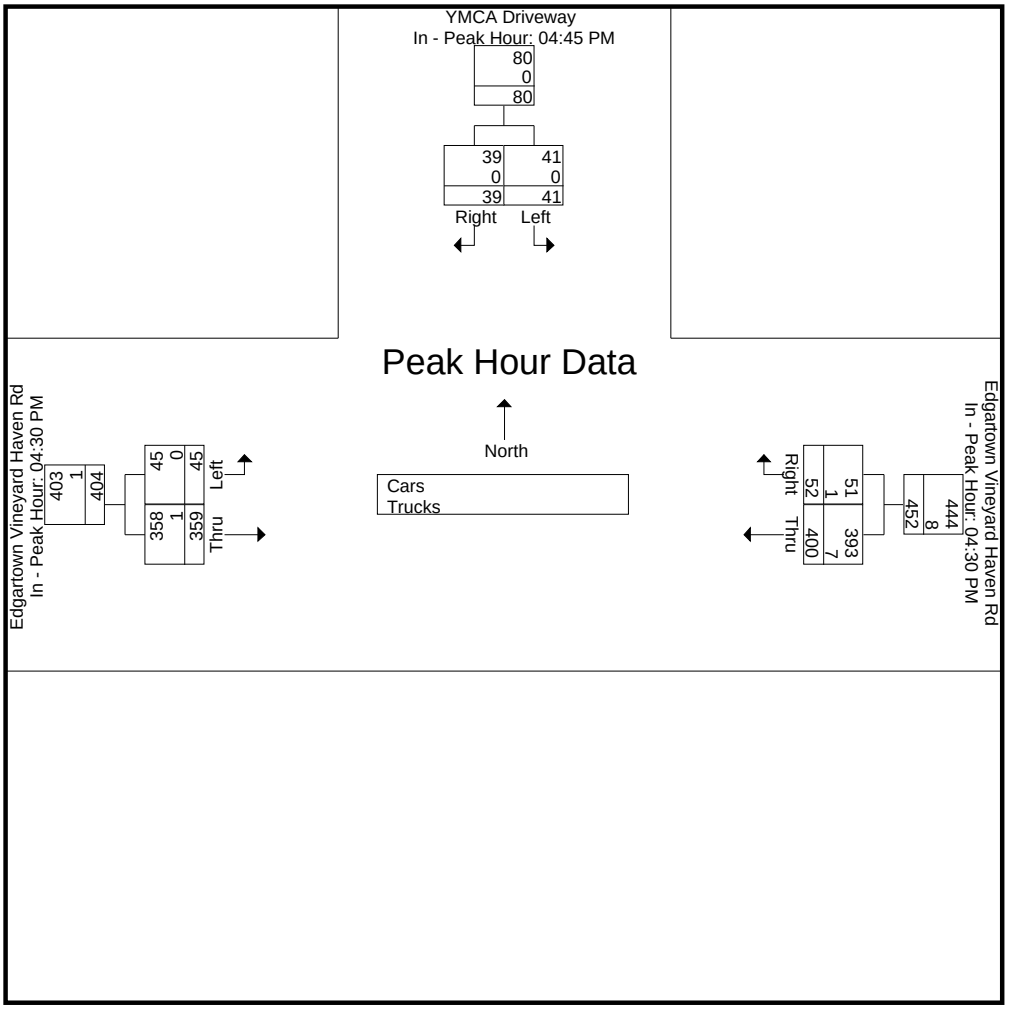


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:30 PM		
+0 mins.	8	**12**	20	**113**	**18**	**131**	**16**	**95**	**111**
+15 mins.	7	12	19	89	6	95	10	89	99
+30 mins.	**17**	9	**26**	92	18	110	7	86	93
+45 mins.	9	6	15	106	10	116	12	89	101
Total Volume	41	39	80	400	52	452	45	359	404
% App. Total	51.2	48.8		88.5	11.5		11.1	88.9	
PHF	.603	.813	.769	.885	.722	.863	.703	.945	.910
Cars	41	39	80	393	51	444	45	358	403
% Cars	100	100	100	98.2	98.1	98.2	100	99.7	99.8
Trucks	0	0	0	7	1	8	0	1	1
% Trucks	0	0	0	1.8	1.9	1.8	0	0.3	0.2

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022

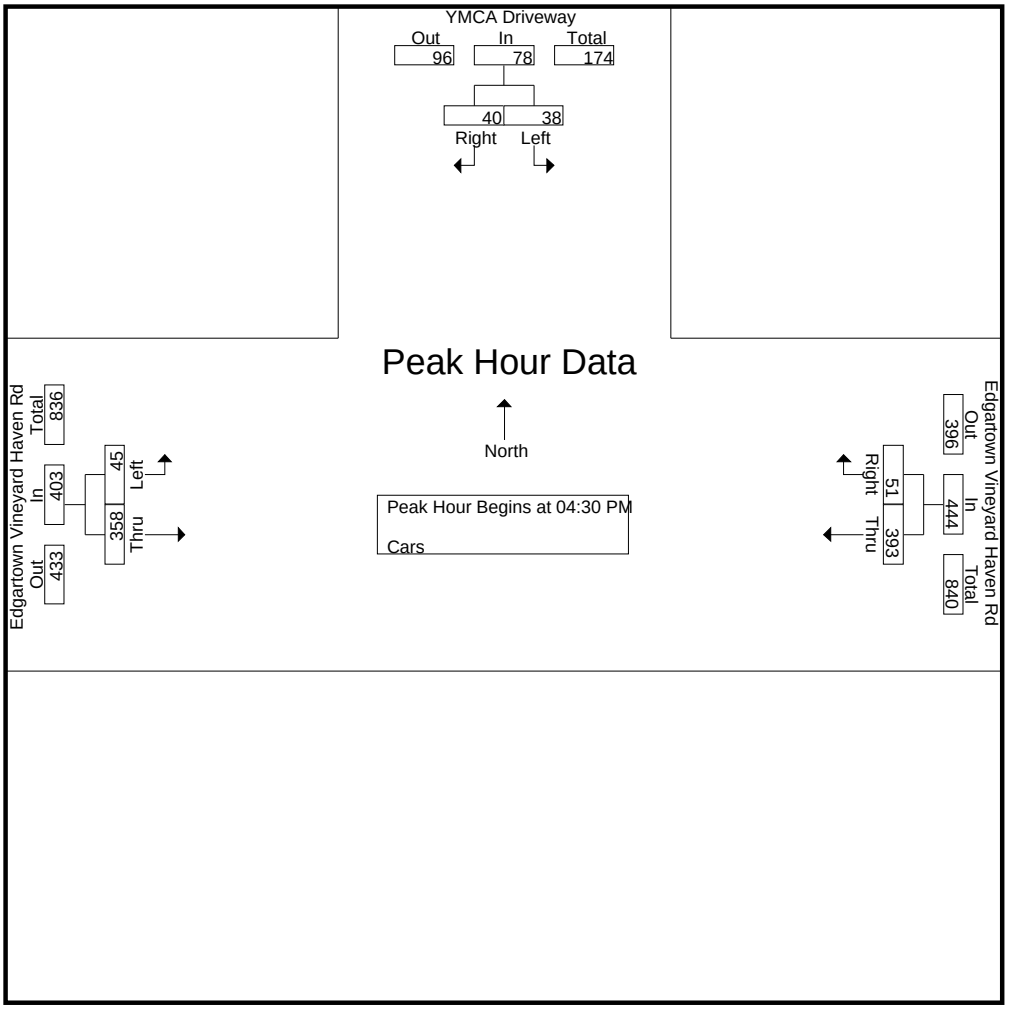
Groups Printed- Cars

	YMCA Driveway From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	8	6	82	11	8	82	197
04:15 PM	8	5	81	12	13	83	202
04:30 PM	6	7	111	18	16	95	253
04:45 PM	8	12	87	6	10	88	211
Total	30	30	361	47	47	348	863
05:00 PM	7	12	91	17	7	86	220
05:15 PM	17	9	104	10	12	89	241
05:30 PM	9	6	91	17	13	77	213
05:45 PM	8	7	72	8	8	68	171
Total	41	34	358	52	40	320	845
Grand Total	71	64	719	99	87	668	1708
Apprch %	52.6	47.4	87.9	12.1	11.5	88.5	
Total %	4.2	3.7	42.1	5.8	5.1	39.1	

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	6	7	13	**111**	**18**	**129**	**16**	**95**	**111**	**253**
04:45 PM	8	**12**	20	87	6	93	10	88	98	211
05:00 PM	7	12	19	91	17	108	7	86	93	220
05:15 PM	**17**	9	**26**	104	10	114	12	89	101	241
Total Volume	38	40	78	393	51	444	45	358	403	925
% App. Total	48.7	51.3		88.5	11.5		11.2	88.8		
PHF	.559	.833	.750	.885	.708	.860	.703	.942	.908	.914

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

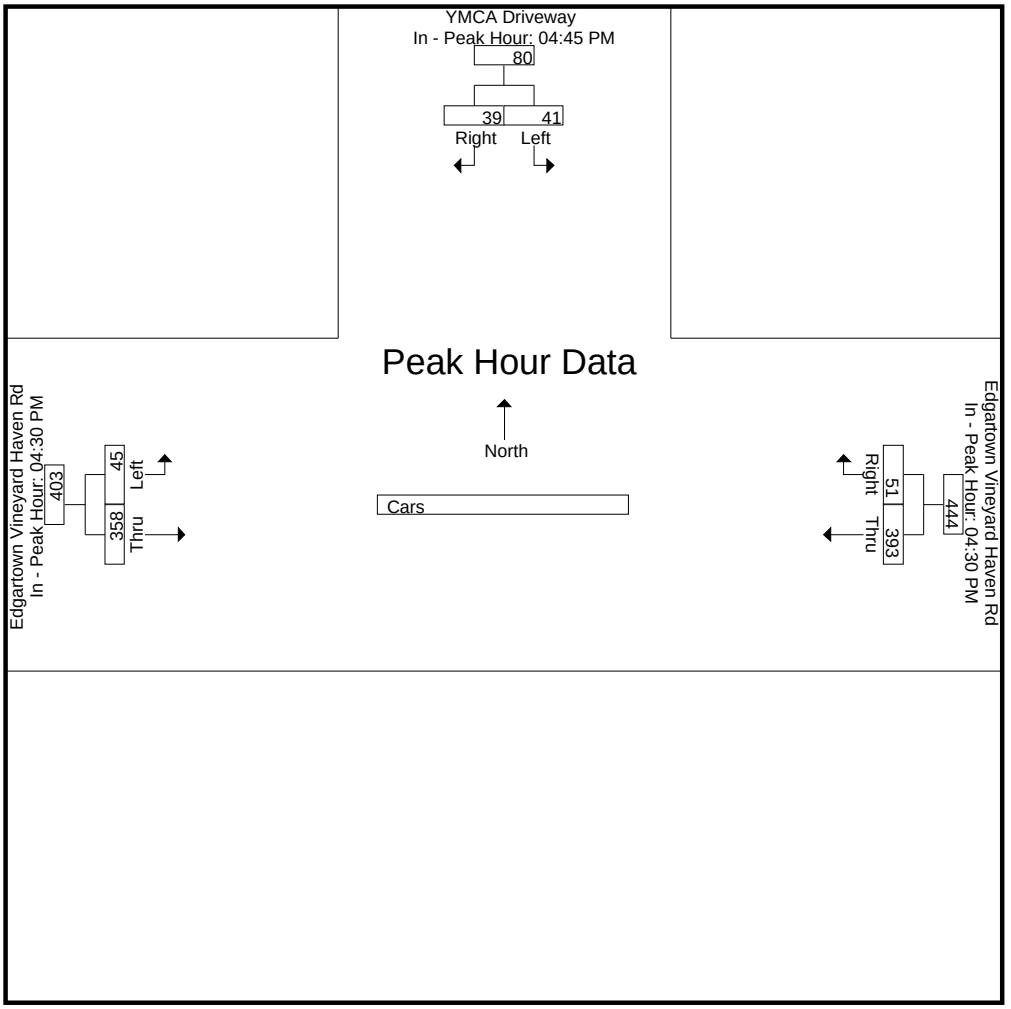
	04:45 PM			04:30 PM			04:30 PM		
+0 mins.	8	**12**	20	**111**	**18**	**129**	**16**	**95**	**111**
+15 mins.	7	12	19	87	6	93	10	88	98
+30 mins.	**17**	9	**26**	91	17	108	7	86	93
+45 mins.	9	6	15	104	10	114	12	89	101
Total Volume	41	39	80	393	51	444	45	358	403
% App. Total	51.2	48.8		88.5	11.5		11.2	88.8	
PHF	.603	.813	.769	.885	.708	.860	.703	.942	.908

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 6



Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022

Groups Printed- Trucks

	YMCA Driveway From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	0	1	0	0	0	1
04:15 PM	0	0	1	0	0	1	2
04:30 PM	0	0	2	0	0	0	2
04:45 PM	0	0	2	0	0	1	3
Total	0	0	6	0	0	2	8
05:00 PM	0	0	1	1	0	0	2
05:15 PM	0	0	2	0	0	0	2
05:30 PM	0	0	2	0	1	0	3
05:45 PM	0	0	1	0	0	2	3
Total	0	0	6	1	1	2	10
Grand Total	0	0	12	1	1	4	18
Apprch %	0	0	92.3	7.7	20	80	
Total %	0	0	66.7	5.6	5.6	22.2	

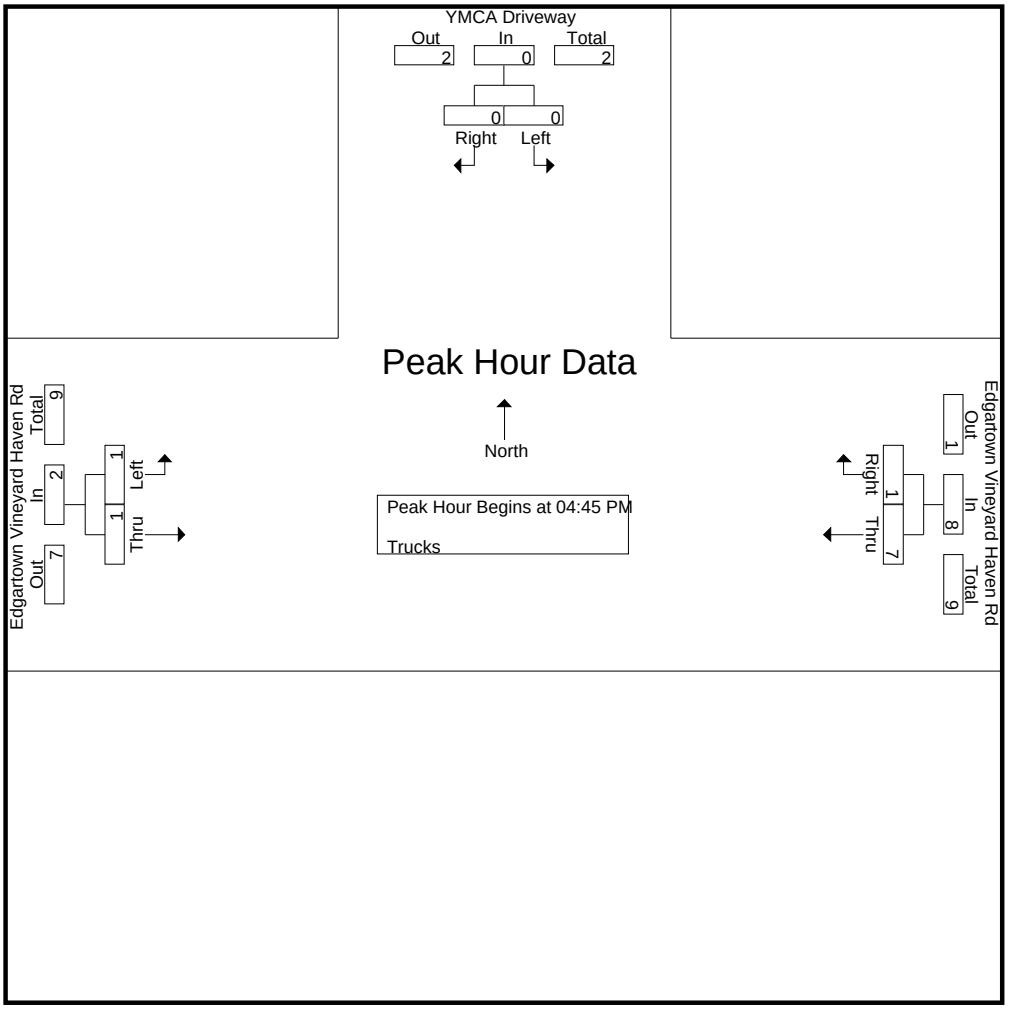
	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	**2**	0	**2**	0	**1**	**1**	**3**
05:00 PM	0	0	0	1	**1**	2	0	0	0	2
05:15 PM	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	2	0	2	**1**	0	1	3
Total Volume	0	0	0	7	1	8	1	1	2	10
% App. Total	0	0		87.5	12.5		50	50		
PHF	.000	.000	.000	.875	.250	1.00	.250	.250	.500	.833

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 8

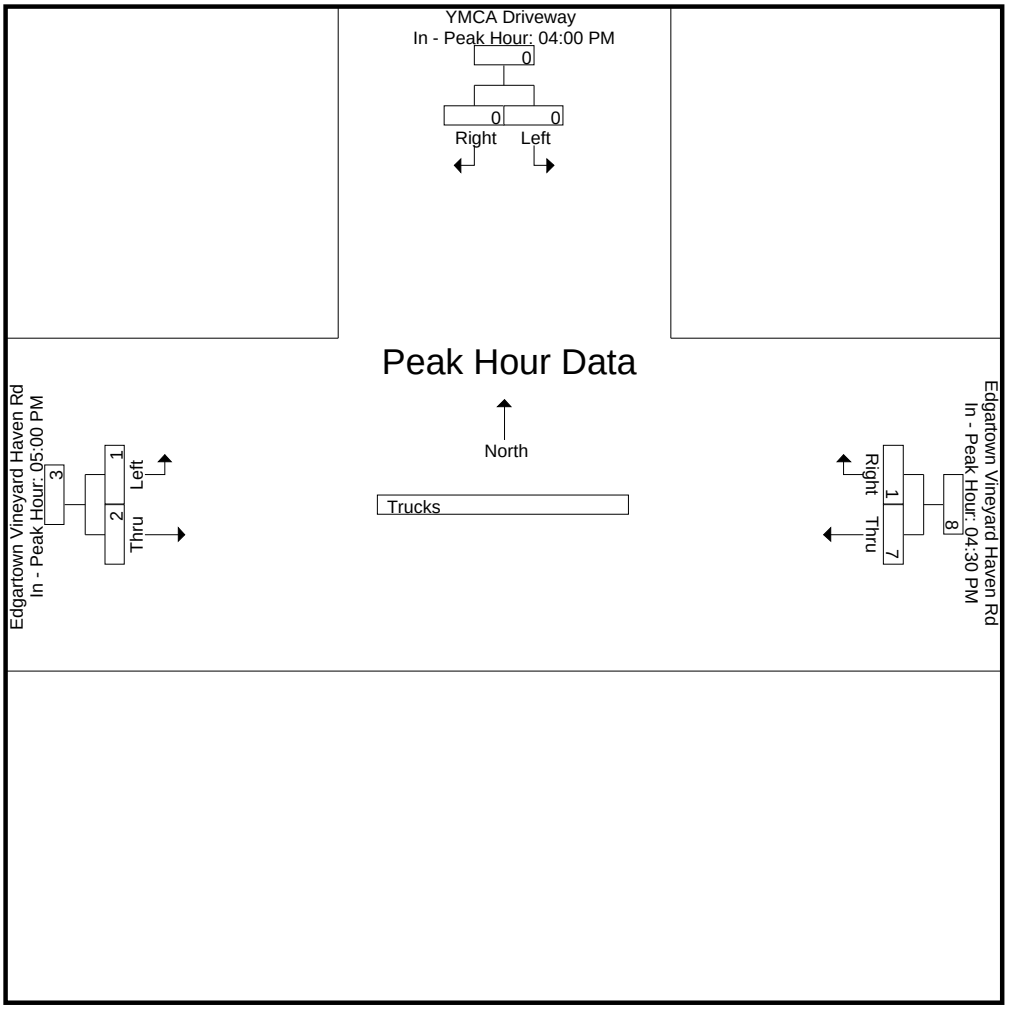


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			05:00 PM		
+0 mins.	0	0	0	**2**	0	**2**	0	0	0
+15 mins.	0	0	0	2	0	2	0	0	0
+30 mins.	0	0	0	1	**1**	2	**1**	0	1
+45 mins.	0	0	0	2	0	2	0	**2**	**2**
Total Volume	0	0	0	7	1	8	1	2	3
% App. Total	0	0		87.5	12.5		33.3	66.7	
PHF	.000	.000	.000	.875	.250	1.000	.250	.250	.375

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 9



Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022

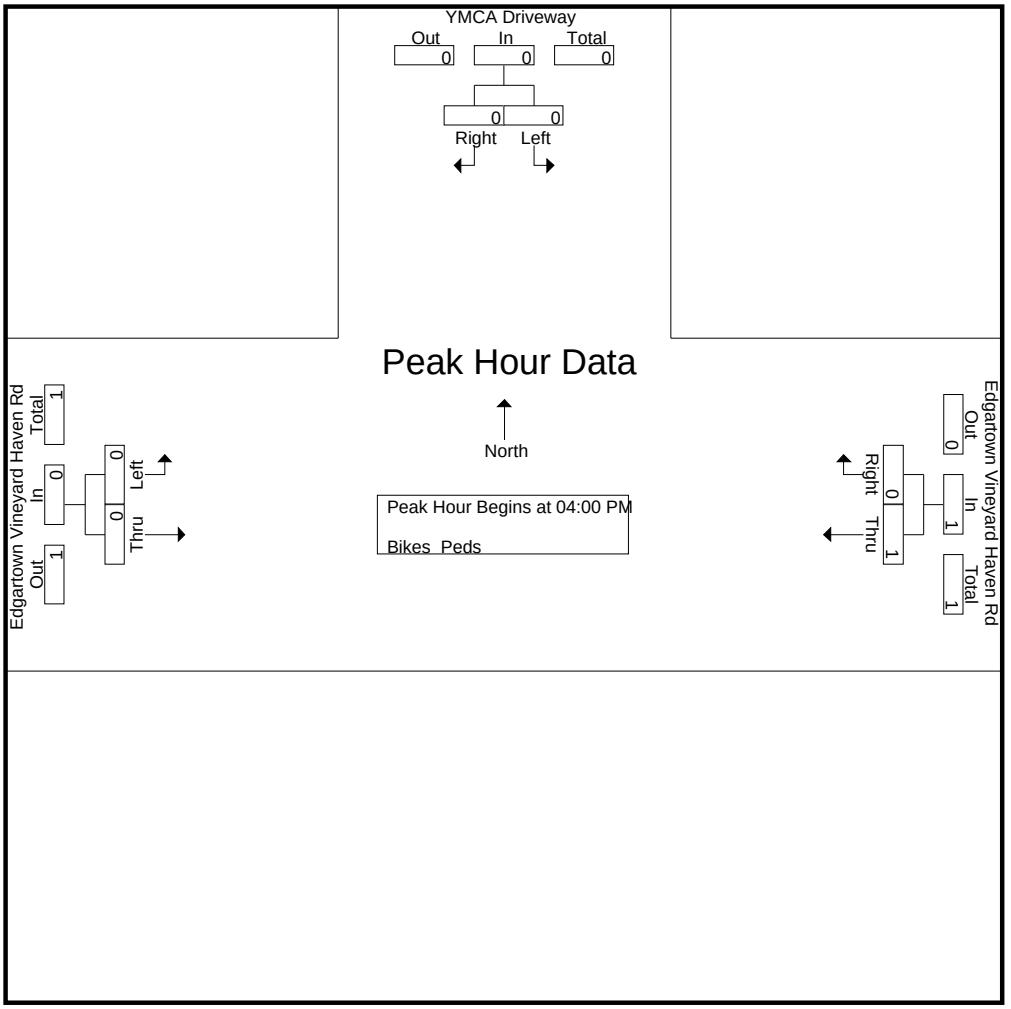
Groups Printed- Bikes Peds

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	0	0	0	0	1	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	1	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	0	0	0	1	1	1	2
Apprch %	0	0		100	0		0	0				
Total %	0	0		100	0		0	0		50	50	

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	0	**1**	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 11

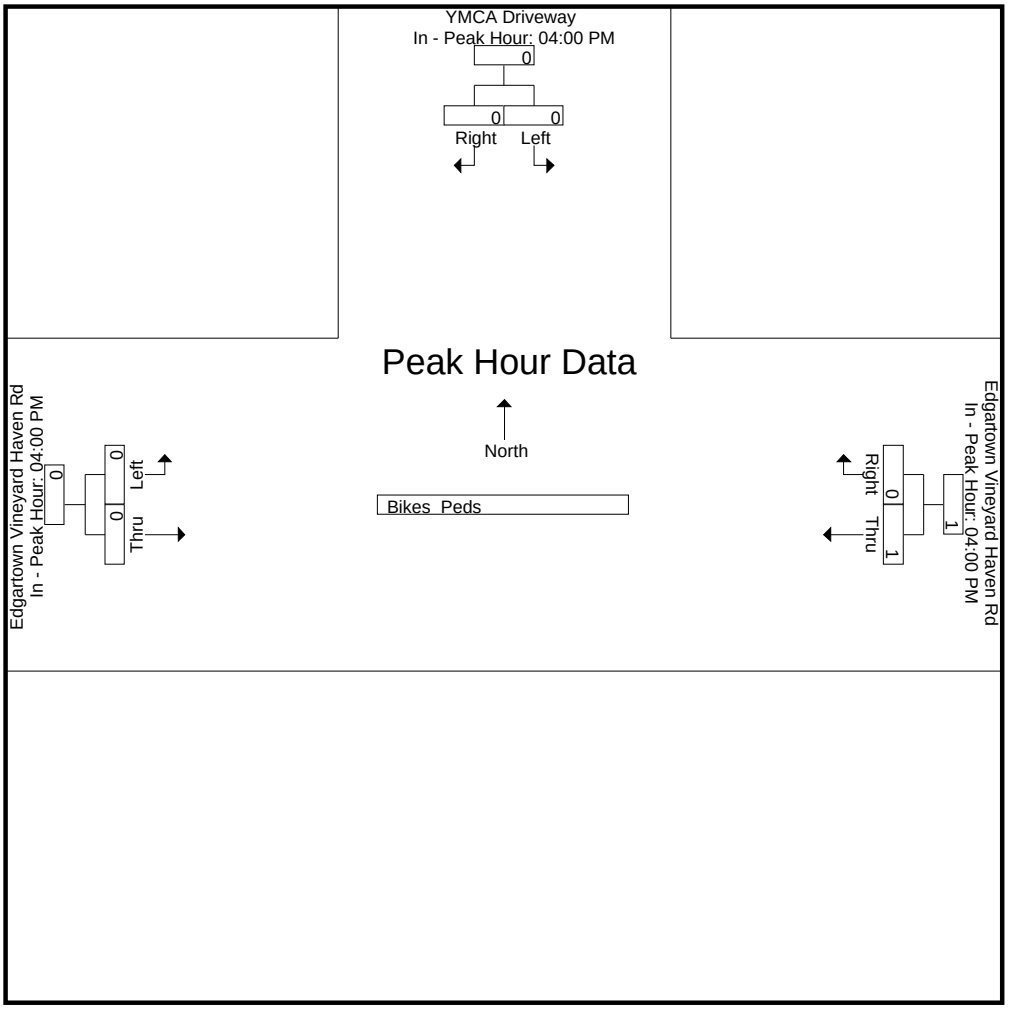


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**1**	0	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780003
Site Code : 94780003
Start Date : 12/1/2022
Page No : 12



Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022
Page No : 1

Groups Printed- Cars - Trucks

	YMCA Driveway From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
11:00 AM	2	3	53	7	5	78	148
11:15 AM	5	6	81	7	7	51	157
11:30 AM	8	8	83	5	7	76	187
11:45 AM	23	14	56	6	8	74	181
Total	38	31	273	25	27	279	673
12:00 PM	14	11	72	10	7	74	188
12:15 PM	7	13	69	8	7	59	163
12:30 PM	10	4	85	4	5	77	185
12:45 PM	4	1	69	5	5	69	153
Total	35	29	295	27	24	279	689
01:00 PM	5	5	80	8	12	87	197
01:15 PM	16	11	76	14	15	80	212
01:30 PM	5	10	68	14	8	78	183
01:45 PM	5	3	72	3	2	60	145
Total	31	29	296	39	37	305	737
Grand Total	104	89	864	91	88	863	2099
Apprch %	53.9	46.1	90.5	9.5	9.3	90.7	
Total %	5	4.2	41.2	4.3	4.2	41.1	
Cars	102	87	851	88	84	850	2062
% Cars	98.1	97.8	98.5	96.7	95.5	98.5	98.2
Trucks	2	2	13	3	4	13	37
% Trucks	1.9	2.2	1.5	3.3	4.5	1.5	1.8

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	10	4	14	**85**	4	89	5	77	82	185
12:45 PM	4	1	5	69	5	74	5	69	74	153
01:00 PM	5	5	10	80	8	88	12	**87**	**99**	197
01:15 PM	**16**	**11**	**27**	76	**14**	**90**	**15**	80	95	**212**
Total Volume	35	21	56	310	31	341	37	313	350	747
% App. Total	62.5	37.5		90.9	9.1		10.6	89.4		
PHF	.547	.477	.519	.912	.554	.947	.617	.899	.884	.881
Cars	35	21	56	306	30	336	37	308	345	737
% Cars	100	100	100	98.7	96.8	98.5	100	98.4	98.6	98.7
Trucks	0	0	0	4	1	5	0	5	5	10
% Trucks	0	0	0	1.3	3.2	1.5	0	1.6	1.4	1.3

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022
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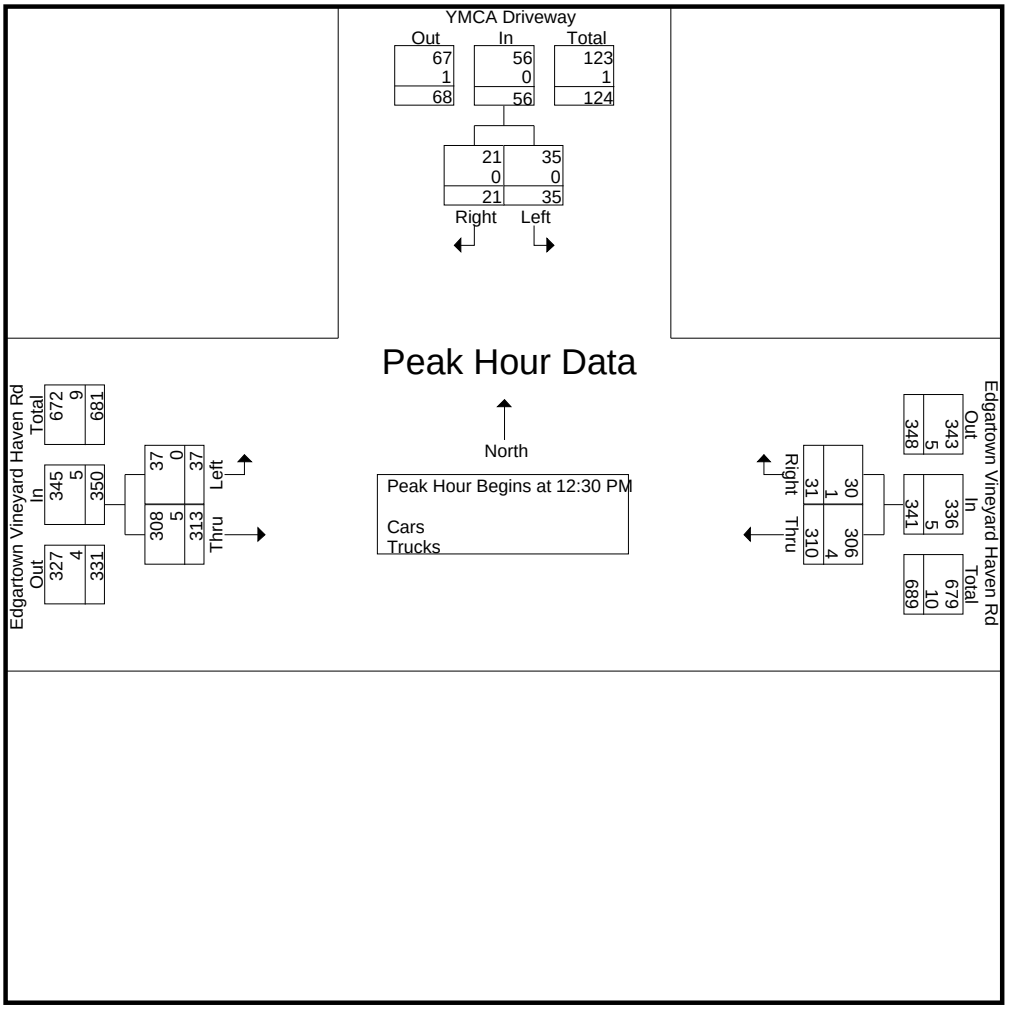

Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM			12:30 PM			12:45 PM		
+0 mins.	8	8	16	**85**	4	89	5	69	74
+15 mins.	**23**	**14**	**37**	69	5	74	12	**87**	**99**
+30 mins.	14	11	25	80	8	88	**15**	80	95
+45 mins.	7	13	20	76	**14**	**90**	8	78	86
Total Volume	52	46	98	310	31	341	40	314	354
% App. Total	53.1	46.9		90.9	9.1		11.3	88.7	
PHF	.565	.821	.662	.912	.554	.947	.667	.902	.894
Cars	51	46	97	306	30	336	38	308	346
% Cars	98.1	100	99	98.7	96.8	98.5	95	98.1	97.7
Trucks	1	0	1	4	1	5	2	6	8
% Trucks	1.9	0	1	1.3	3.2	1.5	5	1.9	2.3

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022
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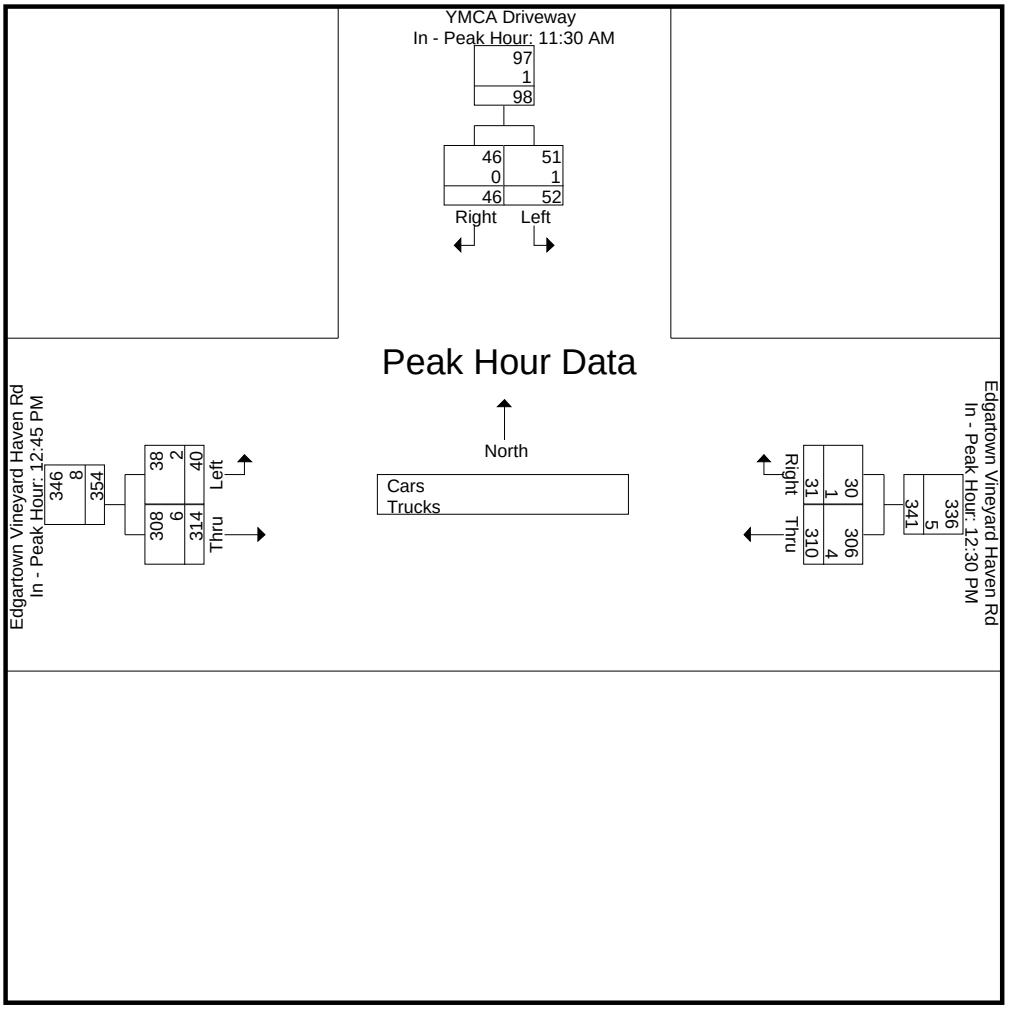

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022
Page No : 4

Groups Printed- Cars

	YMCA Driveway From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
11:00 AM	2	2	50	6	5	77	142
11:15 AM	5	6	80	7	6	50	154
11:30 AM	8	8	83	5	7	75	186
11:45 AM	23	14	55	6	8	72	178
Total	38	30	268	24	26	274	660
12:00 PM	14	11	72	10	6	74	187
12:15 PM	6	13	68	8	7	58	160
12:30 PM	10	4	85	4	5	77	185
12:45 PM	4	1	66	5	5	67	148
Total	34	29	291	27	23	276	680
01:00 PM	5	5	80	7	12	87	196
01:15 PM	16	11	75	14	15	77	208
01:30 PM	4	10	67	13	6	77	177
01:45 PM	5	2	70	3	2	59	141
Total	30	28	292	37	35	300	722
Grand Total	102	87	851	88	84	850	2062
Apprch %	54	46	90.6	9.4	9	91	
Total %	4.9	4.2	41.3	4.3	4.1	41.2	

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	10	4	14	**85**	4	**89**	5	77	82	185
12:45 PM	4	1	5	66	5	71	5	67	72	148
01:00 PM	5	5	10	80	7	87	12	**87**	**99**	196
01:15 PM	**16**	**11**	**27**	75	**14**	89	**15**	77	92	**208**
Total Volume	35	21	56	306	30	336	37	308	345	737
% App. Total	62.5	37.5		91.1	8.9		10.7	89.3		
PHF	.547	.477	.519	.900	.536	.944	.617	.885	.871	.886

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022
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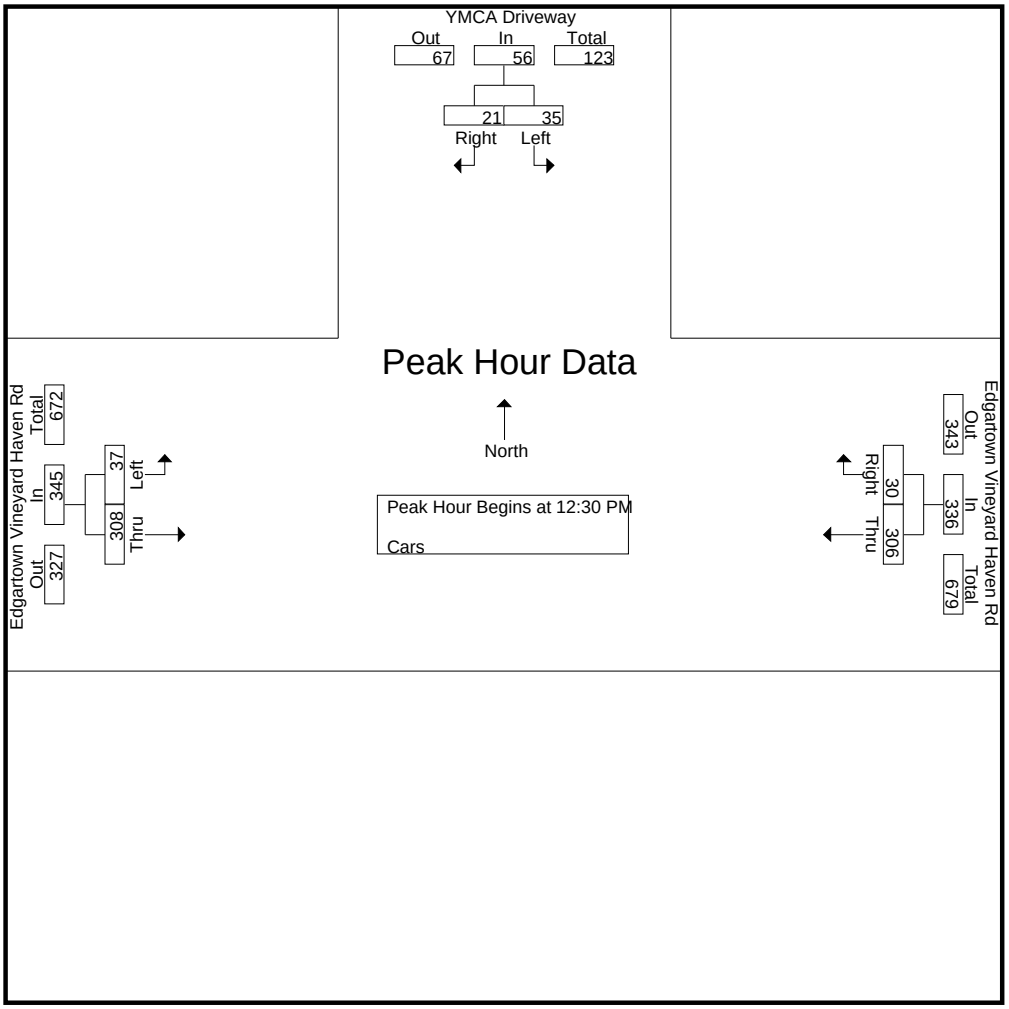

Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM			12:30 PM			12:45 PM		
+0 mins.	8	8	16	**85**	4	**89**	5	67	72
+15 mins.	**23**	**14**	**37**	66	5	71	12	**87**	**99**
+30 mins.	14	11	25	80	7	87	**15**	77	92
+45 mins.	6	13	19	75	**14**	89	6	77	83
Total Volume	51	46	97	306	30	336	38	308	346
% App. Total	52.6	47.4		91.1	8.9		11	89	
PHF	.554	.821	.655	.900	.536	.944	.633	.885	.874

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022
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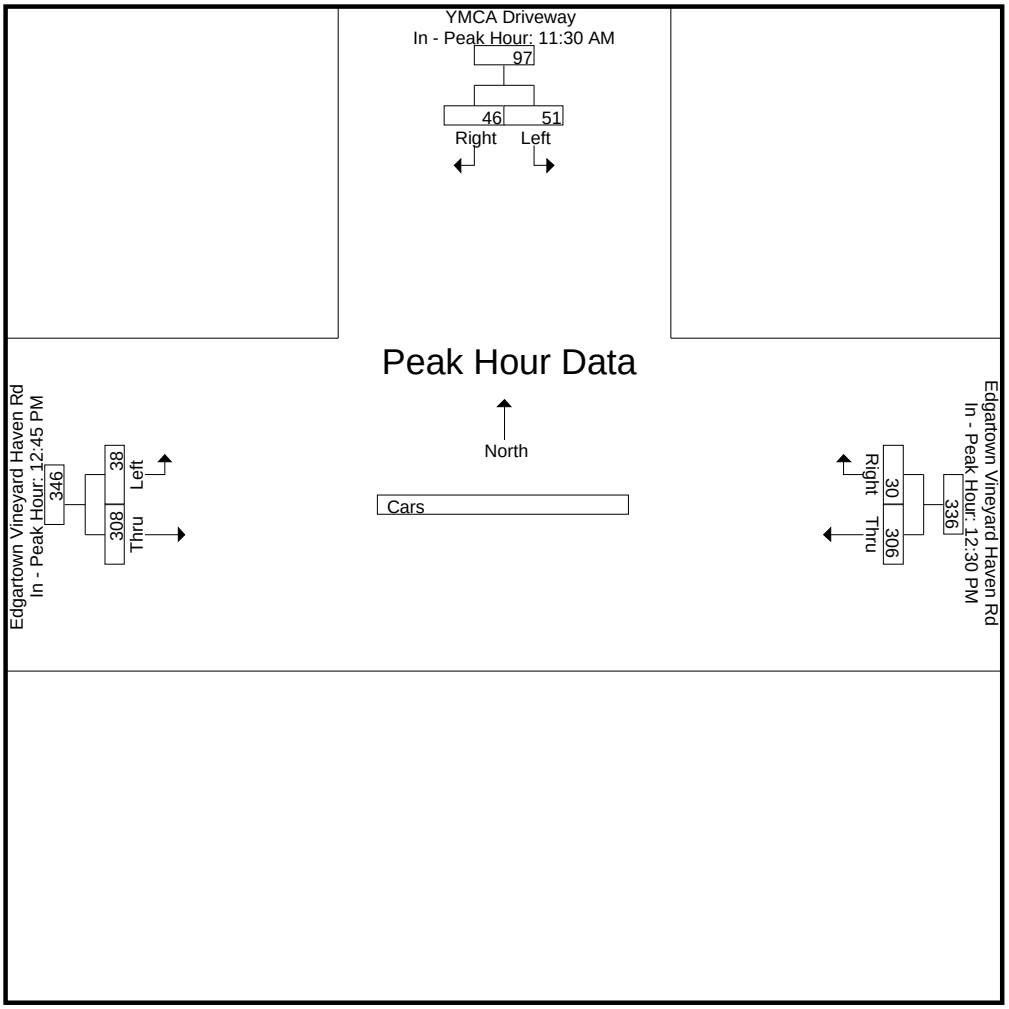

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022
Page No : 7

Groups Printed- Trucks

	YMCA Driveway From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
11:00 AM	0	1	3	1	0	1	6
11:15 AM	0	0	1	0	1	1	3
11:30 AM	0	0	0	0	0	1	1
11:45 AM	0	0	1	0	0	2	3
Total	0	1	5	1	1	5	13
12:00 PM	0	0	0	0	1	0	1
12:15 PM	1	0	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	3	0	0	2	5
Total	1	0	4	0	1	3	9
01:00 PM	0	0	0	1	0	0	1
01:15 PM	0	0	1	0	0	3	4
01:30 PM	1	0	1	1	2	1	6
01:45 PM	0	1	2	0	0	1	4
Total	1	1	4	2	2	5	15
Grand Total	2	2	13	3	4	13	37
Apprch %	50	50	81.2	18.8	23.5	76.5	
Total %	5.4	5.4	35.1	8.1	10.8	35.1	

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:45 PM										
12:45 PM	0	0	0	**3**	0	**3**	0	2	2	5
01:00 PM	0	0	0	0	**1**	1	0	0	0	1
01:15 PM	0	0	0	1	0	1	0	**3**	**3**	4
01:30 PM	**1**	0	**1**	1	1	2	**2**	1	3	**6**
Total Volume	1	0	1	5	2	7	2	6	8	16
% App. Total	100	0		71.4	28.6		25	75		
PHF	.250	.000	.250	.417	.500	.583	.250	.500	.667	.667

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022
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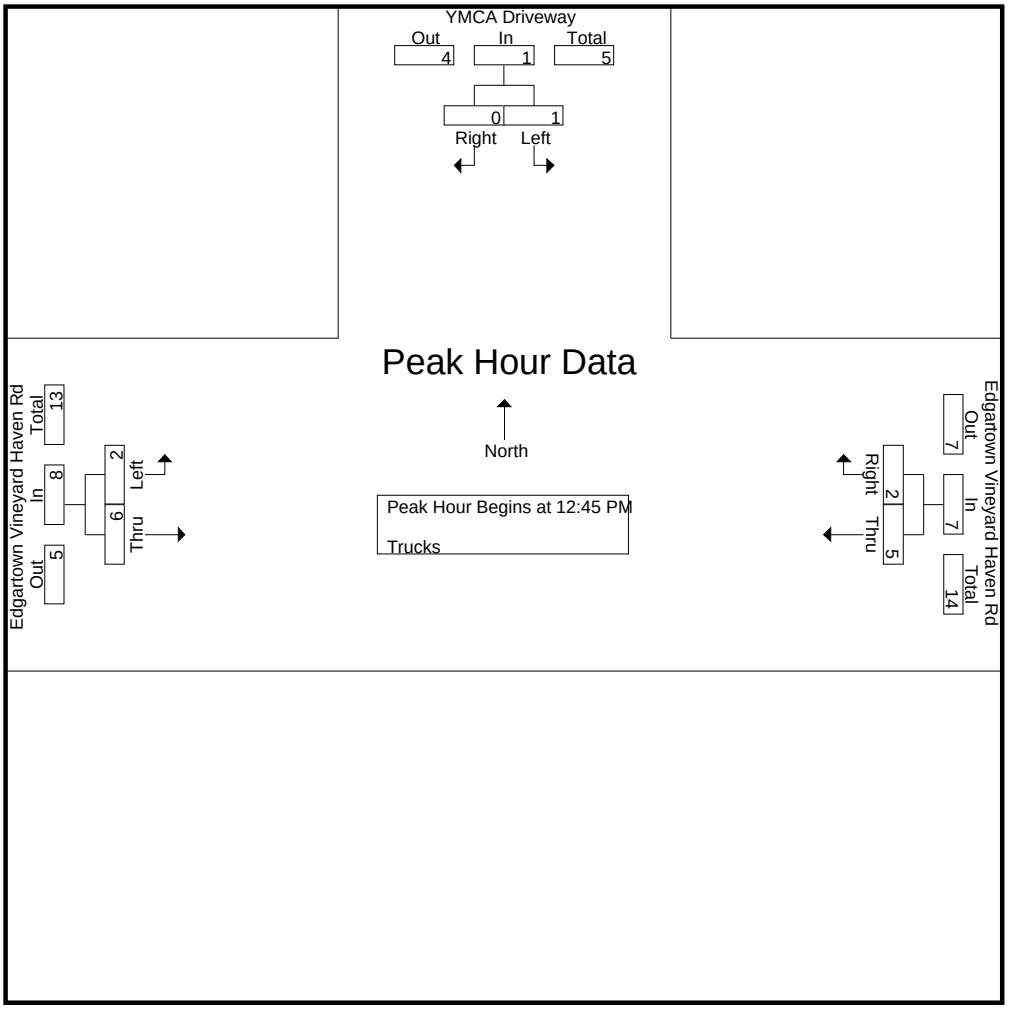

Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM			12:45 PM			12:45 PM		
+0 mins.	0	0	0	**3**	0	**3**	0	2	2
+15 mins.	0	0	0	0	**1**	1	0	0	0
+30 mins.	**1**	0	**1**	1	0	1	0	**3**	**3**
+45 mins.	0	**1**	1	1	1	2	**2**	1	3
Total Volume	1	1	2	5	2	7	2	6	8
% App. Total	50	50		71.4	28.6		25	75	
PHF	.250	.250	.500	.417	.500	.583	.250	.500	.667

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022
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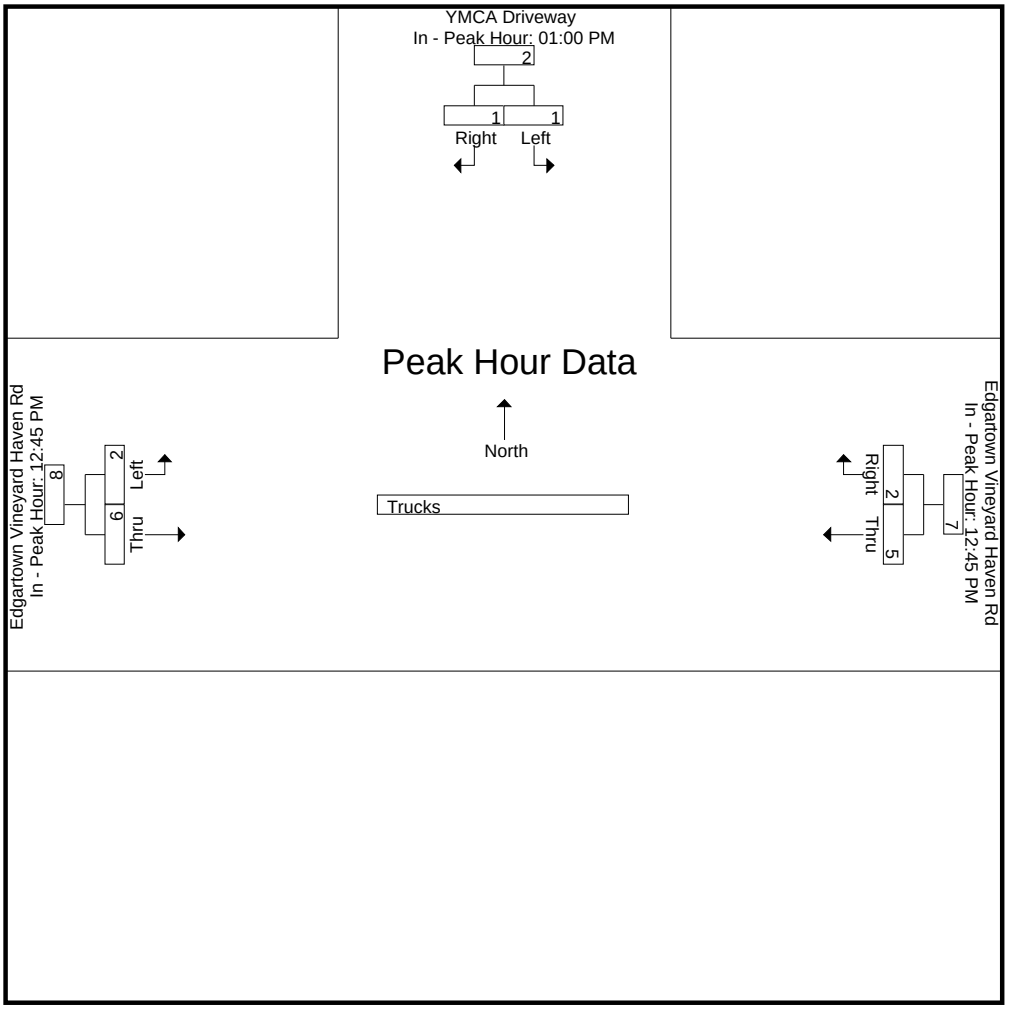

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022

Groups Printed- Bikes Peds

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	2	0	0	0	0	0	0	2	2
11:30 AM	0	0	0	0	0	0	0	1	0	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	1	0	0	3	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	1	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	1	0	0	0	1	0	0	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	3	0	0	0	3	0	0	6	6
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	0	0	3	0	0	6	6
Grand Total	0	0	0	6	0	0	0	5	0	0	11	11
Apprch %	0	0		100	0		0	100				
Total %	0	0		54.5	0		0	45.5		0	100	

	YMCA Driveway From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	0	0	0	1	0	1	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	1	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	**3**	0	**3**	0	**3**	**3**	**6**
Total Volume	0	0	0	4	0	4	0	4	4	8
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.333	.000	.333	.000	.333	.333	.333

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022
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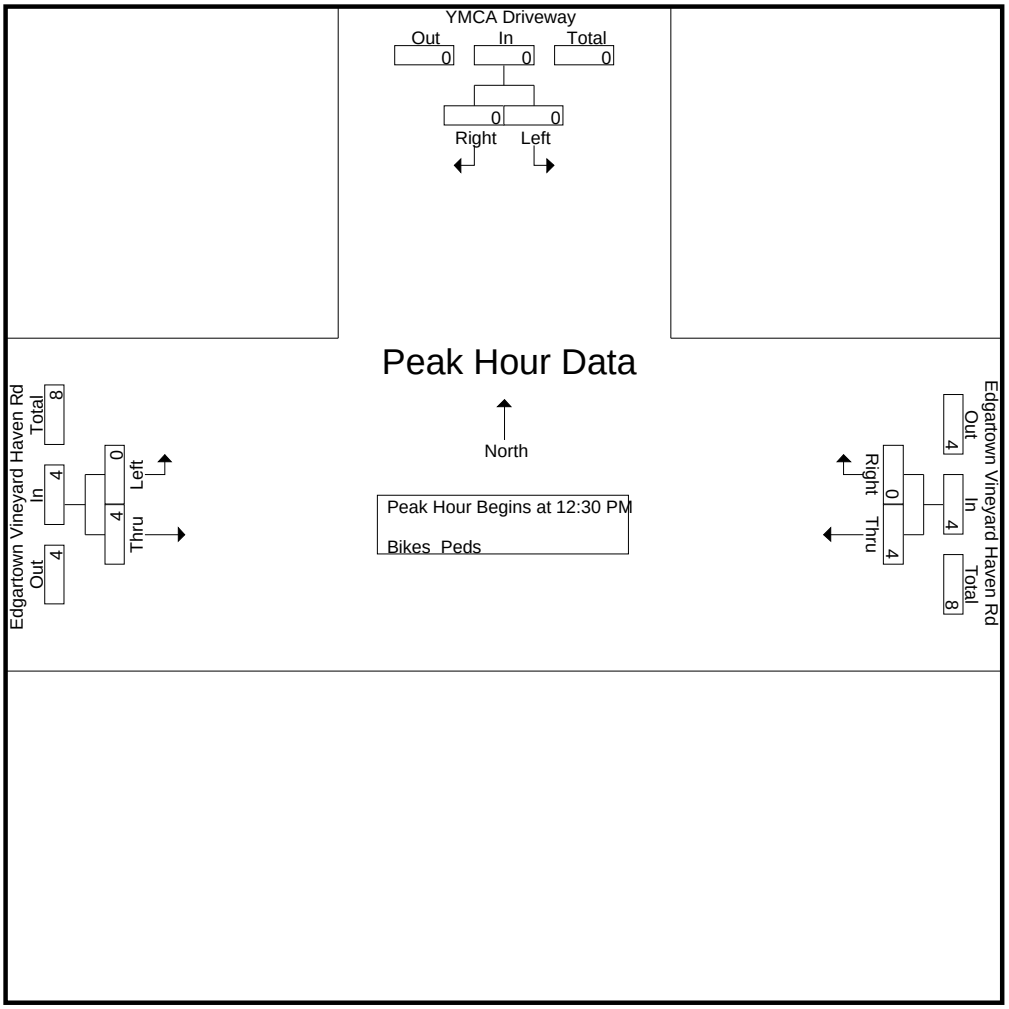

Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM			12:30 PM			12:30 PM		
+0 mins.	0	0	0	1	0	1	0	0	0
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	**3**	0	**3**	0	**3**	**3**
Total Volume	0	0	0	4	0	4	0	4	4
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.333	.000	.333	.000	.333	.333

Accurate Counts

978-664-2565

N/S Street : YMCA Driveway
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S3
Site Code : 94780003
Start Date : 12/3/2022
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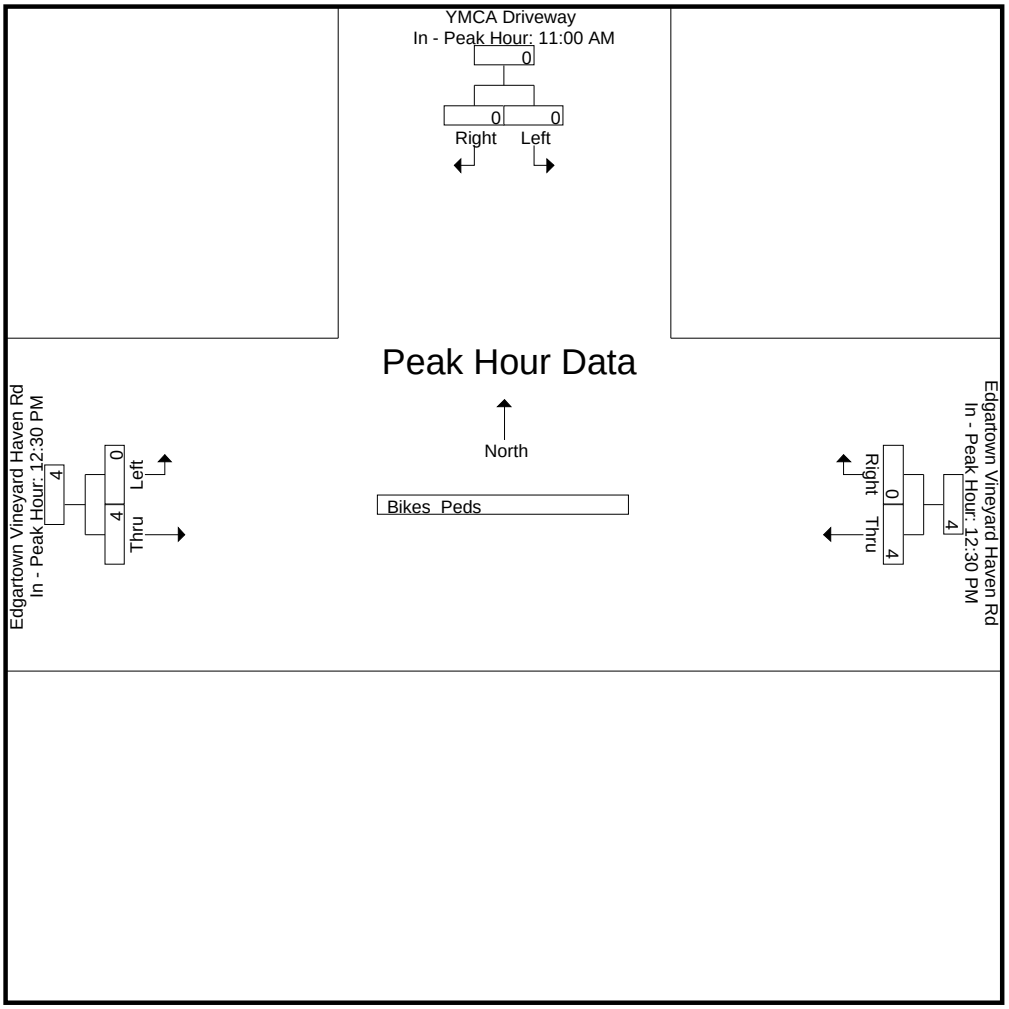


Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 1

Groups Printed- Cars - Trucks

	County Rd From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	16	15	71	13	8	63	186
07:15 AM	15	33	95	13	16	52	224
07:30 AM	18	37	81	17	28	81	262
07:45 AM	25	12	71	23	15	86	232
Total	74	97	318	66	67	282	904
08:00 AM	21	21	64	20	17	77	220
08:15 AM	29	24	84	26	14	76	253
08:30 AM	15	17	75	27	22	73	229
08:45 AM	26	29	78	30	13	90	266
Total	91	91	301	103	66	316	968
Grand Total	165	188	619	169	133	598	1872
Apprch %	46.7	53.3	78.6	21.4	18.2	81.8	
Total %	8.8	10	33.1	9	7.1	31.9	
Cars	164	183	607	168	128	582	1832
% Cars	99.4	97.3	98.1	99.4	96.2	97.3	97.9
Trucks	1	5	12	1	5	16	40
% Trucks	0.6	2.7	1.9	0.6	3.8	2.7	2.1

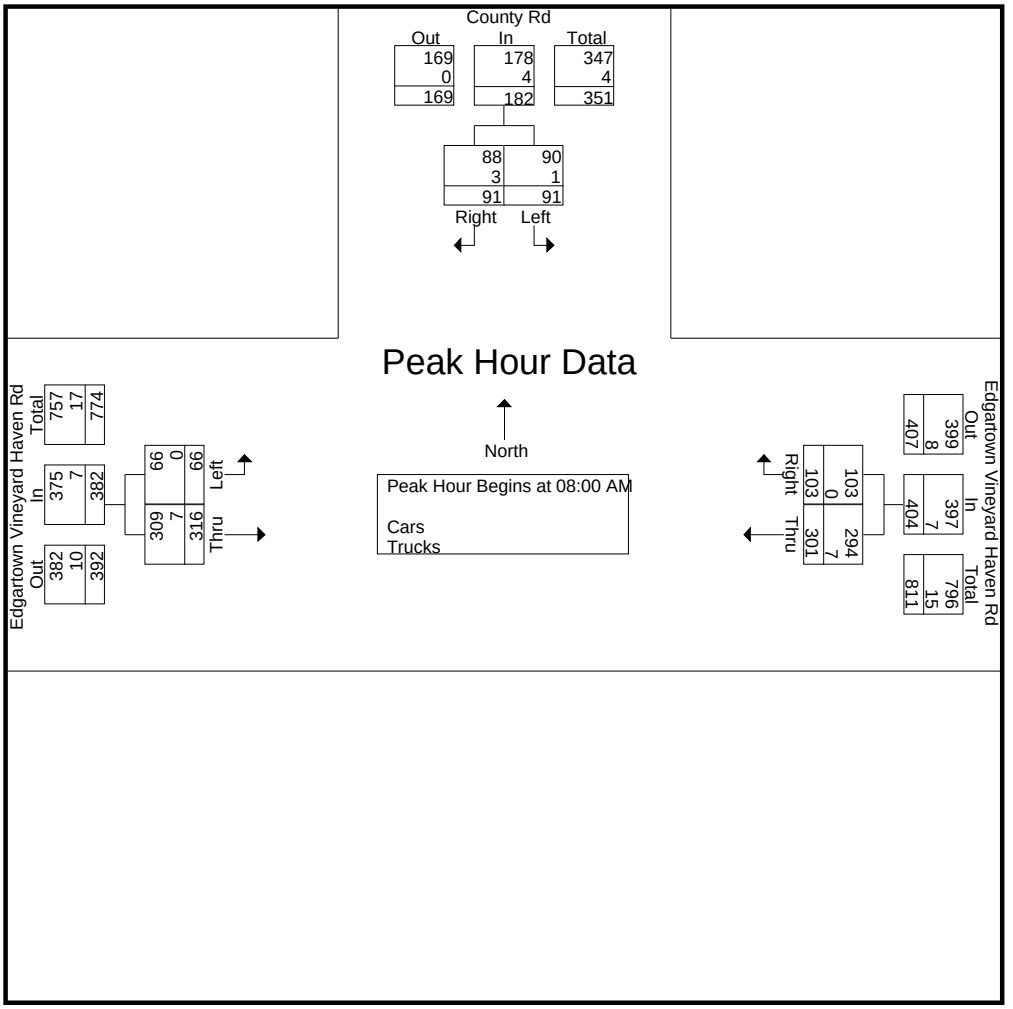
	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	21	21	42	64	20	84	17	77	94	220
08:15 AM	**29**	24	53	**84**	26	**110**	14	76	90	253
08:30 AM	15	17	32	75	27	102	**22**	73	95	229
08:45 AM	26	**29**	**55**	78	**30**	108	13	**90**	**103**	**266**
Total Volume	91	91	182	301	103	404	66	316	382	968
% App. Total	50	50		74.5	25.5		17.3	82.7		
PHF	.784	.784	.827	.896	.858	.918	.750	.878	.927	.910
Cars	90	88	178	294	103	397	66	309	375	950
% Cars	98.9	96.7	97.8	97.7	100	98.3	100	97.8	98.2	98.1
Trucks	1	3	4	7	0	7	0	7	7	18
% Trucks	1.1	3.3	2.2	2.3	0	1.7	0	2.2	1.8	1.9

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 2



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

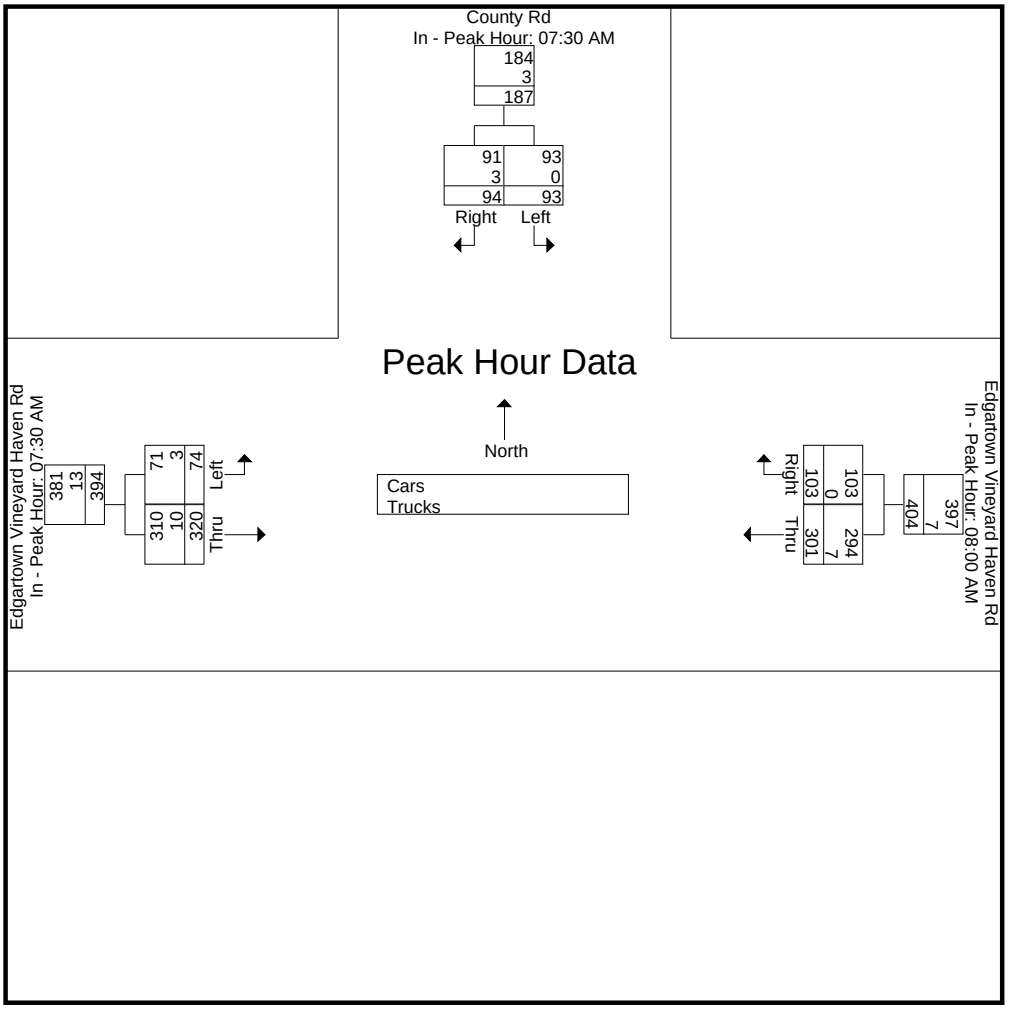
	07:30 AM			08:00 AM			07:30 AM		
+0 mins.	18	**37**	**55**	64	20	84	**28**	81	**109**
+15 mins.	25	12	37	**84**	26	**110**	15	**86**	101
+30 mins.	21	21	42	75	27	102	17	77	94
+45 mins.	**29**	24	53	78	**30**	108	14	76	90
Total Volume	93	94	187	301	103	404	74	320	394
% App. Total	49.7	50.3		74.5	25.5		18.8	81.2	
PHF	.802	.635	.850	.896	.858	.918	.661	.930	.904
Cars	93	91	184	294	103	397	71	310	381
% Cars	100	96.8	98.4	97.7	100	98.3	95.9	96.9	96.7
Trucks	0	3	3	7	0	7	3	10	13
% Trucks	0	3.2	1.6	2.3	0	1.7	4.1	3.1	3.3

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 4

Groups Printed- Cars

	County Rd From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	16	14	71	13	7	61	182
07:15 AM	15	32	92	13	15	50	217
07:30 AM	18	37	81	17	25	78	256
07:45 AM	25	12	69	22	15	84	227
Total	74	95	313	65	62	273	882
08:00 AM	21	19	63	20	17	75	215
08:15 AM	29	23	82	26	14	73	247
08:30 AM	14	17	74	27	22	72	226
08:45 AM	26	29	75	30	13	89	262
Total	90	88	294	103	66	309	950
Grand Total	164	183	607	168	128	582	1832
Apprch %	47.3	52.7	78.3	21.7	18	82	
Total %	9	10	33.1	9.2	7	31.8	

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	21	19	40	63	20	83	17	75	92	215
08:15 AM	**29**	23	52	**82**	26	**108**	14	73	87	247
08:30 AM	14	17	31	74	27	101	**22**	72	94	226
08:45 AM	26	**29**	**55**	75	**30**	105	13	**89**	**102**	**262**
Total Volume	90	88	178	294	103	397	66	309	375	950
% App. Total	50.6	49.4		74.1	25.9		17.6	82.4		
PHF	.776	.759	.809	.896	.858	.919	.750	.868	.919	.906

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
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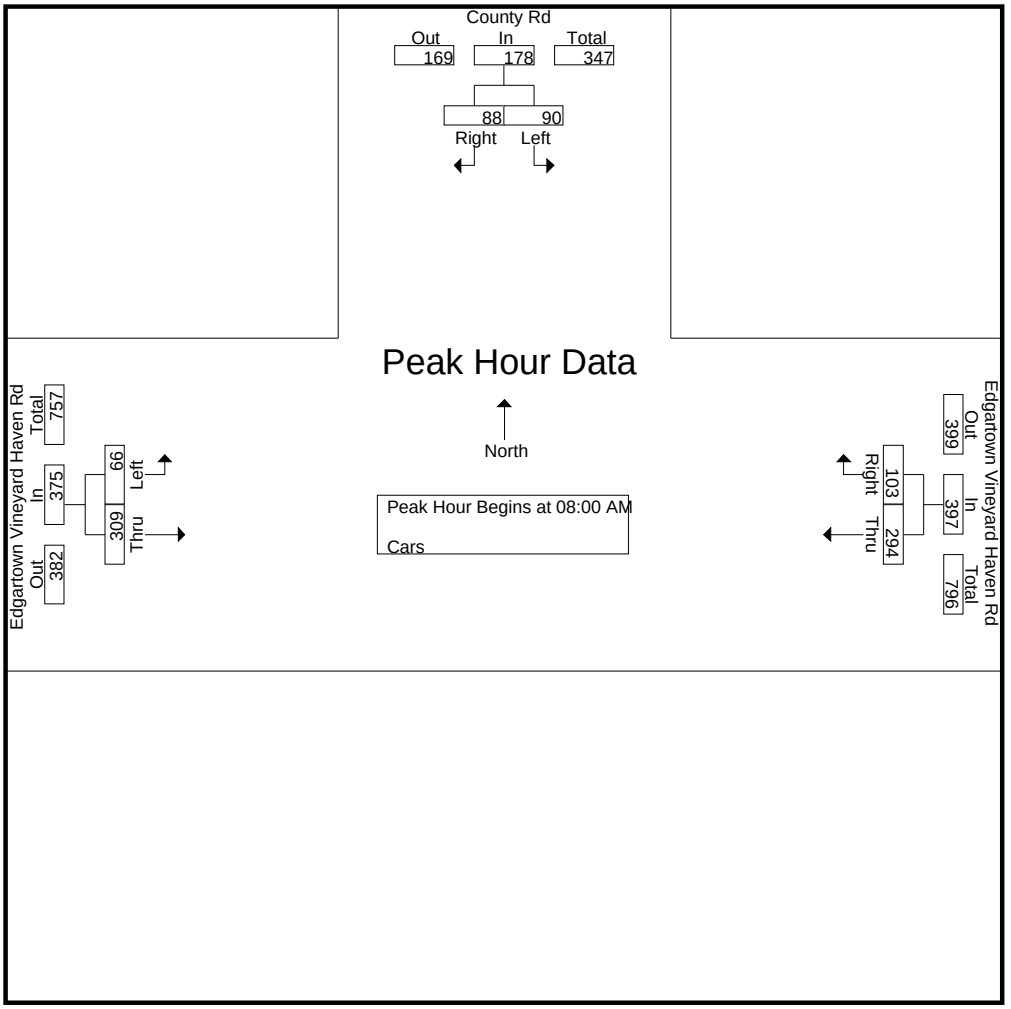

Peak Hour Analysis From 07:30 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			08:00 AM			07:30 AM		
+0 mins.	18	**37**	**55**	63	20	83	**25**	78	**103**
+15 mins.	25	12	37	**82**	26	**108**	15	**84**	99
+30 mins.	21	19	40	74	27	101	17	75	92
+45 mins.	**29**	23	52	75	**30**	105	14	73	87
Total Volume	93	91	184	294	103	397	71	310	381
% App. Total	50.5	49.5		74.1	25.9		18.6	81.4	
PHF	.802	.615	.836	.896	.858	.919	.710	.923	.925

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
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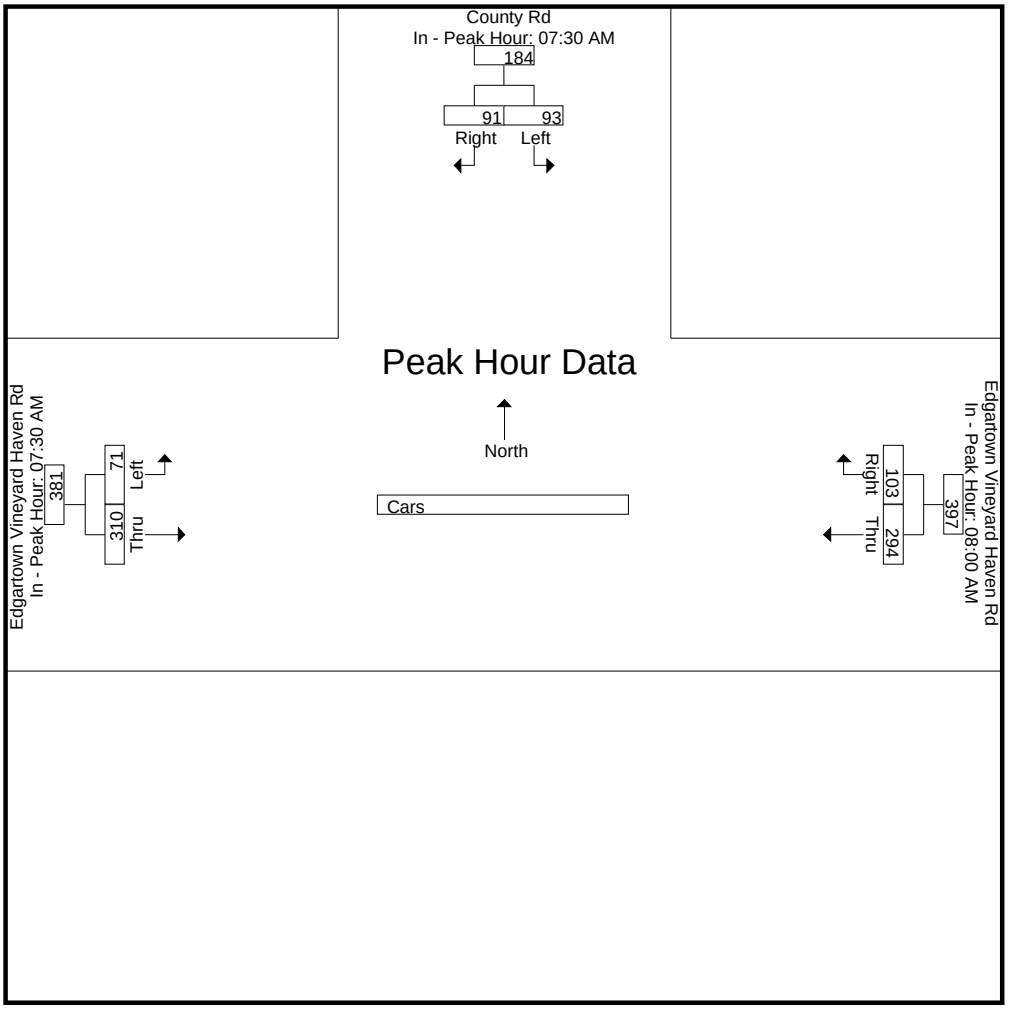

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 7

Groups Printed- Trucks

	County Rd From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	1	0	0	1	2	4
07:15 AM	0	1	3	0	1	2	7
07:30 AM	0	0	0	0	3	3	6
07:45 AM	0	0	2	1	0	2	5
Total	0	2	5	1	5	9	22
08:00 AM	0	2	1	0	0	2	5
08:15 AM	0	1	2	0	0	3	6
08:30 AM	1	0	1	0	0	1	3
08:45 AM	0	0	3	0	0	1	4
Total	1	3	7	0	0	7	18
Grand Total	1	5	12	1	5	16	40
Apprch %	16.7	83.3	92.3	7.7	23.8	76.2	
Total %	2.5	12.5	30	2.5	12.5	40	

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	**3**	0	**3**	1	2	3	**7**
07:30 AM	0	0	0	0	0	0	**3**	**3**	**6**	6
07:45 AM	0	0	0	2	**1**	3	0	2	2	5
08:00 AM	0	**2**	**2**	1	0	1	0	2	2	5
Total Volume	0	3	3	6	1	7	4	9	13	23
% App. Total	0	100		85.7	14.3		30.8	69.2		
PHF	.000	.375	.375	.500	.250	.583	.333	.750	.542	.821

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
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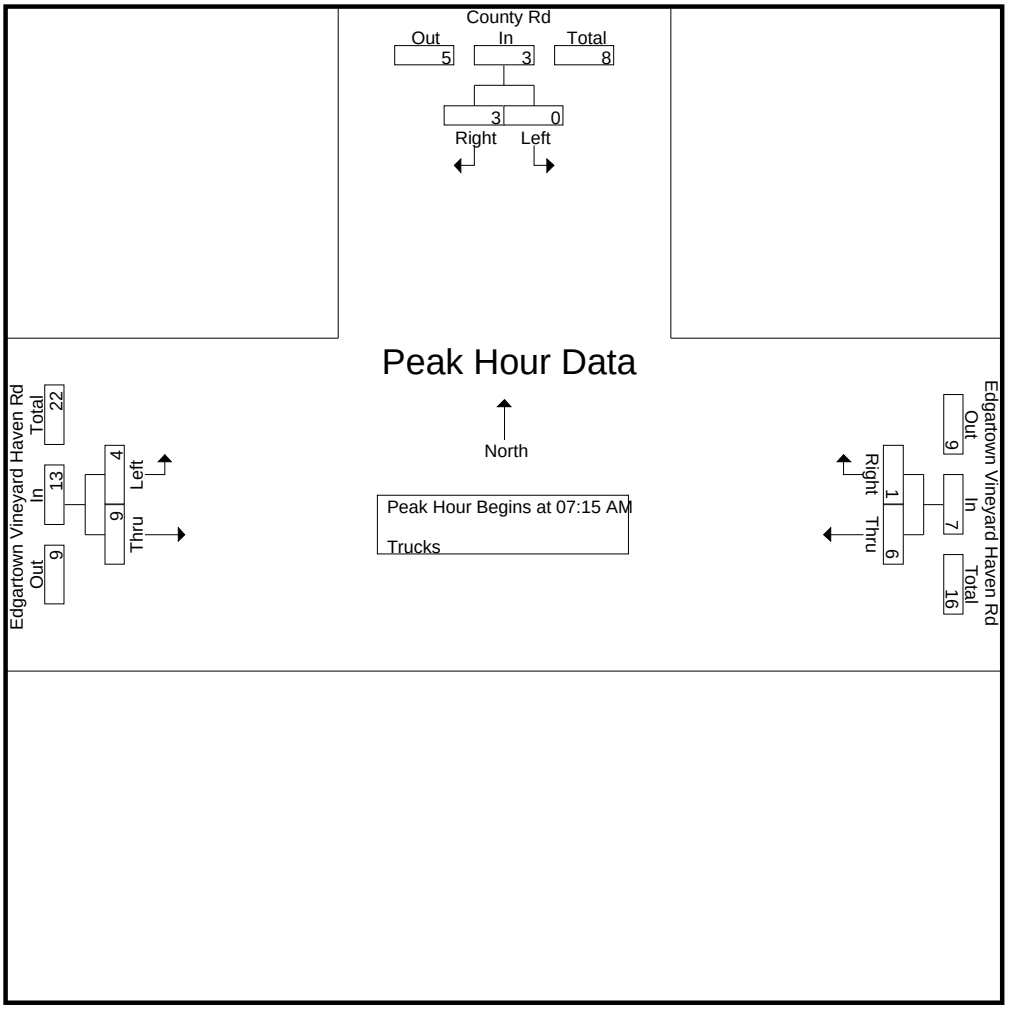

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			07:00 AM		
+0 mins.	0	0	0	**3**	0	**3**	1	2	3
+15 mins.	0	**2**	**2**	0	0	0	1	2	3
+30 mins.	0	1	1	2	**1**	3	**3**	**3**	**6**
+45 mins.	**1**	0	1	1	0	1	0	2	2
Total Volume	1	3	4	6	1	7	5	9	14
% App. Total	25	75		85.7	14.3		35.7	64.3	
PHF	.250	.375	.500	.500	.250	.583	.417	.750	.583

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
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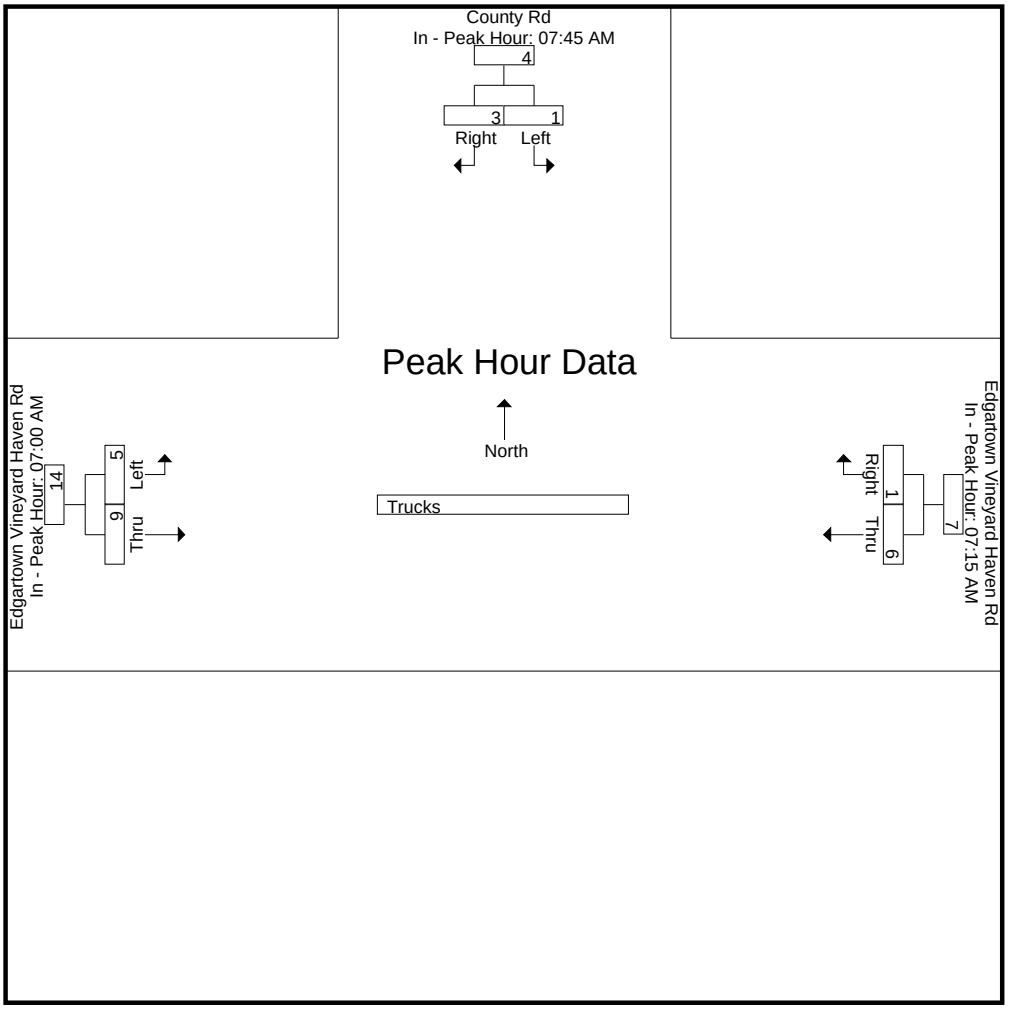

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 10

Groups Printed- Bikes Peds

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	0	0	0	1	1	1	2
Total	0	0	0	1	0	0	0	0	1	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	1	0	0	0	0	0	0	1	1
Grand Total	0	0	0	2	0	0	0	0	1	1	2	3
Apprch %	0	0		100	0		0	0				
Total %	0	0		100	0		0	0		33.3	66.7	

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	**1**	0	**1**	0	0	0	**1**
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
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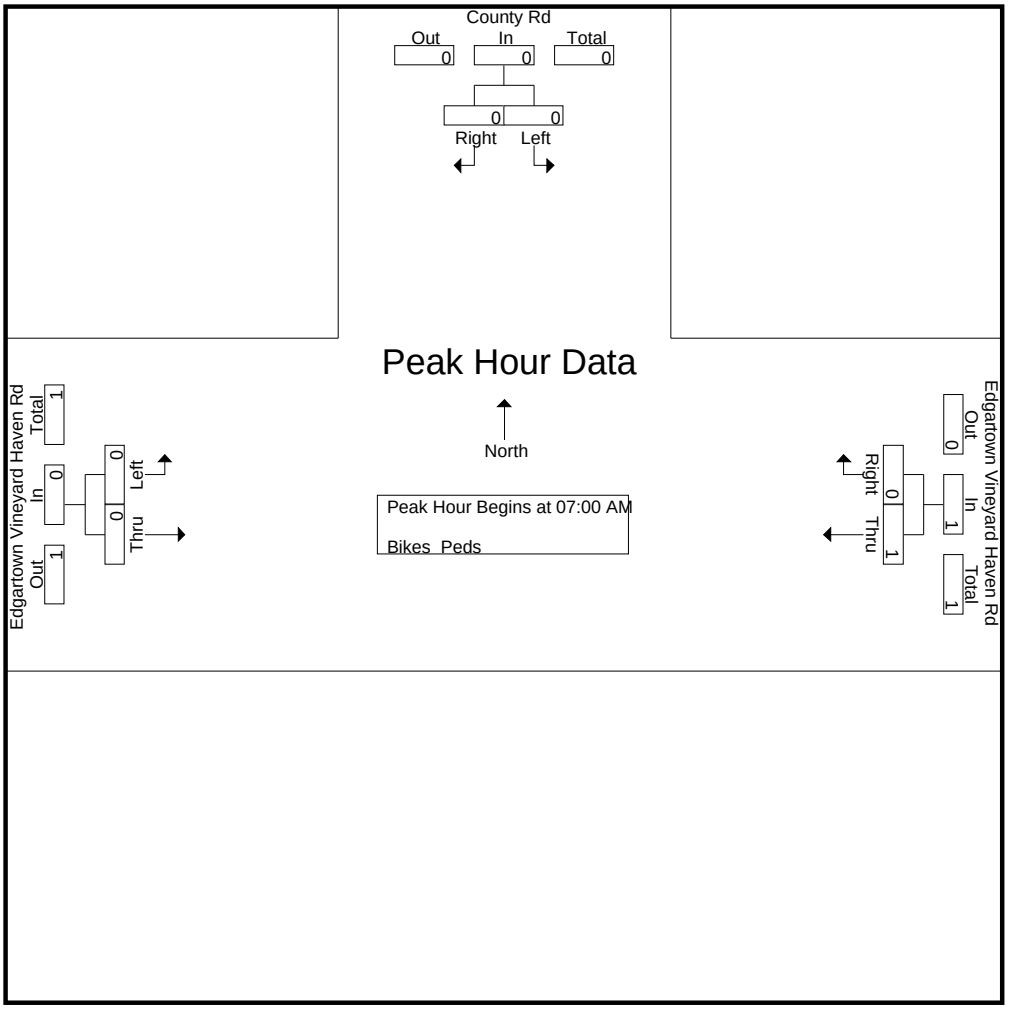

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
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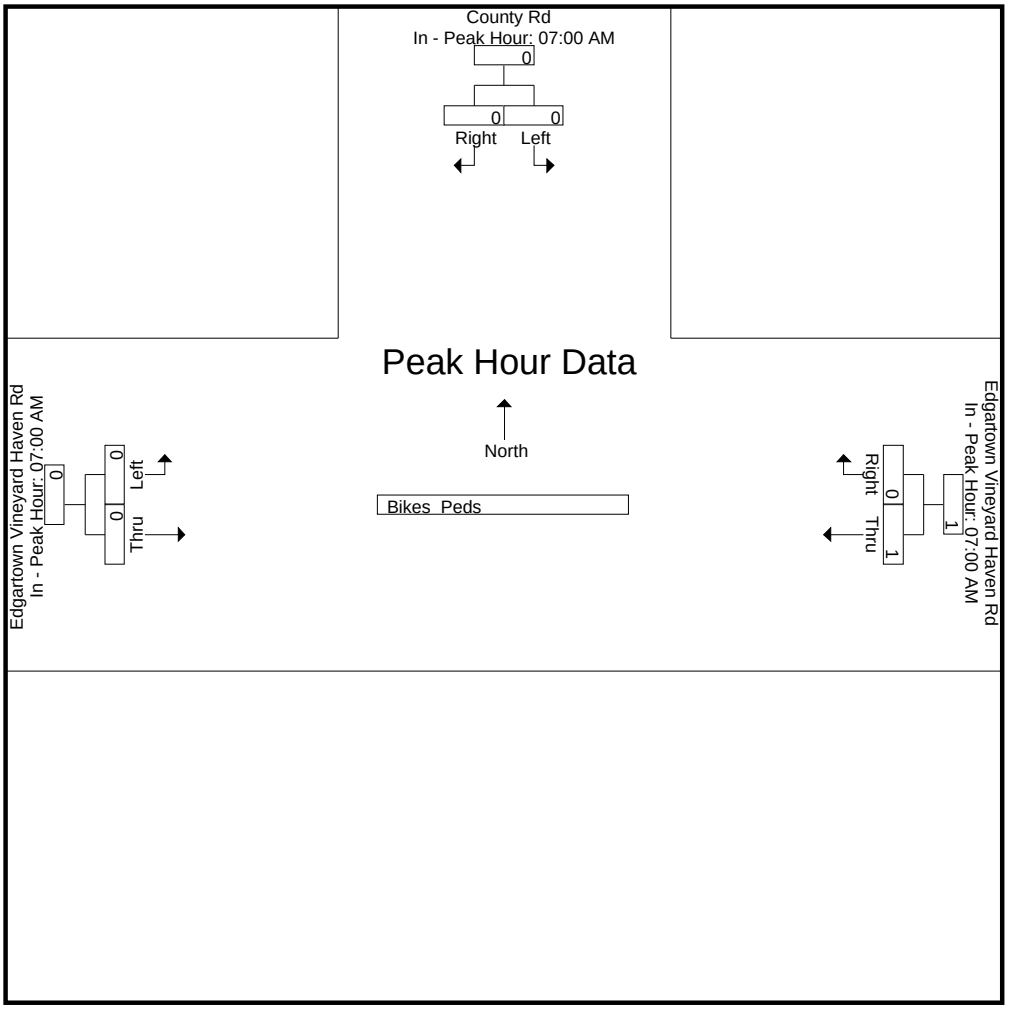

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 1

Groups Printed- Cars - Trucks

	County Rd From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	31	19	76	22	21	72	241
04:15 PM	13	13	93	27	16	76	238
04:30 PM	28	23	102	28	13	83	277
04:45 PM	29	23	70	25	15	81	243
Total	101	78	341	102	65	312	999
05:00 PM	25	19	94	32	15	81	266
05:15 PM	24	21	93	26	26	79	269
05:30 PM	25	19	81	26	16	63	230
05:45 PM	24	20	62	24	16	66	212
Total	98	79	330	108	73	289	977
Grand Total	199	157	671	210	138	601	1976
Apprch %	55.9	44.1	76.2	23.8	18.7	81.3	
Total %	10.1	7.9	34	10.6	7	30.4	
Cars	198	154	665	210	136	598	1961
% Cars	99.5	98.1	99.1	100	98.6	99.5	99.2
Trucks	1	3	6	0	2	3	15
% Trucks	0.5	1.9	0.9	0	1.4	0.5	0.8

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	28	**23**	51	**102**	28	**130**	13	**83**	96	**277**
04:45 PM	**29**	23	**52**	70	25	95	15	81	96	243
05:00 PM	25	19	44	94	**32**	126	15	81	96	266
05:15 PM	24	21	45	93	26	119	**26**	79	**105**	269
Total Volume	106	86	192	359	111	470	69	324	393	1055
% App. Total	55.2	44.8		76.4	23.6		17.6	82.4		
PHF	.914	.935	.923	.880	.867	.904	.663	.976	.936	.952
Cars	105	84	189	356	111	467	69	323	392	1048
% Cars	99.1	97.7	98.4	99.2	100	99.4	100	99.7	99.7	99.3
Trucks	1	2	3	3	0	3	0	1	1	7
% Trucks	0.9	2.3	1.6	0.8	0	0.6	0	0.3	0.3	0.7

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
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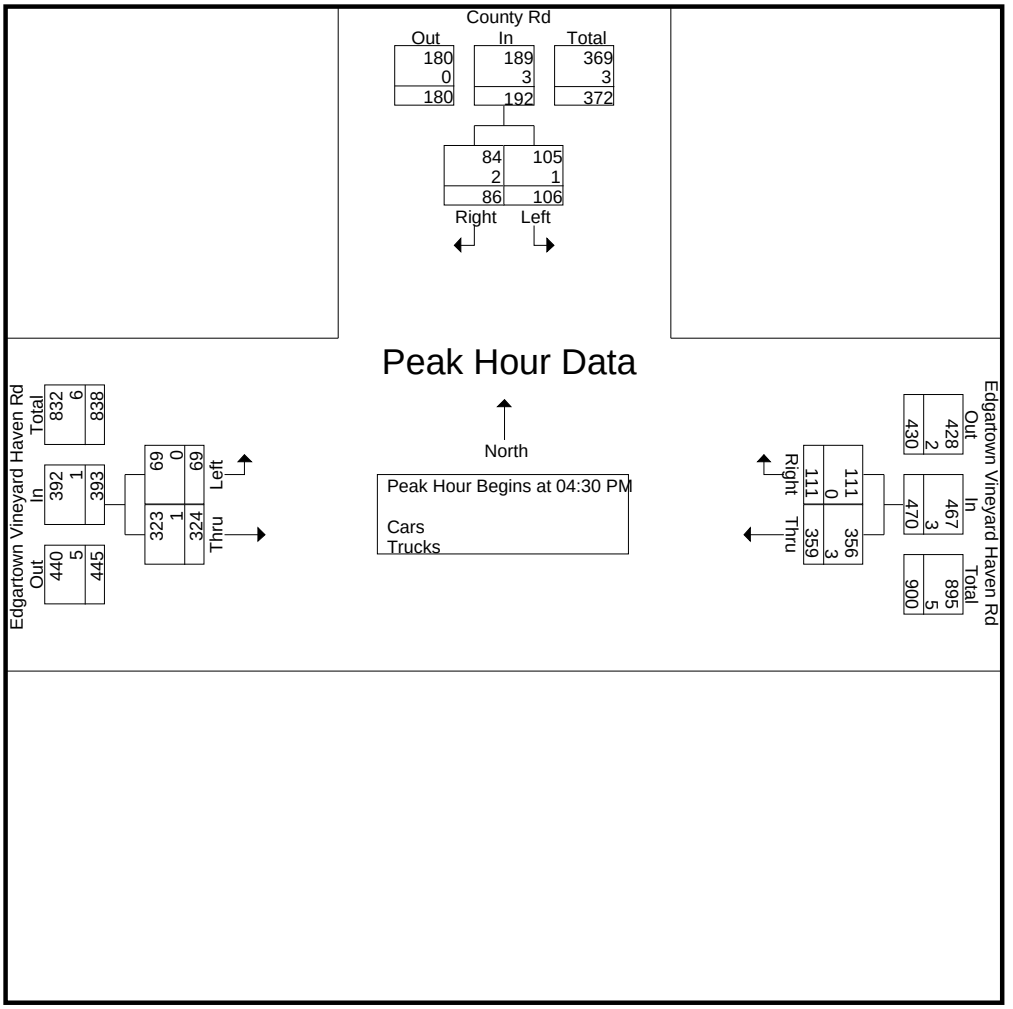

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:15 PM			04:30 PM		
+0 mins.	28	**23**	51	93	27	120	13	**83**	96
+15 mins.	**29**	23	**52**	**102**	28	**130**	15	81	96
+30 mins.	25	19	44	70	25	95	15	81	96
+45 mins.	24	21	45	94	**32**	126	**26**	79	**105**
Total Volume	106	86	192	359	112	471	69	324	393
% App. Total	55.2	44.8		76.2	23.8		17.6	82.4	
PHF	.914	.935	.923	.880	.875	.906	.663	.976	.936
Cars	105	84	189	356	112	468	69	323	392
% Cars	99.1	97.7	98.4	99.2	100	99.4	100	99.7	99.7
Trucks	1	2	3	3	0	3	0	1	1
% Trucks	0.9	2.3	1.6	0.8	0	0.6	0	0.3	0.3

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
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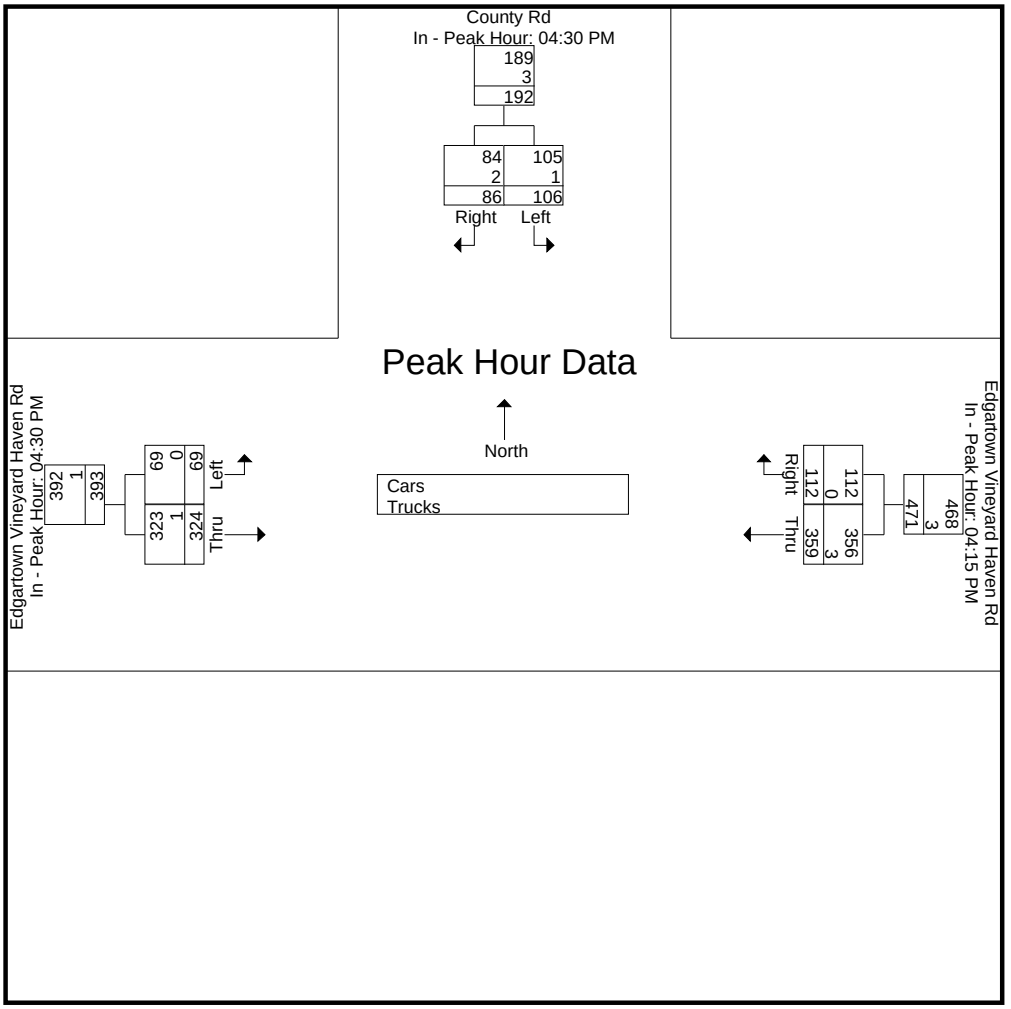


Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 4

Groups Printed- Cars

	County Rd From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	31	18	76	22	21	72	240
04:15 PM	13	13	92	27	15	75	235
04:30 PM	28	23	101	28	13	83	276
04:45 PM	29	23	69	25	15	80	241
Total	101	77	338	102	64	310	992
05:00 PM	25	18	94	32	15	81	265
05:15 PM	23	20	92	26	26	79	266
05:30 PM	25	19	80	26	16	63	229
05:45 PM	24	20	61	24	15	65	209
Total	97	77	327	108	72	288	969
Grand Total	198	154	665	210	136	598	1961
Apprch %	56.2	43.8	76	24	18.5	81.5	
Total %	10.1	7.9	33.9	10.7	6.9	30.5	

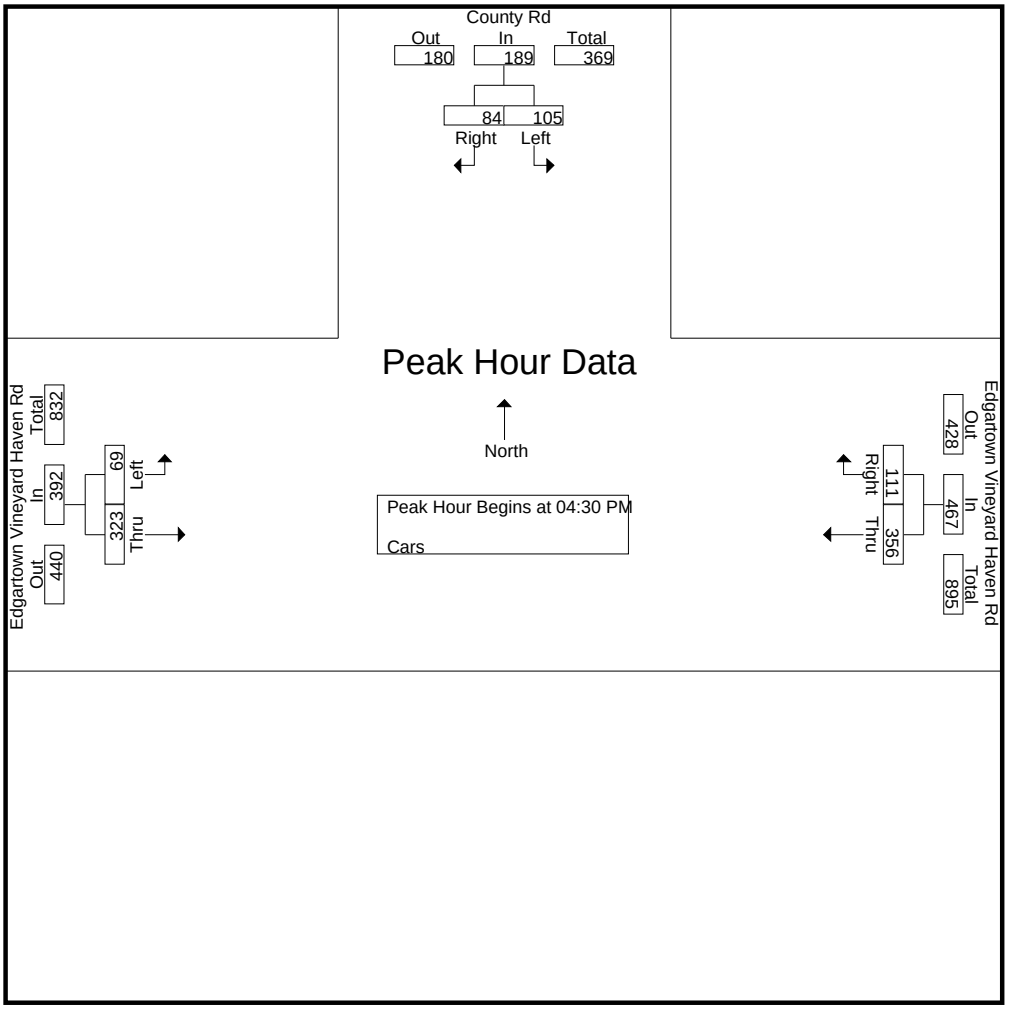
	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	28	**23**	51	**101**	28	**129**	13	**83**	96	**276**
04:45 PM	**29**	23	**52**	69	25	94	15	80	95	241
05:00 PM	25	18	43	94	**32**	126	15	81	96	265
05:15 PM	23	20	43	92	26	118	**26**	79	**105**	266
Total Volume	105	84	189	356	111	467	69	323	392	1048
% App. Total	55.6	44.4		76.2	23.8		17.6	82.4		
PHF	.905	.913	.909	.881	.867	.905	.663	.973	.933	.949

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:15 PM			04:30 PM		
+0 mins.	28	**23**	51	92	27	119	13	**83**	96
+15 mins.	**29**	23	**52**	**101**	28	**129**	15	80	95
+30 mins.	25	18	43	69	25	94	15	81	96
+45 mins.	23	20	43	94	**32**	126	**26**	79	**105**
Total Volume	105	84	189	356	112	468	69	323	392
% App. Total	55.6	44.4		76.1	23.9		17.6	82.4	
PHF	.905	.913	.909	.881	.875	.907	.663	.973	.933

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
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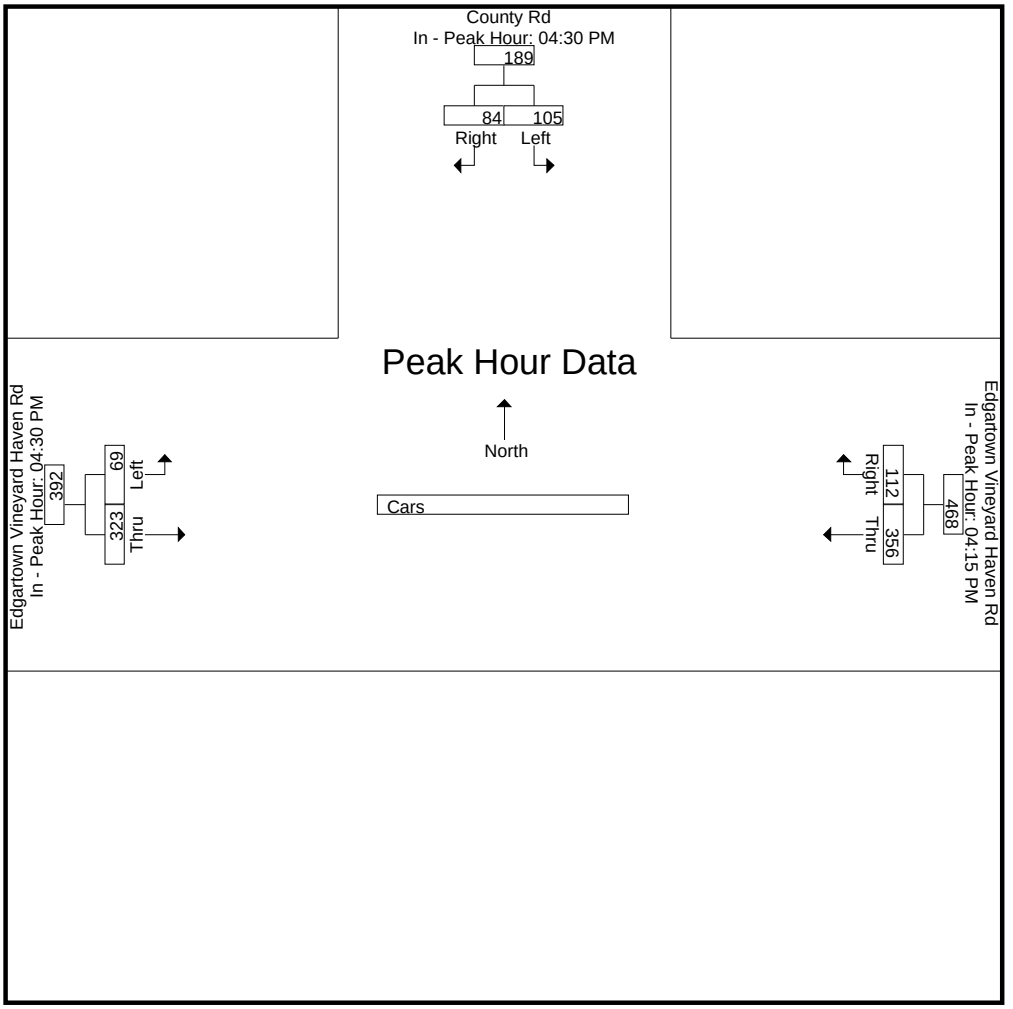


Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 7

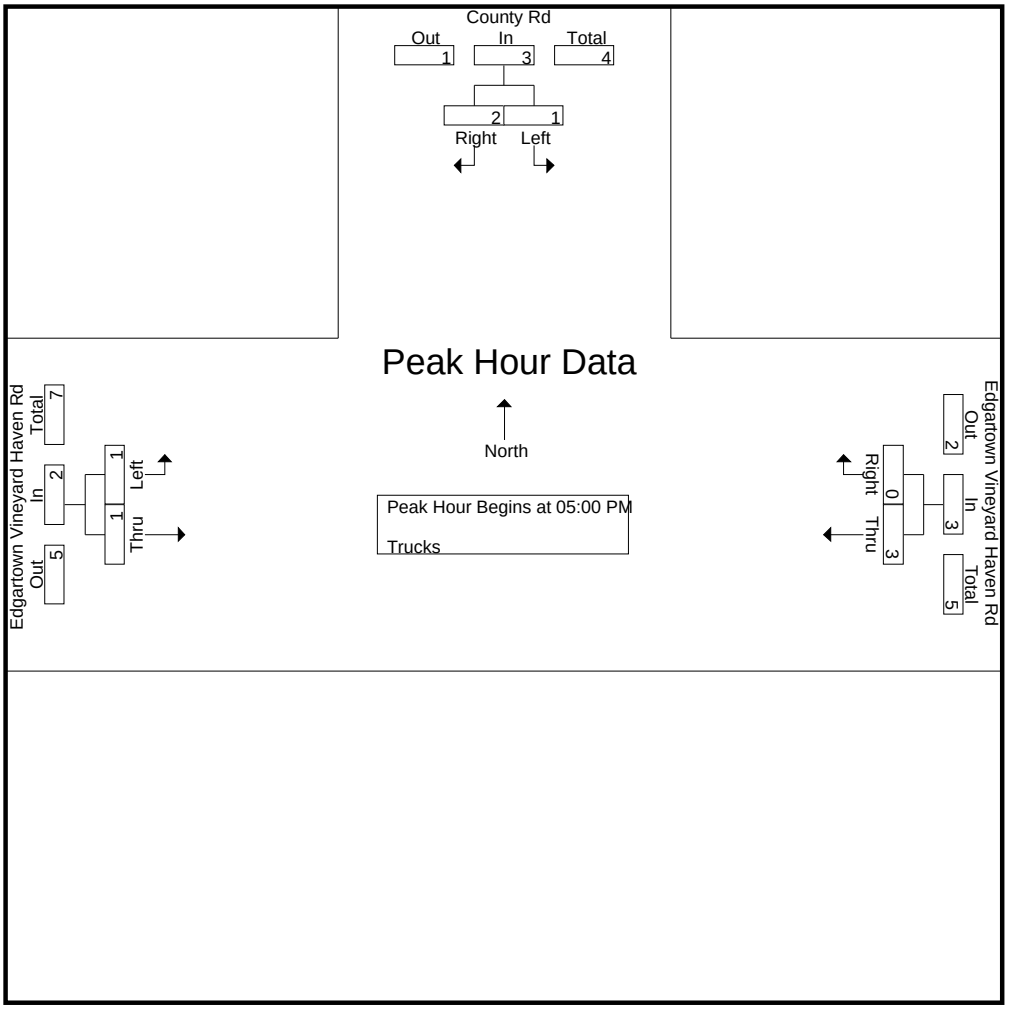
Groups Printed- Trucks

	County Rd From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	1	0	0	0	0	1
04:15 PM	0	0	1	0	1	1	3
04:30 PM	0	0	1	0	0	0	1
04:45 PM	0	0	1	0	0	1	2
Total	0	1	3	0	1	2	7
05:00 PM	0	1	0	0	0	0	1
05:15 PM	1	1	1	0	0	0	3
05:30 PM	0	0	1	0	0	0	1
05:45 PM	0	0	1	0	1	1	3
Total	1	2	3	0	1	1	8
Grand Total	1	3	6	0	2	3	15
Apprch %	25	75	100	0	40	60	
Total %	6.7	20	40	0	13.3	20	

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	**1**	1	0	0	0	0	0	0	1
05:15 PM	**1**	1	**2**	**1**	0	**1**	0	0	0	**3**
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	1	0	1	**1**	**1**	**2**	3
Total Volume	1	2	3	3	0	3	1	1	2	8
% App. Total	33.3	66.7		100	0		50	50		
PHF	.250	.500	.375	.750	.000	.750	.250	.250	.250	.667

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 8

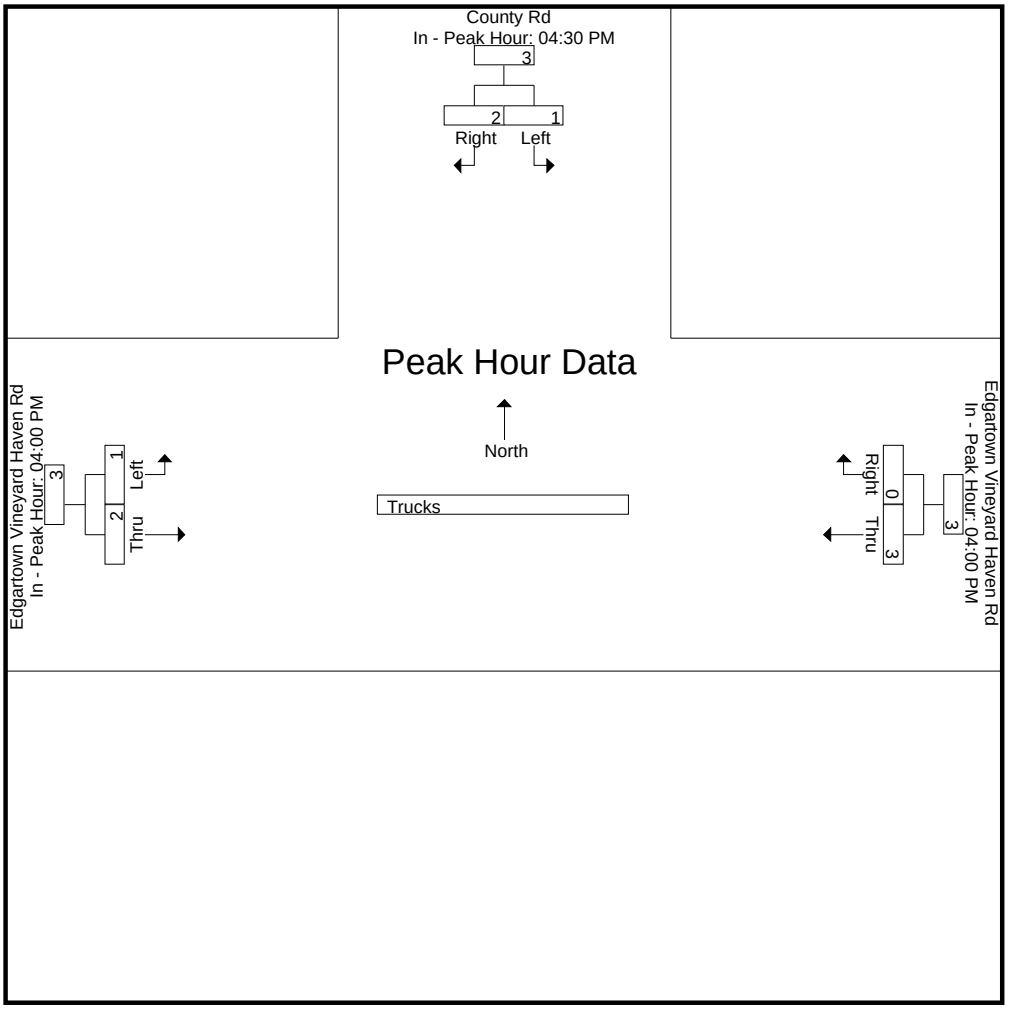


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	**1**	0	**1**	**1**	**1**	**2**
+30 mins.	0	**1**	1	1	0	1	0	0	0
+45 mins.	**1**	1	**2**	1	0	1	0	1	1
Total Volume	1	2	3	3	0	3	1	2	3
% App. Total	33.3	66.7		100	0		33.3	66.7	
PHF	.250	.500	.375	.750	.000	.750	.250	.500	.375

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 9



Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 10

Groups Printed- Bikes Peds

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	3	3	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	3	3	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	3	3	1	4
Apprch %	0	0		0	0		0	100				
Total %	0	0		0	0		0	100		75	25	

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
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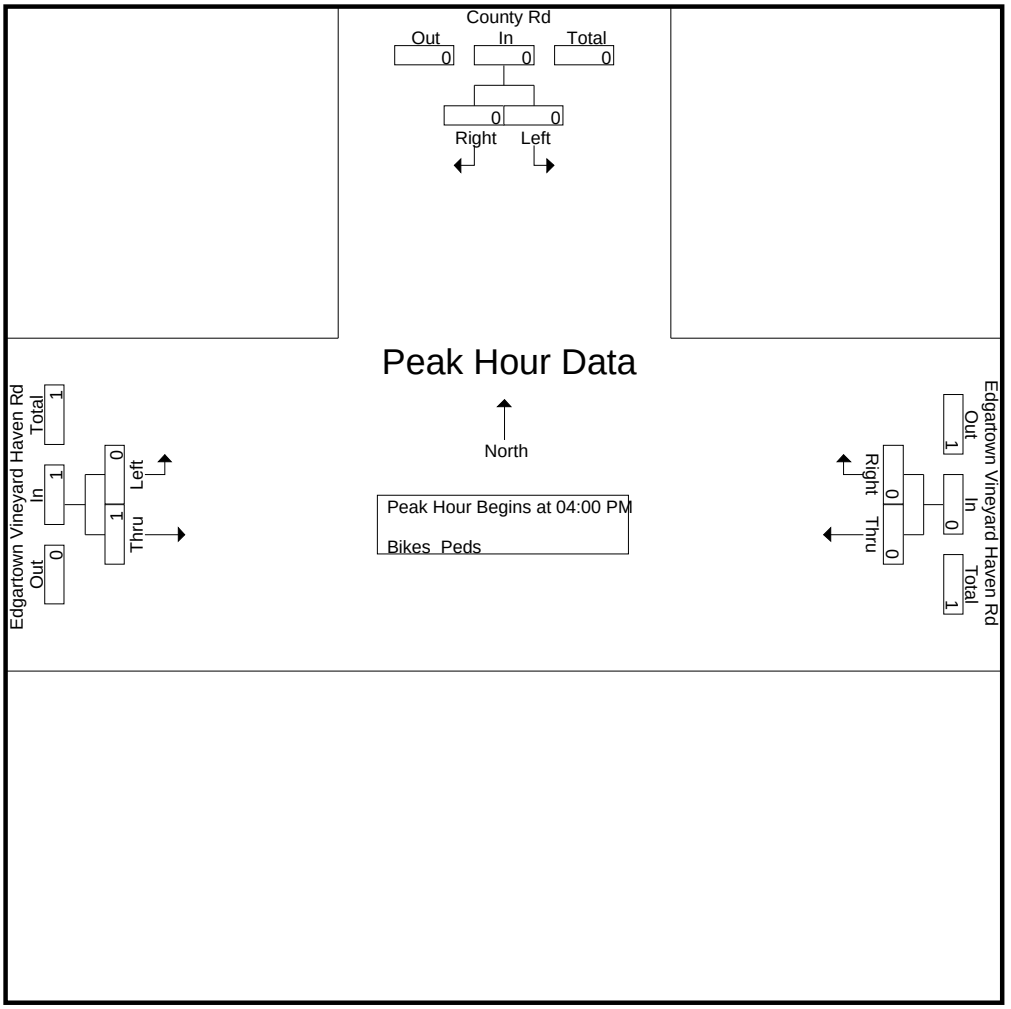


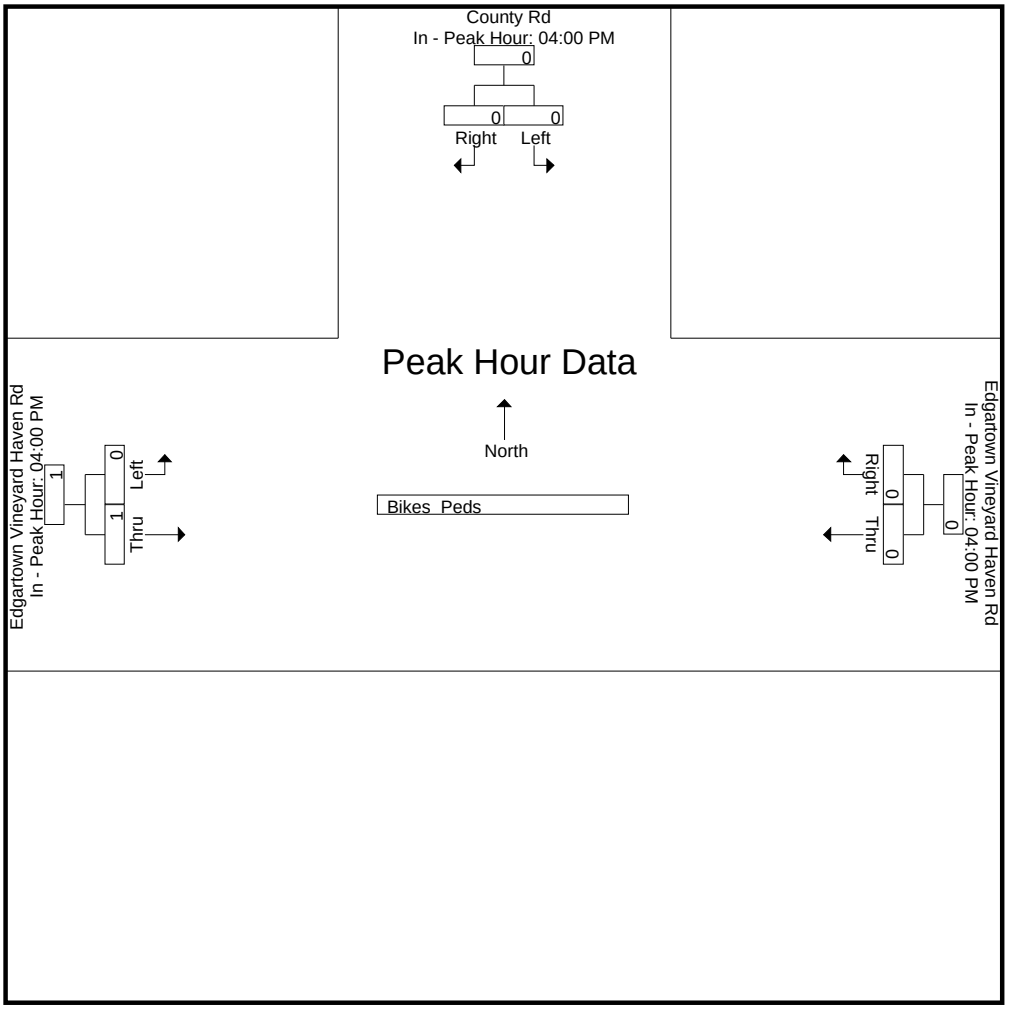
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

Accurate Counts
978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780004
Site Code : 94780004
Start Date : 12/1/2022
Page No : 12



Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 1

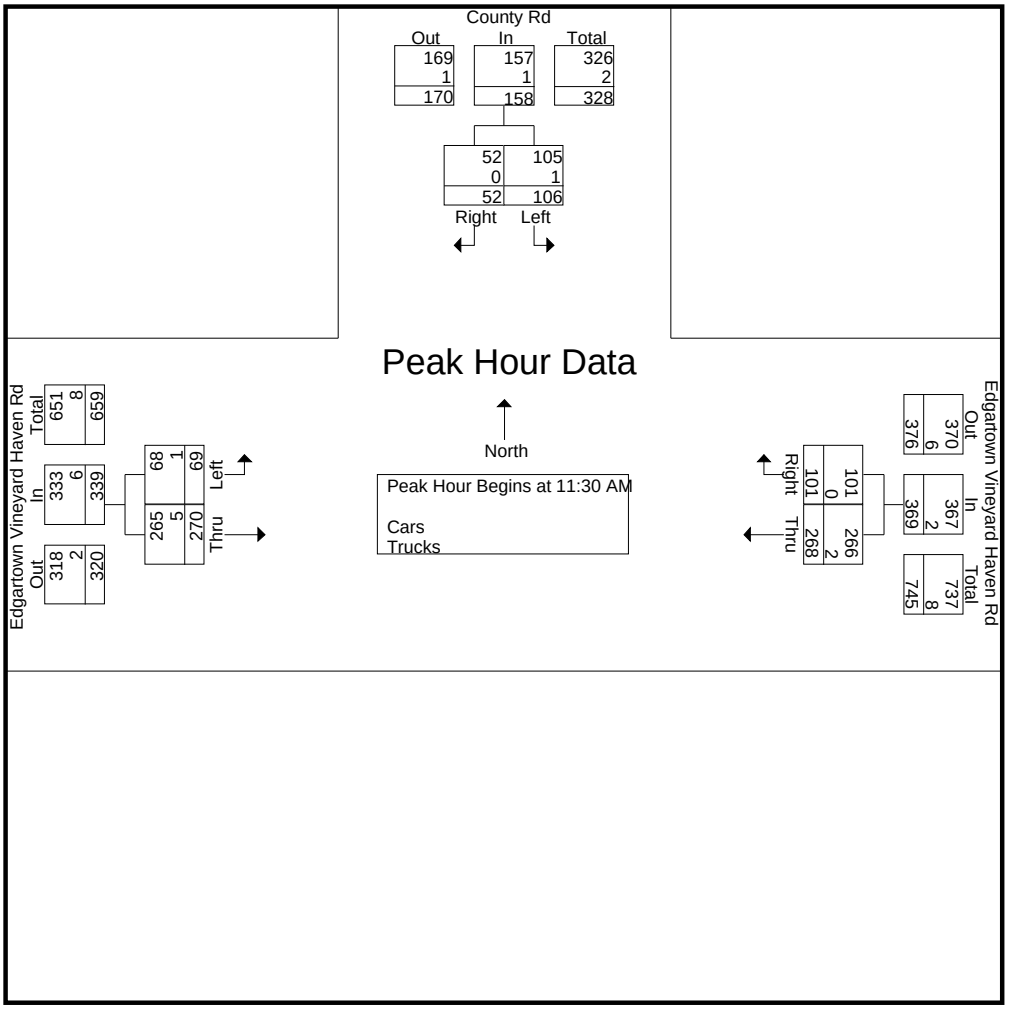
Groups Printed- Cars - Trucks

	County Rd From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
11:00 AM	31	10	52	12	4	65	174
11:15 AM	11	12	72	20	11	46	172
11:30 AM	23	11	75	22	19	67	217
11:45 AM	29	14	52	27	24	77	223
Total	94	47	251	81	58	255	786
12:00 PM	24	16	67	23	12	74	216
12:15 PM	30	11	74	29	14	52	210
12:30 PM	17	16	73	22	16	72	216
12:45 PM	18	12	61	21	10	66	188
Total	89	55	275	95	52	264	830
01:00 PM	21	14	68	20	12	76	211
01:15 PM	24	20	78	18	13	78	231
01:30 PM	19	17	64	21	13	70	204
01:45 PM	17	14	63	17	11	54	176
Total	81	65	273	76	49	278	822
Grand Total	264	167	799	252	159	797	2438
Apprch %	61.3	38.7	76	24	16.6	83.4	
Total %	10.8	6.8	32.8	10.3	6.5	32.7	
Cars	263	165	787	252	156	784	2407
% Cars	99.6	98.8	98.5	100	98.1	98.4	98.7
Trucks	1	2	12	0	3	13	31
% Trucks	0.4	1.2	1.5	0	1.9	1.6	1.3

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:30 AM										
11:30 AM	23	11	34	**75**	22	97	19	67	86	217
11:45 AM	29	14	**43**	52	27	79	**24**	**77**	**101**	**223**
12:00 PM	24	**16**	40	67	23	90	12	74	86	216
12:15 PM	**30**	11	41	74	**29**	**103**	14	52	66	210
Total Volume	106	52	158	268	101	369	69	270	339	866
% App. Total	67.1	32.9		72.6	27.4		20.4	79.6		
PHF	.883	.813	.919	.893	.871	.896	.719	.877	.839	.971
Cars	105	52	157	266	101	367	68	265	333	857
% Cars	99.1	100	99.4	99.3	100	99.5	98.6	98.1	98.2	99.0
Trucks	1	0	1	2	0	2	1	5	6	9
% Trucks	0.9	0	0.6	0.7	0	0.5	1.4	1.9	1.8	1.0

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 2



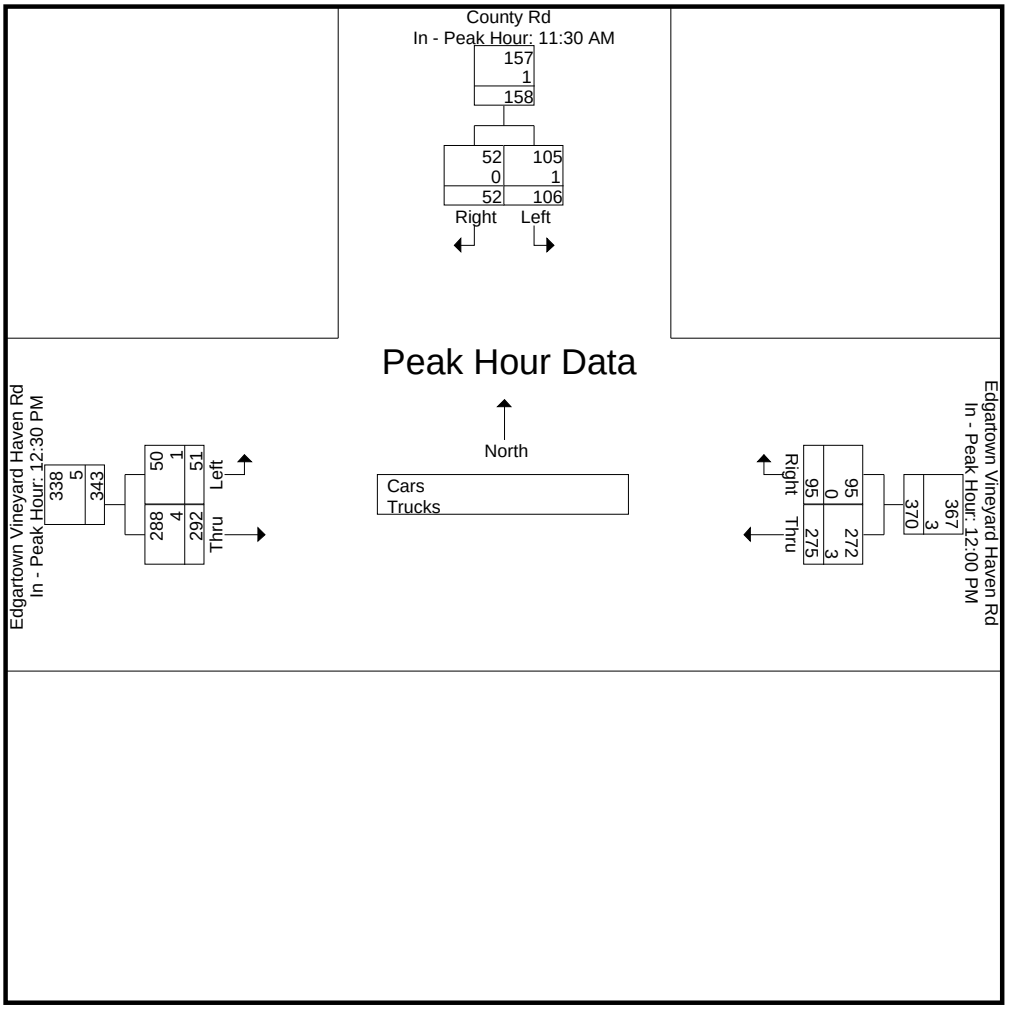
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM			12:00 PM			12:30 PM		
+0 mins.	23	11	34	67	23	90	**16**	72	88
+15 mins.	29	14	**43**	**74**	**29**	**103**	10	66	76
+30 mins.	24	**16**	40	73	22	95	12	76	88
+45 mins.	**30**	11	41	61	21	82	13	**78**	**91**
Total Volume	106	52	158	275	95	370	51	292	343
% App. Total	67.1	32.9		74.3	25.7		14.9	85.1	
PHF	.883	.813	.919	.929	.819	.898	.797	.936	.942
Cars	105	52	157	272	95	367	50	288	338
% Cars	99.1	100	99.4	98.9	100	99.2	98	98.6	98.5
Trucks	1	0	1	3	0	3	1	4	5
% Trucks	0.9	0	0.6	1.1	0	0.8	2	1.4	1.5

Accurate Counts
978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 4

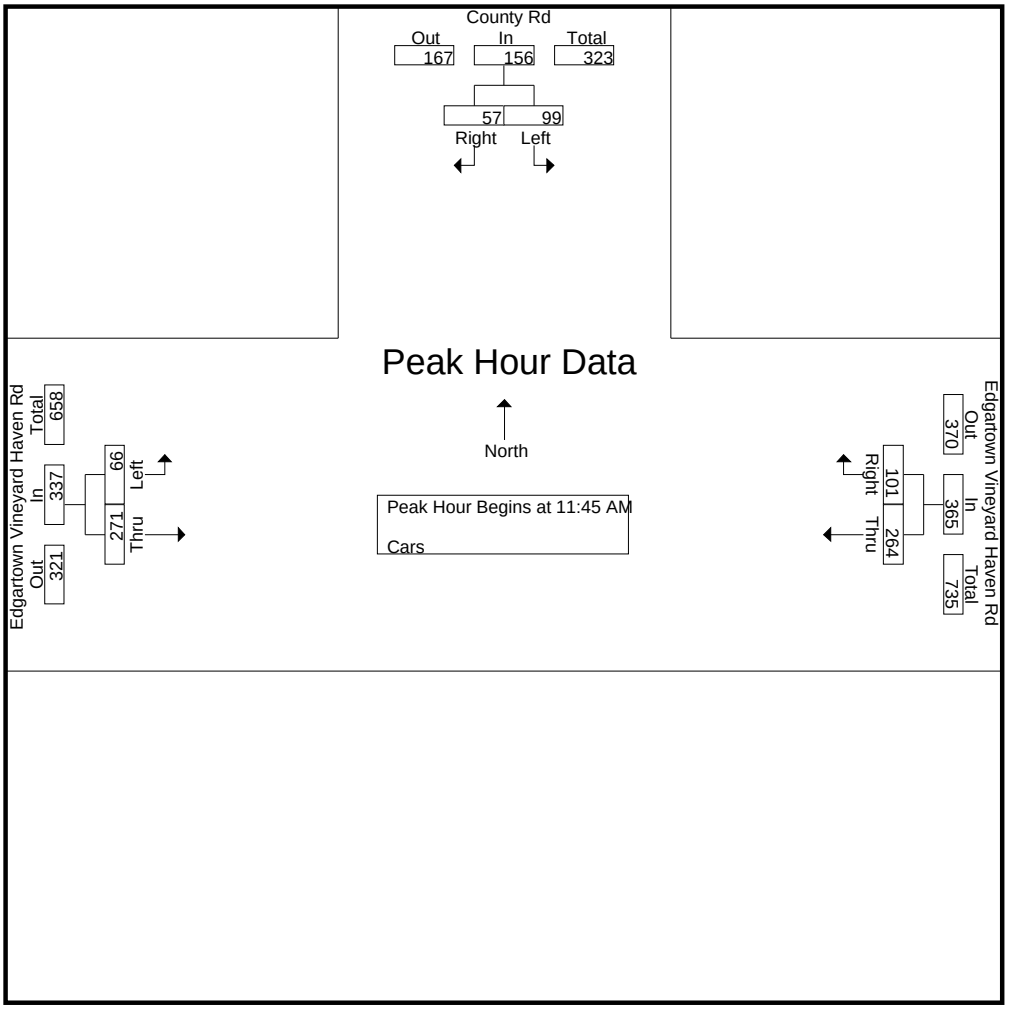
Groups Printed- Cars

	County Rd From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
11:00 AM	31	9	49	12	4	64	169
11:15 AM	11	12	71	20	11	45	170
11:30 AM	23	11	75	22	18	66	215
11:45 AM	29	14	51	27	24	75	220
Total	94	46	246	81	57	250	774
12:00 PM	24	16	67	23	12	74	216
12:15 PM	29	11	73	29	14	50	206
12:30 PM	17	16	73	22	16	72	216
12:45 PM	18	12	59	21	10	64	184
Total	88	55	272	95	52	260	822
01:00 PM	21	13	68	20	12	76	210
01:15 PM	24	20	77	18	12	76	227
01:30 PM	19	17	63	21	12	69	201
01:45 PM	17	14	61	17	11	53	173
Total	81	64	269	76	47	274	811
Grand Total	263	165	787	252	156	784	2407
Apprch %	61.4	38.6	75.7	24.3	16.6	83.4	
Total %	10.9	6.9	32.7	10.5	6.5	32.6	

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	**29**	14	**43**	51	27	78	**24**	**75**	**99**	**220**
12:00 PM	24	**16**	40	67	23	90	12	74	86	216
12:15 PM	29	11	40	**73**	**29**	**102**	14	50	64	206
12:30 PM	17	16	33	73	22	95	16	72	88	216
Total Volume	99	57	156	264	101	365	66	271	337	858
% App. Total	63.5	36.5		72.3	27.7		19.6	80.4		
PHF	.853	.891	.907	.904	.871	.895	.688	.903	.851	.975

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 5



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

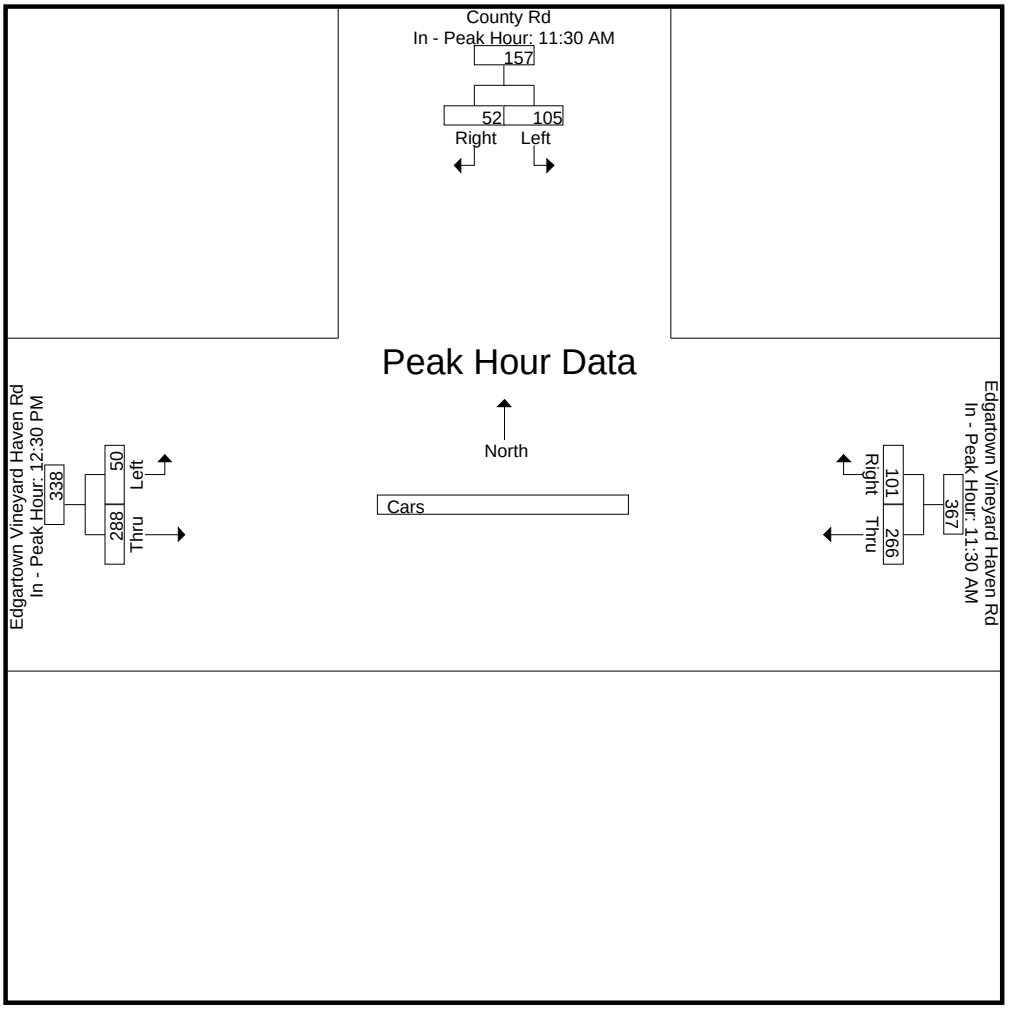
	11:30 AM			11:30 AM			12:30 PM		
+0 mins.	23	11	34	**75**	22	97	**16**	72	**88**
+15 mins.	**29**	14	**43**	51	27	78	10	64	74
+30 mins.	24	**16**	40	67	23	90	12	**76**	88
+45 mins.	29	11	40	73	**29**	**102**	12	76	88
Total Volume	105	52	157	266	101	367	50	288	338
% App. Total	66.9	33.1		72.5	27.5		14.8	85.2	
PHF	.905	.813	.913	.887	.871	.900	.781	.947	.960

Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 6



Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 7

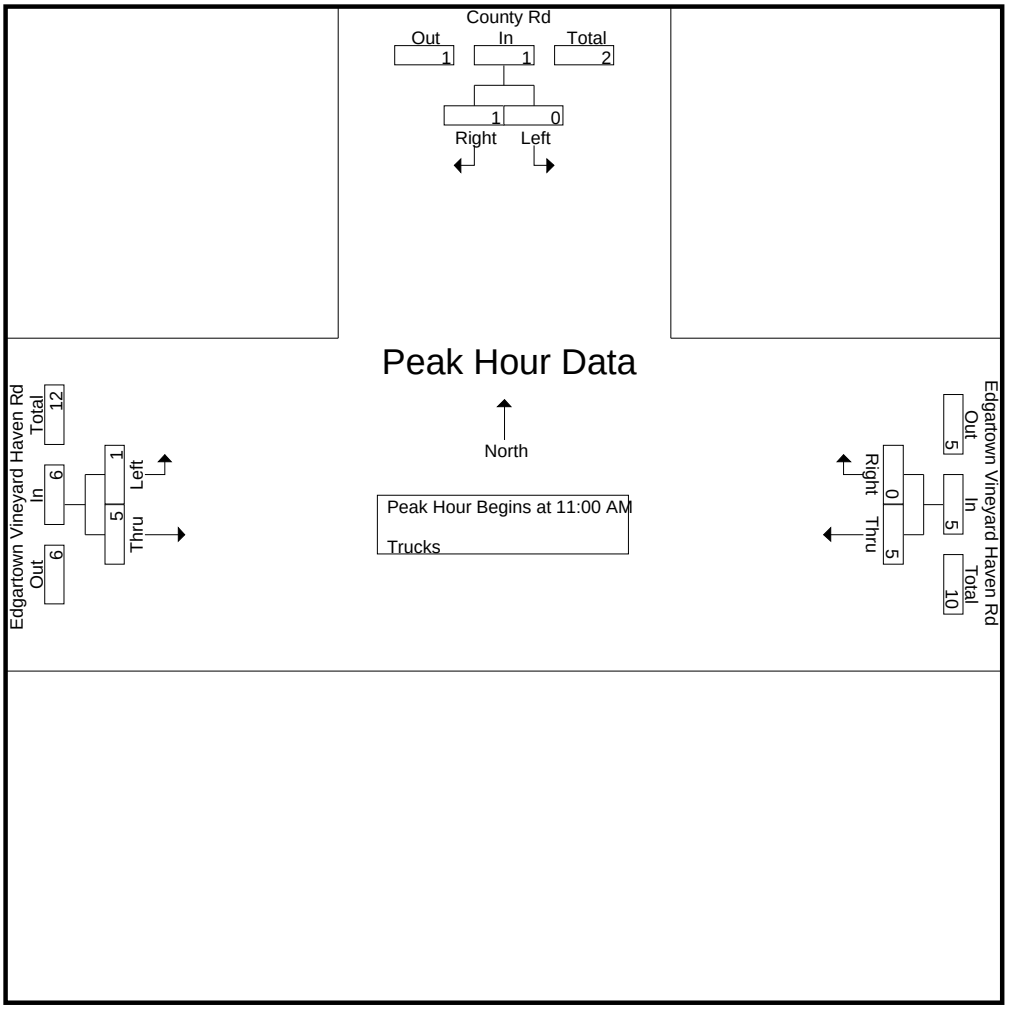
Groups Printed- Trucks

	County Rd From North		Edgartown Vineyard Haven Rd From East		Edgartown Vineyard Haven Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
11:00 AM	0	1	3	0	0	1	5
11:15 AM	0	0	1	0	0	1	2
11:30 AM	0	0	0	0	1	1	2
11:45 AM	0	0	1	0	0	2	3
Total	0	1	5	0	1	5	12
12:00 PM	0	0	0	0	0	0	0
12:15 PM	1	0	1	0	0	2	4
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	2	0	0	2	4
Total	1	0	3	0	0	4	8
01:00 PM	0	1	0	0	0	0	1
01:15 PM	0	0	1	0	1	2	4
01:30 PM	0	0	1	0	1	1	3
01:45 PM	0	0	2	0	0	1	3
Total	0	1	4	0	2	4	11
Grand Total	1	2	12	0	3	13	31
Apprch %	33.3	66.7	100	0	18.8	81.2	
Total %	3.2	6.5	38.7	0	9.7	41.9	

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	0	**1**	**1**	**3**	0	**3**	0	1	1	**5**
11:15 AM	0	0	0	1	0	1	0	1	1	2
11:30 AM	0	0	0	0	0	0	**1**	1	**2**	2
11:45 AM	0	0	0	1	0	1	0	**2**	2	3
Total Volume	0	1	1	5	0	5	1	5	6	12
% App. Total	0	100		100	0		16.7	83.3		
PHF	.000	.250	.250	.417	.000	.417	.250	.625	.750	.600

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 8

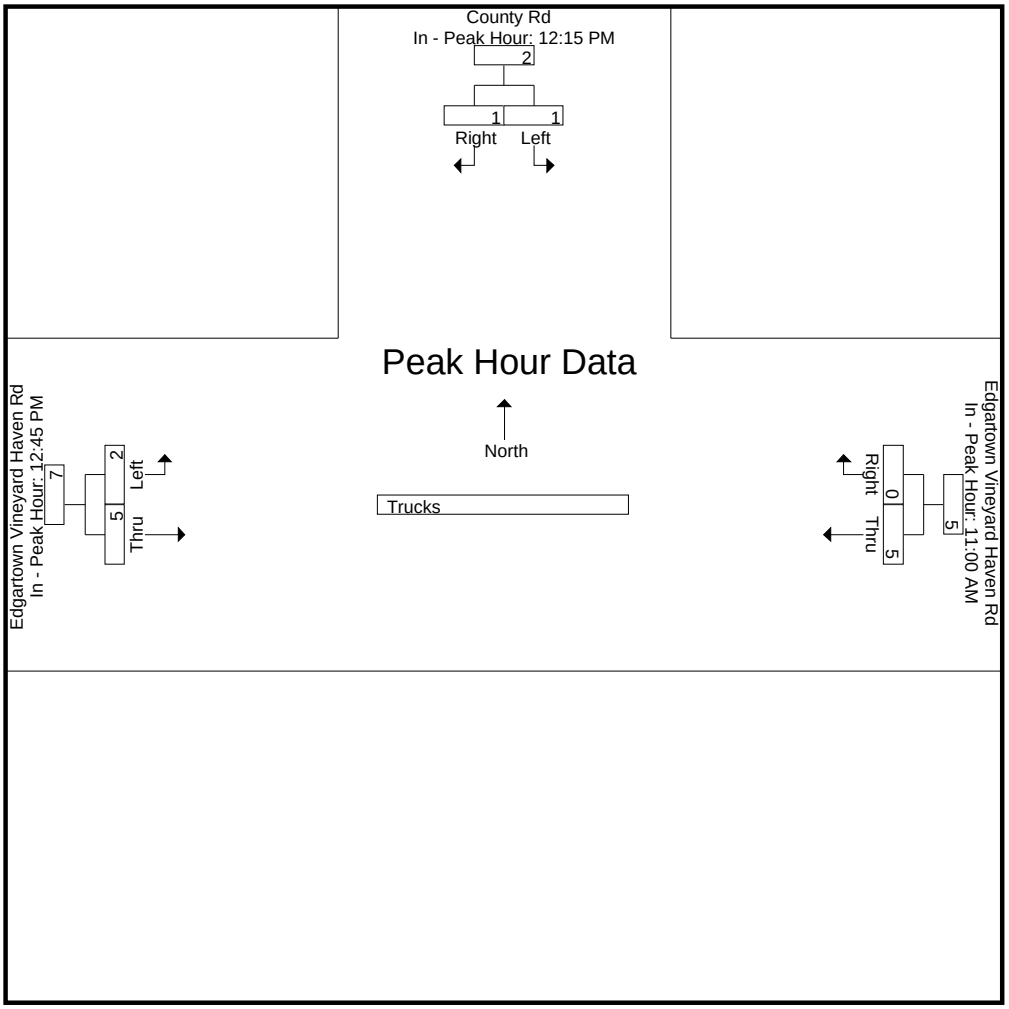


Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM			11:00 AM			12:45 PM		
+0 mins.	**1**	0	**1**	**3**	0	**3**	0	**2**	2
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	2	**3**
+45 mins.	0	**1**	1	1	0	1	1	1	2
Total Volume	1	1	2	5	0	5	2	5	7
% App. Total	50	50		100	0		28.6	71.4	
PHF	.250	.250	.500	.417	.000	.417	.500	.625	.583

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 9



Accurate Counts

978-664-2565

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 10

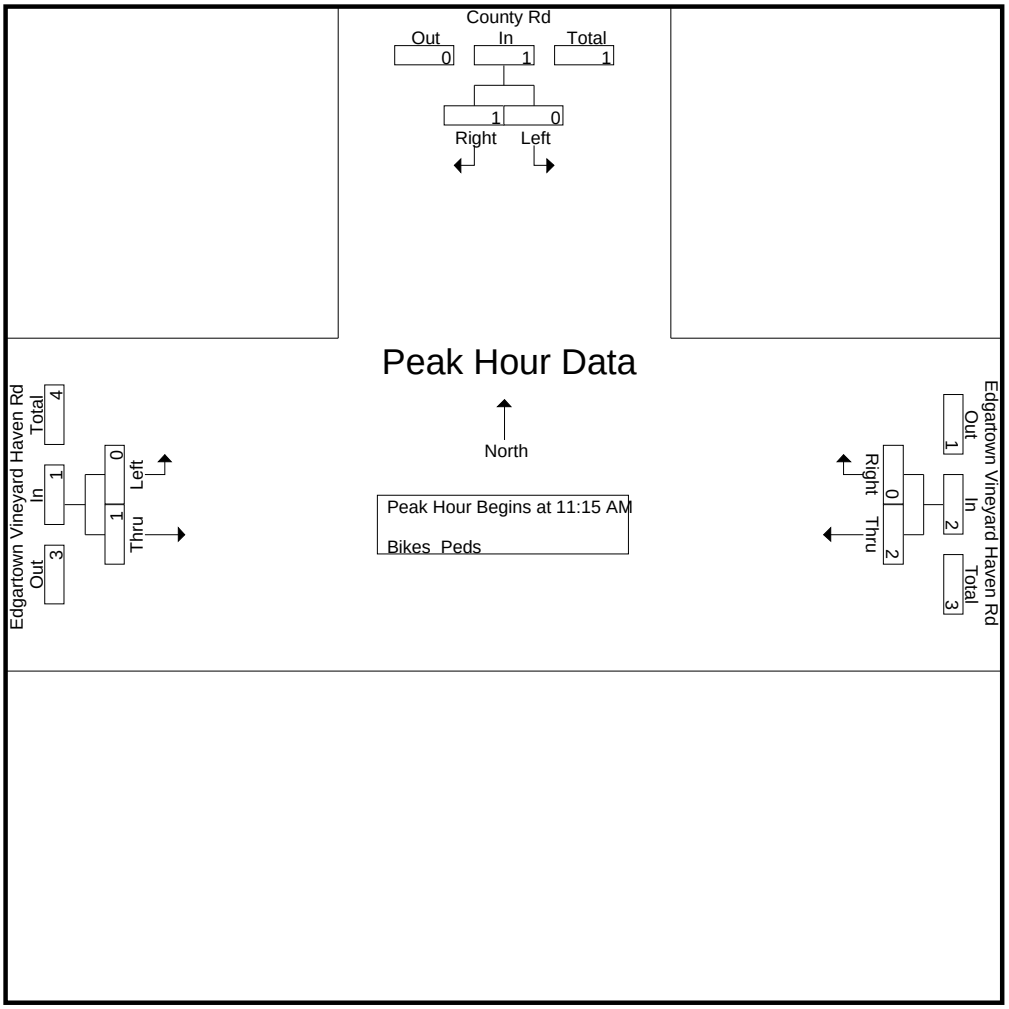
Groups Printed- Bikes Peds

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	1	0	0	0	0	0	0	2	2
11:30 AM	0	0	0	0	0	0	0	1	0	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	1	0	0	3	3
12:00 PM	0	0	0	1	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	1	0	0	2	0	0	3	3
Total	0	0	0	1	1	0	0	2	0	0	4	4
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	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
Grand Total	0	1	0	2	1	0	0	3	0	0	7	7
Apprch %	0	100		66.7	33.3		0	100				
Total %	0	14.3		28.6	14.3		0	42.9		0	100	

	County Rd From North			Edgartown Vineyard Haven Rd From East			Edgartown Vineyard Haven Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:15 AM										
11:15 AM	0	**1**	**1**	**1**	0	**1**	0	0	0	**2**
11:30 AM	0	0	0	0	0	0	0	**1**	**1**	1
11:45 AM	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	1	1	2	0	2	0	1	1	4
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.500	.000	.500	.000	.250	.250	.500

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 11

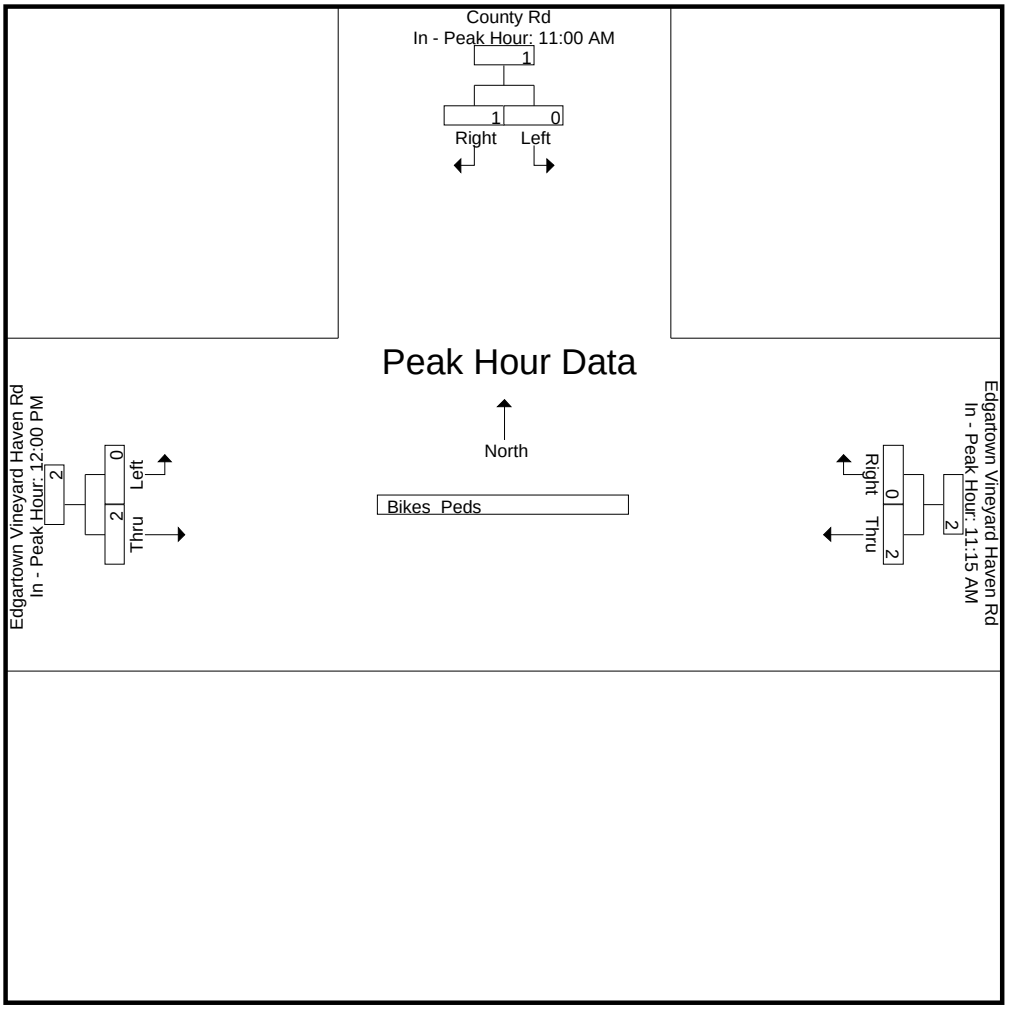


Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM			11:15 AM			12:00 PM		
+0 mins.	0	0	0	**1**	0	**1**	0	0	0
+15 mins.	0	**1**	**1**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	0	**2**	**2**
Total Volume	0	1	1	2	0	2	0	2	2
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.500	.000	.500	.000	.250	.250

N/S Street : County Road
E/W Street : Edgartown Vineyard Haven Rd
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S4
Site Code : 94780004
Start Date : 12/3/2022
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 1

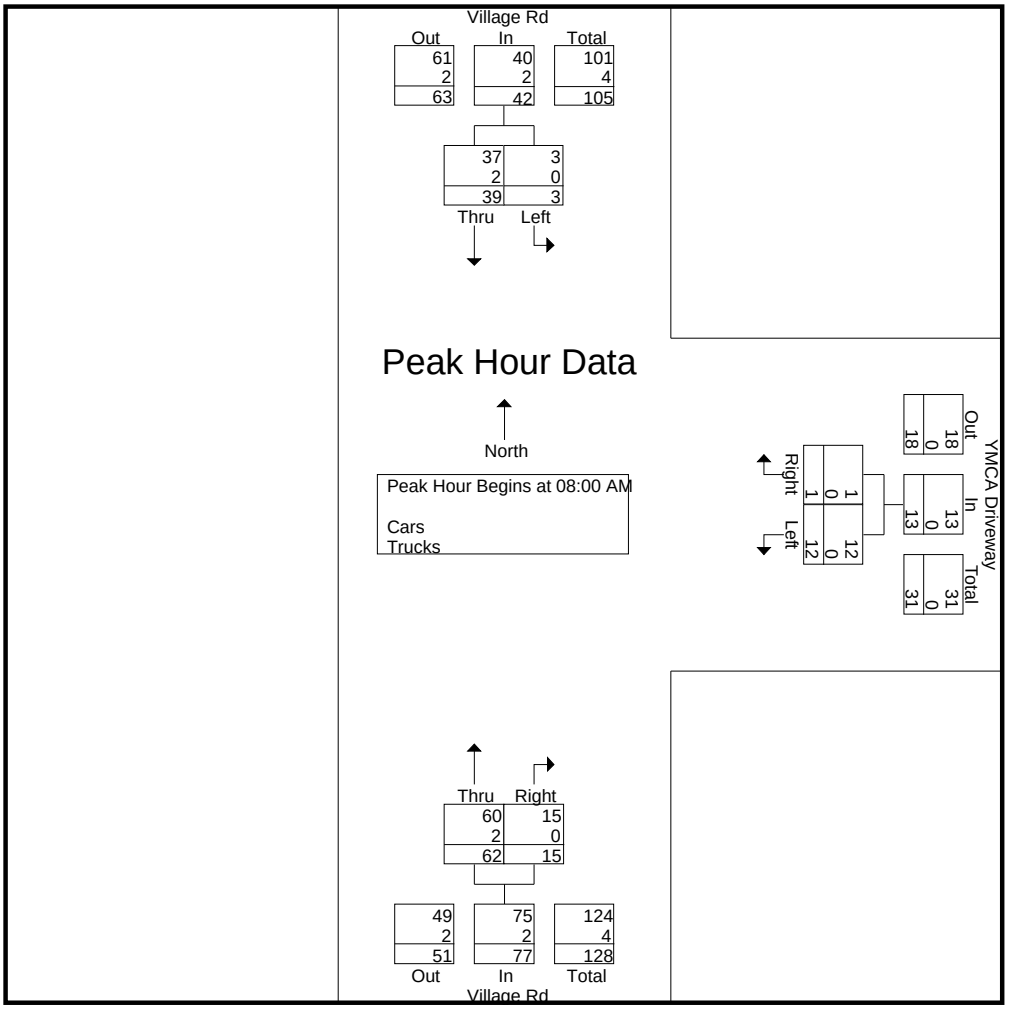
Groups Printed- Cars - Trucks

	Village Rd From North		YMCA Driveway From East		Village Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	4	0	1	1	1	7
07:15 AM	0	1	5	0	4	5	15
07:30 AM	0	4	0	2	5	3	14
07:45 AM	1	4	1	2	11	2	21
Total	1	13	6	5	21	11	57
08:00 AM	0	13	2	0	18	2	35
08:15 AM	2	10	4	0	15	3	34
08:30 AM	0	3	6	0	9	3	21
08:45 AM	1	13	0	1	20	7	42
Total	3	39	12	1	62	15	132
Grand Total	4	52	18	6	83	26	189
Apprch %	7.1	92.9	75	25	76.1	23.9	
Total %	2.1	27.5	9.5	3.2	43.9	13.8	
Cars	4	47	18	4	80	26	179
% Cars	100	90.4	100	66.7	96.4	100	94.7
Trucks	0	5	0	2	3	0	10
% Trucks	0	9.6	0	33.3	3.6	0	5.3

	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	**13**	13	2	0	2	18	2	20	35
08:15 AM	**2**	10	12	4	0	4	15	3	18	34
08:30 AM	0	3	3	**6**	0	**6**	9	3	12	21
08:45 AM	1	13	**14**	0	**1**	1	**20**	**7**	**27**	**42**
Total Volume	3	39	42	12	1	13	62	15	77	132
% App. Total	7.1	92.9		92.3	7.7		80.5	19.5		
PHF	.375	.750	.750	.500	.250	.542	.775	.536	.713	.786
Cars	3	37	40	12	1	13	60	15	75	128
% Cars	100	94.9	95.2	100	100	100	96.8	100	97.4	97.0
Trucks	0	2	2	0	0	0	2	0	2	4
% Trucks	0	5.1	4.8	0	0	0	3.2	0	2.6	3.0

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 2



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

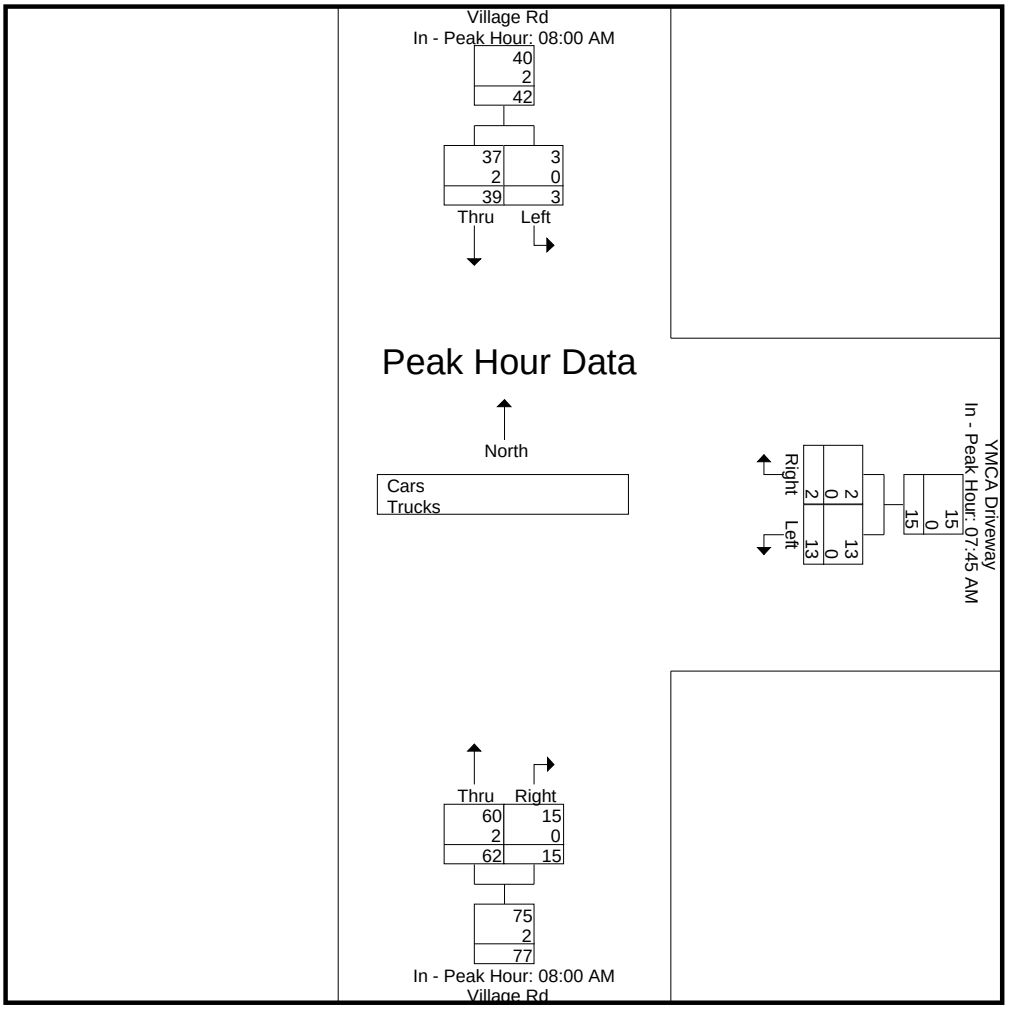
	08:00 AM			07:45 AM			08:00 AM		
+0 mins.	0	**13**	13	1	**2**	3	18	2	20
+15 mins.	**2**	10	12	2	0	2	15	3	18
+30 mins.	0	3	3	4	0	4	9	3	12
+45 mins.	1	13	**14**	**6**	0	**6**	**20**	**7**	**27**
Total Volume	3	39	42	13	2	15	62	15	77
% App. Total	7.1	92.9		86.7	13.3		80.5	19.5	
PHF	.375	.750	.750	.542	.250	.625	.775	.536	.713
Cars	3	37	40	13	2	15	60	15	75
% Cars	100	94.9	95.2	100	100	100	96.8	100	97.4
Trucks	0	2	2	0	0	0	2	0	2
% Trucks	0	5.1	4.8	0	0	0	3.2	0	2.6

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 4

Groups Printed- Cars

	Village Rd From North		YMCA Driveway From East		Village Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	3	0	0	1	1	5
07:15 AM	0	0	5	0	3	5	13
07:30 AM	0	3	0	1	5	3	12
07:45 AM	1	4	1	2	11	2	21
Total	1	10	6	3	20	11	51
08:00 AM	0	13	2	0	18	2	35
08:15 AM	2	9	4	0	14	3	32
08:30 AM	0	3	6	0	9	3	21
08:45 AM	1	12	0	1	19	7	40
Total	3	37	12	1	60	15	128
Grand Total	4	47	18	4	80	26	179
Apprch %	7.8	92.2	81.8	18.2	75.5	24.5	
Total %	2.2	26.3	10.1	2.2	44.7	14.5	

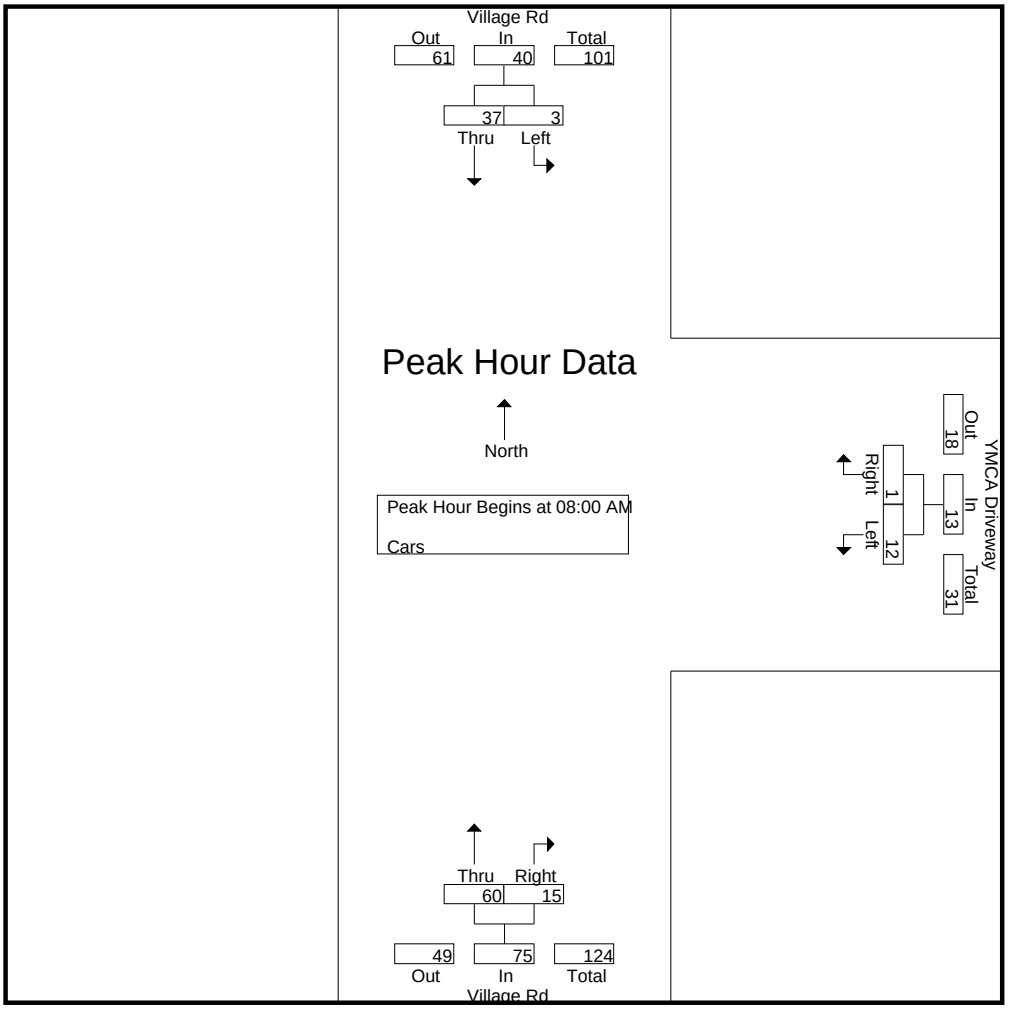
	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	**13**	**13**	2	0	2	18	2	20	35
08:15 AM	**2**	9	11	4	0	4	14	3	17	32
08:30 AM	0	3	3	**6**	0	**6**	9	3	12	21
08:45 AM	1	12	13	0	**1**	1	**19**	**7**	**26**	**40**
Total Volume	3	37	40	12	1	13	60	15	75	128
% App. Total	7.5	92.5		92.3	7.7		80	20		
PHF	.375	.712	.769	.500	.250	.542	.789	.536	.721	.800

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 5



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

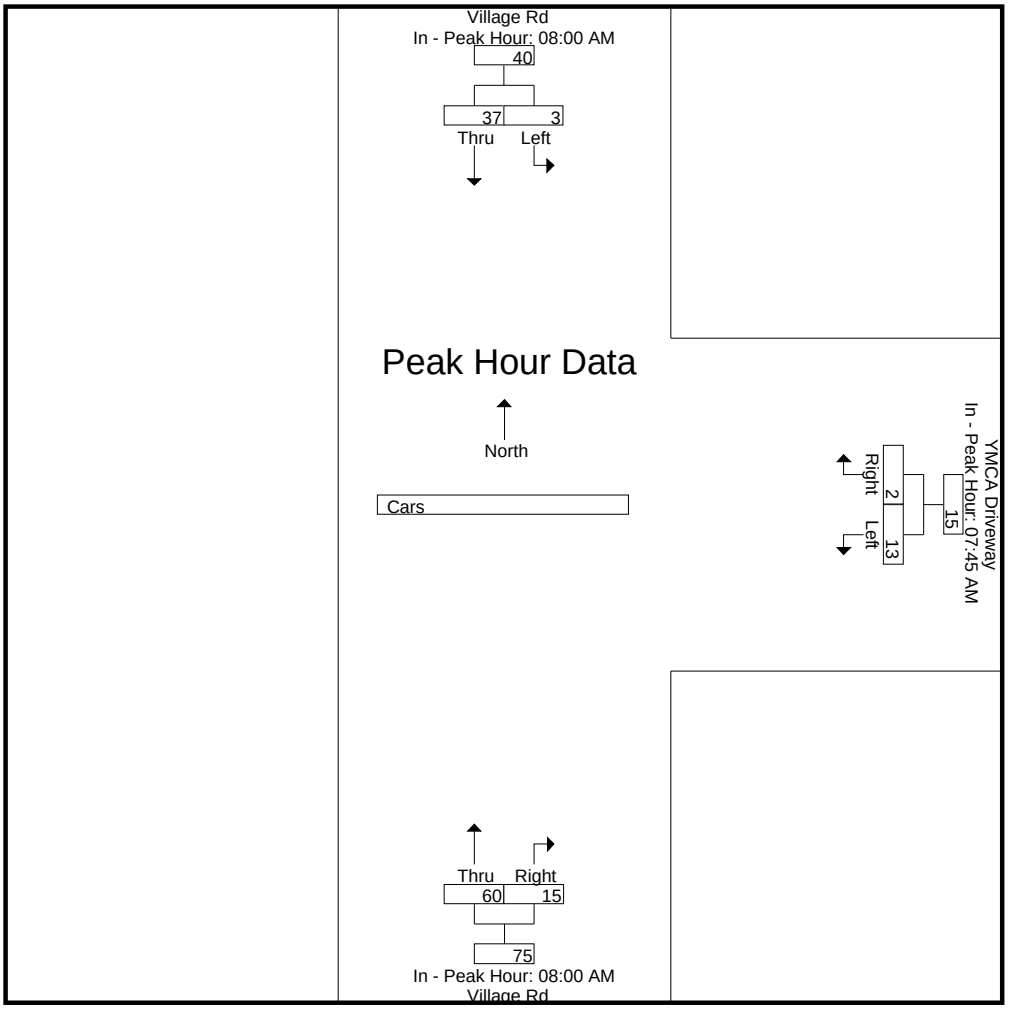
	08:00 AM			07:45 AM			08:00 AM		
+0 mins.	0	**13**	**13**	1	**2**	3	18	2	20
+15 mins.	**2**	9	11	2	0	2	14	3	17
+30 mins.	0	3	3	4	0	4	9	3	12
+45 mins.	1	12	13	**6**	0	**6**	**19**	**7**	**26**
Total Volume	3	37	40	13	2	15	60	15	75
% App. Total	7.5	92.5		86.7	13.3		80	20	
PHF	.375	.712	.769	.542	.250	.625	.789	.536	.721

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 7

Groups Printed- Trucks

	Village Rd From North		YMCA Driveway From East		Village Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	1	0	1	0	0	2
07:15 AM	0	1	0	0	1	0	2
07:30 AM	0	1	0	1	0	0	2
07:45 AM	0	0	0	0	0	0	0
Total	0	3	0	2	1	0	6
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	2
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	2
Total	0	2	0	0	2	0	4
Grand Total	0	5	0	2	3	0	10
Apprch %	0	100	0	100	100	0	
Total %	0	50	0	20	30	0	

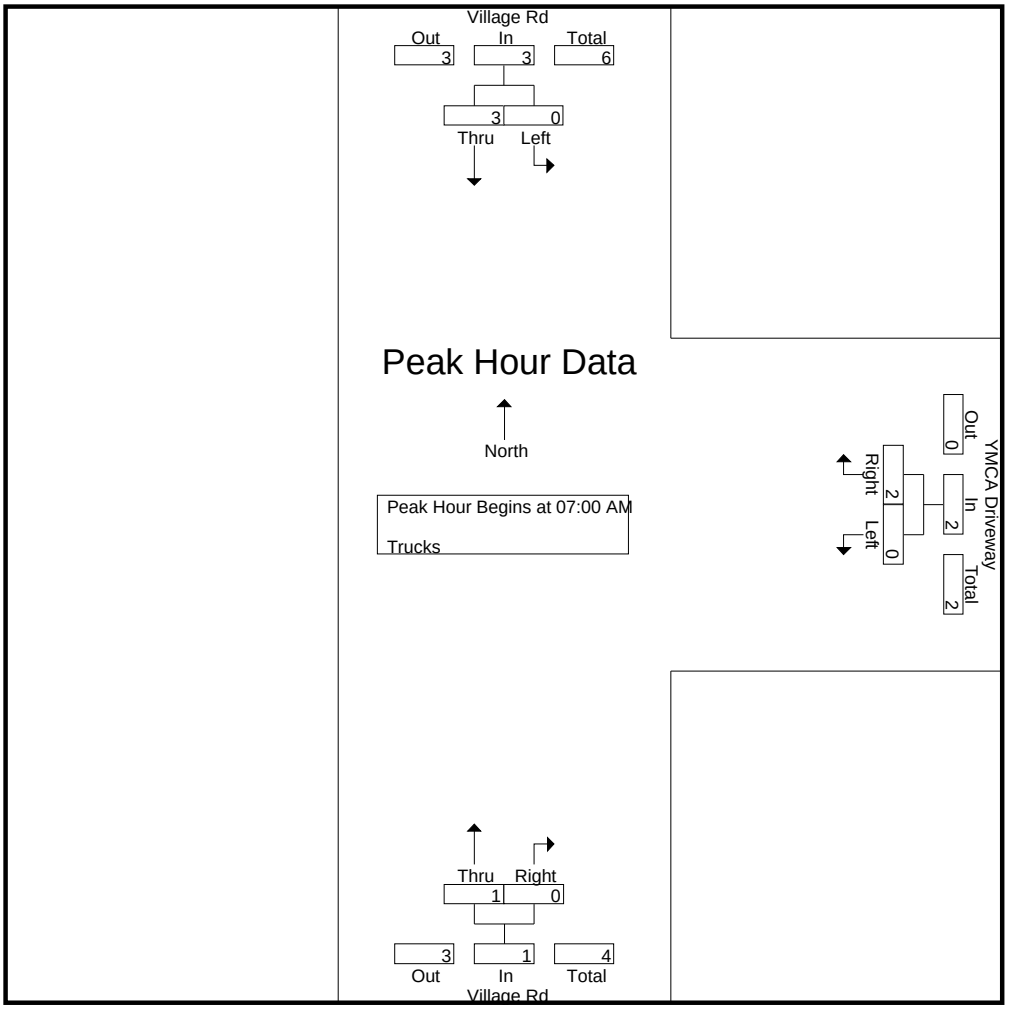
	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**1**	**1**	0	**1**	**1**	0	0	0	**2**
07:15 AM	0	1	1	0	0	0	**1**	0	**1**	2
07:30 AM	0	1	1	0	1	1	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	2	2	1	0	1	6
% App. Total	0	100		0	100		100	0		
PHF	.000	.750	.750	.000	.500	.500	.250	.000	.250	.750

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022

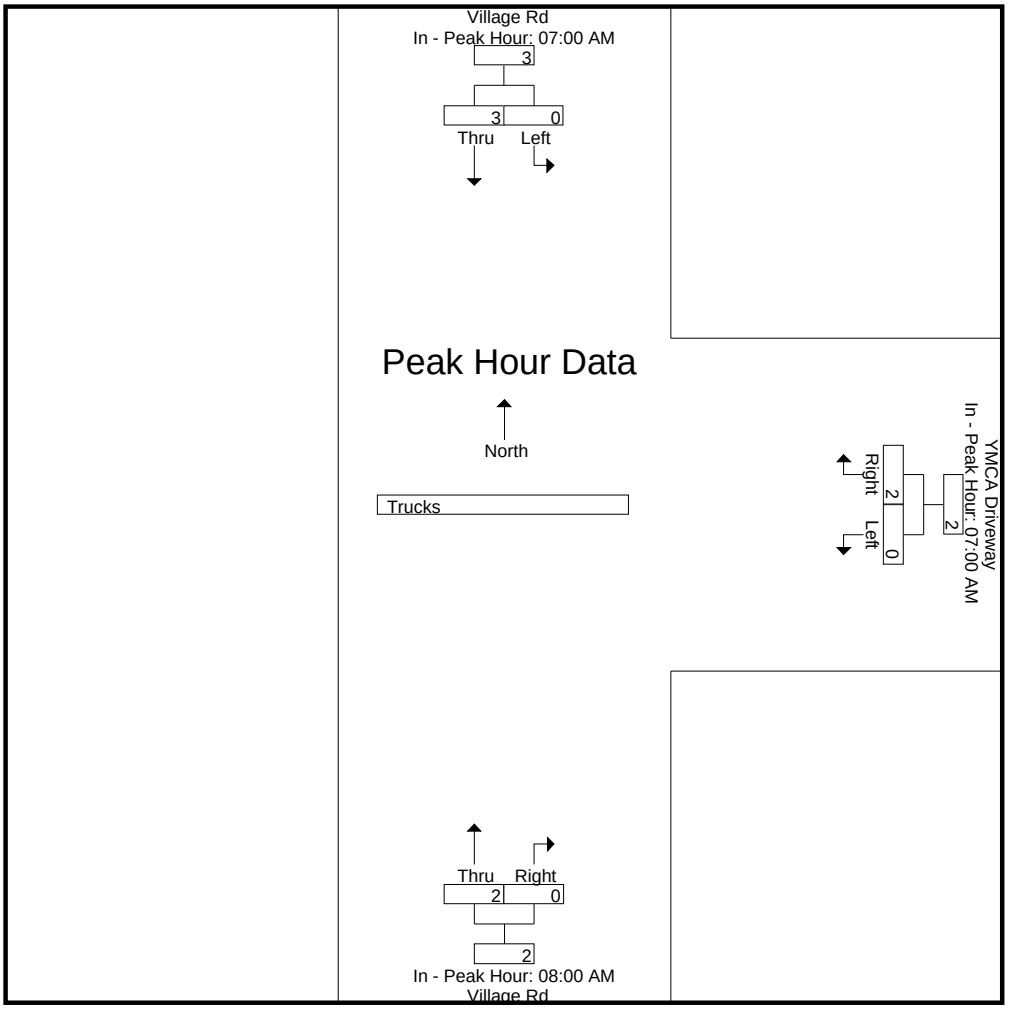


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			08:00 AM		
+0 mins.	0	**1**	**1**	0	**1**	**1**	0	0	0
+15 mins.	0	1	1	0	0	0	**1**	0	**1**
+30 mins.	0	1	1	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	3	3	0	2	2	2	0	2
% App. Total	0	100		0	100		100	0	
PHF	.000	.750	.750	.000	.500	.500	.500	.000	.500

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 10

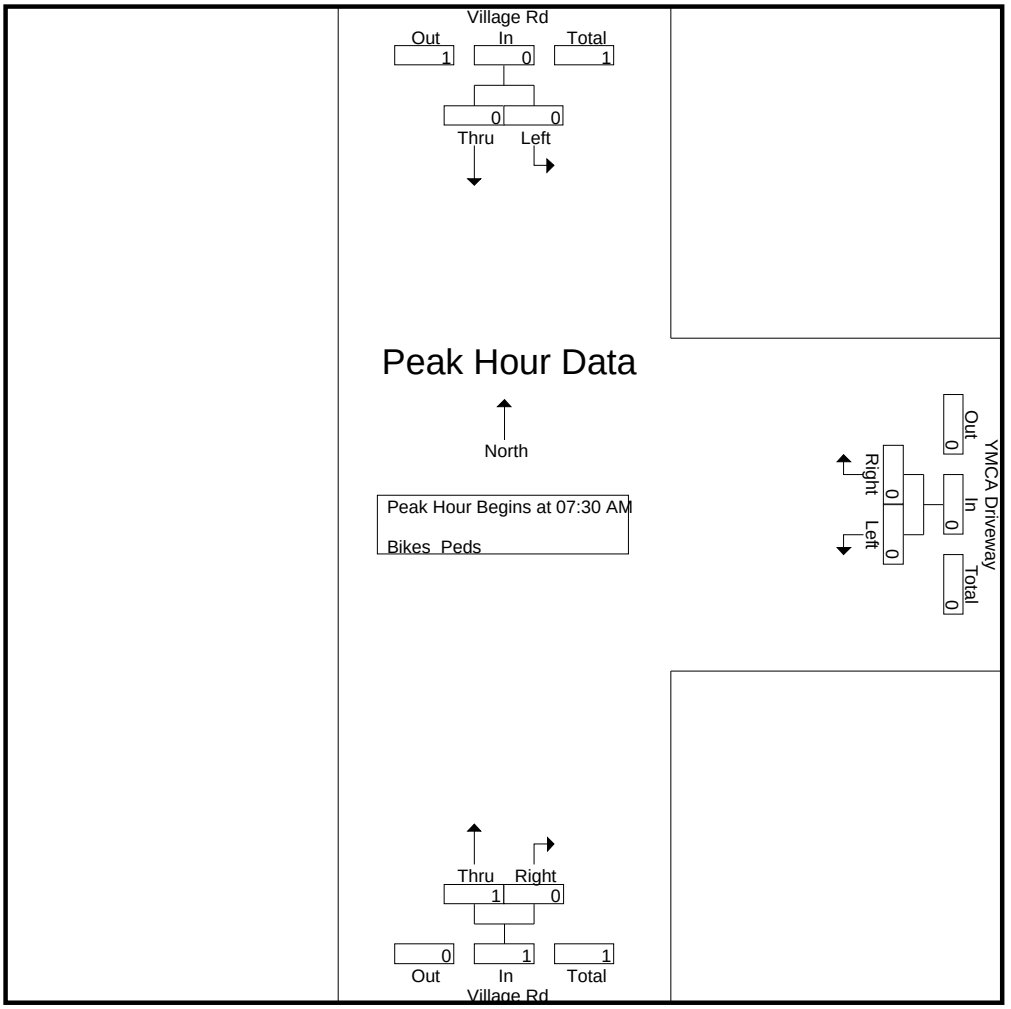
Groups Printed- Bikes Peds

	Village Rd From North			YMCA Driveway From East			Village Rd From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	0	0	2	0	0	0	3	0	3
Total	0	0	1	0	0	2	1	0	0	3	1	4
Grand Total	0	0	1	0	0	3	1	0	0	4	1	5
Apprch %	0	0		0	0		100	0				
Total %	0	0		0	0		100	0		80	20	

	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 11

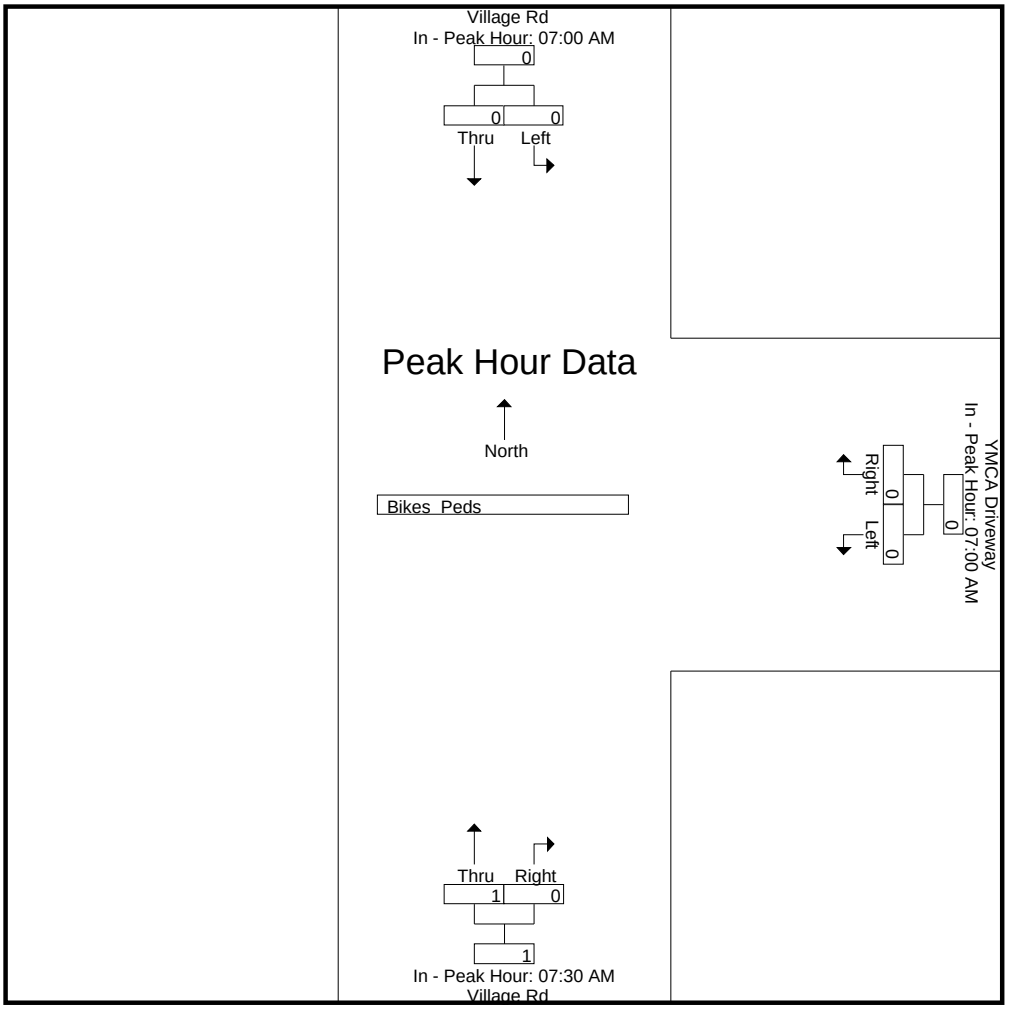


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 1

Groups Printed- Cars - Trucks

	Village Rd From North		YMCA Driveway From East		Village Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	3	14	13	1	13	4	48
04:15 PM	2	15	8	1	10	6	42
04:30 PM	1	12	7	1	10	8	39
04:45 PM	0	8	11	0	12	3	34
Total	6	49	39	3	45	21	163
05:00 PM	1	8	4	1	2	9	25
05:15 PM	1	8	13	1	9	7	39
05:30 PM	0	13	12	1	8	4	38
05:45 PM	1	10	12	0	7	3	33
Total	3	39	41	3	26	23	135
Grand Total	9	88	80	6	71	44	298
Apprch %	9.3	90.7	93	7	61.7	38.3	
Total %	3	29.5	26.8	2	23.8	14.8	
Cars	9	84	80	6	67	44	290
% Cars	100	95.5	100	100	94.4	100	97.3
Trucks	0	4	0	0	4	0	8
% Trucks	0	4.5	0	0	5.6	0	2.7

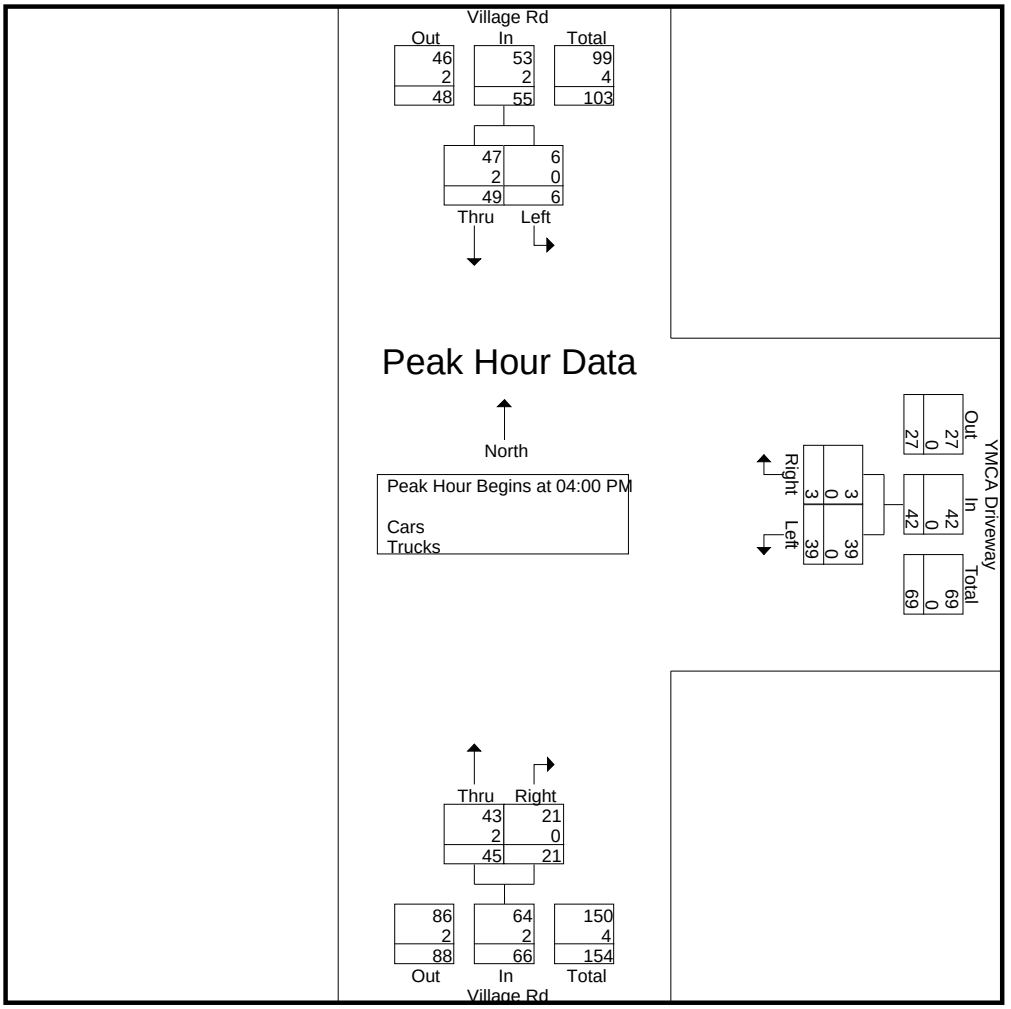
	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	14	**17**	**13**	**1**	**14**	**13**	4	17	**48**
04:15 PM	2	**15**	17	8	1	9	10	6	16	42
04:30 PM	1	12	13	7	1	8	10	**8**	**18**	39
04:45 PM	0	8	8	11	0	11	12	3	15	34
Total Volume	6	49	55	39	3	42	45	21	66	163
% App. Total	10.9	89.1		92.9	7.1		68.2	31.8		
PHF	.500	.817	.809	.750	.750	.750	.865	.656	.917	.849
Cars	6	47	53	39	3	42	43	21	64	159
% Cars	100	95.9	96.4	100	100	100	95.6	100	97.0	97.5
Trucks	0	2	2	0	0	0	2	0	2	4
% Trucks	0	4.1	3.6	0	0	0	4.4	0	3.0	2.5

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

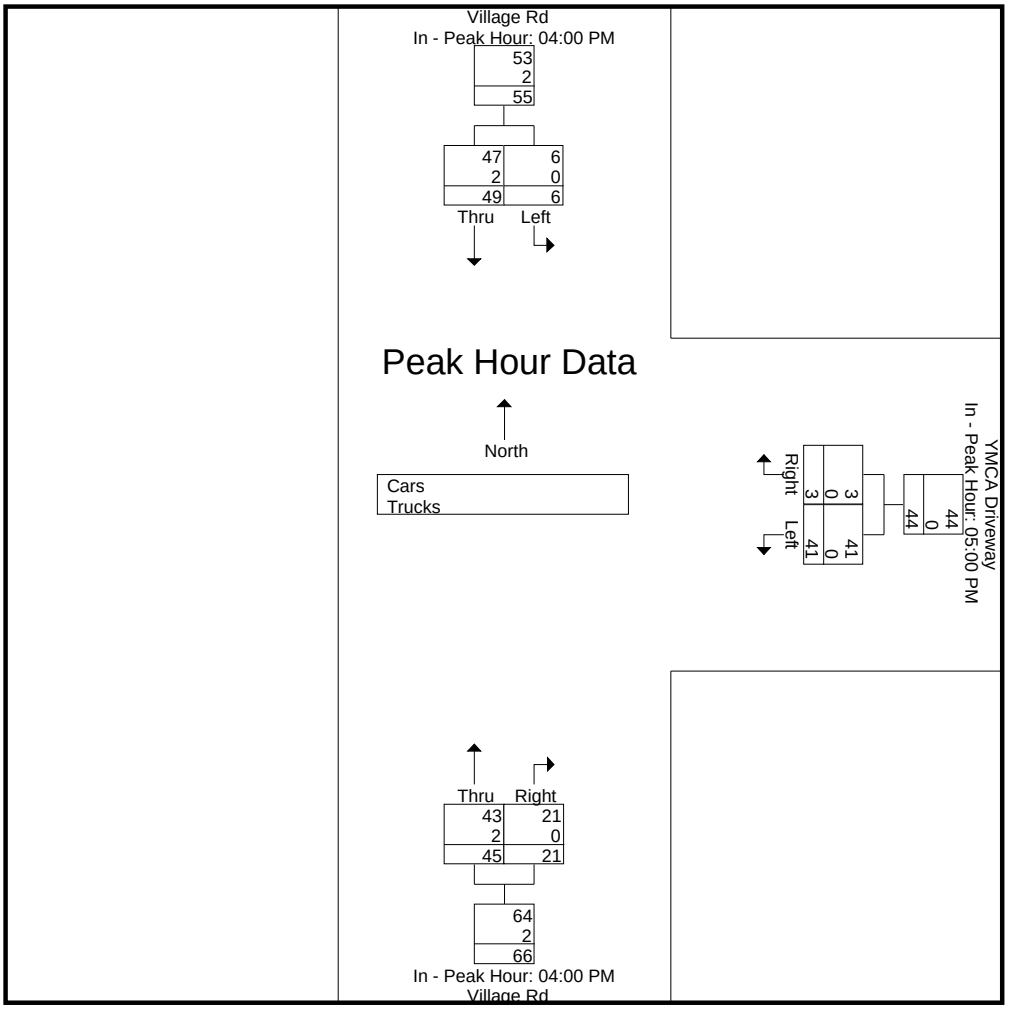
	04:00 PM			05:00 PM			04:00 PM		
+0 mins.	**3**	14	**17**	4	**1**	5	**13**	4	17
+15 mins.	2	**15**	17	**13**	1	**14**	10	6	16
+30 mins.	1	12	13	12	1	13	10	**8**	**18**
+45 mins.	0	8	8	12	0	12	12	3	15
Total Volume	6	49	55	41	3	44	45	21	66
% App. Total	10.9	89.1		93.2	6.8		68.2	31.8	
PHF	.500	.817	.809	.788	.750	.786	.865	.656	.917
Cars	6	47	53	41	3	44	43	21	64
% Cars	100	95.9	96.4	100	100	100	95.6	100	97
Trucks	0	2	2	0	0	0	2	0	2
% Trucks	0	4.1	3.6	0	0	0	4.4	0	3

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 4

Groups Printed- Cars

	Village Rd From North		YMCA Driveway From East		Village Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	3	14	13	1	13	4	48
04:15 PM	2	14	8	1	9	6	40
04:30 PM	1	12	7	1	10	8	39
04:45 PM	0	7	11	0	11	3	32
Total	6	47	39	3	43	21	159
05:00 PM	1	8	4	1	2	9	25
05:15 PM	1	8	13	1	7	7	37
05:30 PM	0	12	12	1	8	4	37
05:45 PM	1	9	12	0	7	3	32
Total	3	37	41	3	24	23	131
Grand Total	9	84	80	6	67	44	290
Apprch %	9.7	90.3	93	7	60.4	39.6	
Total %	3.1	29	27.6	2.1	23.1	15.2	

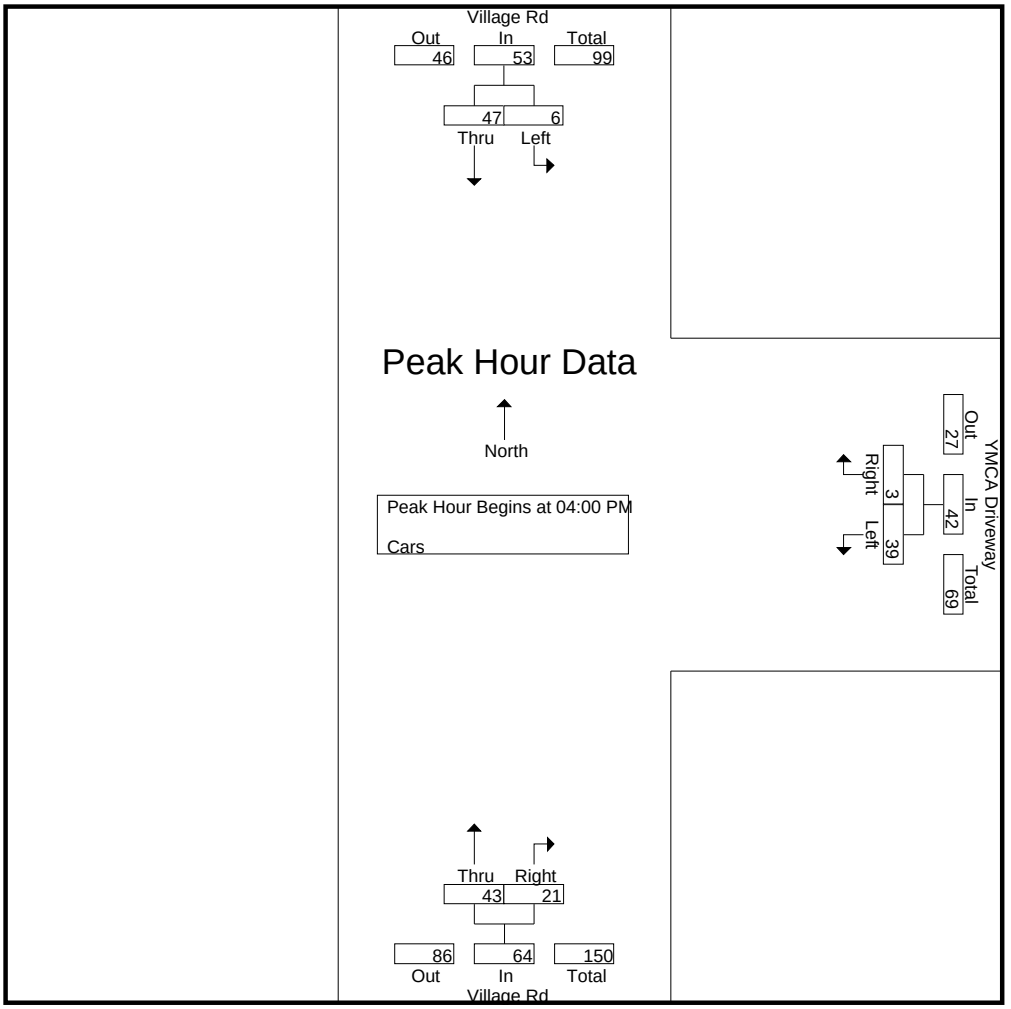
	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	**14**	**17**	**13**	**1**	**14**	**13**	4	17	**48**
04:15 PM	2	14	16	8	1	9	9	6	15	40
04:30 PM	1	12	13	7	1	8	10	**8**	**18**	39
04:45 PM	0	7	7	11	0	11	11	3	14	32
Total Volume	6	47	53	39	3	42	43	21	64	159
% App. Total	11.3	88.7		92.9	7.1		67.2	32.8		
PHF	.500	.839	.779	.750	.750	.750	.827	.656	.889	.828

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 5

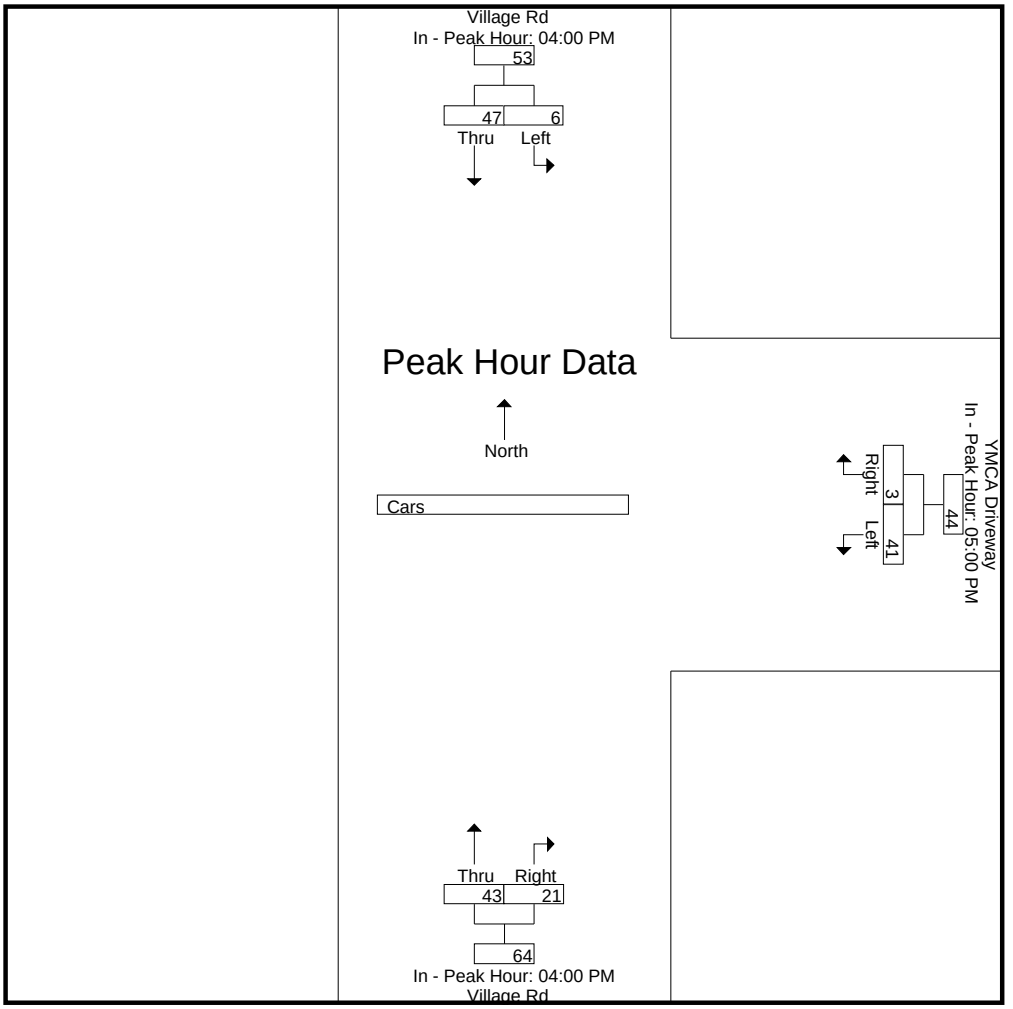


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			04:00 PM		
+0 mins.	**3**	**14**	**17**	4	**1**	5	**13**	4	17
+15 mins.	2	14	16	**13**	1	**14**	9	6	15
+30 mins.	1	12	13	12	1	13	10	**8**	**18**
+45 mins.	0	7	7	12	0	12	11	3	14
Total Volume	6	47	53	41	3	44	43	21	64
% App. Total	11.3	88.7		93.2	6.8		67.2	32.8	
PHF	.500	.839	.779	.788	.750	.786	.827	.656	.889

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 7

Groups Printed- Trucks

	Village Rd From North		YMCA Driveway From East		Village Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	2
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	2
Total	0	2	0	0	2	0	4
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	2	0	2
05:30 PM	0	1	0	0	0	0	1
05:45 PM	0	1	0	0	0	0	1
Total	0	2	0	0	2	0	4
Grand Total	0	4	0	0	4	0	8
Apprch %	0	100	0	0	100	0	
Total %	0	50	0	0	50	0	

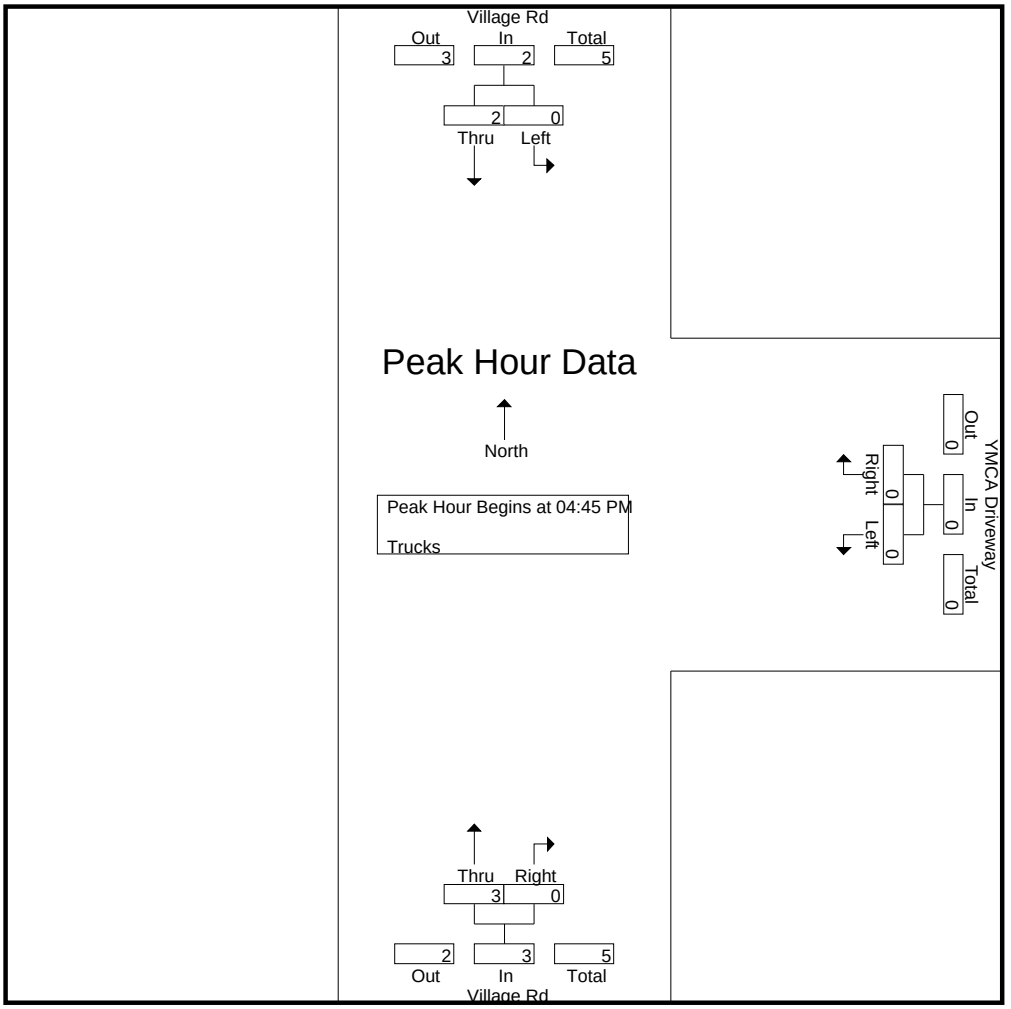
	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	**1**	**1**	0	0	0	1	0	1	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	**2**	0	**2**	2
05:30 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	2	2	0	0	0	3	0	3	5
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.375	.000	.375	.625

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 8



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

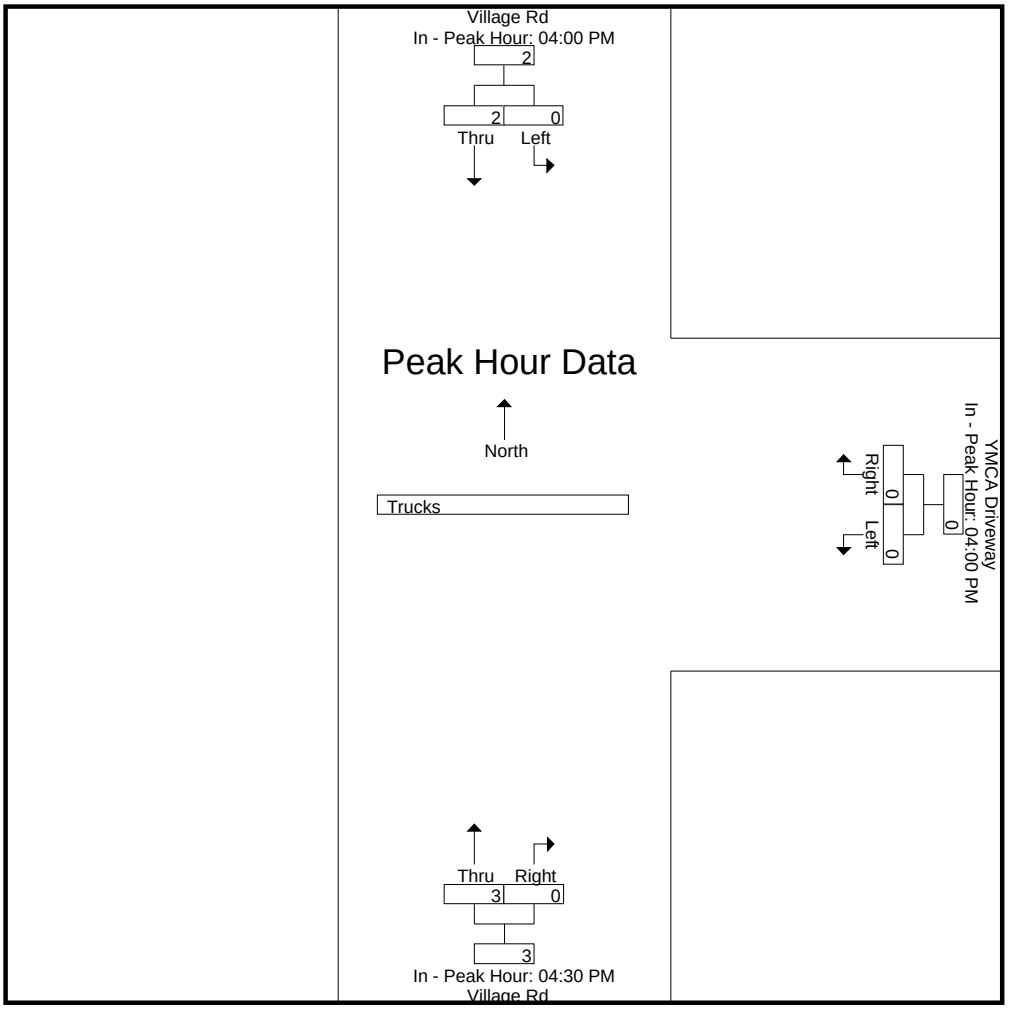
	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	**1**	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	**2**	0	**2**
Total Volume	0	2	2	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.375	.000	.375

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 10

Groups Printed- Bikes Peds

	Village Rd From North			YMCA Driveway From East			Village Rd From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
Apprch %	0	0		0	0		0	0				
Total %										0	0	

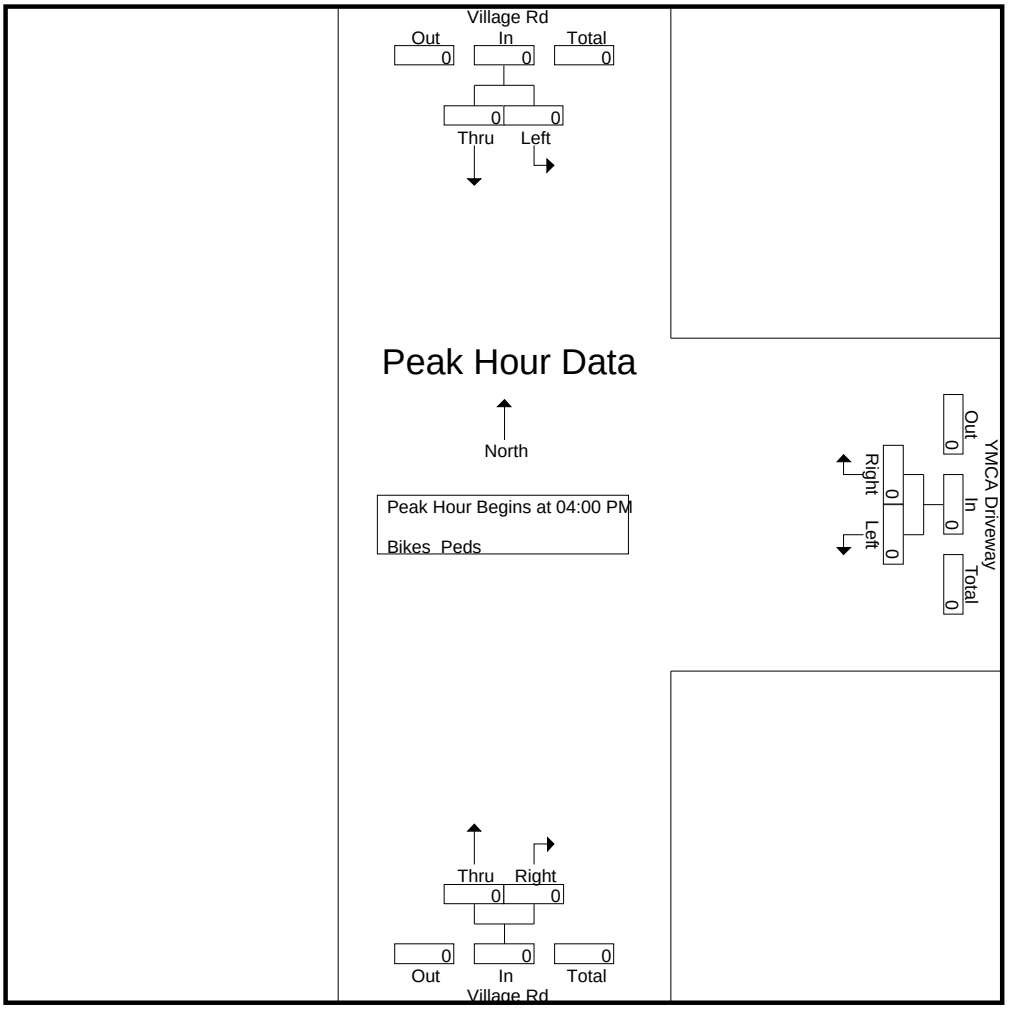
	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 11



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

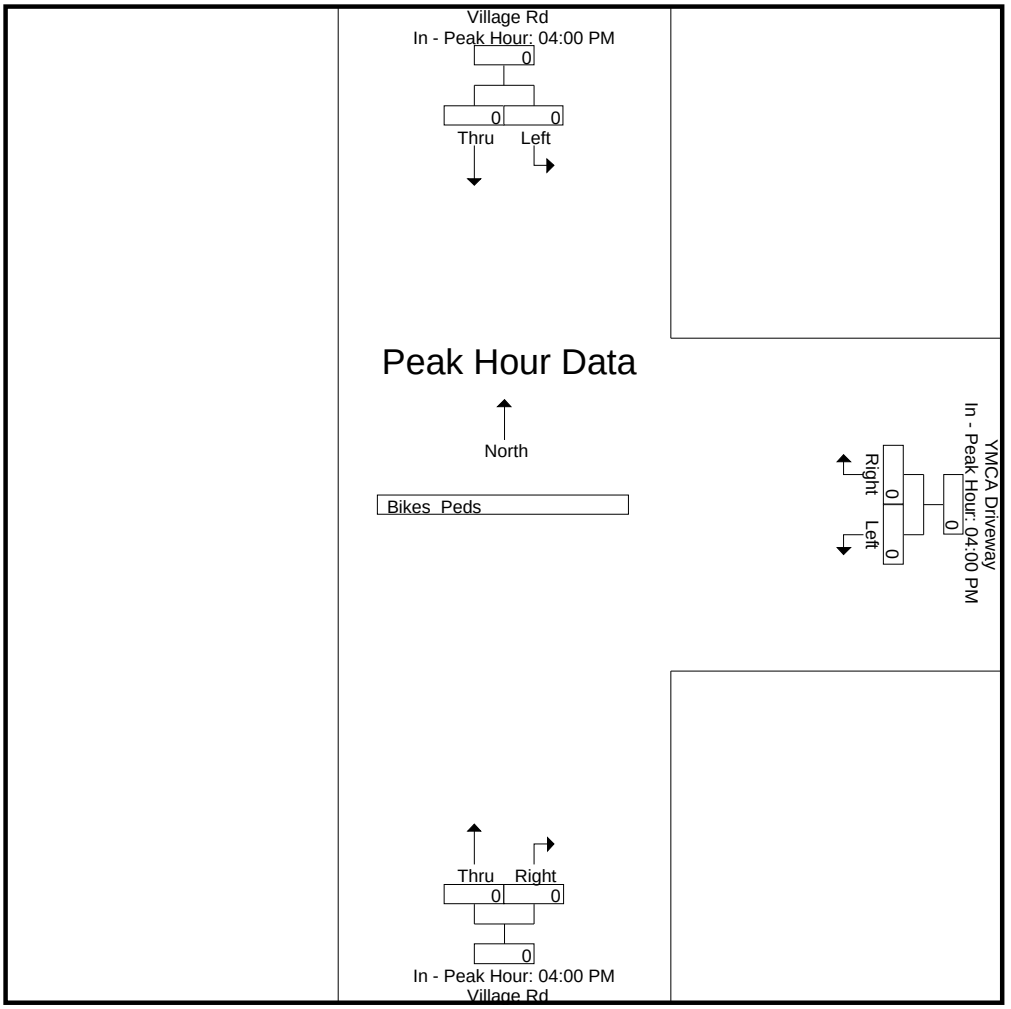
	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Clear

File Name : 94780005
Site Code : 94780005
Start Date : 12/1/2022
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 1

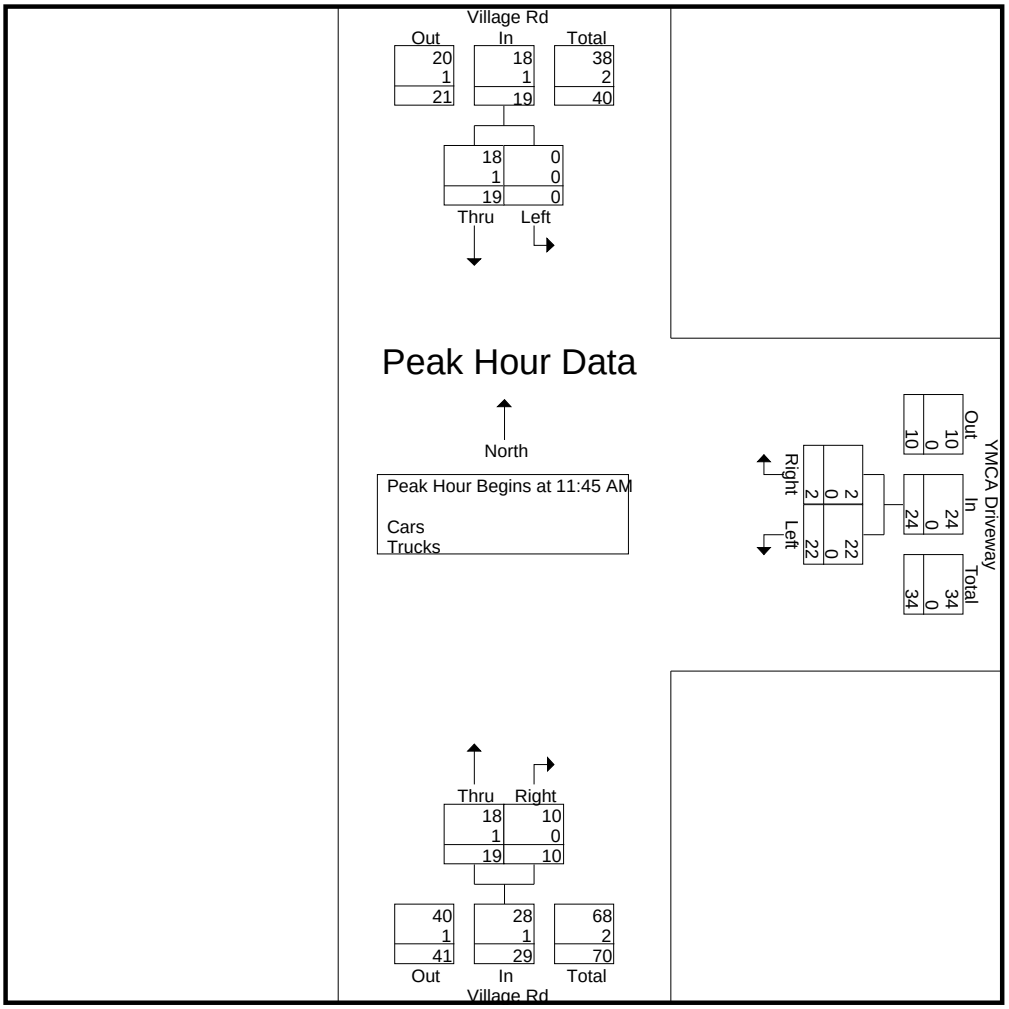
Groups Printed- Cars - Trucks

	Village Rd From North		YMCA Driveway From East		Village Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
11:00 AM	1	5	1	1	3	3	14
11:15 AM	0	2	2	1	4	0	9
11:30 AM	0	4	3	1	3	2	13
11:45 AM	0	5	4	1	5	2	17
Total	1	16	10	4	15	7	53
12:00 PM	0	5	4	1	3	4	17
12:15 PM	0	5	7	0	5	2	19
12:30 PM	0	4	7	0	6	2	19
12:45 PM	0	2	1	0	1	2	6
Total	0	16	19	1	15	10	61
01:00 PM	0	6	5	1	4	1	17
01:15 PM	0	6	6	1	11	3	27
01:30 PM	0	5	5	1	0	0	11
01:45 PM	0	5	3	0	5	2	15
Total	0	22	19	3	20	6	70
Grand Total	1	54	48	8	50	23	184
Apprch %	1.8	98.2	85.7	14.3	68.5	31.5	
Total %	0.5	29.3	26.1	4.3	27.2	12.5	
Cars	1	47	48	4	47	23	170
% Cars	100	87	100	50	94	100	92.4
Trucks	0	7	0	4	3	0	14
% Trucks	0	13	0	50	6	0	7.6

	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	0	**5**	**5**	4	**1**	5	5	2	7	17
12:00 PM	0	5	5	4	1	5	3	**4**	7	17
12:15 PM	0	5	5	**7**	0	**7**	5	2	7	**19**
12:30 PM	0	4	4	7	0	7	**6**	2	**8**	19
Total Volume	0	19	19	22	2	24	19	10	29	72
% App. Total	0	100		91.7	8.3		65.5	34.5		
PHF	.000	.950	.950	.786	.500	.857	.792	.625	.906	.947
Cars	0	18	18	22	2	24	18	10	28	70
% Cars	0	94.7	94.7	100	100	100	94.7	100	96.6	97.2
Trucks	0	1	1	0	0	0	1	0	1	2
% Trucks	0	5.3	5.3	0	0	0	5.3	0	3.4	2.8

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 2



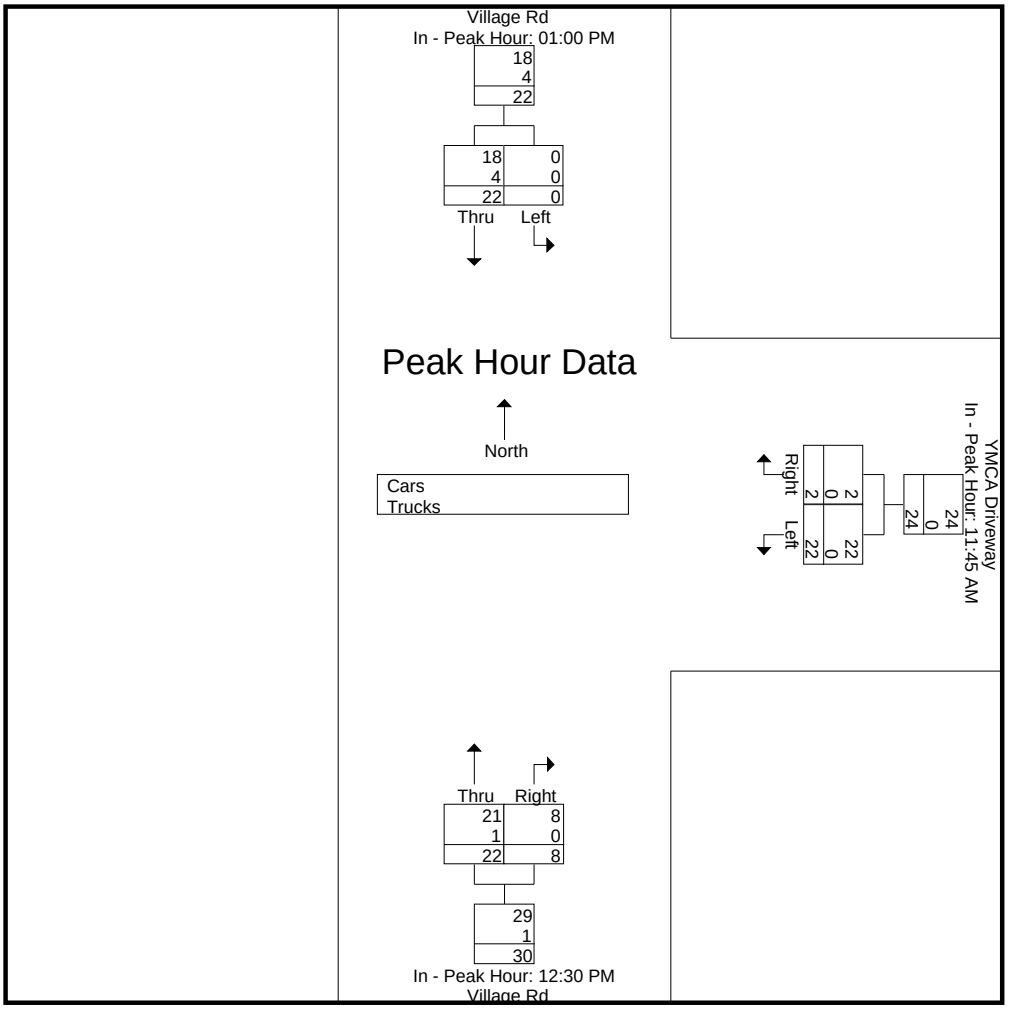
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM			11:45 AM			12:30 PM		
+0 mins.	0	**6**	**6**	4	**1**	5	6	2	8
+15 mins.	0	6	6	4	1	5	1	2	3
+30 mins.	0	5	5	**7**	0	**7**	4	1	5
+45 mins.	0	5	5	7	0	7	**11**	**3**	**14**
Total Volume	0	22	22	22	2	24	22	8	30
% App. Total	0	100		91.7	8.3		73.3	26.7	
PHF	.000	.917	.917	.786	.500	.857	.500	.667	.536
Cars	0	18	18	22	2	24	21	8	29
% Cars	0	81.8	81.8	100	100	100	95.5	100	96.7
Trucks	0	4	4	0	0	0	1	0	1
% Trucks	0	18.2	18.2	0	0	0	4.5	0	3.3

Accurate Counts
978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 4

Groups Printed- Cars

	Village Rd From North		YMCA Driveway From East		Village Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
11:00 AM	1	4	1	0	3	3	12
11:15 AM	0	2	2	1	4	0	9
11:30 AM	0	3	3	0	3	2	11
11:45 AM	0	4	4	1	4	2	15
Total	1	13	10	2	14	7	47
12:00 PM	0	5	4	1	3	4	17
12:15 PM	0	5	7	0	5	2	19
12:30 PM	0	4	7	0	6	2	19
12:45 PM	0	2	1	0	1	2	6
Total	0	16	19	1	15	10	61
01:00 PM	0	5	5	0	4	1	15
01:15 PM	0	5	6	1	10	3	25
01:30 PM	0	4	5	0	0	0	9
01:45 PM	0	4	3	0	4	2	13
Total	0	18	19	1	18	6	62
Grand Total	1	47	48	4	47	23	170
Apprch %	2.1	97.9	92.3	7.7	67.1	32.9	
Total %	0.6	27.6	28.2	2.4	27.6	13.5	

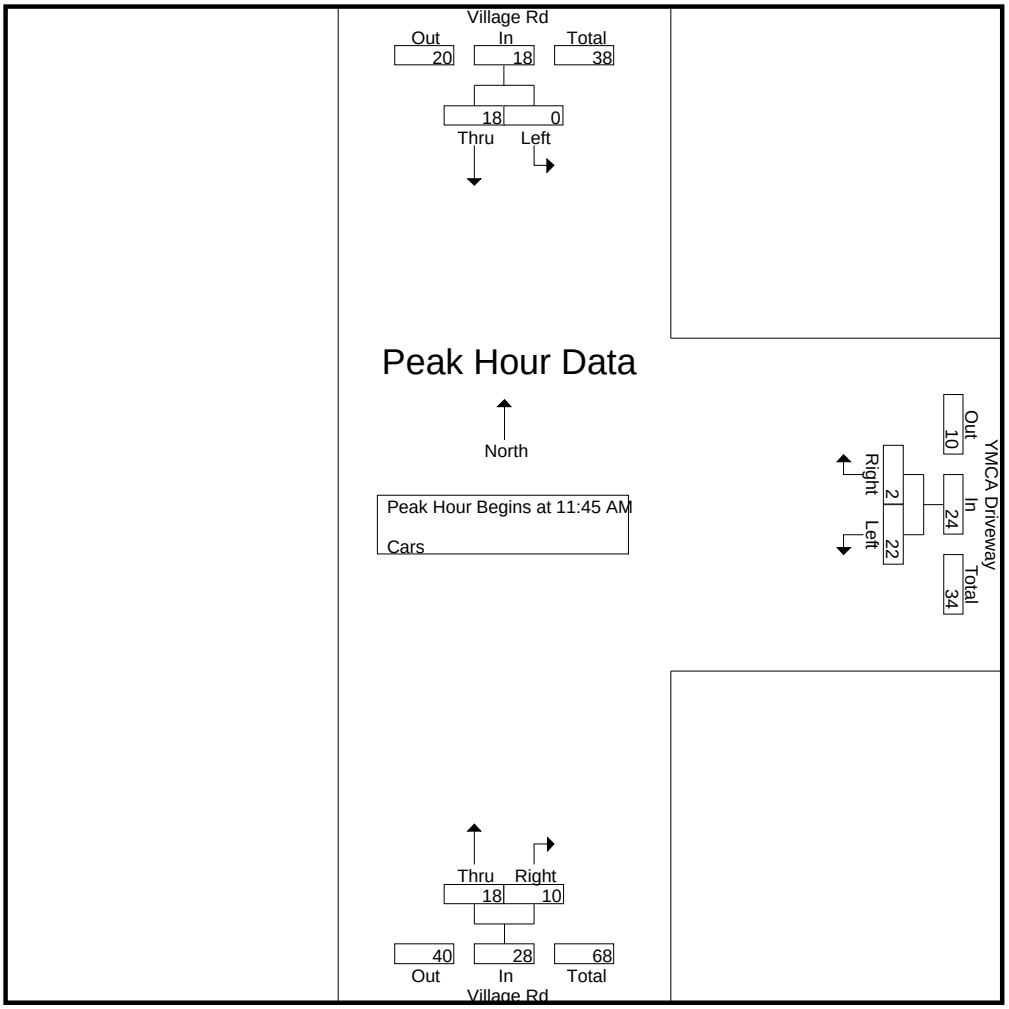
	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	0	4	4	4	**1**	5	4	2	6	15
12:00 PM	0	**5**	**5**	4	1	5	3	**4**	7	17
12:15 PM	0	5	5	**7**	0	**7**	5	2	7	**19**
12:30 PM	0	4	4	7	0	7	**6**	2	**8**	19
Total Volume	0	18	18	22	2	24	18	10	28	70
% App. Total	0	100		91.7	8.3		64.3	35.7		
PHF	.000	.900	.900	.786	.500	.857	.750	.625	.875	.921

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 5

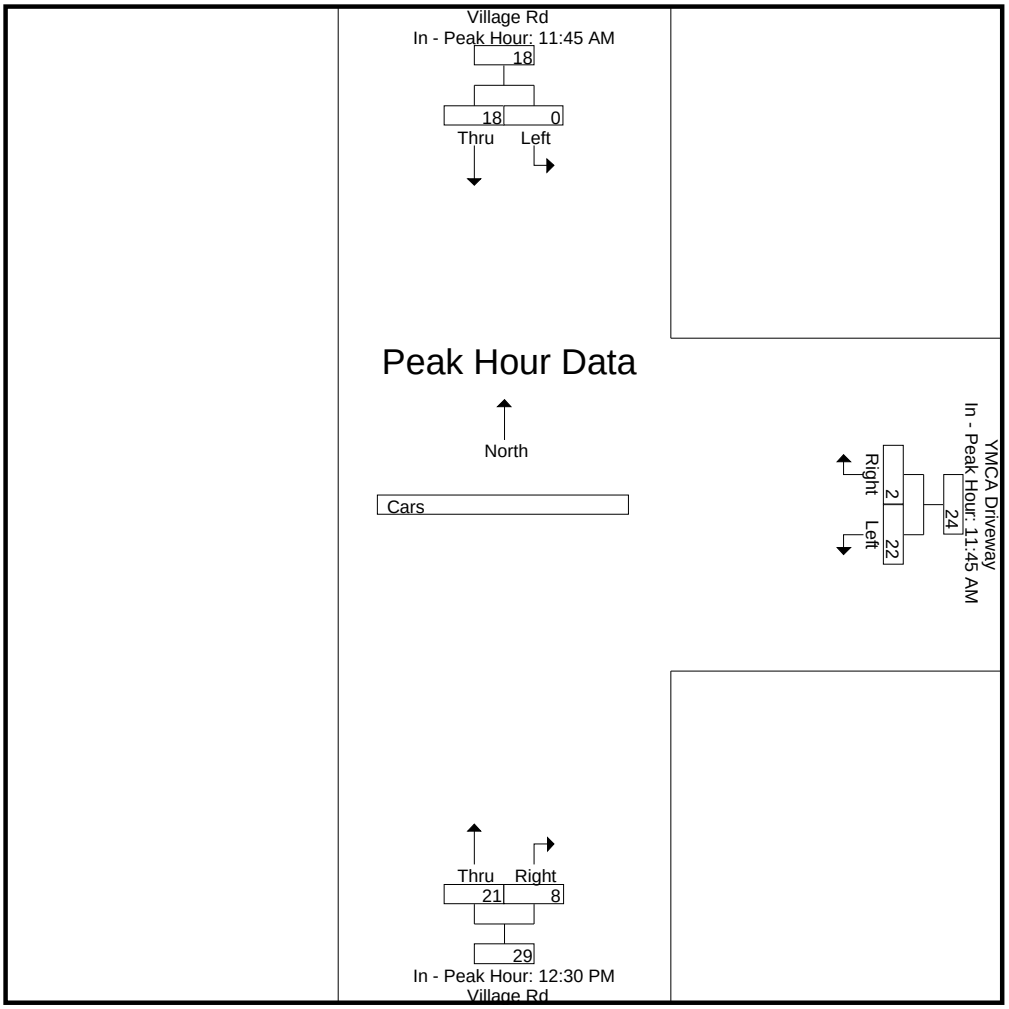


Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:45 AM			11:45 AM			12:30 PM		
+0 mins.	0	4	4	4	**1**	5	6	2	8
+15 mins.	0	**5**	**5**	4	1	5	1	2	3
+30 mins.	0	5	5	**7**	0	**7**	4	1	5
+45 mins.	0	4	4	7	0	7	**10**	**3**	**13**
Total Volume	0	18	18	22	2	24	21	8	29
% App. Total	0	100		91.7	8.3		72.4	27.6	
PHF	.000	.900	.900	.786	.500	.857	.525	.667	.558

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 7

Groups Printed- Trucks

	Village Rd From North		YMCA Driveway From East		Village Rd From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
11:00 AM	0	1	0	1	0	0	2
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	1	0	1	0	0	2
11:45 AM	0	1	0	0	1	0	2
Total	0	3	0	2	1	0	6
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
01:00 PM	0	1	0	1	0	0	2
01:15 PM	0	1	0	0	1	0	2
01:30 PM	0	1	0	1	0	0	2
01:45 PM	0	1	0	0	1	0	2
Total	0	4	0	2	2	0	8
Grand Total	0	7	0	4	3	0	14
Apprch %	0	100	0	100	100	0	
Total %	0	50	0	28.6	21.4	0	

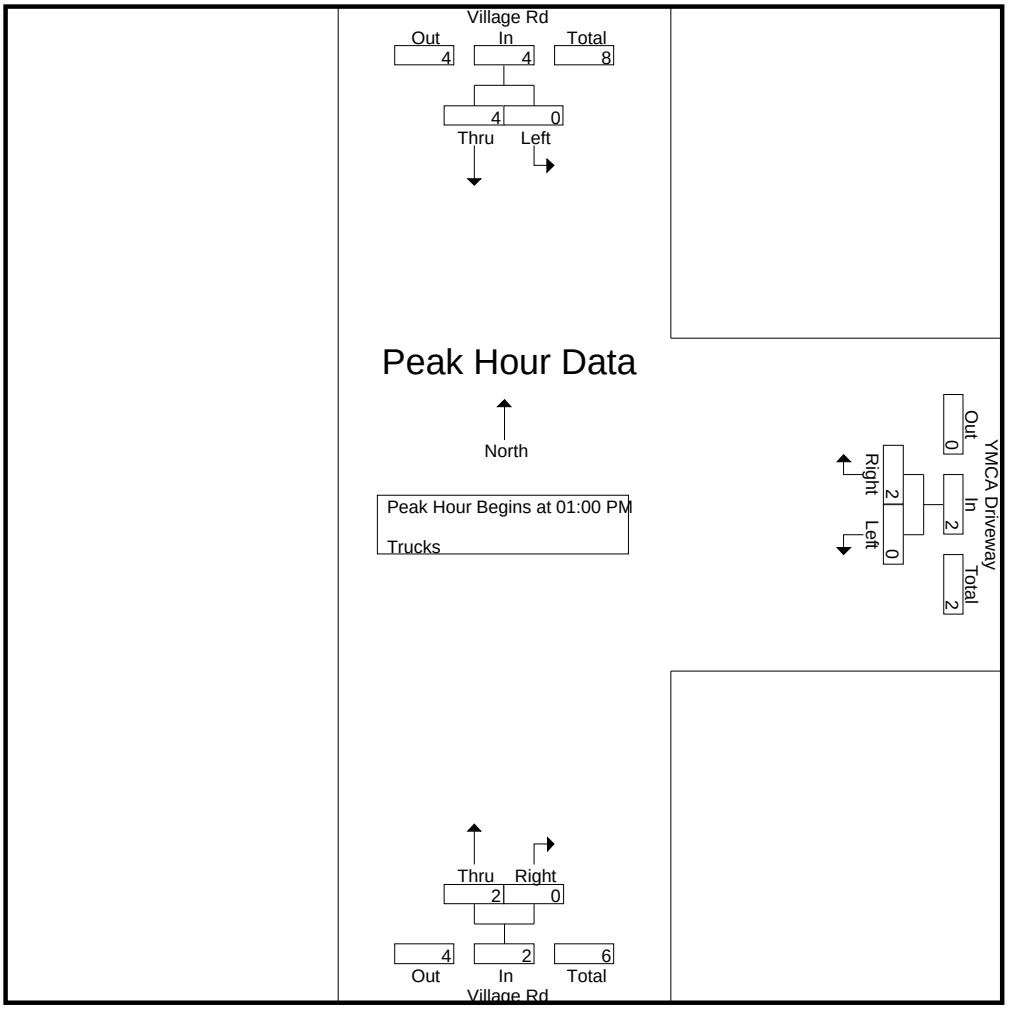
	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	0	**1**	**1**	0	**1**	**1**	0	0	0	**2**
01:15 PM	0	1	1	0	0	0	**1**	0	**1**	2
01:30 PM	0	1	1	0	1	1	0	0	0	2
01:45 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	4	4	0	2	2	2	0	2	8
% App. Total	0	100		0	100		100	0		
PHF	.000	1.00	1.00	.000	.500	.500	.500	.000	.500	1.00

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 8



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

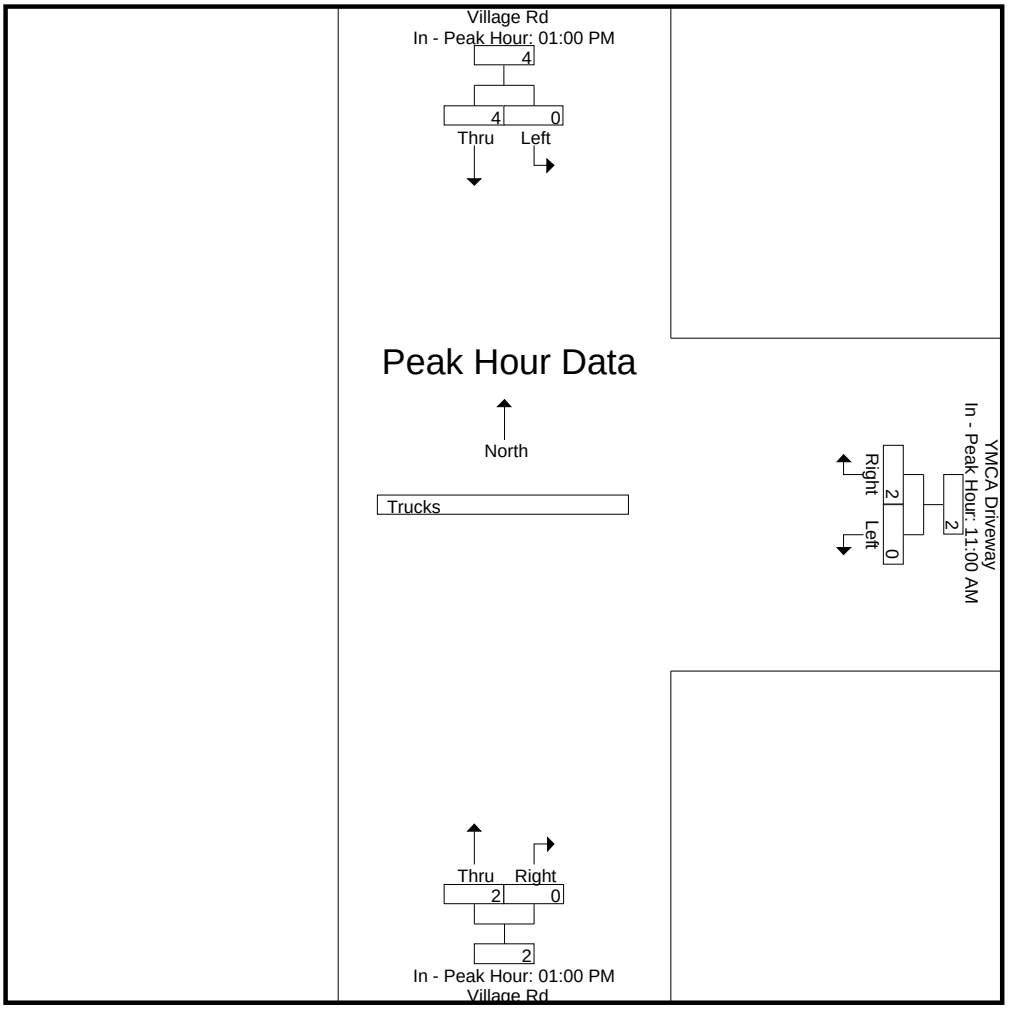
	01:00 PM			11:00 AM			01:00 PM		
+0 mins.	0	**1**	**1**	0	**1**	**1**	0	0	0
+15 mins.	0	1	1	0	0	0	**1**	0	**1**
+30 mins.	0	1	1	0	1	1	0	0	0
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	4	4	0	2	2	2	0	2
% App. Total	0	100		0	100		100	0	
PHF	.000	1.000	1.000	.000	.500	.500	.500	.000	.500

Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 10

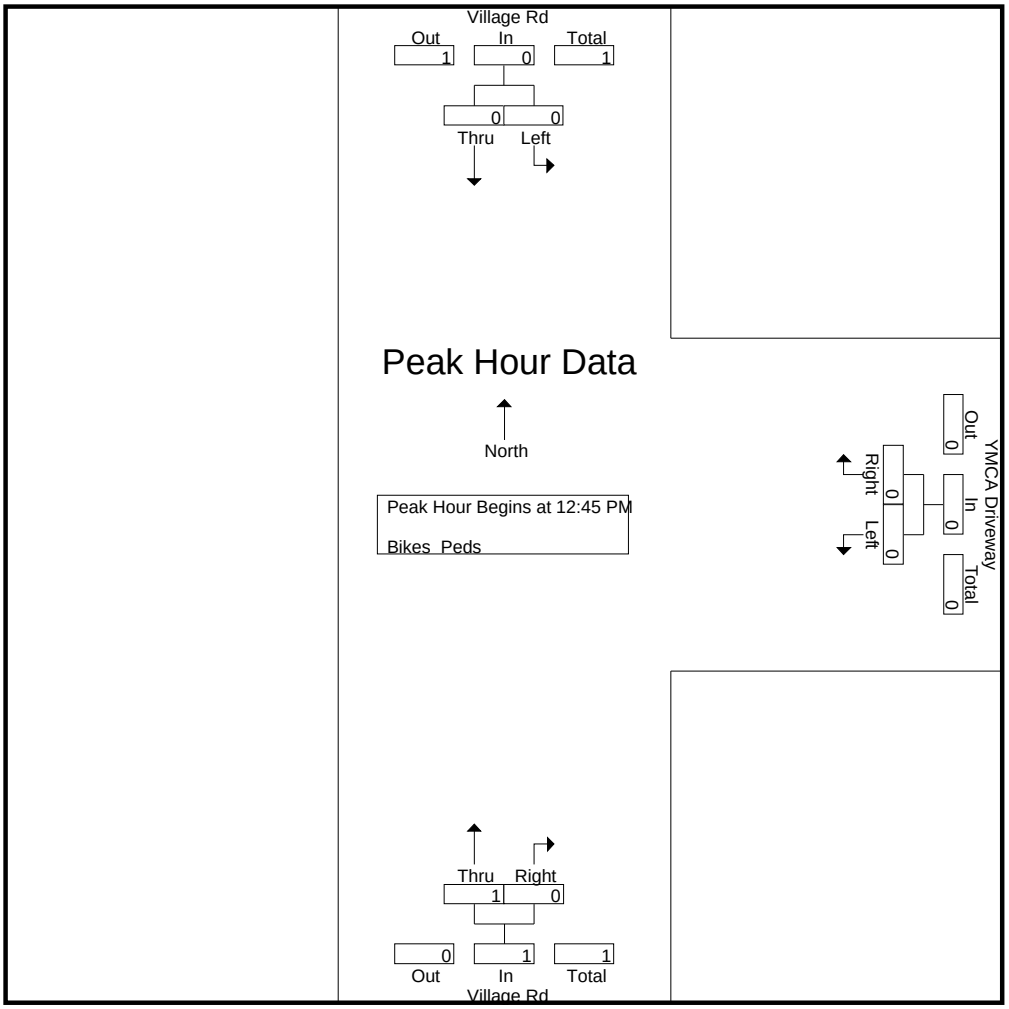
Groups Printed- Bikes Peds

	Village Rd From North			YMCA Driveway From East			Village Rd From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	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
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	1	0	0	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	0	0	0	0	0	1	0	0	0	1	1
Apprch %	0	0		0	0		100	0				
Total %	0	0		0	0		100	0		0	100	

	Village Rd From North			YMCA Driveway From East			Village Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:45 PM										
12:45 PM	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 11

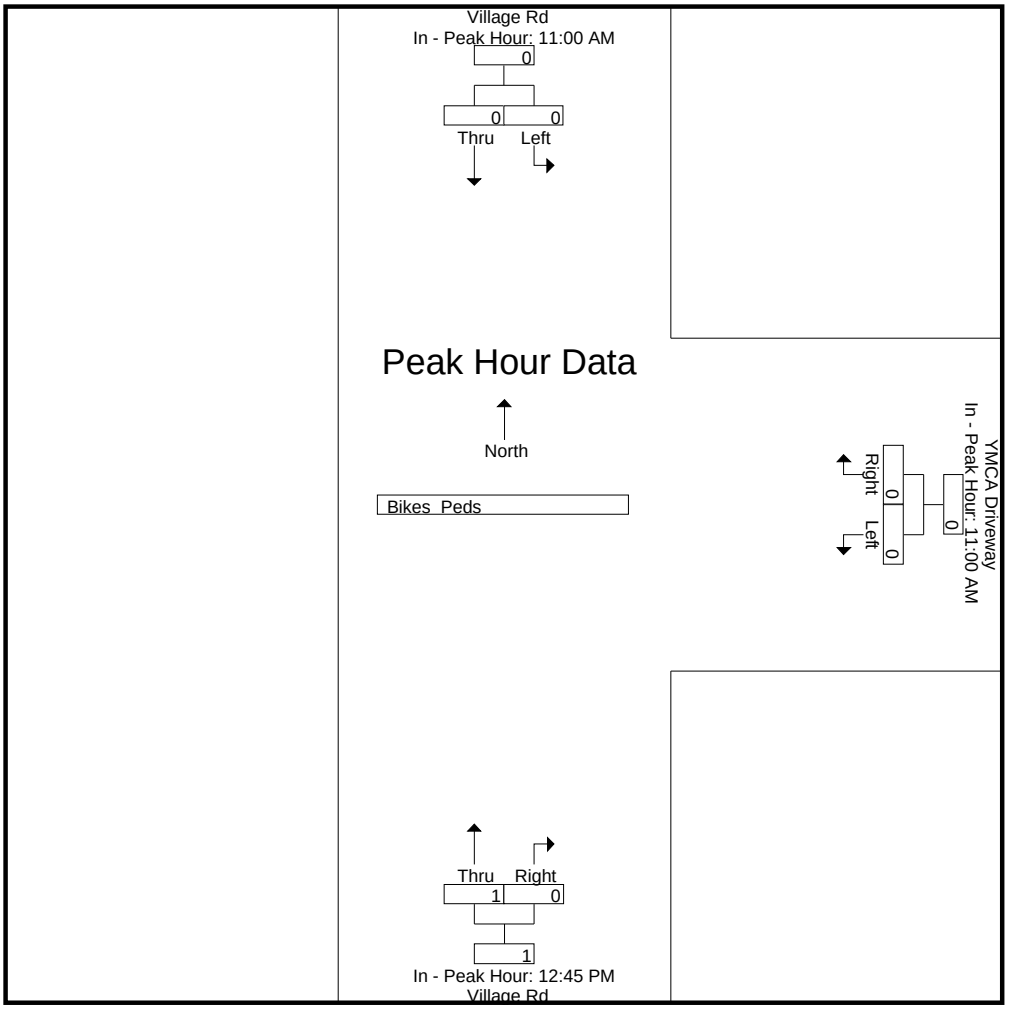


Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM			11:00 AM			12:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	0	**1**
Total Volume	0	0	0	0	0	0	1	0	1
% App. Total	0	0		0	0		100	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250

N/S Street : Village Road
E/W Street : YMCA Driveway
City/State : Oak Bluffs, MA
Weather : Cloudy

File Name : 947800S5
Site Code : 94780005
Start Date : 12/3/2022
Page No : 12



SEASONAL ADJUSTMENT DATA

CAPE COD COMMISSION

Table 5: Monthly Adjustment Factors for Cape Cod

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011*	1.26	1.25	1.20	1.06	0.96	0.89	0.76	0.76	0.92	0.99	1.08	1.14
2010	1.26	1.25	1.19	1.08	0.95	0.88	0.77	0.76	0.93	1.00	1.08	1.15
2009	1.26	1.25	1.19	1.08	0.95	0.88	0.77	0.76	0.93	1.00	1.08	1.15
2008	1.21	1.25	1.19	1.08	0.96	0.89	0.78	0.76	0.93	1.00	1.07	1.14
2007	1.25	1.21	1.17	1.06	0.96	0.86	0.78	0.79	0.93	1.00	1.08	1.14
2006	1.26	1.20	1.18	1.04	0.96	0.86	0.78	0.79	0.93	0.99	1.07	1.12
2005	1.27	1.23	1.18	1.06	0.96	0.85	0.77	0.78	0.93	0.99	1.08	1.15
2004	1.27	1.23	1.18	1.06	0.96	0.85	0.77	0.78	0.93	0.99	1.08	1.15
2003	1.29	1.23	1.16	1.06	0.99	0.87	0.79	0.77	0.95	0.99	1.07	1.14
2002	1.30	1.24	1.16	1.06	0.98	0.86	0.79	0.78	0.93	0.97	1.08	1.14
2001	1.34	1.27	1.18	1.06	0.97	0.86	0.78	0.78	0.94	0.97	1.08	1.13
2000	1.37	1.28	1.20	1.07	0.96	0.87	0.77	0.78	0.93	0.97	1.09	1.14
1999	1.37	1.29	1.23	1.09	0.96	0.87	0.76	0.77	0.94	0.99	1.10	1.15
1998	1.39	1.27	1.23	1.11	0.95	0.87	0.76	0.76	0.93	0.99	1.10	1.16
1997	1.38	1.29	1.22	1.10	0.96	0.86	0.76	0.75	0.92	0.99	1.10	1.19
1996	1.41	1.30	1.22	1.07	0.96	0.86	0.75	0.75	0.91	0.99	1.10	1.19
1995	1.36	1.33	1.24	1.07	0.97	0.86	0.75	0.75	0.90	0.99	1.10	1.19
1994	1.35	1.31	1.25	1.06	0.93	0.86	0.73	0.74	0.89	0.97	1.09	1.15
1993	1.35	1.30	1.24	1.07	0.92	0.85	0.75	0.75	0.90	0.99	1.10	1.17
1992	1.37	1.32	1.29	1.08	0.94	0.87	0.75	0.76	0.90	1.01	1.14	1.21
1991	1.39	1.30	1.22	1.08	0.94	0.87	0.76	0.77	0.95	1.02	1.12	1.20
1990	1.31	1.26	1.16	1.06	0.96	0.85	0.73	0.74	0.94	0.99	1.10	1.22
1989	1.37	1.38	1.25	1.13	0.99	0.89	0.72	0.73	0.94	1.03	1.15	1.17
1988	1.38	1.30	1.21	1.10	0.99	0.83	0.72	0.73	0.91	1.02	1.11	1.15
1987	1.40	1.39	1.23	1.10	0.94	0.85	0.71	0.73	0.96	1.02	1.18	1.25
1986	1.35	1.31	1.21	1.09	1.05	0.84	0.73	0.75	0.96	1.04	1.17	1.22
1985	1.31	1.26	1.17	1.07	0.96	0.92	0.84	0.83	0.97	0.97	1.14	1.16
1984	1.55	1.36	1.46	1.12	1.03	0.85	0.73	0.73	0.94	1.07	1.14	1.24
1983	1.53	1.51	1.30	1.15	0.98	0.82	0.65	0.66	0.87	1.07	1.23	1.30

Source: Massachusetts Highway Department / Mass DOT
*2011 is the last year that MassDOT has supplied monthly adjustment factors

YMCA SEASONALITY DATA

Average weekly check-ins per month in 2022

	Weekly Check-Ins	Adjustment Factor to Average Month	Adjustment Factor to Peak Month
January	255	1.25	0.66
February	285	1.12	0.74
March	296	1.07	0.77
April	282	1.13	0.73
May	292	1.09	0.76
June	365	0.87	0.95
July	385	0.83	1
August	385	0.83	1
September	299	1.06	0.78
October	312	1.02	0.81
November	340	0.94	0.88
December	321	0.99	0.83
Avg	318.08		

*per Ryan Gosson Email 2/22/23

PUBLIC TRANSPORTATION SCHEDULES

#1 EDGARTOWN - VINEYARD HAVEN ROAD

APRIL 7 - MAY 11, 2023

MV Transit Authority
508-693-9440
www.vineyardtransit.com

EDGARTOWN → VINEYARD HAVEN

	A.M.							
DEPART CHURCH ST. EDG.	6:10	6:30 ^	7:10	7:40	8:10	8:40	9:10	9:40
ACROSS FROM HOLLY BEAR LANE	6:14	6:34 ^	7:14	7:44	8:14	8:44	9:14	9:44
SKATE PARK SHELTER	6:20	6:40 ^	7:20	7:50	8:20	8:50	9:20	9:50
MVCS / WOODSIDE	---	---	7:21	---	8:21	---	9:21	---
HILLSIDE VILLAGE (PULL IN)	---	---	---	---	---	8:55	---	---
ARRIVE VH SSA TERMINAL	6:31	6:51 ^	7:34	8:01	8:34	9:03	9:34	10:01
NEXT ROUTE # 3 TO WEST TISBURY	→	**7:04**	→	**8:04**	→	**9:04**	→	**10:04**
NEXT ROUTE # 10A TO WEST CHOP	→	→	→	→	→	**9:05**	→	→
NEXT ROUTE # 13 TO OAK BLUFFS	**6:55**	**7:25**	**7:55**	**8:25**	**8:55**	**9:25**	**9:55**	**10:25**

^ Note: Earlier bus trip start time to arrive before 7:00 am SSA ferry departure in VH.

	A.M.				P.M.			
DEPART CHURCH ST. EDG.	10:10	10:40	11:10	11:40	12:10	12:40	1:10	1:40
ACROSS FROM HOLLY BEAR LANE	10:14	10:44	11:14	11:44	12:14	12:44	1:14	1:44
SKATE PARK SHELTER	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50
MVCS / WOODSIDE	---	10:51	---	---	---	12:51	---	---
HILLSIDE VILLAGE (PULL IN)	---	---	---	11:55	---	---	---	1:55
ARRIVE VH SSA TERMINAL	10:31	11:04	11:31	12:03	12:31	1:04	1:31	2:03
NEXT ROUTE # 3 TO WEST TISBURY	→	**11:04**	→	**12:04**	→	**1:04**	→	**2:04**
NEXT ROUTE # 10A TO WEST CHOP	→	**11:05**	→	→	→	**1:05**	→	→
NEXT ROUTE # 13 TO OAK BLUFFS	**10:55**	**11:25**	**11:55**	**12:25**	**12:55**	**1:25**	**1:55**	**2:25**

	P.M.							
DEPART CHURCH ST. EDG.	2:10	2:40	3:10	3:40	4:10	4:40	5:10	5:40
ACROSS FROM HOLLY BEAR LANE	2:14	2:44	3:14	3:44	4:14	4:44	5:14	5:44
SKATE PARK SHELTER	2:20	2:50	3:20	3:50	4:20	4:50	5:20	5:50
MVCS / WOODSIDE	2:21	---	---	---	4:21	---	---	---
HILLSIDE VILLAGE (PULL IN)	---	2:55	---	---	---	---	5:25	---
ARRIVE VH SSA TERMINAL	2:34	3:03	3:31	4:01	4:34	5:01	5:33	6:01
NEXT ROUTE # 3 TO WEST TISBURY	→	**3:04**	→	**4:04**	→	**5:04**	→	**6:04**
NEXT ROUTE # 10A TO WEST CHOP	→	**3:05**	→	→	→	**5:05**	-	-
NEXT ROUTE # 13 TO OAK BLUFFS	**2:55**	**3:25**	**3:55**	**4:25**	**4:55**	**5:25**	**5:55**	**6:25**

	P.M.							
DEPART CHURCH ST. EDG.	6:10	6:40	7:10	7:40	8:10	8:40	9:10	9:40
ACROSS FROM HOLLY BEAR LANE	6:14	6:44	7:14	7:44	8:14	8:44	9:14	9:44
SKATE PARK SHELTER	6:20	6:50	7:20	7:50	8:20	8:50	9:20	9:50
MVCS / WOODSIDE	6:21	---	---	---	---	---	---	---
HILLSIDE VILLAGE (PULL IN)	---	---	---	---	---	---	---	---
ARRIVE VH SSA TERMINAL	6:34	7:01	7:31	8:01	8:31	9:01	9:31	10:01
NEXT ROUTE # 3 TO WEST TISBURY	→	**7:04**	→	**8:04**	-	-	-	-
NEXT ROUTE # 13 TO OAK BLUFFS	**6:55**	**7:25**	**7:55**	**8:25**	**8:55**	**9:25**	**9:55**	**10:35**

	P.M.				
DEPART CHURCH ST. EDG.	10:10	10:40	11:10	11:40	12:10
ACROSS FROM HOLLY BEAR LANE	10:14	10:44	11:14	11:44	12:14
SKATE PARK SHELTER	10:20	10:50	11:20	11:50	12:20
MVCS / WOODSIDE	---	---	---	---	---
HILLSIDE VILLAGE (PULL IN)	---	---	---	---	---
ARRIVE VH SSA TERMINAL	10:31	11:01	11:31	12:01	12:31
NEXT ROUTE # 13 TO OAK BLUFFS	**10:35**	**11:55**	**11:55**	-	-

#1 EDGARTOWN - VINEYARD HAVEN ROAD

MARCH 31 - MAY 11, 2023

MV Transit Authority
508-693-9440
www.vineyardtransit.com

VINEYARD HAVEN → EDGARTOWN

	A.M.							
Depart VH SSA TERMINAL	6:00	6:40	7:10	7:40	8:10	8:40	9:10	9:40
HILLSIDE VILLAGE (PULL IN)	---	---	---	---	8:16	---	9:16	---
M.V. HIGH SCHOOL BENCH STOP	6:09	6:49	7:19	7:49	8:21	8:49	9:21	9:49
MVCS / WOODSIDE	---	---	---	---	---	8:50	---	9:50
HOLLY BEAR LANE	6:15	6:55	7:25	7:55	8:27	8:58	9:27	9:58
Arrive CHURCH ST. EDG.	6:20	7:00	7:30	8:00	8:32	9:03	9:32	10:03
NEXT ROUTE # 6 TO WEST TISBURY	**6:30**	→	→	**8:09**	→	**9:09**	→	**10:09**
NEXT ROUTE # 8 TO KATAMA & SB	→	→	7:50	→	8:50	→	9:50	→
NEXT ROUTE # 13 TO OB / VH	**6:25**	**7:25**	**7:55**	**8:25**	**8:55**	**9:25**	**9:55**	**10:25**

	A.M.				P.M.			
Depart VH SSA TERMINAL	10:10	10:40	11:10	11:40	12:10	12:40	1:10	1:40
HILLSIDE VILLAGE (PULL IN)	10:16	---	11:16	---	12:16	12:46	---	---
M.V. HIGH SCHOOL BENCH STOP	10:21	10:49	11:21	11:49	12:21	12:51	1:19	1:49
MVCS / WOODSIDE	---	10:50	---	11:50	---	---	1:20	---
HOLLY BEAR LANE	10:27	10:58	11:27	11:58	12:27	12:57	1:28	1:55
Arrive CHURCH ST. EDG.	10:32	11:03	11:32	12:03	12:32	1:02	1:33	2:00
NEXT ROUTE # 6 TO WEST TISBURY	→	**11:09**	→	**12:09**	→	**1:09**	→	**2:09**
NEXT ROUTE # 8 TO KATAMA & SB	10:50	→	11:50	→	12:50	→	1:50	→
NEXT ROUTE # 13 TO OB / VH	**10:55**	**11:25**	**11:55**	**12:25**	**12:55**	**1:25**	**1:55**	**2:25**

	P.M.							
Depart VH SSA TERMINAL	2:10	2:40	3:10	3:40	4:10	4:40	5:10	5:40
HILLSIDE VILLAGE (PULL IN)	2:16	---	---	---	4:16	---	---	---
M.V. HIGH SCHOOL BENCH STOP	2:21	2:49	3:19	3:49	4:21	4:49	5:19	5:49
MVCS / WOODSIDE	---	---	3:20	---	---	---	5:20	---
HOLLY BEAR LANE	2:27	2:55	3:28	3:55	4:27	4:55	5:28	5:55
Arrive CHURCH ST. EDG.	2:32	3:00	3:33	4:00	4:32	5:00	5:33	6:00
NEXT ROUTE # 6 TO WEST TISBURY	→	**3:09**	→	**4:09**	→	**5:09**	→	**6:09**
NEXT ROUTE # 8 TO KATAMA & SB	2:50	→	3:50	→	4:50	→	5:50	→
NEXT ROUTE # 13 TO OB / VH	**2:55**	**3:25**	**3:55**	**4:25**	**4:55**	**5:25**	**5:55**	**6:25**

	P.M.							
Depart VH SSA TERMINAL	6:10	6:40	7:10	7:40	8:10	8:40	9:10	9:40
HILLSIDE VILLAGE (PULL IN)	6:16	---	---	---	---	---	---	---
M.V. HIGH SCHOOL BENCH STOP	6:21	6:49	7:19	7:49	8:19	8:49	9:19	9:49
MVCS / WOODSIDE	---	---	---	7:50	---	---	---	---
HOLLY BEAR LANE	6:27	6:55	7:25	7:58	8:25	8:55	9:25	9:55
Arrive CHURCH ST. EDG.	6:32	7:00	7:30	8:03	8:30	9:00	9:30	10:00
NEXT ROUTE # 6 TO WEST TISBURY	→	**7:09**	-	-	-	-	-	-
NEXT ROUTE # 8 TO KATAMA & SB	6:50	-	-	-	-	-	-	-
NEXT ROUTE # 13 TO OB / VH	**6:55**	**7:25**	**7:55**	**8:25**	**8:55**	**9:25**	**9:55**	**10:25**

	P.M.			
Depart VH SSA TERMINAL	10:10	10:40	11:10	11:40
HILLSIDE VILLAGE (PULL IN)	---	---	---	---
M.V. HIGH SCHOOL BENCH STOP	10:19	10:49	11:19	11:49
MVCS / WOODSIDE	---	---	---	---
HOLLY BEAR LANE	10:25	10:55	11:25	11:55
Arrive CHURCH ST. EDG.	10:30	11:00	11:30	12:00
NEXT ROUTE # 13 TO OB / VH	**11:00**	**11:25**	→	**12:20**

#7 OAK BLUFFS - AIRPORT via COUNTY ROAD / BARNES ROAD

APRIL 7 - MAY 11, 2023

MV Transit Authority
508-693-9440
www.vineyardtransit.com

INBOUND TO OAK BLUFFS

	A.M.			P.M.				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DEPART MV AIRPORT	6:22	8:22	10:22	12:22	2:22	4:22	6:22	8:22
***ACROSS FROM* AIRPORT BUS. PARK**	6:25	8:25	10:25	12:25	2:25	4:25	6:25	8:25
THE ROUNDABOUT	6:27	8:27	10:27	12:27	2:27	4:27	6:27	8:27
POND VIEW DRIVE	6:29	8:29	10:29	12:29	2:29	4:29	6:29	8:29
OB FIRE STATION INTERSECTION	6:31	8:31	10:31	12:31	2:31	4:31	6:31	8:31
VINEYARD AVENUE	6:32	8:32	10:32	12:32	2:32	4:32	6:32	8:32
MARTHA'S VINEYARD HOSPITAL	6:34	8:34	10:34	12:34	2:34	4:34	6:34	8:34
ARRIVE OCEAN PARK	6:40	8:40	10:40	12:40	2:40	4:40	6:40	8:40
NEXT ROUTE # 13 TO VINEYARD HAVEN	6:40	8:40	10:40	12:40	2:40	4:40	6:40	8:40
NEXT ROUTE # 13 TO EDGARTOWN	7:07	9:07	11:07	1:07	3:07	5:07	7:07	9:07

OUTBOUND TO MV AIRPORT

	A.M.			P.M.				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DEPART OCEAN PARK	6:52	8:52	10:52	12:52	2:52	4:52	6:52	8:52
OCEAN AVE. & HEALEY WAY	6:54	8:54	10:54	12:54	2:54	4:54	6:54	8:54
NIANTIC PARK	6:56	8:56	10:56	12:56	2:56	4:56	6:56	8:56
OB FIRE STATION INTERSECTION	7:00	9:00	11:00	1:00	3:00	5:00	7:00	9:00
TOWER RIDGE ROAD	7:01	9:01	11:01	1:01	3:01	5:01	7:01	9:01
YMCA	7:05	9:05	11:05	1:05	3:05	5:05	7:05	9:05
MVCS / WOODSIDE VILLAGE	7:06	9:06	11:06	1:06	3:06	5:06	7:06	9:06
THE ROUNDABOUT	7:09	9:09	11:09	1:09	3:09	5:09	7:09	9:09
AIRPORT BUSINESS PARK	7:11	9:11	11:11	1:11	3:11	5:11	7:11	9:11
ARRIVE MV AIRPORT	7:14	9:14	11:14	1:14	3:14	5:14	7:14	9:14
NEXT ROUTE # 6 TO WEST TISBURY	**7:22**	**9:22**	**11:22**	**1:22**	**3:22**	**5:22**	**7:22**	-
NEXT ROUTE # 6 TO EDGARTOWN	**8:40**	**10:40**	**12:40**	**2:40**	**4:40**	**6:40**	**7:40 ^**	-

^ Last Route #6 trip at 7:40 pm from MV AIRPORT to EDGARTOWN operates upon request only.

#9 OAK BLUFFS - HOSPITAL - AIRPORT via BARNES ROAD / COUNTY ROAD

APRIL 7 - MAY 11, 2023

MV Transit Authority
508-693-9440
www.vineyardtransit.com

INBOUND TO OAK BLUFFS

	A.M.			P.M.			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DEPART MV AIRPORT	7:22	9:22	11:22	1:22	3:22	5:22	7:22
ACROSS FROM AIRPORT BUSINESS PARK	7:25	9:25	11:25	1:25	3:25	5:25	7:25
THE ROUNDABOUT	7:27	9:27	11:27	1:27	3:27	5:27	7:27
M.V. HIGH SCHOOL BENCH STOP	7:29	9:29	11:29	1:29	3:29	5:29	7:29
YMCA	7:30	9:30	11:30	1:30	3:30	5:30	7:30
MVCS / WOODSIDE VILLAGE	7:31	9:31	11:31	1:31	3:31	5:31	7:31
ACROSS FROM TOWER RIDGE ROAD	7:35	9:35	11:35	1:35	3:35	5:35	7:35
OB FIRE STATION INTERSECTION	7:37	9:37	11:37	1:37	3:37	5:37	7:37
VINEYARD AVENUE	7:38	9:38	11:38	1:38	3:38	5:38	7:38
OAK BLUFFS LIBRARY	7:39	9:39	11:39	1:39	3:39	5:39	7:39
ARRIVE OCEAN PARK	7:43	9:43	11:43	1:43	3:43	5:43	7:43
NEXT ROUTE # 13 TO VINEYARD HAVEN	8:10	10:10	12:10	2:10	4:10	6:10	8:10
NEXT ROUTE # 13 TO EDGARTOWN	8:07	10:07	12:07	2:07	4:07	6:07	8:07

OUTBOUND TO MV AIRPORT

	A.M.			P.M.			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DEPART OCEAN PARK	7:52	9:52	11:52	1:52	3:52	5:52	7:52
MARTHA'S VINEYARD HOSPITAL	7:59	9:59	11:59	1:59	3:59	5:59	7:59
OB FIRE STATION INTERSECTION	8:04	10:04	12:04	2:04	4:04	6:04	8:04
ACROSS FROM POND VIEW DRIVE	8:06	10:06	12:06	2:06	4:06	6:06	8:06
THE ROUNDABOUT	8:09	10:09	12:09	2:09	4:09	6:09	8:09
AIRPORT BUSINESS PARK	8:11	10:11	12:11	2:11	4:11	6:11	8:11
ARRIVE MARTHA'S VINEYARD AIRPORT	8:14	10:14	12:14	2:14	4:14	6:14	8:14
NEXT ROUTE # 6 TO WEST TISBURY	**9:22**	**11:22**	**1:22**	**3:22**	**5:22**	**7:22**	-
NEXT ROUTE # 6 TO EDGARTOWN	**8:40**	**10:40**	**12:40**	**2:40**	**4:40**	**6:40**	-

VEHICLE TRAVEL SPEED DATA

Accurate Counts

978-664-2565

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA
Direction: EB,

12/1/2022 Time	0 - 3 MPH	> 3 - 6 MPH	> 6 - 9 MPH	> 9 - 12 MPH	> 12 - 15 MPH	> 15 - 18 MPH	> 18 - 21 MPH	> 21 - 24 MPH	> 24 - 27 MPH	> 27 - 30 MPH	> 30 - 33 MPH	> 33 - 36 MPH	> 36 - 39 MPH	> 39 MPH	Total
12:00 AM	0	0	0	0	0	0	1	0	0	2	2	0	0	0	5
1:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00	0	0	0	0	0	0	2	2	7	5	5	1	1	0	23
6:00	0	0	1	0	0	4	19	25	28	14	8	1	2	0	102
7:00	0	0	0	1	22	53	89	73	38	23	6	3	0	0	308
8:00	0	0	1	0	10	34	93	93	62	38	8	1	0	0	340
9:00	0	0	0	0	6	24	52	57	74	33	17	6	1	4	274
10:00	0	0	0	0	11	31	60	50	43	23	10	7	1	0	236
11:00	0	0	0	0	6	29	55	76	47	29	8	4	1	1	256
12:00 PM	0	0	1	1	14	17	59	76	63	23	8	5	0	2	269
1:00	0	0	0	0	9	12	54	65	48	33	12	2	2	0	237
2:00	0	0	6	6	12	39	89	86	53	37	15	11	3	0	357
3:00	0	0	0	0	2	11	44	83	72	79	36	9	6	3	345
4:00	0	0	0	0	4	15	46	92	100	46	33	18	0	1	355
5:00	0	0	0	1	8	8	61	62	81	59	28	7	2	1	318
6:00	0	0	0	0	2	13	18	31	49	35	18	6	8	0	180
7:00	0	0	0	0	0	2	11	27	23	31	17	7	6	3	127
8:00	0	0	0	0	0	1	13	23	32	21	11	15	6	1	123
9:00	0	0	0	0	0	1	3	10	14	11	7	2	2	1	51
10:00	0	0	0	0	0	1	2	2	3	5	3	0	1	1	18
11:00	0	0	0	0	0	0	0	0	1	1	2	1	0	0	5
Total	0	0	9	9	106	295	771	933	839	548	256	106	42	18	3932

Percentile	15th	50th	85th	95th
Speed	19	24	29	32

Mean Speed (Average)	24.3
10 MPH Pace Speed	18-27
Number in Pace	2717
Percent in Pace	69.1%
Number > 27 MPH	970
Percent > 27 MPH	24.7%

Accurate Counts
978-664-2565

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA
Direction: EB,

12/2/2022 Time	0 - 3 MPH	> 3 - 6 MPH	> 6 - 9 MPH	> 9 - 12 MPH	> 12 - 15 MPH	> 15 - 18 MPH	> 18 - 21 MPH	> 21 - 24 MPH	> 24 - 27 MPH	> 27 - 30 MPH	> 30 - 33 MPH	> 33 - 36 MPH	> 36 - 39 MPH	> 39 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	2	0	2	1	0	0	5
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
5:00	0	0	0	0	0	1	5	7	3	6	2	0	0	0	24
6:00	0	0	0	0	1	5	19	27	28	14	4	3	1	0	102
7:00	0	0	3	3	13	31	84	68	42	19	9	0	0	0	272
8:00	0	0	0	0	8	29	64	80	55	20	8	2	1	0	267
9:00	0	0	0	0	7	21	58	72	53	23	11	6	1	1	253
10:00	0	0	0	0	4	21	59	75	53	28	6	3	4	0	253
11:00	0	0	0	5	6	14	50	59	51	24	9	8	1	0	227
12:00 PM	0	0	2	3	15	32	52	86	63	26	12	3	2	0	296
1:00	0	0	0	1	4	19	53	73	58	34	16	7	2	0	267
2:00	0	0	3	6	20	31	75	72	63	29	16	7	2	1	325
3:00	0	0	0	1	5	6	27	95	101	63	38	18	9	1	364
4:00	0	0	7	2	7	23	65	73	92	45	23	4	5	1	347
5:00	0	0	0	2	9	23	67	84	93	47	19	8	1	0	353
6:00	0	0	2	0	1	9	28	56	49	36	20	8	2	1	212
7:00	0	0	0	0	3	10	32	49	51	24	10	5	2	0	186
8:00	0	0	0	0	4	0	6	16	28	15	7	1	5	6	88
9:00	0	0	0	2	0	1	4	16	10	6	16	2	2	1	60
10:00	0	0	0	0	0	0	2	10	13	6	2	1	2	0	36
11:00	0	0	0	0	0	0	3	1	2	3	2	0	1	1	13
Total	0	0	17	25	107	276	753	1020	912	468	233	87	43	13	3954

Percentile	15th	50th	85th	95th
Speed	19	23	29	32

Mean Speed (Average)	23.9
10 MPH Pace Speed	18-27
Number in Pace	2835
Percent in Pace	71.7%
Number > 27 MPH	844
Percent > 27 MPH	21.3%

Accurate Counts
978-664-2565

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA
Direction: EB,

12/3/2022 Time	0 - 3 MPH	> 3 - 6 MPH	> 6 - 9 MPH	> 9 - 12 MPH	> 12 - 15 MPH	> 15 - 18 MPH	> 18 - 21 MPH	> 21 - 24 MPH	> 24 - 27 MPH	> 27 - 30 MPH	> 30 - 33 MPH	> 33 - 36 MPH	> 36 - 39 MPH	> 39 MPH	Total
12:00 AM	0	0	0	0	0	0	1	1	2	1	1	0	0	0	6
1:00	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
2:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
3:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3
5:00	0	0	0	0	0	0	0	3	3	1	1	0	0	0	8
6:00	0	0	0	0	0	1	12	18	10	13	7	1	2	0	64
7:00	0	0	0	0	1	1	19	35	46	36	24	10	4	4	180
8:00	0	0	0	0	0	1	20	24	50	47	26	12	8	3	191
9:00	0	0	0	0	2	8	30	56	74	42	38	18	5	3	276
10:00	0	0	0	0	2	1	19	52	78	71	41	8	2	2	276
11:00	0	0	0	0	1	10	19	44	56	78	47	18	5	4	282
12:00 PM	0	0	0	0	2	2	13	31	65	74	49	20	19	7	282
1:00	0	0	2	1	1	6	23	51	64	69	58	25	13	5	318
2:00	0	0	0	2	4	5	13	42	69	64	57	18	12	15	301
3:00	0	0	0	0	0	3	15	24	51	55	41	21	9	8	227
4:00	0	0	0	0	2	3	21	39	50	55	43	13	5	5	236
5:00	0	0	0	0	5	7	31	52	67	46	37	13	3	2	263
6:00	0	0	0	0	0	6	11	29	32	27	16	3	5	2	131
7:00	0	0	0	0	1	5	13	27	25	20	9	5	2	2	109
8:00	0	0	0	0	2	1	4	11	13	12	6	3	2	2	56
9:00	0	0	0	0	0	1	6	7	18	8	9	5	4	3	61
10:00	0	0	0	0	0	0	4	8	5	1	5	2	1	0	26
11:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
Total	0	0	2	3	23	62	275	557	779	723	517	195	101	68	3305
			Percentile	15th	50th	85th	95th								
			Speed	22	27	32	36								
		Mean Speed (Average)		29.3											
		10 MPH Pace Speed		21-30											
		Number in Pace		2223											
		Percent in Pace		67.3%											
		Number > 27 MPH		1604											
		Percent > 27 MPH		48.5%											
Grand Total	0	0	28	37	236	633	1799	2510	2530	1739	1006	388	186	99	11191
Stats			Percentile	15th	50th	85th	95th								
			Speed	20	25	31	35								
		Mean Speed (Average)		27.3											
		10 MPH Pace Speed		19-28											
		Number in Pace		7401											
		Percent in Pace		66.1%											
		Number > 27 MPH		8933											
		Percent > 27 MPH		38.6%											

Accurate Counts
978-664-2565

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA
Direction: WB,

12/1/2022 Time	0 - 3 MPH	> 3 - 6 MPH	> 6 - 9 MPH	> 9 - 12 MPH	> 12 - 15 MPH	> 15 - 18 MPH	> 18 - 21 MPH	> 21 - 24 MPH	> 24 - 27 MPH	> 27 - 30 MPH	> 30 - 33 MPH	> 33 - 36 MPH	> 36 - 39 MPH	> 39 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	1	1	2	1	1	0	6
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	1	2	1	0	2	3	9
5:00	0	0	0	0	0	0	0	3	3	8	5	4	6	7	36
6:00	0	0	1	0	0	2	6	15	45	41	26	14	10	6	166
7:00	0	0	36	13	19	11	35	64	61	33	14	4	1	1	292
8:00	0	0	1	2	13	18	64	96	82	51	17	8	3	1	356
9:00	0	0	1	5	10	10	51	66	61	38	19	9	7	0	277
10:00	0	0	2	1	9	11	30	71	81	35	27	9	5	2	283
11:00	0	0	3	1	4	7	45	86	65	46	19	8	3	1	288
12:00 PM	0	0	1	1	6	2	32	75	83	42	12	13	4	2	273
1:00	0	0	5	4	4	12	24	78	89	46	28	14	5	1	310
2:00	0	0	2	6	4	8	42	69	77	39	17	8	4	1	277
3:00	0	0	2	7	4	18	40	55	82	71	36	24	9	3	351
4:00	0	0	2	2	2	10	32	59	104	96	48	16	10	4	385
5:00	0	0	0	2	8	13	19	65	120	93	48	13	4	1	386
6:00	0	0	0	0	0	1	11	20	51	72	49	20	9	5	238
7:00	0	0	1	0	2	0	5	6	36	33	25	8	6	3	125
8:00	0	0	0	0	1	1	3	6	18	31	28	9	10	2	109
9:00	0	0	0	0	0	0	2	4	15	12	17	5	5	2	62
10:00	0	0	0	0	0	0	0	0	4	5	2	4	3	1	19
11:00	0	0	0	0	0	0	0	1	0	1	2	1	3	1	9
Total	0	0	57	44	86	124	441	839	1079	796	442	192	110	49	4259

Percentile	15th	50th	85th	95th
Speed	20	25	31	35

Mean Speed (Average)	26.7
10 MPH Pace Speed	21-30
Number in Pace	2861
Percent in Pace	67.2%
Number > 27 MPH	1589
Percent > 27 MPH	37.3%

Accurate Counts
978-664-2565

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA
Direction: WB,

12/2/2022 Time	0 - 3 MPH	> 3 - 6 MPH	> 6 - 9 MPH	> 9 - 12 MPH	> 12 - 15 MPH	> 15 - 18 MPH	> 18 - 21 MPH	> 21 - 24 MPH	> 24 - 27 MPH	> 27 - 30 MPH	> 30 - 33 MPH	> 33 - 36 MPH	> 36 - 39 MPH	> 39 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	1	1	2	4	2	0	10
1:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
4:00	0	0	0	0	0	0	0	0	0	2	2	1	0	1	6
5:00	0	0	0	0	0	0	0	1	2	9	2	7	5	5	31
6:00	0	0	0	0	1	4	6	28	30	28	34	17	19	5	172
7:00	0	0	21	15	13	22	73	81	73	32	9	4	0	1	344
8:00	0	0	1	1	4	12	51	81	99	61	25	9	3	2	349
9:00	0	0	1	2	4	3	29	48	70	57	17	9	6	3	249
10:00	0	0	0	1	1	3	26	72	77	42	21	10	4	2	259
11:00	0	0	1	0	7	8	30	65	68	52	28	8	6	3	276
12:00 PM	0	0	0	1	4	4	26	70	73	54	25	12	5	1	275
1:00	0	0	0	3	3	5	34	92	100	63	23	7	8	0	338
2:00	0	0	5	9	10	9	27	65	68	52	19	6	4	0	274
3:00	0	0	10	5	8	14	34	44	48	68	46	24	10	5	316
4:00	0	0	6	5	19	29	47	57	87	63	22	5	4	2	346
5:00	0	0	0	0	3	7	25	80	114	71	50	20	3	2	375
6:00	0	0	0	2	0	3	4	29	54	47	43	17	7	1	207
7:00	0	0	0	1	1	0	5	8	24	34	24	14	8	2	121
8:00	0	0	0	0	0	0	2	16	32	42	32	10	7	5	146
9:00	0	0	0	0	0	1	6	6	24	28	22	13	12	9	121
10:00	0	0	0	0	0	0	2	6	9	16	10	4	5	8	60
11:00	0	0	0	0	0	0	0	0	2	1	3	5	4	3	18
Total	0	0	45	45	78	124	427	849	1056	823	459	206	124	61	4297

Percentile	15th	50th	85th	95th
Speed	20	25	31	35

Mean Speed (Average)	27.3
10 MPH Pace Speed	21-30
Number in Pace	2880
Percent in Pace	67.0%
Number > 27 MPH	1673
Percent > 27 MPH	38.9%

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA
Direction: WB,

12/3/2022 Time	0 - 3 MPH	> 3 - 6 MPH	> 6 - 9 MPH	> 9 - 12 MPH	> 12 - 15 MPH	> 15 - 18 MPH	> 18 - 21 MPH	> 21 - 24 MPH	> 24 - 27 MPH	> 27 - 30 MPH	> 30 - 33 MPH	> 33 - 36 MPH	> 36 - 39 MPH	> 39 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	1	1	2	0	0	3	7
1:00	0	0	0	0	0	0	0	0	0	0	4	2	0	1	7
2:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
3:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4:00	0	0	0	0	0	0	0	1	0	1	1	1	2	0	6
5:00	0	0	0	0	0	0	0	0	1	4	6	3	3	2	19
6:00	0	0	0	0	0	0	4	10	20	22	29	12	11	7	115
7:00	0	0	1	0	1	1	1	6	27	39	30	25	13	10	154
8:00	0	0	1	0	0	4	5	18	44	56	48	15	13	7	211
9:00	0	0	0	0	2	2	11	19	47	55	55	28	17	7	243
10:00	0	0	0	1	0	4	10	42	70	81	63	27	23	3	324
11:00	0	0	0	1	1	3	4	29	51	76	68	31	16	17	297
12:00 PM	0	0	1	0	0	1	12	16	68	100	60	29	19	13	319
1:00	0	0	0	0	0	3	5	40	61	86	57	31	21	12	316
2:00	0	0	0	1	0	1	3	18	46	56	47	29	30	14	245
3:00	0	0	1	0	1	0	8	22	34	49	71	16	32	9	243
4:00	0	0	0	0	7	8	33	37	48	36	34	18	6	1	228
5:00	0	0	0	0	4	3	11	22	37	30	35	15	9	6	172
6:00	0	0	0	0	1	0	6	10	38	26	27	11	4	6	129
7:00	0	0	0	0	0	1	6	16	25	46	23	8	6	1	132
8:00	0	0	0	0	0	0	5	10	12	25	29	10	7	7	105
9:00	0	0	0	0	0	0	1	8	19	17	17	10	4	6	82
10:00	0	0	0	0	0	0	3	1	7	10	11	7	5	6	50
11:00	0	0	0	0	0	0	0	0	0	3	5	0	2	1	11
Total	0	0	4	3	17	31	128	325	656	820	722	328	244	139	3417
			Percentile	15th	50th	85th	95th								
			Speed	24	29	35	38								
		Mean Speed (Average)		33.5											
		10 MPH Pace Speed		24-33											
		Number in Pace		2307											
		Percent in Pace		67.5%											
		Number > 27 MPH		2253											
		Percent > 27 MPH		65.9%											
Grand Total	0	0	106	92	181	279	996	2013	2791	2439	1623	726	478	249	11973
Stats			Percentile	15th	50th	85th	95th								
			Speed	21	27	32	36								
		Mean Speed (Average)		28.9											
		10 MPH Pace Speed		21-30											
		Number in Pace		7763											
		Percent in Pace		64.8%											
		Number > 27 MPH		5515											
		Percent > 27 MPH		46.1%											

Accurate Counts
978-664-2565

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA
Direction: Combined

12/1/2022 Time	0 - 3 MPH	> 3 - 6 MPH	> 6 - 9 MPH	> 9 - 12 MPH	> 12 - 15 MPH	> 15 - 18 MPH	> 18 - 21 MPH	> 21 - 24 MPH	> 24 - 27 MPH	> 27 - 30 MPH	> 30 - 33 MPH	> 33 - 36 MPH	> 36 - 39 MPH	> 39 MPH	Total
12:00 AM	0	0	0	0	0	0	1	0	1	3	4	1	1	0	11
1:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
2:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	1	2	2	0	2	3	10
5:00	0	0	0	0	0	0	2	5	10	13	10	5	7	7	59
6:00	0	0	2	0	0	6	25	40	73	55	34	15	12	6	268
7:00	0	0	36	14	41	64	124	137	99	56	20	7	1	1	600
8:00	0	0	2	2	23	52	157	189	144	89	25	9	3	1	696
9:00	0	0	1	5	16	34	103	123	135	71	36	15	8	4	551
10:00	0	0	2	1	20	42	90	121	124	58	37	16	6	2	519
11:00	0	0	3	1	10	36	100	162	112	75	27	12	4	2	544
12:00 PM	0	0	2	2	20	19	91	151	146	65	20	18	4	4	542
1:00	0	0	5	4	13	24	78	143	137	79	40	16	7	1	547
2:00	0	0	8	12	16	47	131	155	130	76	32	19	7	1	634
3:00	0	0	2	7	6	29	84	138	154	150	72	33	15	6	696
4:00	0	0	2	2	6	25	78	151	204	142	81	34	10	5	740
5:00	0	0	0	3	16	21	80	127	201	152	76	20	6	2	704
6:00	0	0	0	0	2	14	29	51	100	107	67	26	17	5	418
7:00	0	0	1	0	2	2	16	33	59	64	42	15	12	6	252
8:00	0	0	0	0	1	2	16	29	50	52	39	24	16	3	232
9:00	0	0	0	0	0	1	5	14	29	23	24	7	7	3	113
10:00	0	0	0	0	0	1	2	2	7	10	5	4	4	2	37
11:00	0	0	0	0	0	0	0	1	1	2	4	2	3	1	14
Total	0	0	66	53	192	419	1212	1772	1918	1344	698	298	152	67	8191

Percentile	15th	50th	85th	95th
Speed	19	24	30	34

Mean Speed (Average)	25.6
10 MPH Pace Speed	20-29
Number in Pace	5434
Percent in Pace	66.3%
Number > 27 MPH	2559
Percent > 27 MPH	31.2%

Accurate Counts
978-664-2565

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA
Direction: Combined

12/2/2022 Time	0 - 3 MPH	> 3 - 6 MPH	> 6 - 9 MPH	> 9 - 12 MPH	> 12 - 15 MPH	> 15 - 18 MPH	> 18 - 21 MPH	> 21 - 24 MPH	> 24 - 27 MPH	> 27 - 30 MPH	> 30 - 33 MPH	> 33 - 36 MPH	> 36 - 39 MPH	> 39 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	3	1	4	5	2	0	15
1:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
2:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
4:00	0	0	0	0	0	0	0	1	2	2	2	1	0	1	9
5:00	0	0	0	0	0	1	5	8	5	15	4	7	5	5	55
6:00	0	0	0	0	2	9	25	55	58	42	38	20	20	5	274
7:00	0	0	24	18	26	53	157	149	115	51	18	4	0	1	616
8:00	0	0	1	1	12	41	115	161	154	81	33	11	4	2	616
9:00	0	0	1	2	11	24	87	120	123	80	28	15	7	4	502
10:00	0	0	0	1	5	24	85	147	130	70	27	13	8	2	512
11:00	0	0	1	5	13	22	80	124	119	76	37	16	7	3	503
12:00 PM	0	0	2	4	19	36	78	156	136	80	37	15	7	1	571
1:00	0	0	0	4	7	24	87	165	158	97	39	14	10	0	605
2:00	0	0	8	15	30	40	102	137	131	81	35	13	6	1	599
3:00	0	0	10	6	13	20	61	139	149	131	84	42	19	6	680
4:00	0	0	13	7	26	52	112	130	179	108	45	9	9	3	693
5:00	0	0	0	2	12	30	92	164	207	118	69	28	4	2	728
6:00	0	0	2	2	1	12	32	85	103	83	63	25	9	2	419
7:00	0	0	0	1	4	10	37	57	75	58	34	19	10	2	307
8:00	0	0	0	0	4	0	8	32	60	57	39	11	12	11	234
9:00	0	0	0	2	0	2	10	22	34	34	38	15	14	10	181
10:00	0	0	0	0	0	0	4	16	22	22	12	5	7	8	96
11:00	0	0	0	0	0	0	3	1	4	4	5	5	5	4	31
Total	0	0	62	70	185	400	1180	1869	1968	1291	692	293	167	74	8251

Percentile	15th	50th	85th	95th
Speed	19	24	30	34

Mean Speed (Average)	25.7
10 MPH Pace Speed	20-29
Number in Pace	5518
Percent in Pace	66.9%
Number > 27 MPH	2517
Percent > 27 MPH	30.5%

Location : Edgartown-Vineyard Haven Road 94780001
Location : West of YMCA Driveway
City/State: Oak Bluffs, MA
Direction: Combined

12/3/2022 Time	0 - 3 MPH	> 3 - 6 MPH	> 6 - 9 MPH	> 9 - 12 MPH	> 12 - 15 MPH	> 15 - 18 MPH	> 18 - 21 MPH	> 21 - 24 MPH	> 24 - 27 MPH	> 27 - 30 MPH	> 30 - 33 MPH	> 33 - 36 MPH	> 36 - 39 MPH	> 39 MPH	Total
12:00 AM	0	0	0	0	0	0	1	1	3	2	3	0	0	3	13
1:00	0	0	0	0	0	1	0	0	0	2	4	2	0	1	10
2:00	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3
3:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
4:00	0	0	0	0	0	0	0	2	0	2	2	1	2	0	9
5:00	0	0	0	0	0	0	0	3	4	5	7	3	3	2	27
6:00	0	0	0	0	0	1	16	28	30	35	36	13	13	7	179
7:00	0	0	1	0	2	2	20	41	73	75	54	35	17	14	334
8:00	0	0	1	0	0	5	25	42	94	103	74	27	21	10	402
9:00	0	0	0	0	4	10	41	75	121	97	93	46	22	10	519
10:00	0	0	0	1	2	5	29	94	148	152	104	35	25	5	600
11:00	0	0	0	1	2	13	23	73	107	154	115	49	21	21	579
12:00 PM	0	0	1	0	2	3	25	47	133	174	109	49	38	20	601
1:00	0	0	2	1	1	9	28	91	125	155	115	56	34	17	634
2:00	0	0	0	3	4	6	16	60	115	120	104	47	42	29	546
3:00	0	0	1	0	1	3	23	46	85	104	112	37	41	17	470
4:00	0	0	0	0	9	11	54	76	98	91	77	31	11	6	464
5:00	0	0	0	0	9	10	42	74	104	76	72	28	12	8	435
6:00	0	0	0	0	1	6	17	39	70	53	43	14	9	8	260
7:00	0	0	0	0	1	6	19	43	50	66	32	13	8	3	241
8:00	0	0	0	0	2	1	9	21	25	37	35	13	9	9	161
9:00	0	0	0	0	0	1	7	15	37	25	26	15	8	9	143
10:00	0	0	0	0	0	0	7	9	12	11	16	9	6	6	76
11:00	0	0	0	0	0	0	1	1	1	3	5	0	2	1	14
Total	0	0	6	6	40	93	403	882	1435	1543	1239	523	345	207	6722
			Percentile	15th	50th	85th	95th								
			Speed	23	28	34	37								
		Mean Speed (Average)		31.4											
		10 MPH Pace Speed		23-32											
		Number in Pace		4499											
		Percent in Pace		66.9%											
		Number > 27 MPH		3857											
		Percent > 27 MPH		57.4%											
Grand Total	0	0	134	129	417	912	2795	4523	5321	4178	2629	1114	664	348	23164
Stats			Percentile	15th	50th	85th	95th								
			Speed	20	25	31	35								
		Mean Speed (Average)		27.3											
		10 MPH Pace Speed		20-29											
		Number in Pace		14908											
		Percent in Pace		64.4%											
		Number > 27 MPH		8933											
		Percent > 27 MPH		38.6%											

MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAP

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Oak Bluffs COUNT DATE : 12/1/2022

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Edgartown Vineyard Haven Road

MINOR STREET(S) : Barnes Road

INTERSECTION DIAGRAM (Label Approaches)

↑ *North*

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (PM) :	455	187	530	484		**1,656**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **18,400**

TOTAL # OF CRASHES : 5 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **1.00**

CRASH RATE CALCULATION : **0.15** RATE = (A * 1,000,000) / (V * 365)

Comments : Below MassDOT Statewide and District Average Crash Rates

Project Title & Date: 9478 - Propsed YMCA Expansion

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Oak Bluffs COUNT DATE : 12/1/2022

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

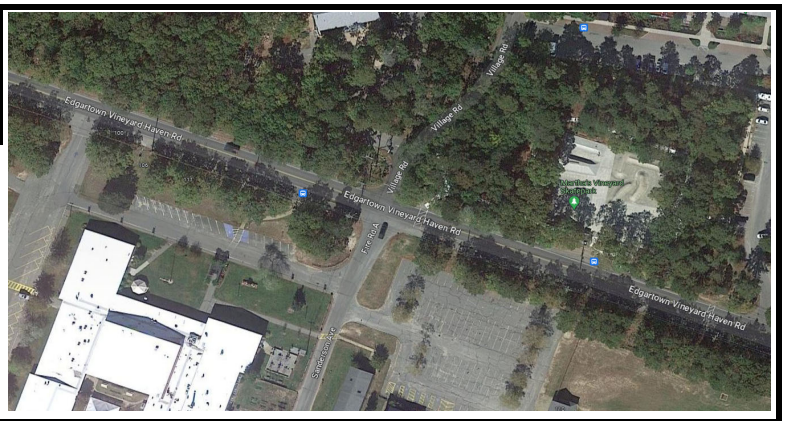
MAJOR STREET : Edgartown Vineyard Haven Road

MINOR STREET(S) : Village Road

Sanderson Avenue

INTERSECTION DIAGRAM (Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM) :	29	95	493	513		1,130

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **12,556**

TOTAL # OF CRASHES : 10 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **2.00**

CRASH RATE CALCULATION : **0.44** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT Statewide and District Average Crash Rates

Project Title & Date: 9478 - Propsed YMCA Expansion

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Oak Bluffs COUNT DATE : 12/1/2022

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Edgartown Vineyard Haven Road

MINOR STREET(S) : County Road

INTERSECTION DIAGRAM
(Label Approaches)

↑ *North*

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM) :	0	219	448	536		1,203

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **13,367**

TOTAL # OF CRASHES : 11

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **2.20**

CRASH RATE CALCULATION : **0.45**

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

Comments : Below MassDOT Statewide and District Average Crash Rates

Project Title & Date: 9478 - Propsed YMCA Expansion

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Oak Bluffs COUNT DATE : 12/1/2022

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Edgartown Vineyard Haven Road

MINOR STREET(S) : YMCA Driveway

INTERSECTION DIAGRAM
(Label Approaches)

↑ *North*

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM) :	0	78	461	526		**1,065**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **11,833**

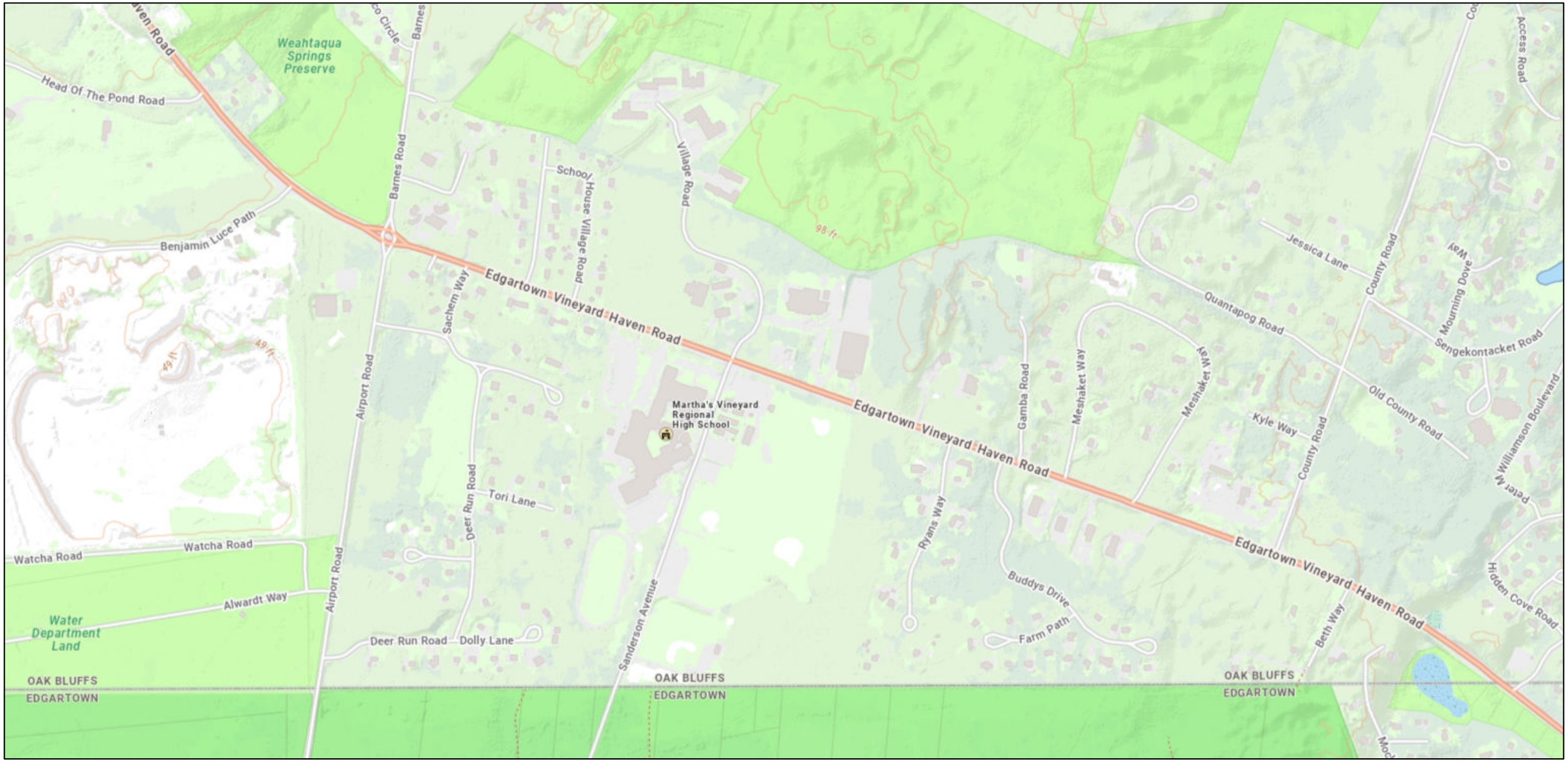
TOTAL # OF CRASHES : 2 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **0.40**

CRASH RATE CALCULATION : **0.09** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT Statewide and District Average Crash Rates

Project Title & Date: 9478 - Propsed YMCA Expansion

MassDOT Top Crash Locations



4/21/2023, 1:18:43 PM

1:9,028

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

MassDOT

ASSESSORS INFORMATION

Key: 4392

Town of OAK BLUFFS - Fiscal Year 2023

1/13/2023 9:52 am SEQ #: 4.581

LEGAL

CURRENT OWNER	PARCEL ID	LOCATION
YMCA OF MARTHAS VINEYARD **MARTHAS VINEYARD REGIONAL HIGH SCHOOL** **111R EDGARTOWN VINEYARD HAVEN RD** **VINEYARD HAVEN, MA 02568**	**50-29-0**	**111-R EDGARTOWN/VH RD**

TRANSFER HISTORY	DOS	T	SALE PRICE	BK-PG (Cert)
YMCA OF MARTHAS VINEYARD		99		N/A-N/A

CLASS	CLASS%	DESCRIPTION	BN ID	BN	CARD
9050	**100**	**EXEMPT/CHARITY**		**1**	**1 of 1**

PMT NO	PMT DT	TY	DESC	AMOUNT	INSP	BY	1st	%
BP523	06/23/2015	1	New Construc				0	0
		68	Vision Field		04/17/2011	DT	0	0
BP10-103	12/03/2010	1	New Construc				0	0
BP10-42	08/05/2010	1	New Construc				0	100
DM10-07	08/05/2010	5	Demolitions				0	100

LAND

CD	T	AC/SF/UN	Ngh	Infl1	Infl2	ADJ BASE	SAF	Infl3	Lpi	VC	CREDIT AMT	ADJ VALUE
100	S	120,000	050 1.00	A 1.00	0 1.00	353,200	1.00	ZN2 1.00	NA 1.00			973,000
303	A	2.245	050 1.00	A 1.00	0 1.00	115,800	1.00	ZN2 1.00	NA 1.00			259,970

TOTAL	5.000 Acres	ZONING	R3	FRNT	1,255
Ngh	0050	NOTE	Leased land Partial Zone 2		
Infl1	100% GOOD				
Infl2	0				

ASSESSED	CURRENT	PREVIOUS
LAND	1,233,000	968,000
BUILDING	13,697,300	12,046,200
DETACHED	91,900	85,700
OTHER	0	0
TOTAL	**15,022,200**	**13,099,900**

DETACHED

TY	QUAL	COND	DIM/NOTE	YB	UNITS	ADJ PRICE	RCNLD
APV	A 1.00	SV 1.00		2009	40,000	1.50	60,000
APV	A 1.00	50 0.50		1988	40,000	1.50	30,000
LH1	A 1.00	50 0.50	MERC VAP	1988	3	1,234.20	1,900

PHOTO

BUILDING

BUILDING	CD	ADJ	DESC
MODEL	5		CIM
STYLE	74	4.47	HEALTH CLUB [100%]
QUALITY	G	1.33	GOOD [100%]
FRAME	6	1.03	STRUC. STEEL [100%]

MEASURE		
LIST		
REVIEW		

BLDG COMMENTS

YEAR BLT	2009	SIZE ADJ	1.000
NET AREA	28,841	DETAIL ADJ	5.709
$NLA(RCN)	$522	OVERALL	1.000

CAPACITY	UNITS	ADJ
STORIES	2	1.00
% HEATED	100	1.00
% AIR COND	100	1.00
% SPRINKLER	0	1.00

ELEMENT	CD	DESCRIPTION	ADJ
FOUNDATION	4	FLR & WALL	1.00
EXT. COVER	1	WOOD SHINGLE	1.03
ROOF SHAPE	4	FLAT/SHED	0.98
ROOF COVER	8	TAR & GRAVEL	1.00
FLOOR COVER	4	TILE/SLATE	1.04
INT. FINISH	2	DRYWALL	1.00
HEATING/COOL	9	WARM/COOL AIR	1.12
FUEL SOURCE	2	GAS	1.00

S	BAT	T	DESCRIPTION	UNITS	YB	ADJ PRICE	RCN
	BAS	L	BASE AREA	22,412	2009	506.75	11,357,247
	USF	L	UP-STRY FIN	6,429	2009	506.75	3,257,886
	BMU	N	BSMT UNF	4,294		101.73	436,813

TOTAL RCN	15,051,946

CONDITION ELEM	CD
EXTERIOR	
INTERIOR	
CDN/APP	

EFF.YR/AGE	2012 / 9
COND	9 9 %
FUNC	0
ECON	0
DEPR	9 % GD 91
RCNLD	$13,697,300

GENERAL BACKGROUND TRAFFIC GROWTH

Martha's Vineyard Transportation Plan (MVTP) 2016-2040

July 2015

Prepared by the Martha's Vineyard Commission and the Martha's Vineyard Joint Transportation Committee

in cooperation with the

Federal Highway Administration, Federal Transit Administration, and Massachusetts Department of Transportation

under contract number 56241

This reflects the fact that short-term visitors, particularly those staying in town centers (hotels, inns, bed & breakfasts) are the easiest to accommodate without having a vehicle on the Island since they have ready access to most visitor destinations on foot, or by taxi, bicycle, or bus. Also, they are most impacted by the inconvenience of bringing a car on the ferry for only a few days, especially the difficulty of getting a car reservation that fits their travel plans and the relatively high cost of a ferry ticket for a vehicle ($137 round-trip for peak-season 2015 for a car less than 17 feet long, and $157 round trip for vehicles from 17-20 feet long) which may not be justified for a short-term stay.

There are approximately 300 rental mopeds and 400 to 500 rental cars available during the summer season from business located in the Down-Island towns and at the airport.
Increase in Traffic

Traffic counts conducted by the MVC indicate that although there has been a generally steady increase in traffic across the Island, roads and intersections already close to or at capacity have experienced fairly level traffic use.

Traffic Levels

The peak-season traffic levels have held relatively steady since the late 1990's. However, mid-winter traffic has steadily increased each year. The winter trend reflects the increase in second- homeowners traveling to the Island year-round, and an increase in the number of Island residents, including those who commute to work or school on the mainland. The leveling of mid-summer traffic is the direct result of deliberate ferry-capacity constraints approved by the residents of Martha's Vineyard and imposed by the Steamship Authority management.

Previously, the Commission analyzed traffic volume trends at several Down-Island locations. From 1981 to 1996, traffic volumes increased 1.7% annually. The study locations were: Main Street in Edgartown; Edgartown/Vineyard Haven Road in Edgartown, Oak Bluffs, and Tisbury; New York Avenue in Oak Bluffs; and Beach Road in Edgartown, Oak Bluffs and Tisbury.

Figure 28 Drivers on Vineyard Roads

	at Vineyard Haven[1]		at Edgartown[2]	
	Weekday	Saturday	Weekday	Saturday
Permanent residents	68%	59%	53%	39%
Seasonal residents and long-term visitors	30%	38%	43%	55%
Short-term visitors	2%	3%	4%	6%

Long-term visitors defined as staying one week or more
1- Source: Origin-Destination study carried out by the MVC in 2004 at the intersection of State Road and Edgartown/Vineyard Haven Road
2 -Source: Origin-Destination study carried out by the MVC in 2005 at five locations in Edgartown

While traffic volumes have trended upward since 1996 on most Island roads, Up-Island traffic volumes have generally outpaced traffic growth in Edgartown, Oak Bluffs, and Tisbury. For example August weekend travel remains fairly level in recent years on New York Avenue in Oak Bluffs. The MVC is counting sample bicycle and pedestrian numbers at various locations and on the Shared Use Paths

(SUPs); however, usage varies on the SUPs. But traffic volumes Up-island and on local collector roads, such as Meshacket Road in Edgartown.

As might be expected, traffic volumes peak in July and August, and are heavily influenced on-Island by weather conditions and time of day. They are at their lowest during February. As analyzed by the Martha's Vineyard Commission, July and August traffic volumes are typically three times greater than in February.

Historically, summer traffic volumes have been nearly twice shoulder season volumes, though the trend is subsiding as the number of non-resident property owners increases.

Traffic counts on some of the most heavily traveled major roads are the State/Beach Road corridor in Vineyard Haven and Upper Main Street in Edgartown, where daily volumes previously were near to 20,000 vehicles in the summer have actually dropped to 12,000 – 15,000 for summer Average Daily Traffic (ADT). The SUP on Upper Main Street was counted with Automatic Traffic Recording equipment in August 2014, and the ADT is 793 bicycles, with a peak hour volume at 1:00 p.m. of 129 bicycles. On Edgartown-Vineyard Haven Road where traffic volumes have also been traditionally high, August 2014 ADT is 12,381, and the SUP ADT was 385 bicycles in September 2013.

Figure 29 Public Opinion for Road System Expansion

To what extent do you agree or disagree with the following statement: Martha's Vineyard road system should be expanded to handle increased traffic?"

	Disagree	Neutral	Agree
Permanent residents	68%	17%	15%
Seasonal residents	42%	34%	24%
Visitors	32%	45%	23%

Survey conducted in 2004

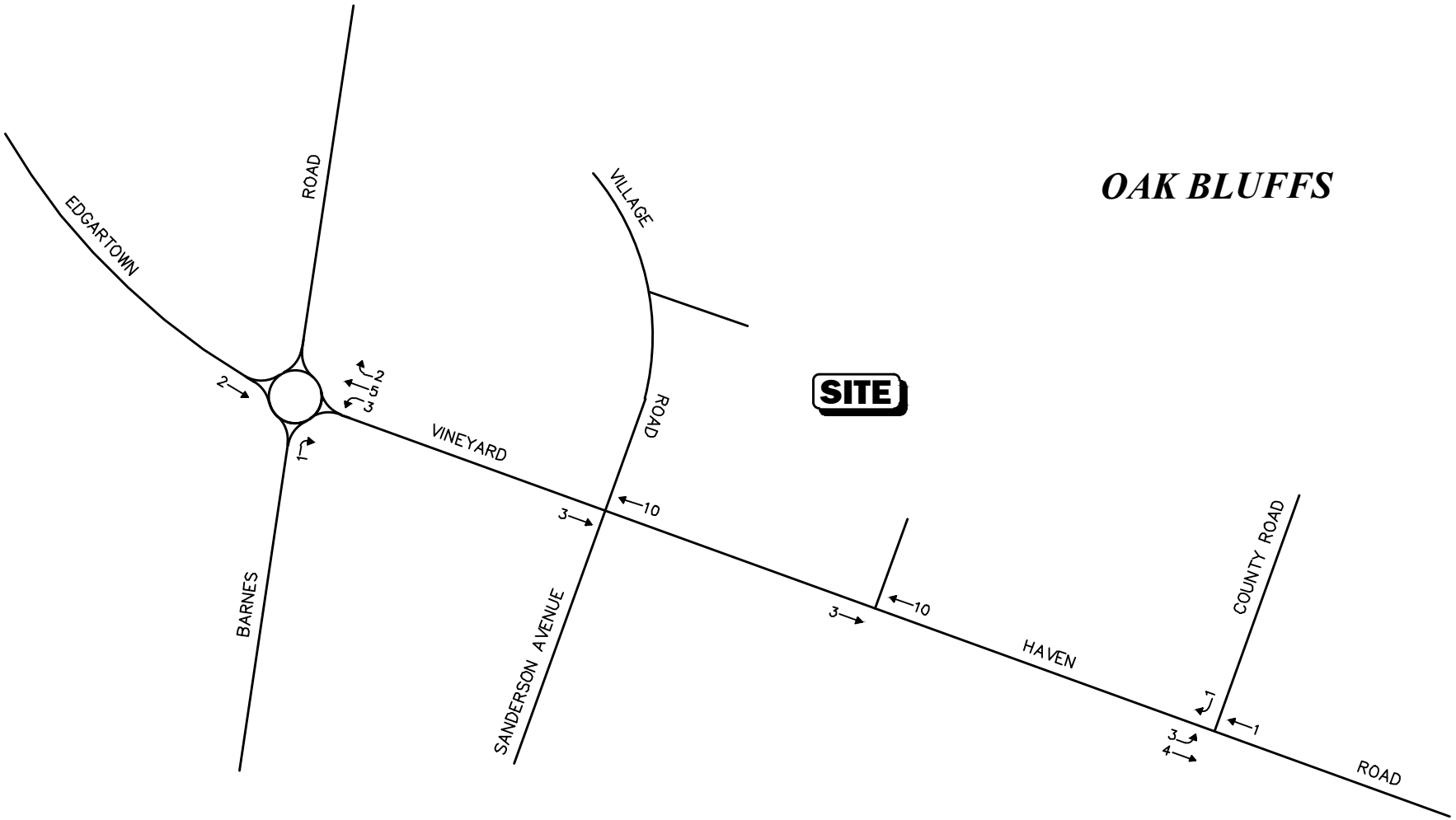
Although Vineyarders like to blame traffic congestion on short-term visitors, previous summer traffic surveys at busy Down-Island locations indicate that the majority of the travelers are permanent residents, seasonal residents and long-term visitors, who account for 96% to 98% of summer weekday traffic. Short-term visitors make up only a very small part of the total traffic.

8.2 Congestion Management

During the summer, there are several intersections and roads that have been highly congested for a long time and feature longer delays of up to 20 minutes at certain times. Although the delays are presently less problematic off-season, traffic growth in the shoulder season threatens to negatively impact mobility in the off-season, too.

An increase in traffic in already busy areas is sometimes enough at times to cause longer delays than are typically expected. For example, a relatively small increase in traffic at an intersection that is close to capacity could lead to a large increase in delays. To avoid this, many drivers would take other routes if available, avoid driving during peak hours, or some visitors might simply stop coming to the Vineyard because of the unpleasantness of traffic problems.

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS



Not to Scale

Figure A-1

Southern Tier Housing
Weekday Morning
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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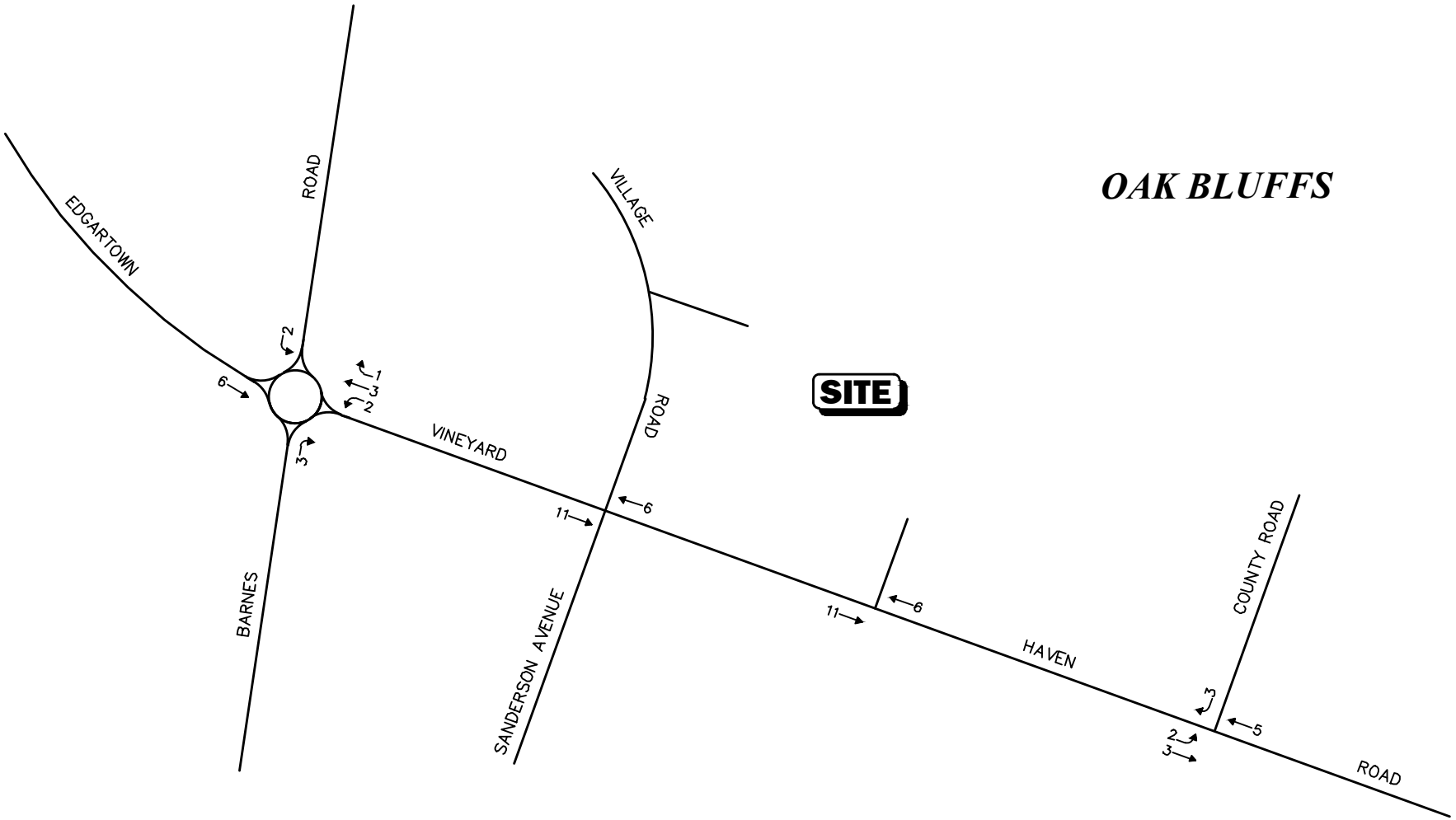

Not to Scale

Figure A-2

Southern Tier Housing
Weekday Evening
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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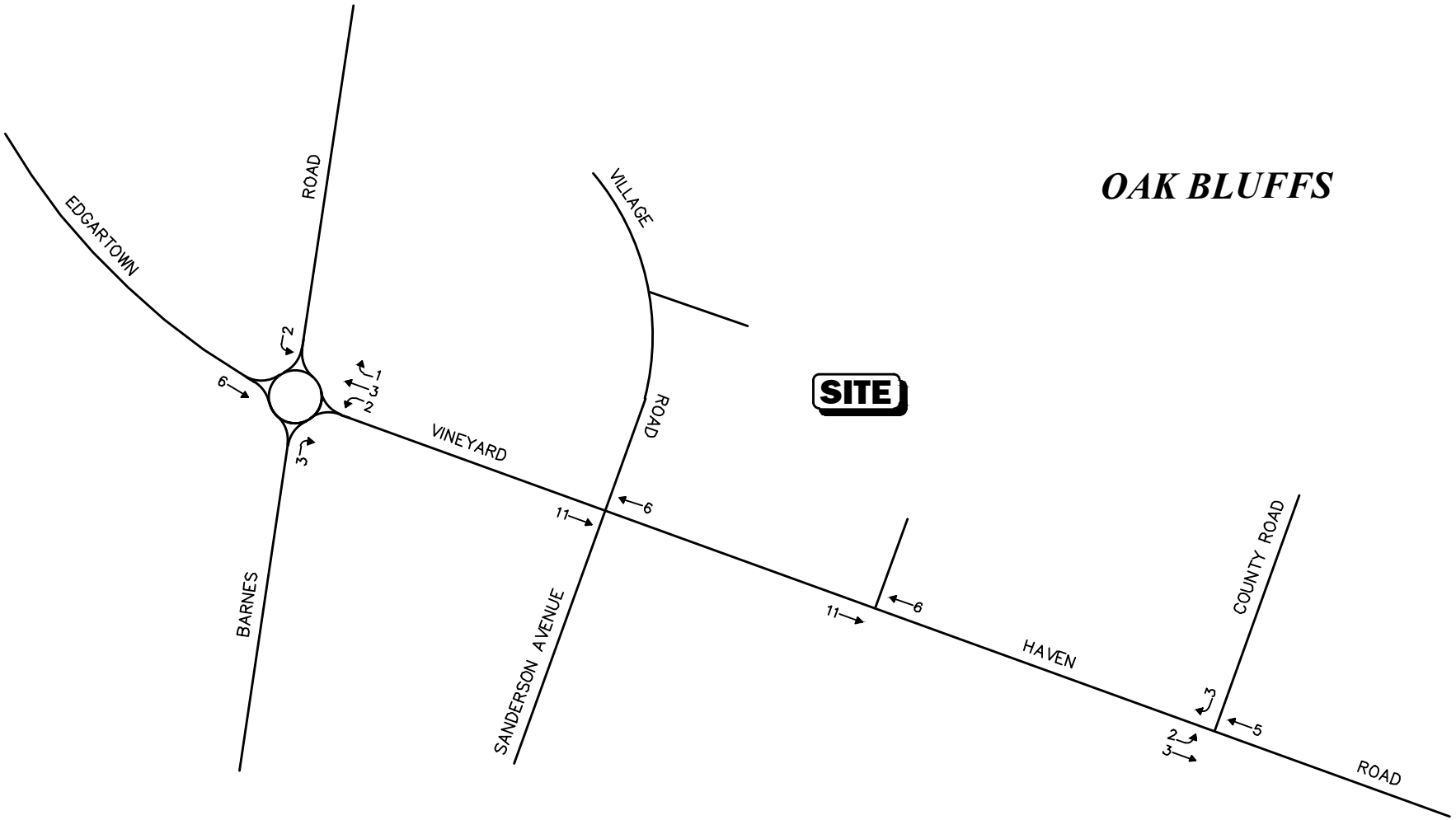

Not to Scale

Figure A-3

Southern Tier Housing
Saturday Midday
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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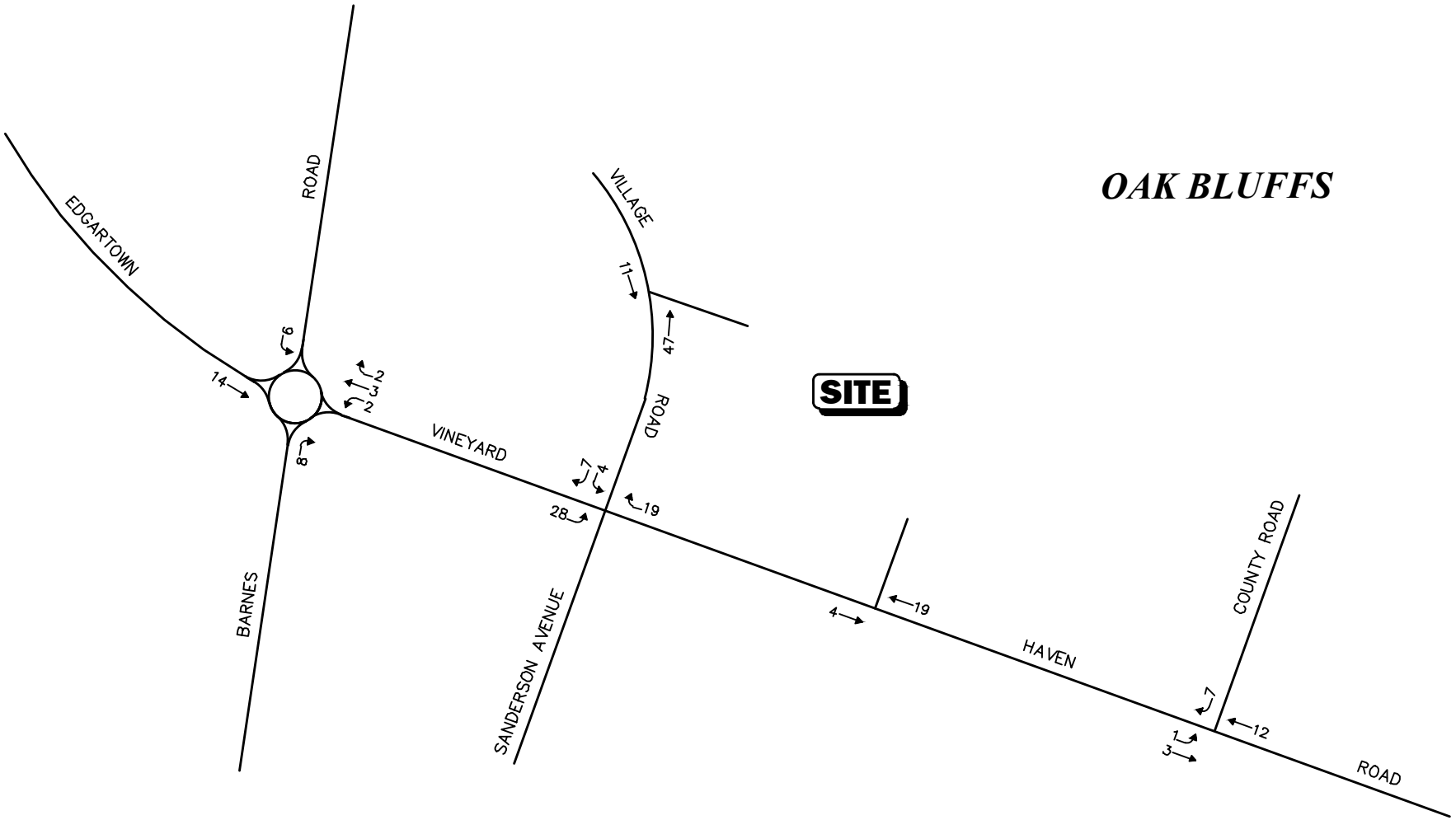

Not to Scale

Figure A-4

Martha's Vineyard
Community Services Master Plan
Weekday Morning
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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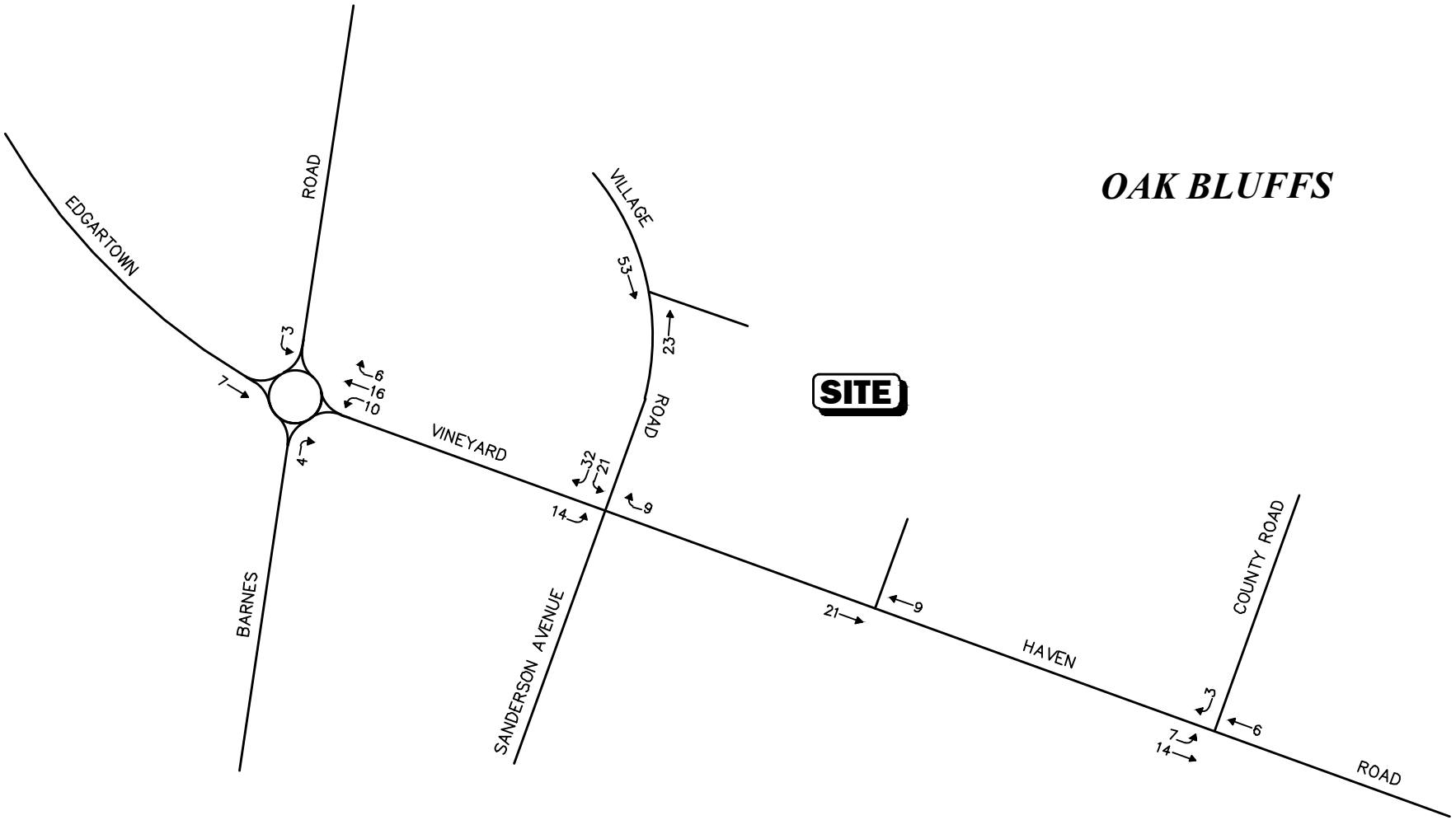

Not to Scale

Figure A-5

Martha's Vineyard
Community Services Master Plan
Weekday Evening
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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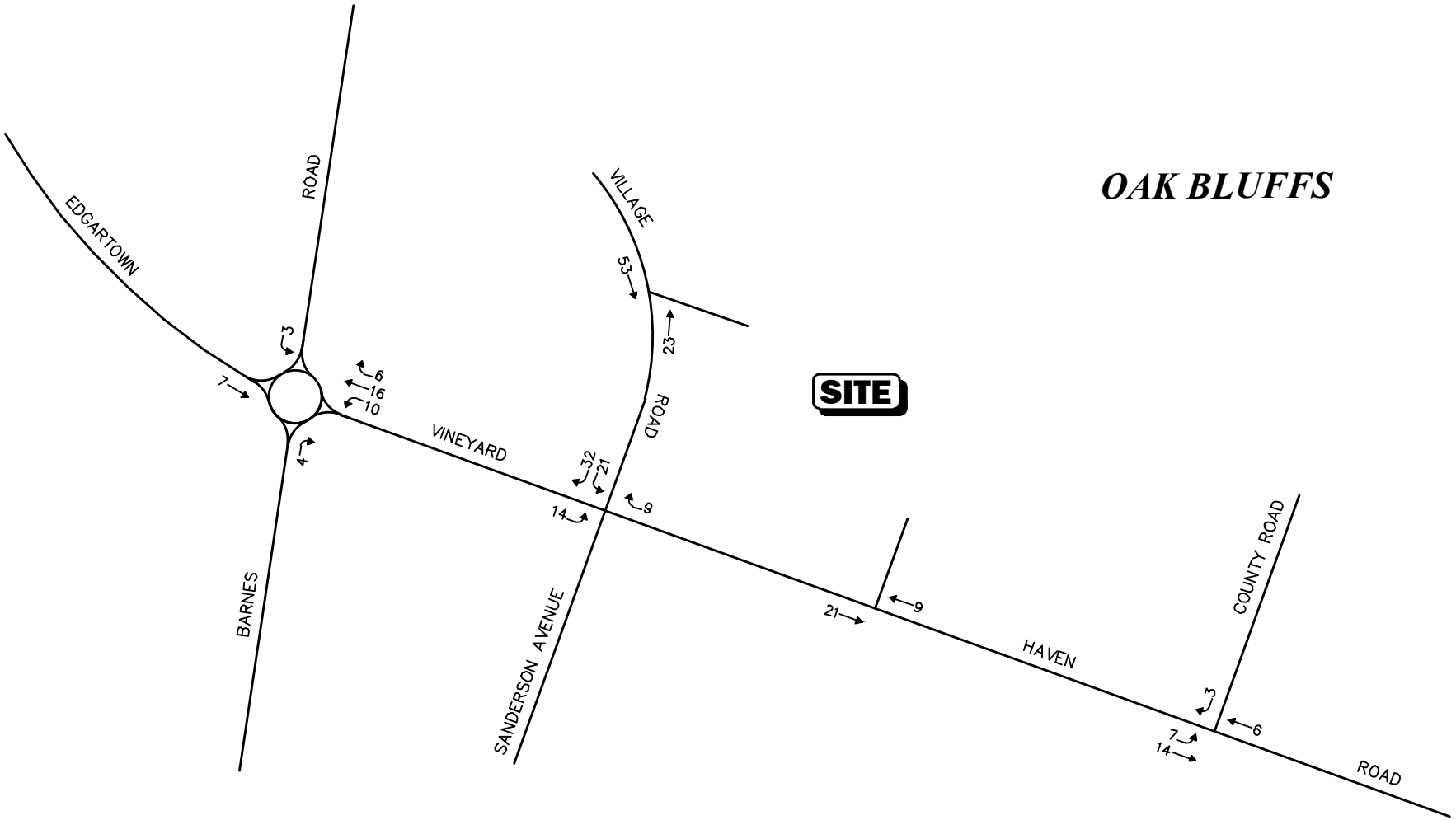

Not to Scale

Figure A-6

Martha's Vineyard
Community Services Master Plan
Saturday Midday
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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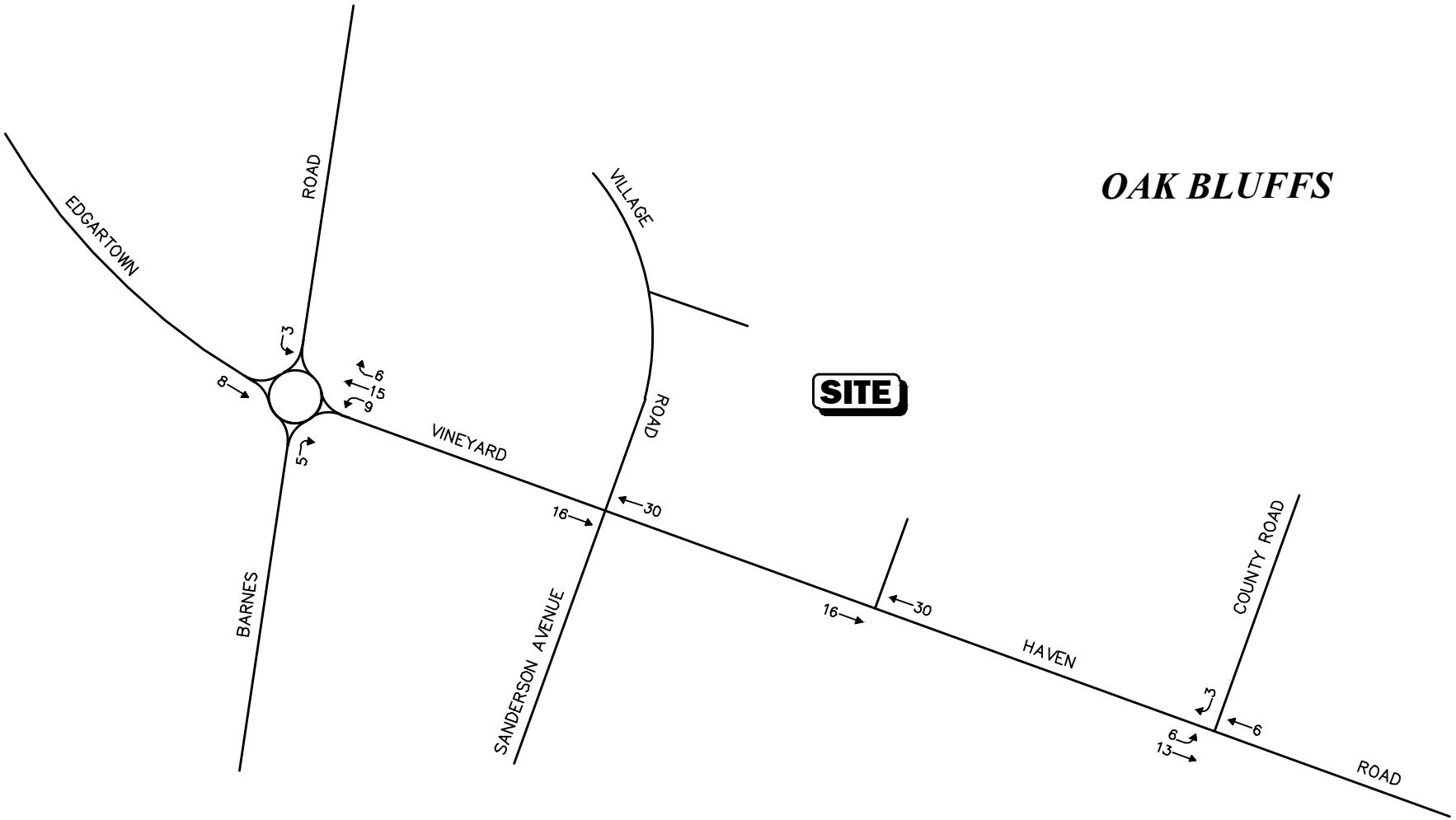

Not to Scale

Figure A-7

Proposed Mixed-Use Development
Gamba Road
Weekday Morning
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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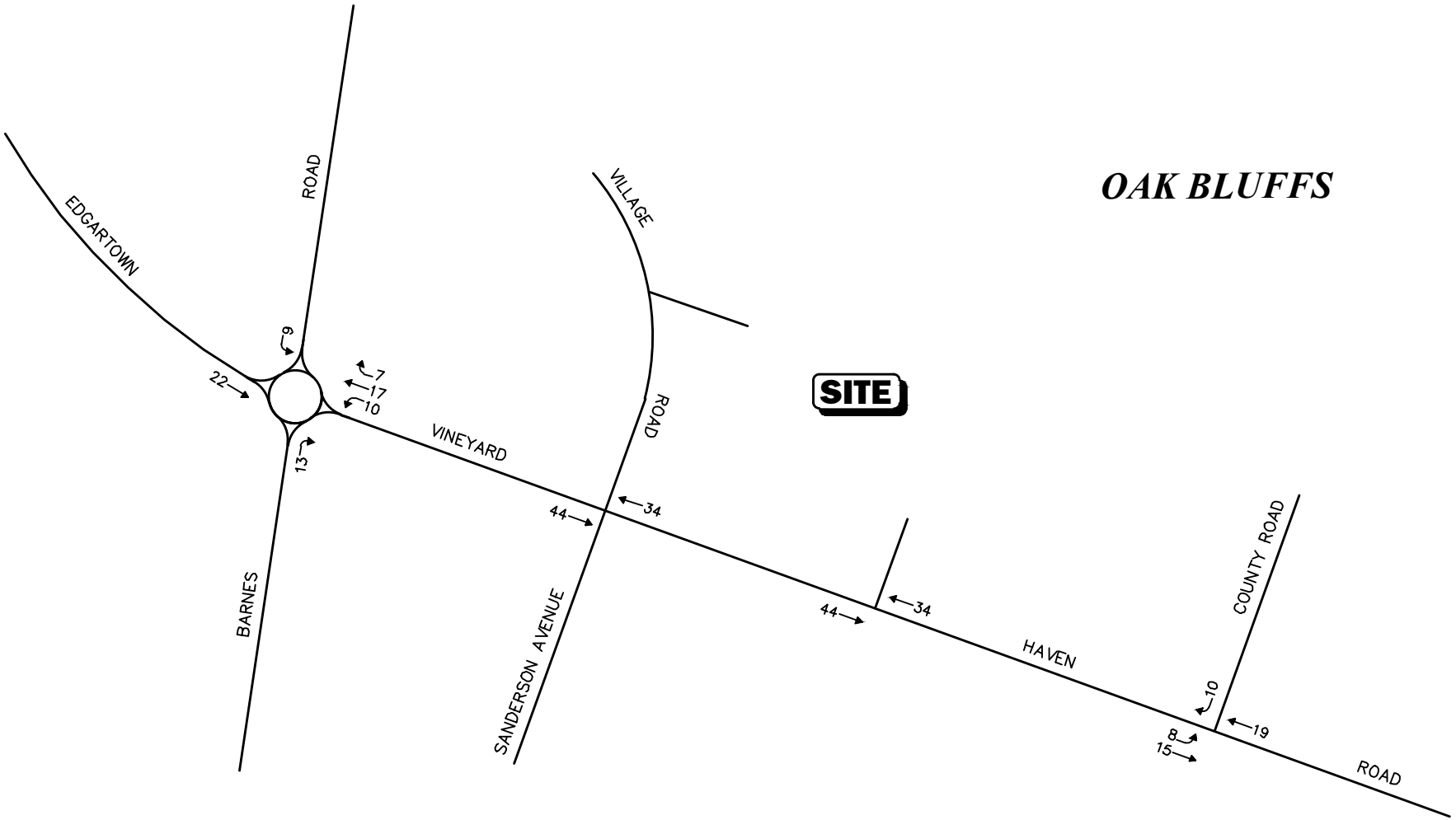

Not to Scale

Figure A-8

Proposed Mixed-Use Development
Gamba Road
Weekday Evening
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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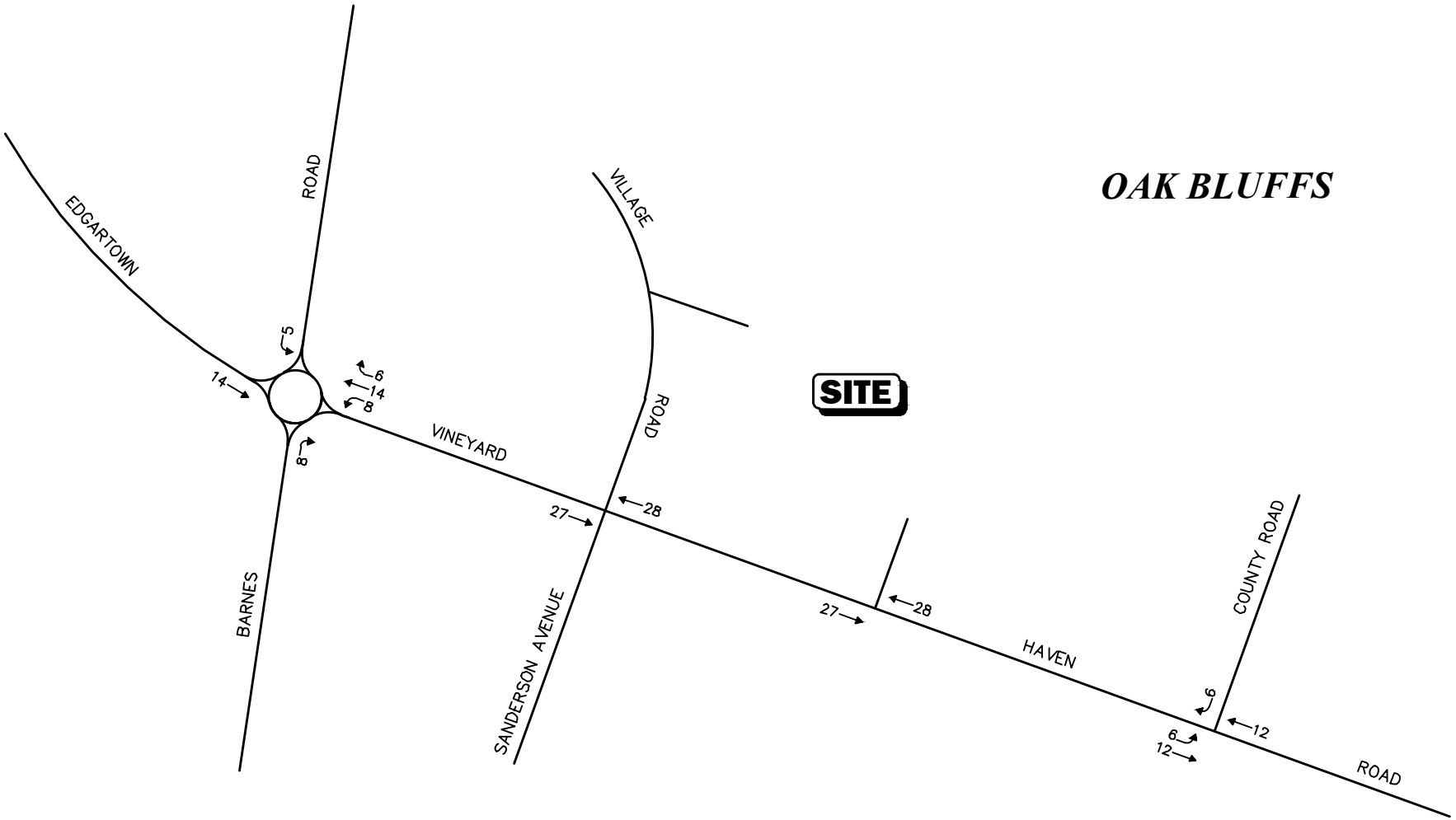

Not to Scale

Figure A-9

Proposed Mixed-Use Development
Gamba Road
Saturday Midday
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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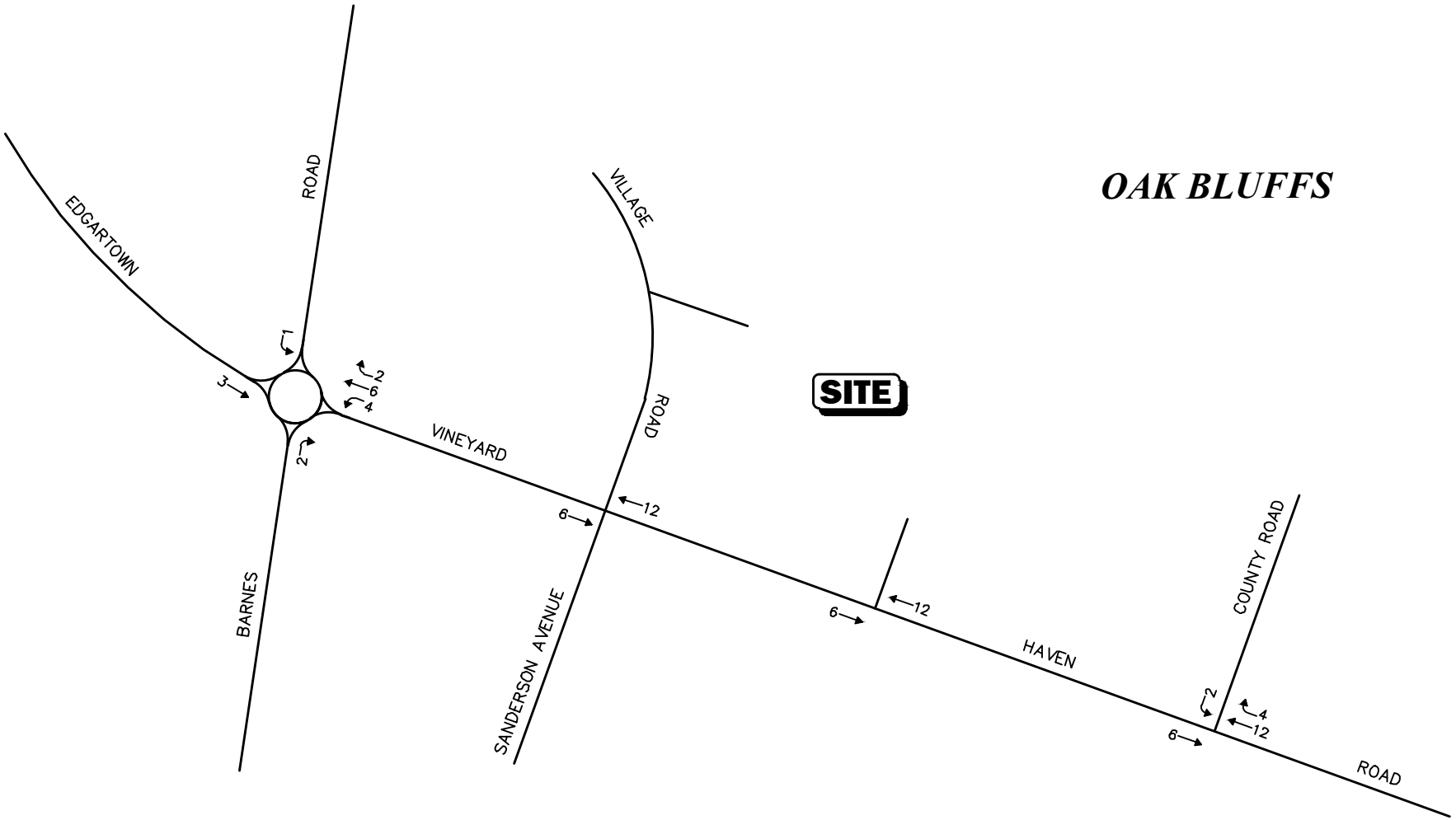

Not to Scale

Figure A-10

Proposed Skilled Nursing
Community and Workforce Housing
490 Edgartown Vineyard Haven Road
Weekday Morning
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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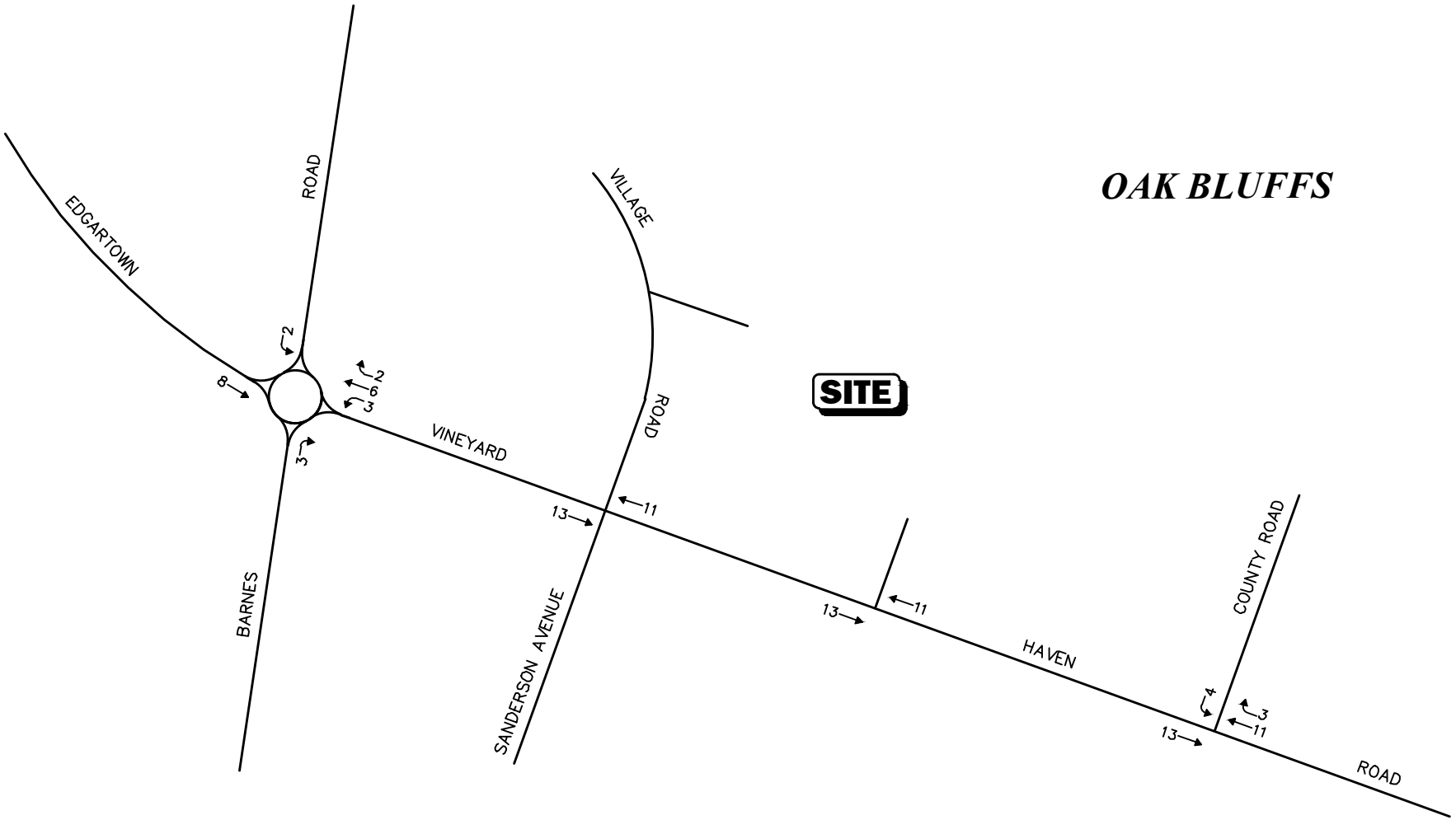

Not to Scale

Figure A-11

Proposed Skilled Nursing
Community and Workforce Housing
490 Edgartown Vineyard Haven Road
Weekday Evening
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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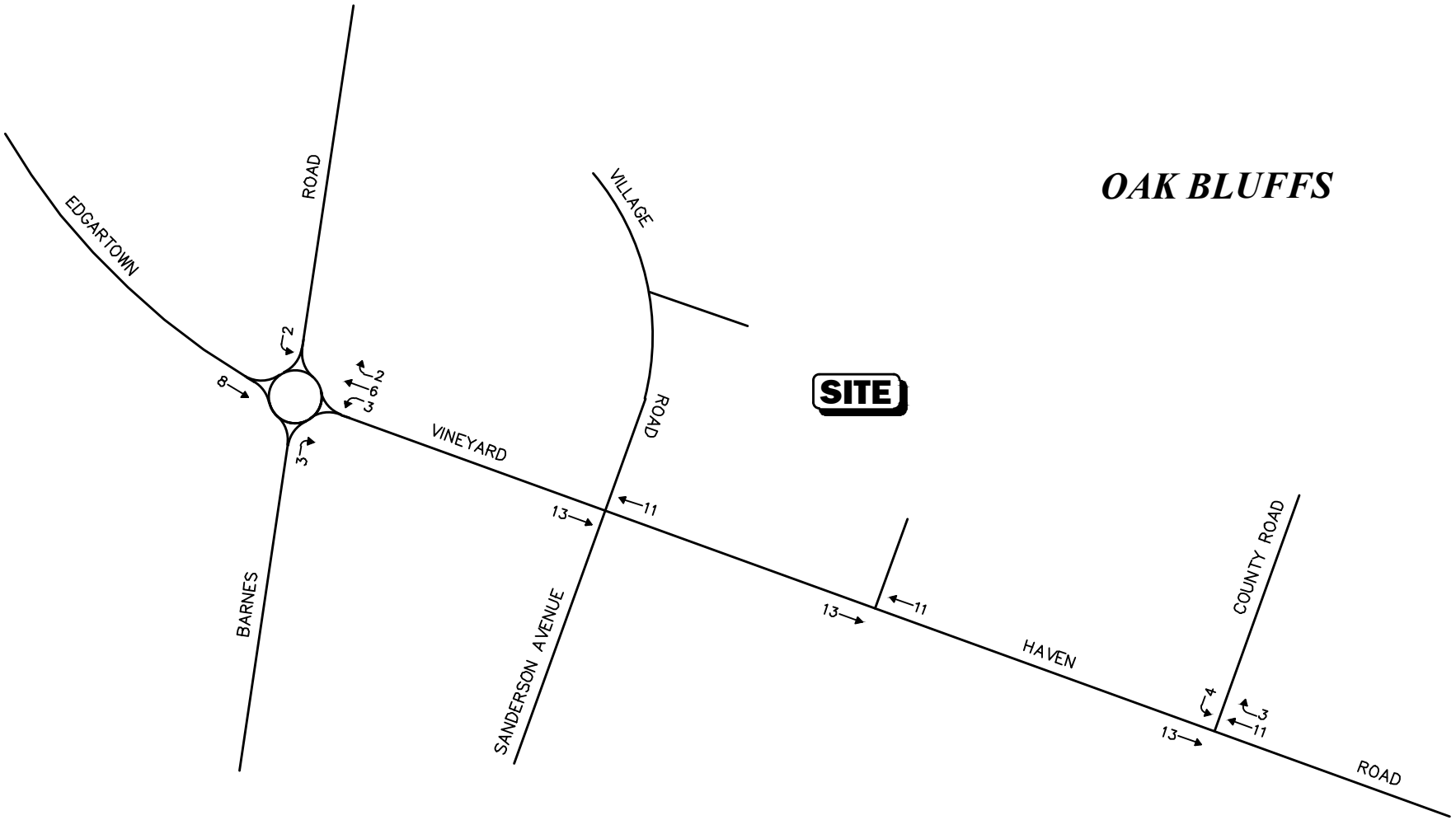

Not to Scale

Figure A-12

Proposed Skilled Nursing
Community and Workforce Housing
490 Edgartown Vineyard Haven Road
Saturday Midday
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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TRIP-GENERATION CALCULATIONS

Trip Generation Calculations

Time Period	Vehicle Trips					
	Average-Month			Peak-Month		
	(A) Average Month Traffic Volumes	(B = A x 0.06) Potential Traffic Volume Increase	(C = A + B) Resulting Traffic Volume	(D) Peak Month Traffic Volumes	(E = D x 0.06) Potential Traffic Volume Increase	(F = D + E) Resulting Traffic Volume
Average Weekday:						
Entering	609	37	646	706	43	749
Exiting	609	37	646	706	43	749
Total	1,218	74	1,292	1,412	86	1,498
Weekday Morning Peak-Hour:						
Entering	49	3	52	58	4	62
Exiting	31	2	33	36	2	38
Total	80	5	85	94	6	100
Weekday Evening Peak-Hour:						
Entering	125	8	133	146	9	155
Exiting	120	7	127	141	8	149
Total	245	15	260	287	17	304
Saturday Midday Peak-Hour:						
Entering	78	4	82	91	5	96
Exiting	80	5	85	94	6	100
Total	158	9	167	185	11	196

Existing YMCA: 28,841 sf

Empirical Weekday Morning Peak-Hour Trip Rate per 1,000 sf:
80 trips/28.841 ksf = 2.77 trips per 1,000 sf

[495] *Recreational Community Center* Weekday Morning Peak-Hour Trip Rate per 1,000 sf:
1.91 trips per 1,000 sf

[495] *Recreational Community Center* Average Weekday Daily (AWT) Trip Rate per 1,000 sf:
28.82 trips per 1,000 sf

$$Empirical\ AWT\ Rate = Empirical\ AM\ Rate\ x\ \frac{[495]\ AWT\ Rate}{[495]\ AM\ Rate}$$

$$Empirical\ AWT\ Rate = 2.77\ x\ \frac{28.82}{1.91} = 41.80\ trips\ per\ 1{,}000\ sf$$

41.80 trips per 1,000 sf x 28.841 ksf = 1,206 trips

1,206 trips x 1.01 (average-month seasonality) = 1,218 trips [50% enter/50% exit] = 609 Enter/609 Exit

1,206 trips x 1.17 (peak-month seasonality) = 1,412 trips [50% enter/50% exit] = 706 Enter/706 Exit

CAPACITY ANALYSIS WORKSHEETS

Edgartown-Vineyard Haven Road at Sanderson Avenue and Village Road
Edgartown-Vineyard Haven Road at County Road
Edgartown-Vineyard Haven Road at the Project Site Driveway
Village Road at the Project Site Driveway
Edgartown-Vineyard Haven Road at Barnes Road

Edgartown-Vineyard Haven Road at Sanderson Avenue and Village Road

Intersection	
Int Delay, s/veh	77.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	56	371	119	140	315	26	36	4	52	14	8	34
Future Vol, veh/h	56	371	119	140	315	26	36	4	52	14	8	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	75	75	75	44	44	44	48	48	48
Heavy Vehicles, %	0	5	2	2	3	6	13	0	4	13	0	5
Mvmt Flow	68	452	145	187	420	35	82	9	118	29	17	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	455	0	0	597	0	0	1517	1490	525	1536	1545	438
Stage 1	-	-	-	-	-	-	661	661	-	812	812	-
Stage 2	-	-	-	-	-	-	856	829	-	724	733	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.23	6.5	6.24	7.23	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.617	4	3.336	3.617	4	3.345
Pot Cap-1 Maneuver	1116	-	-	980	-	-	92	125	549	89	116	612
Stage 1	-	-	-	-	-	-	434	463	-	357	395	-
Stage 2	-	-	-	-	-	-	337	388	-	400	429	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1116	-	-	980	-	-	~ 51	84	549	48	78	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 51	84	-	48	78	-
Stage 1	-	-	-	-	-	-	394	420	-	324	293	-
Stage 2	-	-	-	-	-	-	209	288	-	279	389	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	2.8	$ 519.9	129.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	108	1116	-	-	980	-	-	125
HCM Lane V/C Ratio	1.936	0.061	-	-	0.19	-	-	0.933
HCM Control Delay (s)	$ 519.9	8.4	0	-	9.5	0	-	129.8
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	17.2	0.2	-	-	0.7	-	-	6.1

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

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	51	409	33	36	458	19	6	2	21	31	3	61
Future Vol, veh/h	51	409	33	36	458	19	6	2	21	31	3	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	95	95	95	63	63	63	84	84	84
Heavy Vehicles, %	5	6	7	0	1	6	20	0	0	8	0	2
Mvmt Flow	56	449	36	38	482	20	10	3	33	37	4	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	502	0	0	485	0	0	1186	1157	467	1165	1165	492
Stage 1	-	-	-	-	-	-	579	579	-	568	568	-
Stage 2	-	-	-	-	-	-	607	578	-	597	597	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.3	6.5	6.2	7.18	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.68	4	3.3	3.572	4	3.318
Pot Cap-1 Maneuver	1047	-	-	1088	-	-	152	198	600	166	196	577
Stage 1	-	-	-	-	-	-	471	504	-	497	510	-
Stage 2	-	-	-	-	-	-	454	504	-	479	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1047	-	-	1088	-	-	119	174	600	140	173	577
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	174	-	140	173	-
Stage 1	-	-	-	-	-	-	436	467	-	460	485	-
Stage 2	-	-	-	-	-	-	375	479	-	416	458	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.6	19.2	26.8
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	299	1047	-	-	1088	-	-	276
HCM Lane V/C Ratio	0.154	0.054	-	-	0.035	-	-	0.41
HCM Control Delay (s)	19.2	8.6	0	-	8.4	0	-	26.8
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.1	-	-	1.9

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	360	3	14	359	8	15	6	16	18	1	25
Future Vol, veh/h	23	360	3	14	359	8	15	6	16	18	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	91	91	91	55	55	55	75	75	75
Heavy Vehicles, %	5	1	0	0	1	0	0	0	7	6	0	5
Mvmt Flow	25	391	3	15	395	9	27	11	29	24	1	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	404	0	0	394	0	0	890	877	393	893	874	400
Stage 1	-	-	-	-	-	-	443	443	-	430	430	-
Stage 2	-	-	-	-	-	-	447	434	-	463	444	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.1	6.5	6.27	7.16	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.5	4	3.363	3.554	4	3.345
Pot Cap-1 Maneuver	1139	-	-	1176	-	-	266	289	645	258	290	643
Stage 1	-	-	-	-	-	-	598	579	-	596	587	-
Stage 2	-	-	-	-	-	-	595	585	-	571	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1139	-	-	1176	-	-	243	276	645	231	277	643
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	276	-	231	277	-
Stage 1	-	-	-	-	-	-	581	563	-	579	578	-
Stage 2	-	-	-	-	-	-	554	576	-	520	563	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	18.1	16.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	342	1139	-	-	1176	-	-	365
HCM Lane V/C Ratio	0.197	0.022	-	-	0.013	-	-	0.161
HCM Control Delay (s)	18.1	8.2	0	-	8.1	0	-	16.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	754.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	485	156	185	414	34	48	6	69	20	8	45
Future Vol, veh/h	71	485	156	185	414	34	48	6	69	20	8	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	75	75	75	44	44	44	48	48	48
Heavy Vehicles, %	0	5	2	2	3	6	13	0	4	13	0	5
Mvmt Flow	87	591	190	247	552	45	109	14	157	42	17	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	597	0	0	781	0	0	1984	1951	686	2015	2024	575
Stage 1	-	-	-	-	-	-	860	860	-	1069	1069	-
Stage 2	-	-	-	-	-	-	1124	1091	-	946	955	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.23	6.5	6.24	7.23	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.617	4	3.336	3.617	4	3.345
Pot Cap-1 Maneuver	989	-	-	837	-	-	~ 43	65	444	~ 41	59	512
Stage 1	-	-	-	-	-	-	336	376	-	255	300	-
Stage 2	-	-	-	-	-	-	237	293	-	300	339	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	989	-	-	837	-	-	~ 11	30	444	~ 10	27	512
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 11	30	-	~ 10	27	-
Stage 1	-	-	-	-	-	-	282	315	-	214	167	-
Stage 2	-	-	-	-	-	-	~ 97	163	-	156	284	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	3.2	$ 4679.4	$ 2014.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	26	989	-	-	837	-	-	31
HCM Lane V/C Ratio	10.752	0.088	-	-	0.295	-	-	4.906
HCM Control Delay (s)	$ 4679.4	9	0	-	11.1	0	-	$ 2014.2
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	34.7	0.3	-	-	1.2	-	-	18.3

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

Intersection	
Int Delay, s/veh	12

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	66	539	44	48	603	24	8	3	27	39	5	76
Future Vol, veh/h	66	539	44	48	603	24	8	3	27	39	5	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	95	95	95	63	63	63	84	84	84
Heavy Vehicles, %	5	6	7	0	1	6	20	0	0	8	0	2
Mvmt Flow	73	592	48	51	635	25	13	5	43	46	6	90

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	660	0	0	640	0	0	1560	1524	616	1536	1536	648
Stage 1	-	-	-	-	-	-	762	762	-	750	750	-
Stage 2	-	-	-	-	-	-	798	762	-	786	786	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.3	6.5	6.2	7.18	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.68	4	3.3	3.572	4	3.318
Pot Cap-1 Maneuver	914	-	-	954	-	-	83	119	494	92	117	470
Stage 1	-	-	-	-	-	-	371	416	-	394	422	-
Stage 2	-	-	-	-	-	-	354	416	-	377	406	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	914	-	-	954	-	-	54	95	494	69	94	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	95	-	69	94	-
Stage 1	-	-	-	-	-	-	325	364	-	345	386	-
Stage 2	-	-	-	-	-	-	258	381	-	297	355	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.6	39.8	112.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	162	914	-	-	954	-	-	154
HCM Lane V/C Ratio	0.372	0.079	-	-	0.053	-	-	0.928
HCM Control Delay (s)	39.8	9.3	0	-	9	0	-	112.2
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.6	0.3	-	-	0.2	-	-	6.7

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	474	8	18	473	11	20	6	21	24	2	33
Future Vol, veh/h	30	474	8	18	473	11	20	6	21	24	2	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	91	91	91	55	55	55	75	75	75
Heavy Vehicles, %	5	1	0	0	1	0	0	0	7	6	0	5
Mvmt Flow	33	515	9	20	520	12	36	11	38	32	3	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	532	0	0	524	0	0	1176	1158	520	1176	1156	526
Stage 1	-	-	-	-	-	-	586	586	-	566	566	-
Stage 2	-	-	-	-	-	-	590	572	-	610	590	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.1	6.5	6.27	7.16	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.5	4	3.363	3.554	4	3.345
Pot Cap-1 Maneuver	1020	-	-	1053	-	-	170	198	546	165	198	546
Stage 1	-	-	-	-	-	-	500	500	-	502	511	-
Stage 2	-	-	-	-	-	-	497	508	-	475	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1020	-	-	1053	-	-	146	184	546	139	184	546
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	184	-	139	184	-
Stage 1	-	-	-	-	-	-	477	477	-	479	497	-
Stage 2	-	-	-	-	-	-	442	494	-	412	475	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	30.3	26.9
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	226	1020	-	-	1053	-	-	242
HCM Lane V/C Ratio	0.378	0.032	-	-	0.019	-	-	0.325
HCM Control Delay (s)	30.3	8.6	0	-	8.5	0	-	26.9
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0.1	-	-	1.4

Intersection	
Int Delay, s/veh	470.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	92	450	136	160	412	49	42	5	60	20	9	46
Future Vol, veh/h	92	450	136	160	412	49	42	5	60	20	9	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	75	75	75	44	44	44	48	48	48
Heavy Vehicles, %	0	5	2	2	3	6	13	0	4	13	0	5
Mvmt Flow	112	549	166	213	549	65	95	11	136	42	19	96

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	614	0	0	715	0	0	1921	1896	632	1938	1947	582
Stage 1	-	-	-	-	-	-	856	856	-	1008	1008	-
Stage 2	-	-	-	-	-	-	1065	1040	-	930	939	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.23	6.5	6.24	7.23	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.617	4	3.336	3.617	4	3.345
Pot Cap-1 Maneuver	975	-	-	885	-	-	~ 47	70	477	46	65	507
Stage 1	-	-	-	-	-	-	337	377	-	277	321	-
Stage 2	-	-	-	-	-	-	257	310	-	306	345	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	975	-	-	885	-	-	~ 14	35	477	~ 15	33	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 14	35	-	~ 15	33	-
Stage 1	-	-	-	-	-	-	271	303	-	222	202	-
Stage 2	-	-	-	-	-	-	119	195	-	169	277	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	2.7	$ 3101.3	$ 1339.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	33	975	-	-	885	-	-	44
HCM Lane V/C Ratio	7.369	0.115	-	-	0.241	-	-	3.551
HCM Control Delay (s)	$ 3101.3	9.2	0	-	10.4	0	-	$ 1339.2
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	29.4	0.4	-	-	0.9	-	-	17.4

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

Intersection	
Int Delay, s/veh	24.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	72	536	38	42	575	31	7	3	23	56	4	102
Future Vol, veh/h	72	536	38	42	575	31	7	3	23	56	4	102
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	95	95	95	63	63	63	84	84	84
Heavy Vehicles, %	5	6	7	0	1	6	20	0	0	8	0	2
Mvmt Flow	79	589	42	44	605	33	11	5	37	67	5	121

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	638	0	0	631	0	0	1541	1494	610	1499	1499	622
Stage 1	-	-	-	-	-	-	768	768	-	710	710	-
Stage 2	-	-	-	-	-	-	773	726	-	789	789	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.3	6.5	6.2	7.18	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.68	4	3.3	3.572	4	3.318
Pot Cap-1 Maneuver	932	-	-	961	-	-	85	124	498	97	123	487
Stage 1	-	-	-	-	-	-	368	414	-	415	440	-
Stage 2	-	-	-	-	-	-	366	433	-	375	405	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	932	-	-	961	-	-	52	100	498	74	99	487
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	100	-	74	99	-
Stage 1	-	-	-	-	-	-	320	360	-	361	409	-
Stage 2	-	-	-	-	-	-	252	402	-	298	352	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.6	39	190.4
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	157	932	-	-	961	-	-	161
HCM Lane V/C Ratio	0.334	0.085	-	-	0.046	-	-	1.198
HCM Control Delay (s)	39	9.2	0	-	8.9	0	-	190.4
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.4	0.3	-	-	0.1	-	-	10.7

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	41	463	7	16	456	18	17	5	18	42	1	61
Future Vol, veh/h	41	463	7	16	456	18	17	5	18	42	1	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	91	91	91	55	55	55	75	75	75
Heavy Vehicles, %	5	1	0	0	1	0	0	0	7	6	0	5
Mvmt Flow	45	503	8	18	501	20	31	9	33	56	1	81

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	521	0	0	511	0	0	1185	1154	507	1165	1148	511
Stage 1	-	-	-	-	-	-	597	597	-	547	547	-
Stage 2	-	-	-	-	-	-	588	557	-	618	601	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.1	6.5	6.27	7.16	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.5	4	3.363	3.554	4	3.345
Pot Cap-1 Maneuver	1030	-	-	1065	-	-	167	199	556	168	200	557
Stage 1	-	-	-	-	-	-	493	495	-	514	521	-
Stage 2	-	-	-	-	-	-	499	515	-	470	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1030	-	-	1065	-	-	133	182	556	142	183	557
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	182	-	142	183	-
Stage 1	-	-	-	-	-	-	463	465	-	483	508	-
Stage 2	-	-	-	-	-	-	415	503	-	407	463	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	30.4	35.2
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	213	1030	-	-	1065	-	-	253
HCM Lane V/C Ratio	0.341	0.043	-	-	0.017	-	-	0.548
HCM Control Delay (s)	30.4	8.7	0	-	8.4	0	-	35.2
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.1	-	-	3

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	109	579	179	211	526	58	55	7	79	27	9	58
Future Vol, veh/h	109	579	179	211	526	58	55	7	79	27	9	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	75	75	75	44	44	44	48	48	48
Heavy Vehicles, %	0	5	2	2	3	6	13	0	4	13	0	5
Mvmt Flow	133	706	218	281	701	77	125	16	180	56	19	121

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	778	0	0	924	0	0	2453	2421	815	2481	2492	740
Stage 1	-	-	-	-	-	-	1081	1081	-	1302	1302	-
Stage 2	-	-	-	-	-	-	1372	1340	-	1179	1190	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.23	6.5	6.24	7.23	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.617	4	3.336	3.617	4	3.345
Pot Cap-1 Maneuver	848	-	-	739	-	-	~ 19	33	374	~ 19	30	412
Stage 1	-	-	-	-	-	-	251	296	-	187	233	-
Stage 2	-	-	-	-	-	-	171	223	-	221	263	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	848	-	-	739	-	-	-	~ 7	374	-	~ 6	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 7	-	-	~ 6	-
Stage 1	-	-	-	-	-	-	166	196	-	124	75	-
Stage 2	-	-	-	-	-	-	~ 29	71	-	70	174	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	3.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	848	-	-	739	-	-	-
HCM Lane V/C Ratio	-	0.157	-	-	0.381	-	-	-
HCM Control Delay (s)	-	10	0	-	12.8	0	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-	1.8	-	-	-

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

Intersection	
Int Delay, s/veh	124.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	90	684	50	55	741	36	9	3	31	66	5	119
Future Vol, veh/h	90	684	50	55	741	36	9	3	31	66	5	119
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	95	95	95	63	63	63	84	84	84
Heavy Vehicles, %	5	6	7	0	1	6	20	0	0	8	0	2
Mvmt Flow	99	752	55	58	780	38	14	5	49	79	6	142

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	818	0	0	807	0	0	1967	1912	780	1920	1920	799
Stage 1	-	-	-	-	-	-	978	978	-	915	915	-
Stage 2	-	-	-	-	-	-	989	934	-	1005	1005	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.3	6.5	6.2	7.18	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.68	4	3.3	3.572	4	3.318
Pot Cap-1 Maneuver	797	-	-	827	-	-	42	69	399	~ 49	68	386
Stage 1	-	-	-	-	-	-	279	331	-	319	354	-
Stage 2	-	-	-	-	-	-	275	347	-	284	322	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	797	-	-	827	-	-	18	46	399	~ 30	46	386
Mov Cap-2 Maneuver	-	-	-	-	-	-	18	46	-	~ 30	46	-
Stage 1	-	-	-	-	-	-	215	256	-	246	308	-
Stage 2	-	-	-	-	-	-	149	302	-	189	249	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.6	219.9	$ 1066.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	67	797	-	-	827	-	-	73
HCM Lane V/C Ratio	1.019	0.124	-	-	0.07	-	-	3.098
HCM Control Delay (s)	219.9	10.2	0	-	9.7	0	-	$ 1066.6
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	5.1	0.4	-	-	0.2	-	-	22.9

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

Intersection	
Int Delay, s/veh	20.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	593	9	21	586	21	22	7	24	48	2	70
Future Vol, veh/h	48	593	9	21	586	21	22	7	24	48	2	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	91	91	91	55	55	55	75	75	75
Heavy Vehicles, %	5	1	0	0	1	0	0	0	7	6	0	5
Mvmt Flow	52	645	10	23	644	23	40	13	44	64	3	93

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	667	0	0	655	0	0	1504	1467	650	1485	1461	656
Stage 1	-	-	-	-	-	-	754	754	-	702	702	-
Stage 2	-	-	-	-	-	-	750	713	-	783	759	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.1	6.5	6.27	7.16	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.5	4	3.363	3.554	4	3.345
Pot Cap-1 Maneuver	909	-	-	942	-	-	101	129	460	101	130	460
Stage 1	-	-	-	-	-	-	404	420	-	422	443	-
Stage 2	-	-	-	-	-	-	407	438	-	381	418	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	909	-	-	942	-	-	72	113	460	76	114	460
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	113	-	76	114	-
Stage 1	-	-	-	-	-	-	368	382	-	384	426	-
Stage 2	-	-	-	-	-	-	310	421	-	303	380	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	93	152.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	126	909	-	-	942	-	-	150
HCM Lane V/C Ratio	0.765	0.057	-	-	0.024	-	-	1.067
HCM Control Delay (s)	93	9.2	0	-	8.9	0	-	152.4
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	4.4	0.2	-	-	0.1	-	-	8.4

Intersection	
Int Delay, s/veh	496.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	93	451	136	160	413	49	42	5	60	20	9	46
Future Vol, veh/h	93	451	136	160	413	49	42	5	60	20	9	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	75	75	75	44	44	44	48	48	48
Heavy Vehicles, %	0	5	2	2	3	6	13	0	4	13	0	5
Mvmt Flow	113	550	166	213	551	65	95	11	136	42	19	96

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	616	0	0	716	0	0	1926	1901	633	1943	1952	584
Stage 1	-	-	-	-	-	-	859	859	-	1010	1010	-
Stage 2	-	-	-	-	-	-	1067	1042	-	933	942	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.23	6.5	6.24	7.23	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.617	4	3.336	3.617	4	3.345
Pot Cap-1 Maneuver	974	-	-	885	-	-	~ 47	70	476	46	65	506
Stage 1	-	-	-	-	-	-	336	376	-	276	320	-
Stage 2	-	-	-	-	-	-	256	309	-	305	344	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	974	-	-	885	-	-	~ 13	35	476	~ 15	33	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 13	35	-	~ 15	33	-
Stage 1	-	-	-	-	-	-	269	301	-	221	202	-
Stage 2	-	-	-	-	-	-	119	195	-	168	276	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	2.7	$ 3329	$ 1339.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	31	974	-	-	885	-	-	44
HCM Lane V/C Ratio	7.845	0.116	-	-	0.241	-	-	3.551
HCM Control Delay (s)	$ 3329	9.2	0	-	10.4	0	-	$ 1339.2
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	29.6	0.4	-	-	0.9	-	-	17.4

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

Intersection	
Int Delay, s/veh	25.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	539	38	42	577	31	7	3	23	56	4	104
Future Vol, veh/h	74	539	38	42	577	31	7	3	23	56	4	104
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	95	95	95	63	63	63	84	84	84
Heavy Vehicles, %	5	6	7	0	1	6	20	0	0	8	0	2
Mvmt Flow	81	592	42	44	607	33	11	5	37	67	5	124

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	640	0	0	634	0	0	1551	1503	613	1508	1508	624
Stage 1	-	-	-	-	-	-	775	775	-	712	712	-
Stage 2	-	-	-	-	-	-	776	728	-	796	796	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.3	6.5	6.2	7.18	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.68	4	3.3	3.572	4	3.318
Pot Cap-1 Maneuver	930	-	-	959	-	-	84	123	496	96	122	485
Stage 1	-	-	-	-	-	-	365	411	-	414	439	-
Stage 2	-	-	-	-	-	-	364	432	-	372	402	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	930	-	-	959	-	-	51	99	496	73	98	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	99	-	73	98	-
Stage 1	-	-	-	-	-	-	316	356	-	358	407	-
Stage 2	-	-	-	-	-	-	249	401	-	294	348	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.6	40	198.8
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	154	930	-	-	959	-	-	160
HCM Lane V/C Ratio	0.34	0.087	-	-	0.046	-	-	1.22
HCM Control Delay (s)	40	9.2	0	-	8.9	0	-	198.8
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.4	0.3	-	-	0.1	-	-	11

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	464	7	16	458	18	17	5	18	42	1	62
Future Vol, veh/h	42	464	7	16	458	18	17	5	18	42	1	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	91	91	91	55	55	55	75	75	75
Heavy Vehicles, %	5	1	0	0	1	0	0	0	7	6	0	5
Mvmt Flow	46	504	8	18	503	20	31	9	33	56	1	83

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	523	0	0	512	0	0	1191	1159	508	1170	1153	513
Stage 1	-	-	-	-	-	-	600	600	-	549	549	-
Stage 2	-	-	-	-	-	-	591	559	-	621	604	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.1	6.5	6.27	7.16	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.5	4	3.363	3.554	4	3.345
Pot Cap-1 Maneuver	1028	-	-	1064	-	-	166	197	555	167	199	555
Stage 1	-	-	-	-	-	-	491	493	-	513	520	-
Stage 2	-	-	-	-	-	-	497	514	-	468	491	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1028	-	-	1064	-	-	131	180	555	141	182	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	180	-	141	182	-
Stage 1	-	-	-	-	-	-	460	462	-	481	508	-
Stage 2	-	-	-	-	-	-	412	502	-	405	460	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	30.8	35.5
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	211	1028	-	-	1064	-	-	253
HCM Lane V/C Ratio	0.345	0.044	-	-	0.017	-	-	0.553
HCM Control Delay (s)	30.8	8.7	0	-	8.4	0	-	35.5
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.1	-	-	3.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	110	580	179	211	527	58	55	7	79	27	9	58
Future Vol, veh/h	110	580	179	211	527	58	55	7	79	27	9	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	75	75	75	44	44	44	48	48	48
Heavy Vehicles, %	0	5	2	2	3	6	13	0	4	13	0	5
Mvmt Flow	134	707	218	281	703	77	125	16	180	56	19	121

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	780	0	0	925	0	0	2458	2426	816	2486	2497	742
Stage 1	-	-	-	-	-	-	1084	1084	-	1304	1304	-
Stage 2	-	-	-	-	-	-	1374	1342	-	1182	1193	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.23	6.5	6.24	7.23	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.23	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.617	4	3.336	3.617	4	3.345
Pot Cap-1 Maneuver	846	-	-	739	-	-	~ 19	33	374	~ 18	29	411
Stage 1	-	-	-	-	-	-	250	296	-	187	232	-
Stage 2	-	-	-	-	-	-	170	223	-	220	263	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	846	-	-	739	-	-	-	~ 7	374	-	~ 6	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 7	-	-	~ 6	-
Stage 1	-	-	-	-	-	-	164	194	-	123	74	-
Stage 2	-	-	-	-	-	-	~ 29	71	-	69	173	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	3.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	846	-	-	739	-	-	-
HCM Lane V/C Ratio	-	0.159	-	-	0.381	-	-	-
HCM Control Delay (s)	-	10.1	0	-	12.8	0	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-	1.8	-	-	-

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

Intersection	
Int Delay, s/veh	131.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	93	687	50	55	743	36	9	3	31	66	5	121
Future Vol, veh/h	93	687	50	55	743	36	9	3	31	66	5	121
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	95	95	95	63	63	63	84	84	84
Heavy Vehicles, %	5	6	7	0	1	6	20	0	0	8	0	2
Mvmt Flow	102	755	55	58	782	38	14	5	49	79	6	144

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	820	0	0	810	0	0	1979	1923	783	1931	1931	801
Stage 1	-	-	-	-	-	-	987	987	-	917	917	-
Stage 2	-	-	-	-	-	-	992	936	-	1014	1014	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.3	6.5	6.2	7.18	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.68	4	3.3	3.572	4	3.318
Pot Cap-1 Maneuver	796	-	-	825	-	-	41	68	397	~ 48	67	384
Stage 1	-	-	-	-	-	-	276	328	-	318	354	-
Stage 2	-	-	-	-	-	-	274	346	-	280	319	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	796	-	-	825	-	-	17	45	397	~ 29	45	384
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	45	-	~ 29	45	-
Stage 1	-	-	-	-	-	-	211	251	-	243	308	-
Stage 2	-	-	-	-	-	-	146	301	-	184	244	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.6	241.2	$ 1123.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	64	796	-	-	825	-	-	71
HCM Lane V/C Ratio	1.066	0.128	-	-	0.07	-	-	3.219
HCM Control Delay (s)	241.2	10.2	0	-	9.7	0	-	$ 1123.2
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	5.3	0.4	-	-	0.2	-	-	23.4

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

Intersection	
Int Delay, s/veh	21.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	49	595	9	21	588	21	22	7	24	48	2	71
Future Vol, veh/h	49	595	9	21	588	21	22	7	24	48	2	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	91	91	91	55	55	55	75	75	75
Heavy Vehicles, %	5	1	0	0	1	0	0	0	7	6	0	5
Mvmt Flow	53	647	10	23	646	23	40	13	44	64	3	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	669	0	0	657	0	0	1511	1473	652	1491	1467	658
Stage 1	-	-	-	-	-	-	758	758	-	704	704	-
Stage 2	-	-	-	-	-	-	753	715	-	787	763	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.1	6.5	6.27	7.16	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.5	4	3.363	3.554	4	3.345
Pot Cap-1 Maneuver	907	-	-	940	-	-	100	128	459	100	129	459
Stage 1	-	-	-	-	-	-	402	418	-	421	443	-
Stage 2	-	-	-	-	-	-	405	438	-	379	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	907	-	-	940	-	-	70	112	459	75	113	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	112	-	75	113	-
Stage 1	-	-	-	-	-	-	365	380	-	382	426	-
Stage 2	-	-	-	-	-	-	307	421	-	301	378	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	96.4	157.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	124	907	-	-	940	-	-	149
HCM Lane V/C Ratio	0.777	0.059	-	-	0.025	-	-	1.083
HCM Control Delay (s)	96.4	9.2	0	-	8.9	0	-	157.9
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	4.5	0.2	-	-	0.1	-	-	8.6

Edgartown-Vineyard Haven Road at County Road

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	360	343	117	104	106
Future Vol, veh/h	75	360	343	117	104	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	92	92	83	83
Heavy Vehicles, %	0	2	2	0	1	3
Mvmt Flow	81	387	373	127	125	128

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	500	0	-	0	986	437
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	549	-
Critical Hdwy	4.1	-	-	-	6.41	6.23
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.327
Pot Cap-1 Maneuver	1075	-	-	-	276	617
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1075	-	-	-	250	617
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	36.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1075	-	-	-	357
HCM Lane V/C Ratio	0.075	-	-	-	0.709
HCM Control Delay (s)	8.6	0	-	-	36.2
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	5.2

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	79	369	409	127	121	98
Future Vol, veh/h	79	369	409	127	121	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	90	90	92	92
Heavy Vehicles, %	0	0	1	0	1	2
Mvmt Flow	84	393	454	141	132	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	595	0	-	0	1086	525
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	4.1	-	-	-	6.41	6.22
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.318
Pot Cap-1 Maneuver	991	-	-	-	240	552
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	573	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	991	-	-	-	214	552
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	573	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	53.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	991	-	-	-	295
HCM Lane V/C Ratio	0.085	-	-	-	0.807
HCM Control Delay (s)	9	0	-	-	53.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	6.5

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	79	308	306	115	121	36
Future Vol, veh/h	79	308	306	115	121	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	90	90	92	92
Heavy Vehicles, %	1	2	1	0	1	0
Mvmt Flow	94	367	340	128	132	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	468	0	-	0	959	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	4.11	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	1099	-	-	-	286	651
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1099	-	-	-	255	651
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	32.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1099	-	-	-	296
HCM Lane V/C Ratio	0.086	-	-	-	0.577
HCM Control Delay (s)	8.6	0	-	-	32.5
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.3	-	-	-	3.4

Intersection	
Int Delay, s/veh	52.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	99	474	452	155	137	140
Future Vol, veh/h	99	474	452	155	137	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	92	92	83	83
Heavy Vehicles, %	0	2	2	0	1	3
Mvmt Flow	106	510	491	168	165	169

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	659	0	-	0	1297	575
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	722	-
Critical Hdwy	4.1	-	-	-	6.41	6.23
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.327
Pot Cap-1 Maneuver	939	-	-	-	180	516
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	939	-	-	-	~ 152	516
Mov Cap-2 Maneuver	-	-	-	-	~ 152	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	249
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	939	-	-	-	236
HCM Lane V/C Ratio	0.113	-	-	-	1.414
HCM Control Delay (s)	9.3	0	-	-	249
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	18.9

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

Intersection	
Int Delay, s/veh	73.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	104	486	539	167	159	129
Future Vol, veh/h	104	486	539	167	159	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	90	90	92	92
Heavy Vehicles, %	0	0	1	0	1	2
Mvmt Flow	111	517	599	186	173	140

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	785	0	-	0	1431	692
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	739	-
Critical Hdwy	4.1	-	-	-	6.41	6.22
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.318
Pot Cap-1 Maneuver	843	-	-	-	~ 149	444
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	474	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	843	-	-	-	~ 121	444
Mov Cap-2 Maneuver	-	-	-	-	~ 121	-
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	474	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	$ 403.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	843	-	-	-	179
HCM Lane V/C Ratio	0.131	-	-	-	1.749
HCM Control Delay (s)	9.9	0	-	-	$ 403.9
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	22.1

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

Intersection	
Int Delay, s/veh	29.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	104	405	402	152	159	48
Future Vol, veh/h	104	405	402	152	159	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	90	90	92	92
Heavy Vehicles, %	1	2	1	0	1	0
Mvmt Flow	124	482	447	169	173	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	616	0	-	0	1262	532
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	730	-
Critical Hdwy	4.11	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	969	-	-	-	188	551
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	479	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	969	-	-	-	~ 155	551
Mov Cap-2 Maneuver	-	-	-	-	~ 155	-
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	479	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	184.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	969	-	-	-	186
HCM Lane V/C Ratio	0.128	-	-	-	1.21
HCM Control Delay (s)	9.3	0	-	-	184.5
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	11.9

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

Intersection	
Int Delay, s/veh	28.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	96	438	424	138	121	132
Future Vol, veh/h	96	438	424	138	121	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	92	92	83	83
Heavy Vehicles, %	0	2	2	0	1	3
Mvmt Flow	103	471	461	150	146	159

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	611	0	-	0	1213	536
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	677	-
Critical Hdwy	4.1	-	-	-	6.41	6.23
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.327
Pot Cap-1 Maneuver	978	-	-	-	202	543
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	507	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	978	-	-	-	173	543
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	137.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	978	-	-	-	268
HCM Lane V/C Ratio	0.106	-	-	-	1.137
HCM Control Delay (s)	9.1	0	-	-	137.8
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	13.2

Intersection	
Int Delay, s/veh	50.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	107	468	509	148	142	128
Future Vol, veh/h	107	468	509	148	142	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	90	90	92	92
Heavy Vehicles, %	0	0	1	0	1	2
Mvmt Flow	114	498	566	164	154	139

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	730	0	-	0	1374	648
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	726	-
Critical Hdwy	4.1	-	-	-	6.41	6.22
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.318
Pot Cap-1 Maneuver	883	-	-	-	161	470
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	481	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	883	-	-	-	~ 132	470
Mov Cap-2 Maneuver	-	-	-	-	~ 132	-
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	481	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	279.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	883	-	-	-	200
HCM Lane V/C Ratio	0.129	-	-	-	1.467
HCM Control Delay (s)	9.7	0	-	-	279.6
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	17.9

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

Intersection	
Int Delay, s/veh	19.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	394	384	135	142	54
Future Vol, veh/h	105	394	384	135	142	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	90	90	92	92
Heavy Vehicles, %	1	2	1	0	1	0
Mvmt Flow	125	469	427	150	154	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	577	0	-	0	1221	502
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	719	-
Critical Hdwy	4.11	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	1001	-	-	-	200	573
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1001	-	-	-	166	573
Mov Cap-2 Maneuver	-	-	-	-	166	-
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	120.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1001	-	-	-	206
HCM Lane V/C Ratio	0.125	-	-	-	1.034
HCM Control Delay (s)	9.1	0	-	-	120.7
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	9.4

Intersection	
Int Delay, s/veh	153.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	123	568	548	181	158	171
Future Vol, veh/h	123	568	548	181	158	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	92	92	83	83
Heavy Vehicles, %	0	2	2	0	1	3
Mvmt Flow	132	611	596	197	190	206

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	793	0	-	0	1570	695
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	875	-
Critical Hdwy	4.1	-	-	-	6.41	6.23
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.327
Pot Cap-1 Maneuver	837	-	-	-	~ 122	440
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	409	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	837	-	-	-	~ 93	440
Mov Cap-2 Maneuver	-	-	-	-	~ 93	-
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	409	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	$ 742.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	837	-	-	-	158
HCM Lane V/C Ratio	0.158	-	-	-	2.509
HCM Control Delay (s)	10.1	0	-	-	-$ 742.7
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	34.2

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

Intersection	
Int Delay, s/veh	226.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	601	657	194	186	164
Future Vol, veh/h	135	601	657	194	186	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	90	90	92	92
Heavy Vehicles, %	0	0	1	0	1	2
Mvmt Flow	144	639	730	216	202	178

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	946	0	-	0	1765	838
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	927	-
Critical Hdwy	4.1	-	-	-	6.41	6.22
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.318
Pot Cap-1 Maneuver	734	-	-	-	~ 93	366
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	387	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	734	-	-	-	~ 65	366
Mov Cap-2 Maneuver	-	-	-	-	~ 65	-
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	387	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	$ 1249.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	734	-	-	-	106
HCM Lane V/C Ratio	0.196	-	-	-	3.589
HCM Control Delay (s)	11.1	0	-		$ 1249.3
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	38.1

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

Intersection	
Int Delay, s/veh	114.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	133	505	494	176	186	67
Future Vol, veh/h	133	505	494	176	186	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	90	90	92	92
Heavy Vehicles, %	1	2	1	0	1	0
Mvmt Flow	158	601	549	196	202	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	745	0	-	0	1564	647
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	917	-
Critical Hdwy	4.11	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	867	-	-	-	~ 123	475
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	391	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	867	-	-	-	~ 89	475
Mov Cap-2 Maneuver	-	-	-	-	~ 89	-
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	391	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	$ 732.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	867	-	-	-	113
HCM Lane V/C Ratio	0.183	-	-	-	2.434
HCM Control Delay (s)	10.1	0	-	-	$ 732.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	24.5

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

Intersection	
Int Delay, s/veh	29.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	96	439	425	138	121	132
Future Vol, veh/h	96	439	425	138	121	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	92	92	83	83
Heavy Vehicles, %	0	2	2	0	1	3
Mvmt Flow	103	472	462	150	146	159

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	612	0	-	0	1215	537
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	678	-
Critical Hdwy	4.1	-	-	-	6.41	6.23
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.327
Pot Cap-1 Maneuver	977	-	-	-	201	542
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	977	-	-	-	172	542
Mov Cap-2 Maneuver	-	-	-	-	172	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	506	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	139.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	977	-	-	-	267
HCM Lane V/C Ratio	0.106	-	-	-	1.142
HCM Control Delay (s)	9.1	0	-	-	139.5
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	13.3

Intersection	
Int Delay, s/veh	51.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	108	470	511	148	142	129
Future Vol, veh/h	108	470	511	148	142	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	90	90	92	92
Heavy Vehicles, %	0	0	1	0	1	2
Mvmt Flow	115	500	568	164	154	140

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	732	0	-	0	1380	650
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	730	-
Critical Hdwy	4.1	-	-	-	6.41	6.22
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.318
Pot Cap-1 Maneuver	882	-	-	-	160	469
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	479	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	882	-	-	-	~ 131	469
Mov Cap-2 Maneuver	-	-	-	-	~ 131	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	479	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	285.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	882	-	-	-	199
HCM Lane V/C Ratio	0.13	-	-	-	1.48
HCM Control Delay (s)	9.7	0	-	-	285.2
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	18.1

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

Intersection	
Int Delay, s/veh	19.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	106	395	385	135	142	55
Future Vol, veh/h	106	395	385	135	142	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	90	90	92	92
Heavy Vehicles, %	1	2	1	0	1	0
Mvmt Flow	126	470	428	150	154	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	578	0	-	0	1225	503
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	722	-
Critical Hdwy	4.11	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	1001	-	-	-	198	573
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1001	-	-	-	164	573
Mov Cap-2 Maneuver	-	-	-	-	164	-
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	124
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1001	-	-	-	205
HCM Lane V/C Ratio	0.126	-	-	-	1.045
HCM Control Delay (s)	9.1	0	-	-	124
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	9.6

Intersection	
Int Delay, s/veh	154

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	123	569	549	181	158	172
Future Vol, veh/h	123	569	549	181	158	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	92	92	83	83
Heavy Vehicles, %	0	2	2	0	1	3
Mvmt Flow	132	612	597	197	190	207

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	794	0	-	0	1572	696
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	876	-
Critical Hdwy	4.1	-	-	-	6.41	6.23
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.327
Pot Cap-1 Maneuver	836	-	-	-	~ 122	440
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	409	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	836	-	-	-	~ 93	440
Mov Cap-2 Maneuver	-	-	-	-	~ 93	-
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	409	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	$ 746.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	836	-	-	-	158
HCM Lane V/C Ratio	0.158	-	-	-	2.516
HCM Control Delay (s)	10.1	0	-	-	-$ 746.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	34.3

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

Intersection	
Int Delay, s/veh	229.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	136	603	659	194	186	165
Future Vol, veh/h	136	603	659	194	186	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	90	90	92	92
Heavy Vehicles, %	0	0	1	0	1	2
Mvmt Flow	145	641	732	216	202	179

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	948	0	-	0	1771	840
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	931	-
Critical Hdwy	4.1	-	-	-	6.41	6.22
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.318
Pot Cap-1 Maneuver	732	-	-	-	~ 92	365
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	385	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	732	-	-	-	~ 64	365
Mov Cap-2 Maneuver	-	-	-	-	~ 64	-
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	385	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	$ 1269.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	732	-	-	-	105
HCM Lane V/C Ratio	0.198	-	-	-	3.634
HCM Control Delay (s)	11.1	0	-	-	$ 1269.9
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	38.3

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

Intersection	
Int Delay, s/veh	114.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	134	507	495	176	186	68
Future Vol, veh/h	134	507	495	176	186	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	90	90	92	92
Heavy Vehicles, %	1	2	1	0	1	0
Mvmt Flow	160	604	550	196	202	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	746	0	-	0	1572	648
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	924	-
Critical Hdwy	4.11	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	867	-	-	-	~ 122	474
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	388	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	867	-	-	-	~ 88	474
Mov Cap-2 Maneuver	-	-	-	-	~ 88	-
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	388	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	$ 736.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	867	-	-	-	113
HCM Lane V/C Ratio	0.184	-	-	-	2.443
HCM Control Delay (s)	10.1	0	-	-	-$ 736.4
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	24.6

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

Edgartown-Vineyard Haven Road at the Project Site Driveway

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	425	474	19	11	7
Future Vol, veh/h	12	425	474	19	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	76	76	56	56
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	15	531	624	25	20	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	649	0	-	0	1198	637
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	947	-	-	-	207	481
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	947	-	-	-	202	481
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	947	-	-	-	261
HCM Lane V/C Ratio	0.016	-	-	-	0.123
HCM Control Delay (s)	8.9	0	-	-	20.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	416	473	53	38	40
Future Vol, veh/h	45	416	473	53	38	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	75	75
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	49	457	550	62	51	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	612	0	-	0	1136	581
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	977	-	-	-	225	517
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	977	-	-	-	210	517
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	579	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	23.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	977	-	-	-	302
HCM Lane V/C Ratio	0.051	-	-	-	0.344
HCM Control Delay (s)	8.9	0	-	-	23.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	357	360	31	35	21
Future Vol, veh/h	37	357	360	31	35	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	95	95	52	52
Heavy Vehicles, %	0	2	1	3	0	0
Mvmt Flow	42	406	379	33	67	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	412	0	-	0	886	396
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1158	-	-	-	318	658
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1158	-	-	-	303	658
Mov Cap-2 Maneuver	-	-	-	-	303	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1158	-	-	-	380
HCM Lane V/C Ratio	0.036	-	-	-	0.283
HCM Control Delay (s)	8.2	0	-	-	18.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	560	625	22	13	8
Future Vol, veh/h	14	560	625	22	13	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	76	76	56	56
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	18	700	822	29	23	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	851	0	-	0	1573	837
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	736	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	796	-	-	-	123	370
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	477	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	796	-	-	-	118	370
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	477	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	34.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	796	-	-	-	159
HCM Lane V/C Ratio	0.022	-	-	-	0.236
HCM Control Delay (s)	9.6	0	-	-	34.5
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	552	628	61	44	47
Future Vol, veh/h	53	552	628	61	44	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	75	75
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	58	607	730	71	59	63

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	801	0	-	0	1489	766
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	723	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	831	-	-	-	138	406
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	831	-	-	-	124	406
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	50.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	831	-	-	-	193
HCM Lane V/C Ratio	0.07	-	-	-	0.629
HCM Control Delay (s)	9.7	0	-	-	50.8
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	3.6

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	476	477	36	41	25
Future Vol, veh/h	43	476	477	36	41	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	95	95	52	52
Heavy Vehicles, %	0	2	1	3	0	0
Mvmt Flow	49	541	502	38	79	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	540	0	-	0	1160	521
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	639	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1039	-	-	-	218	559
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	530	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1039	-	-	-	203	559
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	530	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	30
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1039	-	-	-	268
HCM Lane V/C Ratio	0.047	-	-	-	0.474
HCM Control Delay (s)	8.6	0	-	-	30
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	2.4

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	518	614	19	11	7
Future Vol, veh/h	12	518	614	19	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	76	76	56	56
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	15	648	808	25	20	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	833	0	-	0	1499	821
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	678	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	809	-	-	-	136	378
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	809	-	-	-	132	378
Mov Cap-2 Maneuver	-	-	-	-	132	-
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	29.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	809	-	-	-	177
HCM Lane V/C Ratio	0.019	-	-	-	0.182
HCM Control Delay (s)	9.5	0	-	-	29.8
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	570	608	53	38	40
Future Vol, veh/h	45	570	608	53	38	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	75	75
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	49	626	707	62	51	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	769	0	-	0	1462	738
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	724	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	854	-	-	-	143	421
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	854	-	-	-	130	421
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	40.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	854	-	-	-	201
HCM Lane V/C Ratio	0.058	-	-	-	0.517
HCM Control Delay (s)	9.5	0	-	-	40.7
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	2.6

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	486	469	31	35	21
Future Vol, veh/h	37	486	469	31	35	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	95	95	52	52
Heavy Vehicles, %	0	2	1	3	0	0
Mvmt Flow	42	552	494	33	67	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	527	0	-	0	1147	511
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	636	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1050	-	-	-	222	567
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1050	-	-	-	209	567
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	531	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	26.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1050	-	-	-	274
HCM Lane V/C Ratio	0.04	-	-	-	0.393
HCM Control Delay (s)	8.6	0	-	-	26.4
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.8

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	671	787	22	13	8
Future Vol, veh/h	14	671	787	22	13	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	76	76	56	56
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	18	839	1036	29	23	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1065	0	-	0	1926	1051
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	875	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	662	-	-	-	74	278
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	411	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	662	-	-	-	70	278
Mov Cap-2 Maneuver	-	-	-	-	70	-
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	411	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	62.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	662	-	-	-	98
HCM Lane V/C Ratio	0.026	-	-	-	0.383
HCM Control Delay (s)	10.6	0	-	-	62.9
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5

Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	728	785	61	44	47
Future Vol, veh/h	53	728	785	61	44	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	75	75
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	58	800	913	71	59	63

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	984	0	-	0	1865	949
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	916	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	710	-	-	-	81	319
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	393	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	710	-	-	-	69	319
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	393	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	167.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	710	-	-	-	116
HCM Lane V/C Ratio	0.082	-	-	-	1.046
HCM Control Delay (s)	10.5	0	-	-	167.7
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	7.1

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	620	603	36	41	25
Future Vol, veh/h	43	620	603	36	41	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	95	95	52	52
Heavy Vehicles, %	0	2	1	3	0	0
Mvmt Flow	49	705	635	38	79	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	673	0	-	0	1457	654
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	803	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	927	-	-	-	144	470
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	444	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	927	-	-	-	131	470
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	444	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	62.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	927	-	-	-	180
HCM Lane V/C Ratio	0.053	-	-	-	0.705
HCM Control Delay (s)	9.1	0	-	-	62.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	4.3

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	518	614	20	12	8
Future Vol, veh/h	13	518	614	20	12	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	76	76	56	56
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	16	648	808	26	21	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	834	0	-	0	1501	821
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	680	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	808	-	-	-	136	378
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	507	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	808	-	-	-	132	378
Mov Cap-2 Maneuver	-	-	-	-	132	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	30.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	808	-	-	-	178
HCM Lane V/C Ratio	0.02	-	-	-	0.201
HCM Control Delay (s)	9.5	0	-	-	30.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	570	608	56	41	42
Future Vol, veh/h	48	570	608	56	41	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	75	75
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	53	626	707	65	55	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	772	0	-	0	1472	740
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	732	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	852	-	-	-	141	420
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	480	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	852	-	-	-	128	420
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	480	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	44.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	852	-	-	-	197
HCM Lane V/C Ratio	0.062	-	-	-	0.562
HCM Control Delay (s)	9.5	0	-	-	44.4
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	3

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	486	469	33	37	23
Future Vol, veh/h	38	486	469	33	37	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	95	95	52	52
Heavy Vehicles, %	0	2	1	3	0	0
Mvmt Flow	43	552	494	35	71	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	529	0	-	0	1150	512
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	638	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1048	-	-	-	221	566
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	530	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1048	-	-	-	208	566
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	530	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	27.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1048	-	-	-	275
HCM Lane V/C Ratio	0.041	-	-	-	0.42
HCM Control Delay (s)	8.6	0	-	-	27.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	2

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	671	787	24	14	9
Future Vol, veh/h	15	671	787	24	14	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	76	76	56	56
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	19	839	1036	32	25	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1068	0	-	0	1929	1052
Stage 1	-	-	-	-	1052	-
Stage 2	-	-	-	-	877	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	660	-	-	-	74	278
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	410	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	660	-	-	-	70	278
Mov Cap-2 Maneuver	-	-	-	-	70	-
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	410	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	65
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	660	-	-	-	99
HCM Lane V/C Ratio	0.028	-	-	-	0.415
HCM Control Delay (s)	10.6	0	-	-	65
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7

Intersection	
Int Delay, s/veh	13.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	56	728	785	64	47	50
Future Vol, veh/h	56	728	785	64	47	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	75	75
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	62	800	913	74	63	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	987	0	-	0	1874	950
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	924	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	708	-	-	-	80	318
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	390	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	708	-	-	-	67	318
Mov Cap-2 Maneuver	-	-	-	-	67	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	390	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	201.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	708	-	-	-	113
HCM Lane V/C Ratio	0.087	-	-	-	1.145
HCM Control Delay (s)	10.6	0	-	-	201.5
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	8.1

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	620	603	38	44	27
Future Vol, veh/h	45	620	603	38	44	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	95	95	52	52
Heavy Vehicles, %	0	2	1	3	0	0
Mvmt Flow	51	705	635	40	85	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	675	0	-	0	1462	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	807	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	926	-	-	-	143	470
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	442	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	926	-	-	-	130	470
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	442	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	70.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	926	-	-	-	179
HCM Lane V/C Ratio	0.055	-	-	-	0.763
HCM Control Delay (s)	9.1	0	-	-	70.5
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	5

Village Road at the Project Site Driveway

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	1	71	15	3	44
Future Vol, veh/h	12	1	71	15	3	44
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	54	54	71	71	75	75
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	22	2	100	21	4	59

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	178	111	0	0	121	0
Stage 1	111	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	816	948	-	-	1479	-
Stage 1	919	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	814	948	-	-	1479	-
Mov Cap-2 Maneuver	814	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	958	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	823	1479	-
HCM Lane V/C Ratio	-	-	0.029	0.003	-
HCM Control Delay (s)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	3	51	21	6	56
Future Vol, veh/h	39	3	51	21	6	56
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	75	75	92	92	81	81
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	52	4	55	23	7	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	150	67	0	0	78	0
Stage 1	67	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	847	1002	-	-	1533	-
Stage 1	961	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	843	1002	-	-	1533	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	853	1533	-
HCM Lane V/C Ratio	-	-	0.066	0.005	-
HCM Control Delay (s)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	2	27	10	0	22
Future Vol, veh/h	22	2	27	10	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	91	91	95	95
Heavy Vehicles, %	0	0	5	0	0	5
Mvmt Flow	39	4	30	11	0	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	59	36	0	0	41	0
Stage 1	36	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	953	1042	-	-	1581	-
Stage 1	992	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	953	1042	-	-	1581	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1581	-
HCM Lane V/C Ratio	-	-	0.045	-	-
HCM Control Delay (s)	-	-	8.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	93	18	4	59
Future Vol, veh/h	14	1	93	18	4	59
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	54	54	71	71	75	75
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	26	2	131	25	5	79

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	233	144	0	0	156	0
Stage 1	144	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	760	909	-	-	1436	-
Stage 1	888	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	757	909	-	-	1436	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	766	1436	-
HCM Lane V/C Ratio	-	-	0.036	0.004	-
HCM Control Delay (s)	-	-	9.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	4	68	25	7	74
Future Vol, veh/h	46	4	68	25	7	74
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	75	75	92	92	81	81
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	61	5	74	27	9	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	197	88	0	0	101	0
Stage 1	88	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	796	976	-	-	1504	-
Stage 1	940	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	976	-	-	1504	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	803	1504	-
HCM Lane V/C Ratio	-	-	0.083	0.006	-
HCM Control Delay (s)	-	-	9.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	2	35	12	0	33
Future Vol, veh/h	26	2	35	12	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	91	91	95	95
Heavy Vehicles, %	0	0	5	0	0	5
Mvmt Flow	46	4	38	13	0	35

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	80	45	0	0	51	0
Stage 1	45	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	927	1031	-	-	1568	-
Stage 1	983	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	927	1031	-	-	1568	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	993	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	934	1568	-
HCM Lane V/C Ratio	-	-	0.054	-	-
HCM Control Delay (s)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	1	131	15	3	63
Future Vol, veh/h	12	1	131	15	3	63
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	54	54	71	71	75	75
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	22	2	185	21	4	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	288	196	0	0	206	0
Stage 1	196	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	707	850	-	-	1377	-
Stage 1	842	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	705	850	-	-	1377	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	714	1377	-
HCM Lane V/C Ratio	-	-	0.034	0.003	-
HCM Control Delay (s)	-	-	10.2	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	3	85	21	6	123
Future Vol, veh/h	39	3	85	21	6	123
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	75	75	92	92	81	81
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	52	4	92	23	7	152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	270	104	0	0	115	0
Stage 1	104	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	724	956	-	-	1487	-
Stage 1	925	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	720	956	-	-	1487	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	733	1487	-
HCM Lane V/C Ratio	-	-	0.076	0.005	-
HCM Control Delay (s)	-	-	10.3	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	2	54	10	0	82
Future Vol, veh/h	22	2	54	10	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	91	91	95	95
Heavy Vehicles, %	0	0	5	0	0	5
Mvmt Flow	39	4	59	11	0	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	151	65	0	0	70	0
Stage 1	65	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	846	1005	-	-	1544	-
Stage 1	963	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	846	1005	-	-	1544	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	857	1544	-
HCM Lane V/C Ratio	-	-	0.05	-	-
HCM Control Delay (s)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	156	18	4	80
Future Vol, veh/h	14	1	156	18	4	80
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	54	54	71	71	75	75
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	26	2	220	25	5	107

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	350	233	0	0	245	0
Stage 1	233	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	651	811	-	-	1333	-
Stage 1	810	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	648	811	-	-	1333	-
Mov Cap-2 Maneuver	648	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	1333	-
HCM Lane V/C Ratio	-	-	0.042	0.004	-
HCM Control Delay (s)	-	-	10.7	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	4	104	25	7	144
Future Vol, veh/h	46	4	104	25	7	144
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	75	75	92	92	81	81
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	61	5	113	27	9	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	323	127	0	0	140	0
Stage 1	127	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	675	929	-	-	1456	-
Stage 1	904	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	670	929	-	-	1456	-
Mov Cap-2 Maneuver	670	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	685	1456	-
HCM Lane V/C Ratio	-	-	0.097	0.006	-
HCM Control Delay (s)	-	-	10.8	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	2	64	12	0	94
Future Vol, veh/h	26	2	64	12	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	91	91	95	95
Heavy Vehicles, %	0	0	5	0	0	5
Mvmt Flow	46	4	70	13	0	99

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	176	77	0	0	83	0
Stage 1	77	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	818	990	-	-	1527	-
Stage 1	951	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	818	990	-	-	1527	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	930	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	828	1527	-
HCM Lane V/C Ratio	-	-	0.06	-	-
HCM Control Delay (s)	-	-	9.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	1	131	16	3	63
Future Vol, veh/h	12	1	131	16	3	63
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	54	54	71	71	75	75
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	22	2	185	23	4	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	289	197	0	0	208	0
Stage 1	197	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	706	849	-	-	1375	-
Stage 1	841	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	704	849	-	-	1375	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	1375	-
HCM Lane V/C Ratio	-	-	0.034	0.003	-
HCM Control Delay (s)	-	-	10.2	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	3	85	23	6	123
Future Vol, veh/h	41	3	85	23	6	123
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	75	75	92	92	81	81
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	55	4	92	25	7	152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	271	105	0	0	117	0
Stage 1	105	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	723	955	-	-	1484	-
Stage 1	924	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	719	955	-	-	1484	-
Mov Cap-2 Maneuver	719	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	731	1484	-
HCM Lane V/C Ratio	-	-	0.08	0.005	-
HCM Control Delay (s)	-	-	10.4	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	2	54	11	0	82
Future Vol, veh/h	23	2	54	11	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	91	91	95	95
Heavy Vehicles, %	0	0	5	0	0	5
Mvmt Flow	41	4	59	12	0	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	151	65	0	0	71	0
Stage 1	65	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	846	1005	-	-	1542	-
Stage 1	963	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	846	1005	-	-	1542	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	857	1542	-
HCM Lane V/C Ratio	-	-	0.052	-	-
HCM Control Delay (s)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	156	19	4	80
Future Vol, veh/h	14	1	156	19	4	80
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	54	54	71	71	75	75
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	26	2	220	27	5	107

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	351	234	0	0	247	0
Stage 1	234	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	650	810	-	-	1331	-
Stage 1	810	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	647	810	-	-	1331	-
Mov Cap-2 Maneuver	647	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	656	1331	-
HCM Lane V/C Ratio	-	-	0.042	0.004	-
HCM Control Delay (s)	-	-	10.7	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	4	104	28	7	144
Future Vol, veh/h	48	4	104	28	7	144
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	75	75	92	92	81	81
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	64	5	113	30	9	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	324	128	0	0	143	0
Stage 1	128	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	674	927	-	-	1452	-
Stage 1	903	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	669	927	-	-	1452	-
Mov Cap-2 Maneuver	669	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	684	1452	-
HCM Lane V/C Ratio	-	-	0.101	0.006	-
HCM Control Delay (s)	-	-	10.9	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	2	64	13	0	94
Future Vol, veh/h	27	2	64	13	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	91	91	95	95
Heavy Vehicles, %	0	0	5	0	0	5
Mvmt Flow	48	4	70	14	0	99

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	176	77	0	0	84	0
Stage 1	77	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	818	990	-	-	1526	-
Stage 1	951	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	818	990	-	-	1526	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	930	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	828	1526	-
HCM Lane V/C Ratio	-	-	0.063	-	-
HCM Control Delay (s)	-	-	9.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Edgartown-Vineyard Haven Road at Barnes Road

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	360	4.4	777	0.463	100	10.9	LOS B	2.9	74.7	Full	1600	0.0	0.0
Approach	360	4.4		0.463		10.9	LOS B	2.9	74.7				
East: EVH Road													
Lane 1[d]	586	4.1	942	0.622	100	13.0	LOS B	6.8	175.5	Full	1600	0.0	0.0
Approach	586	4.1		0.622		13.0	LOS B	6.8	175.5				
North: Barnes Road													
Lane 1[d]	296	2.4	660	0.448	100	12.0	LOS B	2.6	65.5	Full	1600	0.0	0.0
Approach	296	2.4		0.448		12.0	LOS B	2.6	65.5				
West: EVH Road													
Lane 1[d]	608	5.0	904	0.673	100	15.1	LOS C	8.4	219.7	Full	1600	0.0	0.0
Approach	608	5.0		0.673		15.1	LOS C	8.4	219.7				
Intersection	1850	4.2		0.673		13.1	LOS B	8.4	219.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	511	2.5	775	0.660	100	16.5	LOS C	6.7	171.6	Full	1600	0.0	0.0
Approach	511	2.5		0.660		16.5	LOS C	6.7	171.6				
East: EVH Road													
Lane 1[d]	515	2.0	814	0.633	100	14.9	LOS B	6.3	160.8	Full	1600	0.0	0.0
Approach	515	2.0		0.633		14.9	LOS B	6.3	160.8				
North: Barnes Road													
Lane 1[d]	220	0.0	669	0.329	100	9.6	LOS A	1.5	38.0	Full	1600	0.0	0.0
Approach	220	0.0		0.329		9.6	LOS A	1.5	38.0				
West: EVH Road													
Lane 1[d]	651	0.6	1113	0.585	100	10.6	LOS B	4.5	112.6	Full	1600	0.0	0.0
Approach	651	0.6		0.585		10.6	LOS B	4.5	112.6				
Intersection	1897	1.4		0.660		13.2	LOS B	6.7	171.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	284	1.2	903	0.314	100	7.4	LOS A	1.5	38.9	Full	1600	0.0	0.0
Approach	284	1.2		0.314		7.4	LOS A	1.5	38.9				
East: EVH Road													
Lane 1[d]	474	0.8	1013	0.468	100	9.0	LOS A	2.8	71.5	Full	1600	0.0	0.0
Approach	474	0.8		0.468		9.0	LOS A	2.8	71.5				
North: Barnes Road													
Lane 1[d]	192	1.3	760	0.253	100	7.6	LOS A	1.1	28.1	Full	1600	0.0	0.0
Approach	192	1.3		0.253		7.6	LOS A	1.1	28.1				
West: EVH Road													
Lane 1[d]	503	1.4	1147	0.439	100	7.8	LOS A	2.8	70.5	Full	1600	0.0	0.0
Approach	503	1.4		0.439		7.8	LOS A	2.8	70.5				
Intersection	1453	1.1		0.468		8.1	LOS A	2.8	71.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	476	4.4	699	0.681	100	18.8	LOS C	6.5	169.6	Full	1600	0.0	0.0
Approach	476	4.4		0.681		18.8	LOS C	6.5	169.6				
East: EVH Road													
Lane 1[d]	772	4.1	851	0.906	100	34.3	LOS D	24.0	618.8	Full	1600	0.0	0.0
Approach	772	4.1		0.906		34.3	LOS D	24.0	618.8				
North: Barnes Road													
Lane 1[d]	391	2.4	526	0.744	100	27.9	LOS D	6.4	163.5	Full	1600	0.0	0.0
Approach	391	2.4		0.744		27.9	LOS D	6.4	163.5				
West: EVH Road													
Lane 1[d]	895	5.0	801	1.117	100	90.3	LOS F	57.7	1500.1	Full	1600	0.0	3.1
Approach	895	5.0		1.117		90.3	LOS F	57.7	1500.1				
Intersection	2534	4.2		1.117		50.2	LOS F	57.7	1500.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	673	2.5	683	0.985	100	55.2	LOS F	25.5	649.5	Full	1600	0.0	0.0
Approach	673	2.5		0.985		55.2	LOS F	25.5	649.5				
East: EVH Road													
Lane 1[d]	678	2.0	726	0.933	100	42.6	LOS E	21.2	538.1	Full	1600	0.0	0.0
Approach	678	2.0		0.933		42.6	LOS E	21.2	538.1				
North: Barnes Road													
Lane 1[d]	288	0.0	532	0.541	100	17.2	LOS C	3.3	82.1	Full	1600	0.0	0.0
Approach	288	0.0		0.541		17.2	LOS C	3.3	82.1				
West: EVH Road													
Lane 1[d]	809	0.7	1042	0.777	100	18.2	LOS C	17.1	429.9	Full	1600	0.0	0.0
Approach	809	0.7		0.777		18.2	LOS C	17.1	429.9				
Intersection	2448	1.4		0.985		35.0	LOS E	25.5	649.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	376	1.2	791	0.476	100	11.0	LOS B	3.2	79.7	Full	1600	0.0	0.0
Approach	376	1.2		0.476		11.0	LOS B	3.2	79.7				
East: EVH Road													
Lane 1[d]	624	0.8	918	0.680	100	15.2	LOS C	8.9	223.9	Full	1600	0.0	0.0
Approach	624	0.8		0.680		15.2	LOS C	8.9	223.9				
North: Barnes Road													
Lane 1[d]	253	1.3	632	0.401	100	11.5	LOS B	2.1	52.8	Full	1600	0.0	0.0
Approach	253	1.3		0.401		11.5	LOS B	2.1	52.8				
West: EVH Road													
Lane 1[d]	664	1.4	1085	0.612	100	11.4	LOS B	6.0	151.9	Full	1600	0.0	0.0
Approach	664	1.4		0.612		11.4	LOS B	6.0	151.9				
Intersection	1918	1.1		0.680		12.6	LOS B	8.9	223.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	431	4.6	688	0.627	100	16.8	LOS C	5.3	136.3	Full	1600	0.0	0.0
Approach	431	4.6		0.627		16.8	LOS C	5.3	136.3				
East: EVH Road													
Lane 1[d]	747	4.1	898	0.833	100	24.6	LOS C	18.1	467.2	Full	1600	0.0	0.0
Approach	747	4.1		0.833		24.6	LOS C	18.1	467.2				
North: Barnes Road													
Lane 1[d]	349	2.5	558	0.627	100	19.8	LOS C	4.5	113.9	Full	1600	0.0	0.0
Approach	349	2.5		0.627		19.8	LOS C	4.5	113.9				
West: EVH Road													
Lane 1[d]	810	5.0	826	0.981	100	49.0	LOS E	33.3	865.3	Full	1600	0.0	0.0
Approach	810	5.0		0.981		49.0	LOS E	33.3	865.3				
Intersection	2338	4.3		0.981		30.9	LOS D	33.3	865.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	610	2.5	696	0.876	100	34.7	LOS D	15.1	384.2	Full	1600	0.0	0.0
Approach	610	2.5		0.876		34.7	LOS D	15.1	384.2				
East: EVH Road													
Lane 1[d]	673	2.0	789	0.854	100	29.2	LOS D	16.1	408.9	Full	1600	0.0	0.0
Approach	673	2.0		0.854		29.2	LOS D	16.1	408.9				
North: Barnes Road													
Lane 1[d]	268	0.0	562	0.477	100	14.5	LOS B	2.7	67.6	Full	1600	0.0	0.0
Approach	268	0.0		0.477		14.5	LOS B	2.7	67.6				
West: EVH Road													
Lane 1[d]	753	0.7	1035	0.728	100	15.8	LOS C	13.0	326.8	Full	1600	0.0	0.0
Approach	753	0.7		0.728		15.8	LOS C	13.0	326.8				
Intersection	2305	1.5		0.876		24.6	LOS C	16.1	408.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	346	1.2	806	0.429	100	9.9	LOS A	2.5	63.9	Full	1600	0.0	0.0
Approach	346	1.2		0.429		9.9	LOS A	2.5	63.9				
East: EVH Road													
Lane 1[d]	630	0.8	969	0.651	100	13.6	LOS B	8.2	205.3	Full	1600	0.0	0.0
Approach	630	0.8		0.651		13.6	LOS B	8.2	205.3				
North: Barnes Road													
Lane 1[d]	233	1.2	650	0.358	100	10.4	LOS B	1.7	43.8	Full	1600	0.0	0.0
Approach	233	1.2		0.358		10.4	LOS B	1.7	43.8				
West: EVH Road													
Lane 1[d]	614	1.3	1076	0.571	100	10.6	LOS B	4.6	115.3	Full	1600	0.0	0.0
Approach	614	1.3		0.571		10.6	LOS B	4.6	115.3				
Intersection	1823	1.1		0.651		11.5	LOS B	8.2	205.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	561	4.5	709	0.791	100	25.4	LOS D	10.5	272.2	Full	1600	0.0	0.0
Approach	561	4.5		0.791		25.4	LOS D	10.5	272.2				
East: EVH Road													
Lane 1[d]	958	4.1	813	1.178	100	112.3	LOS F	72.2	1863.9	Full	1600	0.0	9.7
Approach	958	4.1		1.178		112.3	LOS F	72.2	1863.9				
North: Barnes Road													
Lane 1[d]	457	2.5	494	0.924	100	52.5	LOS F	12.9	329.6	Full	1600	0.0	0.0
Approach	457	2.5		0.924		52.5	LOS F	12.9	329.6				
West: EVH Road													
Lane 1[d]	1057	5.0	752	1.406	100	207.7	LOS F	116.7	3034.6	Full	1600	0.0	29.3
Approach	1057	5.0		1.406		207.7	LOS F	116.7	3034.6				
Intersection	3032	4.3		1.406		120.5	LOS F	116.7	3034.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	797	2.5	578	1.377	100	201.3	LOS F	82.7	2109.1	Full	1600	0.0	13.8
Approach	797	2.5		1.377		201.3	LOS F	82.7	2109.1				
East: EVH Road													
Lane 1[d]	863	2.0	779	1.108	100	87.7	LOS F	52.8	1341.0	Full	1600	0.0	0.0
Approach	863	2.0		1.108		87.7	LOS F	52.8	1341.0				
North: Barnes Road													
Lane 1[d]	348	0.0	519	0.671	100	23.3	LOS C	5.0	124.2	Full	1600	0.0	0.0
Approach	348	0.0		0.671		23.3	LOS C	5.0	124.2				
West: EVH Road													
Lane 1[d]	977	0.7	973	1.004	100	50.6	LOS F	49.3	1239.6	Full	1600	0.0	0.0
Approach	977	0.7		1.004		50.6	LOS F	49.3	1239.6				
Intersection	2984	1.5		1.377		98.4	LOS F	82.7	2109.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	449	1.2	694	0.646	100	17.4	LOS C	5.7	145.1	Full	1600	0.0	0.0
Approach	449	1.2		0.646		17.4	LOS C	5.7	145.1				
East: EVH Road													
Lane 1[d]	802	0.8	868	0.924	100	36.5	LOS E	26.6	668.3	Full	1600	0.0	0.0
Approach	802	0.8		0.924		36.5	LOS E	26.6	668.3				
North: Barnes Road													
Lane 1[d]	302	1.3	526	0.575	100	18.6	LOS C	3.6	91.5	Full	1600	0.0	0.0
Approach	302	1.3		0.575		18.6	LOS C	3.6	91.5				
West: EVH Road													
Lane 1[d]	797	1.3	1010	0.789	100	19.3	LOS C	17.4	440.9	Full	1600	0.0	0.0
Approach	797	1.3		0.789		19.3	LOS C	17.4	440.9				
Intersection	2350	1.1		0.924		24.7	LOS C	26.6	668.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	432	4.6	687	0.629	100	16.9	LOS C	5.3	137.4	Full	1600	0.0	0.0
Approach	432	4.6		0.629		16.9	LOS C	5.3	137.4				
East: EVH Road													
Lane 1[d]	749	4.1	898	0.834	100	24.7	LOS C	18.2	470.5	Full	1600	0.0	0.0
Approach	749	4.1		0.834		24.7	LOS C	18.2	470.5				
North: Barnes Road													
Lane 1[d]	349	2.5	557	0.628	100	19.9	LOS C	4.5	114.1	Full	1600	0.0	0.0
Approach	349	2.5		0.628		19.9	LOS C	4.5	114.1				
West: EVH Road													
Lane 1[d]	811	5.0	826	0.982	100	49.3	LOS E	33.5	871.6	Full	1600	0.0	0.0
Approach	811	5.0		0.982		49.3	LOS E	33.5	871.6				
Intersection	2341	4.3		0.982		31.1	LOS D	33.5	871.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	612	2.5	694	0.882	100	35.7	LOS E	15.5	394.5	Full	1600	0.0	0.0
Approach	612	2.5		0.882		35.7	LOS E	15.5	394.5				
East: EVH Road													
Lane 1[d]	681	2.0	788	0.863	100	30.3	LOS D	16.9	428.1	Full	1600	0.0	0.0
Approach	681	2.0		0.863		30.3	LOS D	16.9	428.1				
North: Barnes Road													
Lane 1[d]	269	0.0	559	0.482	100	14.7	LOS B	2.7	68.7	Full	1600	0.0	0.0
Approach	269	0.0		0.482		14.7	LOS B	2.7	68.7				
West: EVH Road													
Lane 1[d]	756	0.7	1029	0.734	100	16.2	LOS C	13.4	336.4	Full	1600	0.0	0.0
Approach	756	0.7		0.734		16.2	LOS C	13.4	336.4				
Intersection	2318	1.5		0.882		25.3	LOS D	16.9	428.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	347	1.2	806	0.430	100	10.0	LOS A	2.6	64.5	Full	1600	0.0	0.0
Approach	347	1.2		0.430		10.0	LOS A	2.6	64.5				
East: EVH Road													
Lane 1[d]	634	0.8	969	0.654	100	13.7	LOS B	8.3	209.0	Full	1600	0.0	0.0
Approach	634	0.8		0.654		13.7	LOS B	8.3	209.0				
North: Barnes Road													
Lane 1[d]	233	1.2	649	0.359	100	10.4	LOS B	1.7	43.9	Full	1600	0.0	0.0
Approach	233	1.2		0.359		10.4	LOS B	1.7	43.9				
West: EVH Road													
Lane 1[d]	615	1.3	1074	0.573	100	10.6	LOS B	4.7	117.6	Full	1600	0.0	0.0
Approach	615	1.3		0.573		10.6	LOS B	4.7	117.6				
Intersection	1829	1.1		0.654		11.5	LOS B	8.3	209.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	562	4.5	709	0.793	100	25.6	LOS D	10.6	274.4	Full	1600	0.0	0.0
Approach	562	4.5		0.793		25.6	LOS D	10.6	274.4				
East: EVH Road													
Lane 1[d]	959	4.1	813	1.180	100	112.9	LOS F	72.5	1873.0	Full	1600	0.0	9.9
Approach	959	4.1		1.180		112.9	LOS F	72.5	1873.0				
North: Barnes Road													
Lane 1[d]	457	2.5	494	0.925	100	52.5	LOS F	12.9	329.8	Full	1600	0.0	0.0
Approach	457	2.5		0.925		52.5	LOS F	12.9	329.8				
West: EVH Road													
Lane 1[d]	1058	5.0	752	1.407	100	208.2	LOS F	117.0	3042.7	Full	1600	0.0	29.5
Approach	1058	5.0		1.407		208.2	LOS F	117.0	3042.7				
Intersection	3036	4.3		1.407		120.9	LOS F	117.0	3042.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	799	2.5	578	1.382	100	203.1	LOS F	83.5	2127.8	Full	1600	0.0	14.2
Approach	799	2.5		1.382		203.1	LOS F	83.5	2127.8				
East: EVH Road													
Lane 1[d]	868	2.0	776	1.118	100	91.3	LOS F	54.7	1390.1	Full	1600	0.0	1.0
Approach	868	2.0		1.118		91.3	LOS F	54.7	1390.1				
North: Barnes Road													
Lane 1[d]	349	0.0	521	0.670	100	23.1	LOS C	5.0	123.8	Full	1600	0.0	0.0
Approach	349	0.0		0.670		23.1	LOS C	5.0	123.8				
West: EVH Road													
Lane 1[d]	980	0.7	971	1.009	100	51.8	LOS F	50.2	1260.8	Full	1600	0.0	0.0
Approach	980	0.7		1.009		51.8	LOS F	50.2	1260.8				
Intersection	2997	1.5		1.382		100.2	LOS F	83.5	2127.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [EVH Road at Barnes Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Barnes Road													
Lane 1[d]	450	1.2	693	0.649	100	17.5	LOS C	5.8	146.4	Full	1600	0.0	0.0
Approach	450	1.2		0.649		17.5	LOS C	5.8	146.4				
East: EVH Road													
Lane 1[d]	806	0.8	868	0.928	100	37.2	LOS E	27.1	682.2	Full	1600	0.0	0.0
Approach	806	0.8		0.928		37.2	LOS E	27.1	682.2				
North: Barnes Road													
Lane 1[d]	303	1.2	525	0.578	100	18.7	LOS C	3.7	92.5	Full	1600	0.0	0.0
Approach	303	1.2		0.578		18.7	LOS C	3.7	92.5				
West: EVH Road													
Lane 1[d]	798	1.3	1008	0.792	100	19.6	LOS C	17.7	446.1	Full	1600	0.0	0.0
Approach	798	1.3		0.792		19.6	LOS C	17.7	446.1				
Intersection	2357	1.1		0.928		25.1	LOS D	27.1	682.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach