



Appendix

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Traffic Volume Counts



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INDUSTRIES, LLC

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Water Street just south of
Steamship Authority Entrance Driveway
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

133186 A volume
Site Code: 72451

Start Time	NB		SB		Combined		18-Jan-13 Fri
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	0	19	1	50	1	69	
12:15	0	24	2	42	2	66	
12:30	0	41	1	53	1	94	
12:45	0	50	134	2	6	112	257
01:00	0	36	0	56	0	92	
01:15	0	17	1	48	1	65	
01:30	0	21	0	50	0	71	
01:45	0	50	124	0	1	86	240
02:00	0	62	1	90	1	152	
02:15	0	38	0	58	0	96	
02:30	0	22	3	53	3	75	
02:45	0	29	151	0	4	55	256
03:00	0	40	2	73	2	113	
03:15	0	67	0	136	0	203	
03:30	1	45	3	78	4	123	
03:45	1	20	172	2	7	58	345
04:00	0	29	2	57	2	86	
04:15	0	46	0	80	0	126	
04:30	1	55	4	143	5	198	
04:45	11	34	164	13	19	86	366
05:00	7	23	5	41	12	64	
05:15	5	21	3	57	8	78	
05:30	25	40	5	59	30	99	
05:45	16	45	129	9	22	138	295
06:00	3	31	12	57	15	88	
06:15	16	9	11	40	27	49	
06:30	35	17	13	29	48	46	
06:45	31	25	82	45	81	65	191
07:00	13	26	27	94	40	120	
07:15	7	9	11	32	18	41	
07:30	23	4	21	25	44	29	
07:45	48	13	52	39	98	21	172
08:00	25	32	55	19	80	51	
08:15	15	19	25	125	40	144	
08:30	15	14	24	27	39	41	
08:45	33	10	75	24	128	17	188
09:00	52	21	81	19	133	40	
09:15	32	13	47	111	79	124	
09:30	15	6	30	32	45	38	
09:45	22	5	45	31	189	33	195
10:00	39	6	40	11	79	17	
10:15	37	7	73	18	110	25	
10:30	33	2	57	41	90	43	
10:45	24	3	18	45	215	5	75
11:00	28	2	38	7	66	9	
11:15	26	0	55	1	81	1	
11:30	49	1	76	0	125	1	
11:45	36	1	4	59	228	1	9
Total	724	1150	998	2589	1722	3739	
Percent	42.0%	30.8%	58.0%	69.2%			
Day Total		1874		3587		5461	
Peak	11:00	02:45	11:00	04:00	11:00	04:00	
Vol.	139	181	228	366	367	530	
P.H.F.	0.709	0.675	0.750	0.640	0.734	0.653	



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133186 A volume
Site Code: 72451

Start Time	NB		SB		Combined		19-Jan-13 Sat
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	0	25	3	53	3	78	
12:15	0	26	2	52	2	78	
12:30	0	46	0	50	0	96	
12:45	0	52	149	1	6	142	297
01:00	0	40	1	74	1	114	446
01:15	0	14	0	62	0	76	
01:30	0	31	1	52	1	83	
01:45	0	44	129	0	2	51	239
02:00	0	37	0	141	0	178	368
02:15	0	30	1	56	1	86	
02:30	0	19	0	50	0	69	
02:45	0	25	111	0	1	55	302
03:00	0	41	0	46	0	87	413
03:15	0	39	0	149	0	188	
03:30	0	32	0	59	0	91	
03:45	0	30	142	0	0	67	321
04:00	1	32	1	46	2	78	463
04:15	0	35	1	59	1	94	
04:30	1	39	4	120	5	159	
04:45	4	20	126	1	7	56	281
05:00	4	18	2	45	6	63	407
05:15	5	15	1	38	6	53	
05:30	20	27	6	27	26	54	
05:45	10	27	87	4	13	118	228
06:00	7	14	6	38	13	52	315
06:15	6	19	8	24	14	43	
06:30	37	12	5	48	42	60	
06:45	19	27	72	17	36	35	145
07:00	6	14	8	105	14	119	217
07:15	9	12	11	18	20	30	
07:30	26	10	17	24	43	34	
07:45	38	5	41	52	88	23	170
08:00	18	15	24	21	42	36	211
08:15	7	12	23	68	30	80	
08:30	13	7	21	16	34	23	
08:45	40	5	39	30	98	17	122
09:00	64	7	73	20	137	27	176
09:15	18	7	44	42	62	49	161
09:30	19	3	35	11	54	14	
09:45	29	2	19	31	183	4	77
10:00	41	5	44	27	85	32	313
10:15	60	4	121	1	181	5	96
10:30	28	2	64	35	92	37	
10:45	21	2	13	62	291	11	74
11:00	22	0	56	4	78	4	441
11:15	40	1	51	1	91	2	13
11:30	43	0	134	4	177	4	87
11:45	28	4	5	71	312	1	10
Total	684	933	1037	2266	1721	3199	
Percent	39.7%	29.2%	60.3%	70.8%			
Day Total		1617		3303		4920	
Peak Vol.	09:45	00:15	11:00	00:45	11:00	00:15	
P.H.F.	158	164	312	330	445	482	
	0.658	0.788	0.582	0.581	0.615	0.621	



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City, State: Vineyard Haven, MA
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133186 A class
Site Code: 72451

Start Time	Cars	Medium	Heavy	Total											
01/18/1															
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
05:00	44	7	2	0	0	0	0	0	0	0	0	0	0	0	53
06:00	73	10	2	0	0	0	0	0	0	0	0	0	0	0	85
07:00	77	9	5	0	0	0	0	0	0	0	0	0	0	0	91
08:00	71	8	9	0	0	0	0	0	0	0	0	0	0	0	88
09:00	102	13	6	0	0	0	0	0	0	0	0	0	0	0	121
10:00	114	8	11	0	0	0	0	0	0	0	0	0	0	0	133
11:00	126	10	3	0	0	0	0	0	0	0	0	0	0	0	139
12 PM	124	4	6	0	0	0	0	0	0	0	0	0	0	0	134
13:00	110	4	10	0	0	0	0	0	0	0	0	0	0	0	124
14:00	137	7	7	0	0	0	0	0	0	0	0	0	0	0	151
15:00	158	10	4	0	0	0	0	0	0	0	0	0	0	0	172
16:00	149	9	6	0	0	0	0	0	0	0	0	0	0	0	164
17:00	121	5	3	0	0	0	0	0	0	0	0	0	0	0	129
18:00	72	5	5	0	0	0	0	0	0	0	0	0	0	0	82
19:00	46	4	2	0	0	0	0	0	0	0	0	0	0	0	52
20:00	69	4	2	0	0	0	0	0	0	0	0	0	0	0	75
21:00	39	5	1	0	0	0	0	0	0	0	0	0	0	0	45
22:00	13	2	3	0	0	0	0	0	0	0	0	0	0	0	18
23:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1660	127	87	0	0	0	0	0	0	0	0	0	0	0	1874
Percent	88.6%	6.8%	4.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	09:00	08:00												09:00
Vol.	102	13	9												121
Midday Peak	14:00	11:00	13:00												14:00
Vol.	137	10	10												151
PM Peak	15:00	15:00	16:00												15:00
Vol.	158	10	6												172



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133186 A class
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NB

Start Time	Cars	Medium	Heavy	Total										
01/19/1														
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	35	2	2	0	0	0	0	0	0	0	0	0	0	39
06:00	63	3	3	0	0	0	0	0	0	0	0	0	0	69
07:00	68	6	5	0	0	0	0	0	0	0	0	0	0	79
08:00	66	7	5	0	0	0	0	0	0	0	0	0	0	78
09:00	119	6	5	0	0	0	0	0	0	0	0	0	0	130
10:00	138	8	4	0	0	0	0	0	0	0	0	0	0	150
11:00	124	6	3	0	0	0	0	0	0	0	0	0	0	133
12 PM	140	6	3	0	0	0	0	0	0	0	0	0	0	149
13:00	121	4	4	0	0	0	0	0	0	0	0	0	0	129
14:00	101	3	7	0	0	0	0	0	0	0	0	0	0	111
15:00	129	0	13	0	0	0	0	0	0	0	0	0	0	142
16:00	115	6	5	0	0	0	0	0	0	0	0	0	0	126
17:00	79	3	5	0	0	0	0	0	0	0	0	0	0	87
18:00	59	3	10	0	0	0	0	0	0	0	0	0	0	72
19:00	37	1	3	0	0	0	0	0	0	0	0	0	0	41
20:00	33	4	2	0	0	0	0	0	0	0	0	0	0	39
21:00	13	4	2	0	0	0	0	0	0	0	0	0	0	19
22:00	9	2	2	0	0	0	0	0	0	0	0	0	0	13
23:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	1460	74	83	0	0	0	0	0	0	0	0	0	0	1617
Percent	90.3%	4.6%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	07:00											09:00
Vol.	119	7	5											130
Midday Peak	12:00	11:00	14:00											12:00
Vol.	140	6	7											149
PM Peak	15:00	16:00	15:00											15:00
Vol.	129	6	13											142



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City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

133186 A class
Site Code: 72451

SB

Start Time	Cars	Medium	Heavy	Total										
01/18/1														
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	19	0	0	0	0	0	0	0	0	0	0	0	0	19
05:00	22	0	0	0	0	0	0	0	0	0	0	0	0	22
06:00	62	15	4	0	0	0	0	0	0	0	0	0	0	81
07:00	74	10	14	0	0	0	0	0	0	0	0	0	0	98
08:00	114	10	4	0	0	0	0	0	0	0	0	0	0	128
09:00	163	17	9	0	0	0	0	0	0	0	0	0	0	189
10:00	198	15	2	0	0	0	0	0	0	0	0	0	0	215
11:00	212	10	6	0	0	0	0	0	0	0	0	0	0	228
12 PM	246	5	6	0	0	0	0	0	0	0	0	0	0	257
13:00	225	10	5	0	0	0	0	0	0	0	0	0	0	240
14:00	238	10	8	0	0	0	0	0	0	0	0	0	0	256
15:00	340	1	4	0	0	0	0	0	0	0	0	0	0	345
16:00	350	11	5	0	0	0	0	0	0	0	0	0	0	366
17:00	284	7	4	0	0	0	0	0	0	0	0	0	0	295
18:00	177	9	5	0	0	0	0	0	0	0	0	0	0	191
19:00	167	3	2	0	0	0	0	0	0	0	0	0	0	172
20:00	180	6	2	0	0	0	0	0	0	0	0	0	0	188
21:00	187	6	2	0	0	0	0	0	0	0	0	0	0	195
22:00	69	4	2	0	0	0	0	0	0	0	0	0	0	75
23:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	3354	149	84	0	0	0	0	0	0	0	0	0	0	3587
Percent	93.5%	4.2%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	09:00	07:00											09:00
Vol.	163	17	14											189
Midday Peak	12:00	11:00	14:00											12:00
Vol.	246	10	8											257
PM Peak	16:00	16:00	16:00											16:00
Vol.	350	11	5											366



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133186 A class
Site Code: 72451

SB

Start Time	Cars	Medium	Heavy	Total										
01/19/1														
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	12	1	0	0	0	0	0	0	0	0	0	0	0	13
06:00	30	3	3	0	0	0	0	0	0	0	0	0	0	36
07:00	67	13	8	0	0	0	0	0	0	0	0	0	0	88
08:00	87	8	3	0	0	0	0	0	0	0	0	0	0	98
09:00	167	11	5	0	0	0	0	0	0	0	0	0	0	183
10:00	281	7	3	0	0	0	0	0	0	0	0	0	0	291
11:00	304	4	4	0	0	0	0	0	0	0	0	0	0	312
12 PM	287	6	4	0	0	0	0	0	0	0	0	0	0	297
13:00	230	5	4	0	0	0	0	0	0	0	0	0	0	239
14:00	293	3	6	0	0	0	0	0	0	0	0	0	0	302
15:00	308	5	8	0	0	0	0	0	0	0	0	0	0	321
16:00	268	8	5	0	0	0	0	0	0	0	0	0	0	281
17:00	216	6	6	0	0	0	0	0	0	0	0	0	0	228
18:00	135	4	6	0	0	0	0	0	0	0	0	0	0	145
19:00	165	1	4	0	0	0	0	0	0	0	0	0	0	170
20:00	116	3	3	0	0	0	0	0	0	0	0	0	0	122
21:00	69	6	2	0	0	0	0	0	0	0	0	0	0	77
22:00	69	3	2	0	0	0	0	0	0	0	0	0	0	74
23:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	3130	97	76	0	0	0	0	0	0	0	0	0	0	3303
Percent	94.8%	2.9%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00											09:00
Vol.	167	13	8											183
Midday Peak	11:00	12:00	14:00											11:00
Vol.	304	6	6											312
PM Peak	15:00	16:00	15:00											15:00
Vol.	308	8	8											321



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N/S: Water Street/ Lagoon Pond Road
E/W/SE: Beach St Ext./Beach St/Beach Rd
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 A
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Table with columns for Start Time, Water Street From North, Beach Street Extension From East, Beach Road From Southeast, Lagoon Pond Road From South, Beach Street From West, and Int. Total. Rows include time intervals from 03:00 PM to 05:45 PM, Grand Total, and % Cars.

Table with columns for Start Time, Water Street From North, Beach Street Extension From East, Beach Road From Southeast, Lagoon Pond Road From South, Beach Street From West, and Int. Total. Rows include Peak Hour Analysis from 03:00 PM to 05:45 PM, PHF, and % Cars.



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E/W/SE: Beach St Ext./Beach St/Beach Rd
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 A
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars

Start Time	Water Street From North					Beach Street Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					Beach Street From West					Int. Total
	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	
03:00 PM	33	3	27	0	0	0	1	0	3	0	0	20	78	8	0	24	0	6	28	0	3	77	0	11	0	322
03:15 PM	80	3	51	1	0	0	0	0	0	0	2	24	76	5	0	21	2	9	30	0	2	83	1	30	0	420
03:30 PM	42	6	24	1	0	0	0	0	2	0	0	20	87	7	0	19	0	2	30	0	5	72	3	17	0	337
03:45 PM	33	2	20	1	0	0	0	0	0	0	1	8	68	3	0	20	1	3	24	0	4	58	3	7	0	256
Total	188	14	122	3	0	0	1	0	5	0	3	72	309	23	0	84	3	20	112	0	14	290	7	65	0	1335
04:00 PM	34	6	16	0	0	0	5	0	0	0	1	12	93	7	0	19	0	4	17	0	2	71	2	9	0	298
04:15 PM	37	3	31	2	0	0	3	0	0	0	0	19	77	8	0	18	0	9	21	0	2	72	0	16	0	318
04:30 PM	91	5	47	3	0	0	2	0	0	0	0	21	80	7	0	20	0	2	34	0	4	76	0	26	0	418
04:45 PM	46	4	32	0	0	1	0	0	0	0	0	8	69	7	0	15	0	7	12	0	7	70	1	11	0	290
Total	208	18	126	5	0	1	10	0	0	0	1	60	319	29	0	72	0	22	84	0	15	289	3	62	0	1324
05:00 PM	21	3	11	0	0	0	1	0	1	0	1	10	108	6	0	13	0	3	17	0	3	57	0	8	0	263
05:15 PM	30	0	22	0	0	0	0	0	1	0	0	7	77	5	0	12	0	3	14	0	0	75	0	9	0	255
05:30 PM	34	2	17	1	0	0	1	0	0	0	0	17	67	4	0	12	0	3	10	0	0	62	2	17	0	249
05:45 PM	83	5	51	0	0	0	1	1	0	0	1	20	60	3	0	11	0	3	7	0	7	50	1	18	0	322
Total	168	10	101	1	0	0	3	1	2	0	2	54	312	18	0	48	0	12	48	0	10	244	3	52	0	1089
Grand Total	564	42	349	9	0	1	14	1	7	0	6	186	940	70	0	204	3	54	244	0	39	823	13	179	0	3748
Apprch %	58.5	4.4	36.2	0.9	0	4.3	60.9	4.3	30.4	0	0.5	15.5	78.2	5.8	0	40.4	0.6	10.7	48.3	0	3.7	78.1	1.2	17	0	
Total %	15	1.1	9.3	0.2	0	0	0.4	0	0.2	0	0.2	5	25.1	1.9	0	5.4	0.1	1.4	6.5	0	1	22	0.3	4.8	0	

Start Time	Water Street From North						Beach Street Extension From East						Beach Road From Southeast						Lagoon Pond Road From South						Beach Street From West						Int. Total	
	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 03:00 PM																																
03:00 PM	33	3	27	0	0	63	0	1	0	3	0	4	0	20	78	8	0	106	24	0	6	28	0	58	3	77	0	11	0	91	322	
03:15 PM	80	3	51	1	0	135	0	0	0	0	0	0	2	24	76	5	0	107	21	2	9	30	0	62	2	83	1	30	0	116	420	
03:30 PM	42	6	24	1	0	73	0	0	0	2	0	2	0	20	87	7	0	114	19	0	2	30	0	51	5	72	3	17	0	97	337	
03:45 PM	33	2	20	1	0	56	0	0	0	0	0	0	1	8	68	3	0	80	20	1	3	24	0	48	4	58	3	7	0	72	256	
Total Volume	188	14	122	3	0	327	0	1	0	5	0	6	3	72	309	23	0	407	84	3	20	112	0	219	14	290	7	65	0	376	1335	
% App. Total	57.5	4.3	37.3	0.9	0		0	16.7	0	83.3	0		0.7	17.7	75.9	5.7	0		38.4	1.4	9.1	51.1	0		3.7	77.1	1.9	17.3	0			
PHF	.588	.583	.598	.750	.000	.606	.000	.250	.000	.417	.000	.375	.375	.750	.888	.719	.000	.893	.875	.375	.556	.933	.000	.883	.700	.873	.583	.542	.000	.810	.795	



PRECISION
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N/S: Water Street/ Lagoon Pond Road
E/W/SE: Beach St Ext./Beach St/Beach Rd
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 A
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Water Street From North					Beach Street Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					Beach Street From West					Int. Total					
	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn						
03:00 PM	2	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	2	0	1	1	0	2	0	9
03:15 PM	4	1	3	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	21
03:30 PM	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	4	0	11
03:45 PM	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	7
Total	12	1	5	0	0	0	0	0	0	0	0	3	8	0	0	0	0	0	1	0	0	1	6	1	10	0	48				
04:00 PM	2	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3	0	1	1	1	3	0	11
04:15 PM	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	7
04:30 PM	1	0	3	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	1	0	0	0	0	4	0	0	0	0	4	0	12
04:45 PM	3	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	2	0	0	1	2	0	12
Total	9	0	7	0	0	0	0	0	0	0	0	3	4	0	0	1	0	1	1	0	1	2	1	12	0	42					
05:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	1	0	3	0	6
05:15 PM	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	4
05:45 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	6
Total	9	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	7	0	21					
Grand Total	30	1	13	0	0	0	0	0	0	0	0	6	15	0	0	1	0	1	2	0	2	9	2	29	0	2	9	2	29	0	111
Apprch %	68.2	2.3	29.5	0	0	0	0	0	0	0	0	28.6	71.4	0	0	25	0	25	50	0	4.8	21.4	4.8	69	0	4.8	21.4	4.8	69	0	
Total %	27	0.9	11.7	0	0	0	0	0	0	0	0	5.4	13.5	0	0	0.9	0	0.9	1.8	0	1.8	8.1	1.8	26.1	0	1.8	8.1	1.8	26.1	0	

Start Time	Water Street From North						Beach Street Extension From East						Beach Road From Southeast						Lagoon Pond Road From South						Beach Street From West						Int. Total						
	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total							
Peak Hour for Entire Intersection Begins at 03:15 PM																																					
03:15 PM	4	1	3	0	0	8	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	7	21	
03:30 PM	4	0	0	0	0	4	0	0	0	0	0	0	1	1	0	0	2	0	0	0	1	0	1	0	0	0	4	0	4	0	0	0	4	0	4	11	
03:45 PM	2	0	1	0	0	3	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	2	0	3	0	1	0	2	0	3	7	
04:00 PM	2	0	1	0	0	3	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	1	3	0	6	1	1	1	3	0	6	11	
Total Volume	12	1	5	0	0	18	0	0	0	0	0	0	3	8	0	0	11	0	0	0	1	0	1	1	6	2	11	0	20	5	6	2	11	0	20	50	
% App. Total	66.7	5.6	27.8	0	0	0	0	0	0	0	0	27.3	72.7	0	0	0	0	0	100	0	5	30	10	55	0	5	30	10	55	0							
PHF	.750	.250	.417	.000	.000	.563	.000	.000	.000	.000	.000	.000	.750	.400	.000	.458	.000	.000	.000	.250	.000	.250	.250	.375	.500	.688	.000	.714	.595						.595		



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N/S: Water Street/ Lagoon Pond Road
E/W/SE: Beach St Ext./Beach St/Beach Rd
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 A
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Peds and Bicycles

Table with columns for Start Time, Water Street From North, Beach Street Extension From East, Beach Road From Southeast, Lagoon Pond Road From South, Beach Street From West, and Int. Total. Rows include time intervals from 03:00 PM to 05:45 PM, Grand Total, and Apprch %.

Table with columns for Start Time, Water Street From North, Beach Street Extension From East, Beach Road From Southeast, Lagoon Pond Road From South, Beach Street From West, and Int. Total. Rows include Peak Hour Analysis from 03:00 PM to 05:45 PM, Peak Hour for Entire Intersection Begins at 04:00 PM, Total Volume, % App. Total, and PHF.



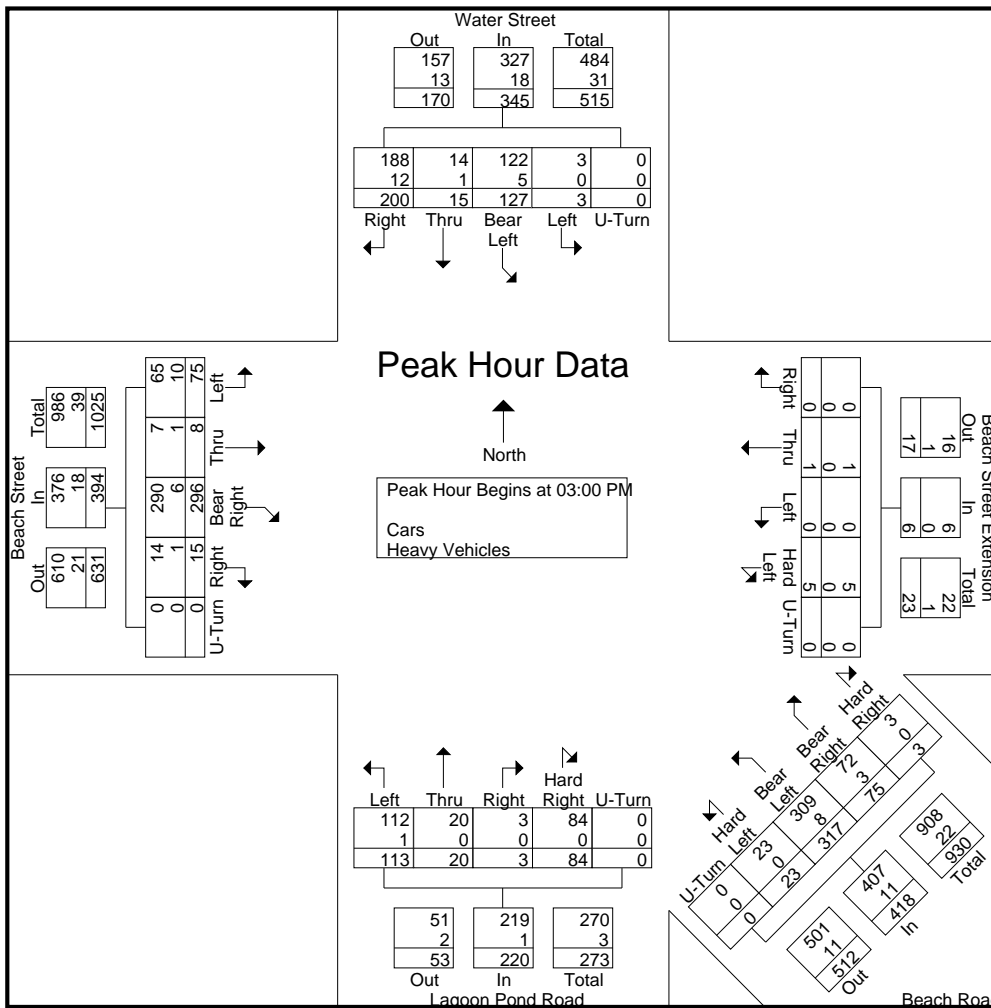
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City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 A
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Start Time	Water Street From North						Beach Street Extension From East						Beach Road From Southeast						Lagoon Pond Road From South						Beach Street From West						Int. Total
	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 03:00 PM																															
03:00 PM	35	3	28	0	0	66	0	1	0	3	0	4	0	21	79	8	0	108	24	0	6	28	0	58	4	78	0	13	0	95	331
03:15 PM	84	4	54	1	0	143	0	0	0	0	0	0	2	25	81	5	0	113	21	2	9	30	0	62	2	87	2	32	0	123	441
03:30 PM	46	6	24	1	0	77	0	0	0	2	0	2	0	21	88	7	0	116	19	0	2	31	0	52	5	72	3	21	0	101	348
03:45 PM	35	2	21	1	0	59	0	0	0	0	0	0	1	8	69	3	0	81	20	1	3	24	0	48	4	59	3	9	0	75	263
Total Volume	200	15	127	3	0	345	0	1	0	5	0	6	3	75	317	23	0	418	84	3	20	113	0	220	15	296	8	75	0	394	1383
% App. Total	58	4.3	36.8	0.9	0		0	16.7	0	83.3	0		0.7	17.9	75.8	5.5	0		38.2	1.4	9.1	51.4	0		3.8	75.1	2	19	0		
PHF	.595	.625	.588	.750	.000	.603	.000	.250	.000	.417	.000	.375	.375	.750	.901	.719	.000	.901	.875	.375	.556	.911	.000	.887	.750	.851	.667	.586	.000	.801	.784
Cars	188	14	122	3	0	327	0	1	0	5	0	6	3	72	309	23	0	407	84	3	20	112	0	219	14	290	7	65	0	376	1335
% Cars	94.0	93.3	96.1	100	0	94.8	0	100	0	100	0	100	100	96.0	97.5	100	0	97.4	100	100	100	99.1	0	99.5	93.3	98.0	87.5	86.7	0	95.4	96.5
Heavy Vehicles	12	1	5	0	0	18	0	0	0	0	0	0	0	3	8	0	0	11	0	0	0	1	0	1	1	6	1	10	0	18	48
% Heavy Vehicles	6.0	6.7	3.9	0	0	5.2	0	0	0	0	0	0	0	4.0	2.5	0	0	2.6	0	0	0	0.9	0	0.5	6.7	2.0	12.5	13.3	0	4.6	3.5





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E/W/SE: Beach St Ext./Beach St/Beach Rd
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 AA
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Water Street From North					Beach Street Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					Beach Street From West					Int. Total
	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	
10:30 AM	50	5	8	1	0	1	2	0	2	0	0	13	61	4	0	16	1	3	33	0	1	41	0	11	0	253
10:45 AM	37	4	22	0	0	1	1	3	2	0	1	8	62	4	0	23	0	4	15	0	7	46	2	8	0	250
Total	87	9	30	1	0	2	3	3	4	0	1	21	123	8	0	39	1	7	48	0	8	87	2	19	0	503
11:00 AM	30	5	18	1	0	0	1	0	1	0	2	7	72	7	0	21	0	7	24	0	8	58	0	6	0	268
11:15 AM	24	2	20	1	0	1	1	0	0	0	0	11	58	6	0	22	1	9	29	0	7	53	5	18	0	268
11:30 AM	75	5	50	5	0	1	4	1	3	0	2	18	73	4	0	24	0	6	36	0	3	52	2	19	0	383
11:45 AM	45	4	24	1	0	0	2	0	3	0	0	13	76	8	0	18	1	3	26	0	5	65	6	12	0	312
Total	174	16	112	8	0	2	8	1	7	0	4	49	279	25	0	85	2	25	115	0	23	228	13	55	0	1231
12:00 PM	30	5	16	2	0	0	5	0	3	0	1	9	76	14	0	23	1	6	28	0	5	71	3	8	0	306
12:15 PM	37	0	15	1	0	0	4	0	4	0	2	10	74	7	0	26	1	4	28	0	6	72	6	12	0	309
12:30 PM	36	2	14	0	0	0	6	1	3	0	2	20	67	8	0	17	1	3	25	0	4	65	6	21	0	301
12:45 PM	73	5	45	2	0	0	4	0	2	0	5	29	78	7	0	17	0	7	20	0	9	58	3	11	0	375
Total	176	12	90	5	0	0	19	1	12	0	10	68	295	36	0	83	3	20	101	0	24	266	18	52	0	1291
01:00 PM	40	12	27	2	0	1	2	2	4	0	1	20	68	4	0	24	1	7	19	0	3	58	3	4	0	302
01:15 PM	36	7	18	0	0	0	7	0	0	0	1	8	64	7	0	21	0	4	17	0	5	50	2	2	0	249
01:30 PM	32	1	20	0	0	0	3	1	1	0	5	14	72	3	0	20	0	4	13	0	1	54	0	12	0	256
01:45 PM	25	5	20	0	0	0	2	1	0	0	0	17	67	8	0	11	1	0	18	0	6	43	0	23	0	247
Total	133	25	85	2	0	1	14	4	5	0	7	59	271	22	0	76	2	15	67	0	15	205	5	41	0	1054
02:00 PM	90	6	40	4	0	0	0	0	2	0	1	17	77	8	0	16	1	1	30	0	3	48	3	16	0	363
02:15 PM	36	1	17	2	0	0	4	0	0	0	1	14	68	7	0	10	0	3	22	0	1	57	1	13	0	257
Grand Total	696	69	374	22	0	5	48	9	30	0	24	228	1113	106	0	309	9	71	383	0	74	891	42	196	0	4699
Apprch %	59.9	5.9	32.2	1.9	0	5.4	52.2	9.8	32.6	0	1.6	15.5	75.7	7.2	0	40	1.2	9.2	49.6	0	6.2	74.1	3.5	16.3	0	
Total %	14.8	1.5	8	0.5	0	0.1	1	0.2	0.6	0	0.5	4.9	23.7	2.3	0	6.6	0.2	1.5	8.2	0	1.6	19	0.9	4.2	0	
Cars	667	68	369	22	0	5	47	9	30	0	24	222	1102	106	0	307	9	70	379	0	74	882	41	167	0	4600
% Cars	95.8	98.6	98.7	100	0	100	97.9	100	100	0	100	97.4	99	100	0	99.4	100	98.6	99	0	100	99	97.6	85.2	0	97.9
Heavy Vehicles	29	1	5	0	0	0	1	0	0	0	0	6	11	0	0	2	0	1	4	0	0	9	1	29	0	99
% Heavy Vehicles	4.2	1.4	1.3	0	0	0	2.1	0	0	0	0	2.6	1	0	0	0.6	0	1.4	1	0	0	1	2.4	14.8	0	2.1

Start Time	Water Street From North						Beach Street Extension From East						Beach Road From Southeast						Lagoon Pond Road From South						Beach Street From West						Int. Total
	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 11:30 AM																															
11:30 AM	75	5	50	5	0	135	1	4	1	3	0	9	2	18	73	4	0	97	24	0	6	36	0	66	3	52	2	19	0	76	383
11:45 AM	45	4	24	1	0	74	0	2	0	3	0	5	0	13	76	8	0	97	18	1	3	26	0	48	5	65	6	12	0	88	312
12:00 PM	30	5	16	2	0	53	0	5	0	3	0	8	1	9	76	14	0	100	23	1	6	28	0	58	5	71	3	8	0	87	306
12:15 PM	37	0	15	1	0	53	0	4	0	4	0	8	2	10	74	7	0	93	26	1	4	28	0	59	6	72	6	12	0	96	309
Total Volume	187	14	105	9	0	315	1	15	1	13	0	30	5	50	299	33	0	387	91	3	19	118	0	231	19	260	17	51	0	347	1310
% App. Total	59.4	4.4	33.3	2.9	0		3.3	50	3.3	43.3	0		1.3	12.9	77.3	8.5	0		39.4	1.3	8.2	51.1	0		5.5	74.9	4.9	14.7	0		
PHF	.623	.700	.525	.450	.000	.583	.250	.750	.250	.813	.000	.833	.625	.694	.984	.589	.000	.968	.875	.750	.792	.819	.000	.875	.792	.903	.708	.671	.000	.904	.855
Cars	179	14	104	9	0	306	1	15	1	13	0	30	5	48	296	33	0	382	91	3	18	116	0	228	19	258	17	45	0	339	1285
% Cars	95.7	100	99.0	100	0	97.1	100	100	100	100	0	100	100	96.0	99.0	100	0	98.7	100	100	94.7	98.3	0	98.7	100	99.2	100	88.2	0	97.7	98.1
Heavy Vehicles	8	0	1	0	0	9	0	0	0	0	0	0	0	2	3	0	0	5	0	0	1	2	0	3	0	2	0	6	0	8	25
% Heavy Vehicles	4.3	0	1.0	0	0	2.9	0	0	0	0	0	0	0	4.0	1.0	0	0	1.3	0	0	5.3	1.7	0	1.3	0	0.8	0	11.8	0	2.3	1.9



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Water Street/ Lagoon Pond Road
E/W/SE: Beach St Ext./Beach St/Beach Rd
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 AA
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Cars

Start Time	Water Street From North					Beach Street Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					Beach Street From West					Int. Total
	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	
10:30 AM	49	5	8	1	0	1	2	0	2	0	0	13	61	4	0	16	1	3	32	0	1	41	0	10	0	250
10:45 AM	35	4	22	0	0	1	1	3	2	0	1	8	61	4	0	23	0	4	15	0	7	45	2	4	0	242
Total	84	9	30	1	0	2	3	3	4	0	1	21	122	8	0	39	1	7	47	0	8	86	2	14	0	492
11:00 AM	28	5	17	1	0	0	1	0	1	0	2	6	72	7	0	21	0	7	24	0	8	58	0	5	0	263
11:15 AM	23	2	20	1	0	1	1	0	0	0	0	11	58	6	0	22	1	9	29	0	7	52	5	16	0	264
11:30 AM	73	5	50	5	0	1	4	1	3	0	2	17	73	4	0	24	0	5	36	0	3	52	2	18	0	378
11:45 AM	43	4	24	1	0	0	2	0	3	0	0	13	75	8	0	18	1	3	24	0	5	64	6	9	0	303
Total	167	16	111	8	0	2	8	1	7	0	4	47	278	25	0	85	2	24	113	0	23	226	13	48	0	1208
12:00 PM	28	5	15	2	0	0	5	0	3	0	1	8	75	14	0	23	1	6	28	0	5	70	3	7	0	299
12:15 PM	35	0	15	1	0	0	4	0	4	0	2	10	73	7	0	26	1	4	28	0	6	72	6	11	0	305
12:30 PM	34	2	14	0	0	0	6	1	3	0	2	20	66	8	0	17	1	3	25	0	4	65	6	16	0	293
12:45 PM	71	4	45	2	0	0	4	0	2	0	5	29	76	7	0	17	0	7	20	0	9	57	2	10	0	367
Total	168	11	89	5	0	0	19	1	12	0	10	67	290	36	0	83	3	20	101	0	24	264	17	44	0	1264
01:00 PM	39	12	25	2	0	1	2	2	4	0	1	19	68	4	0	24	1	7	18	0	3	58	3	4	0	297
01:15 PM	34	7	18	0	0	0	6	0	0	0	1	7	63	7	0	21	0	4	17	0	5	49	2	1	0	242
01:30 PM	29	1	20	0	0	0	3	1	1	0	5	14	70	3	0	19	0	4	13	0	1	53	0	9	0	246
01:45 PM	23	5	20	0	0	0	2	1	0	0	0	17	66	8	0	11	1	0	18	0	6	43	0	22	0	243
Total	125	25	83	2	0	1	13	4	5	0	7	57	267	22	0	75	2	15	66	0	15	203	5	36	0	1028
02:00 PM	89	6	39	4	0	0	0	0	2	0	1	16	77	8	0	16	1	1	30	0	3	47	3	14	0	357
02:15 PM	34	1	17	2	0	0	4	0	0	0	1	14	68	7	0	9	0	3	22	0	1	56	1	11	0	251
Grand Total	667	68	369	22	0	5	47	9	30	0	24	222	1102	106	0	307	9	70	379	0	74	882	41	167	0	4600
Apprch %	59.2	6	32.8	2	0	5.5	51.6	9.9	33	0	1.7	15.3	75.8	7.3	0	40.1	1.2	9.2	49.5	0	6.4	75.8	3.5	14.3	0	
Total %	14.5	1.5	8	0.5	0	0.1	1	0.2	0.7	0	0.5	4.8	24	2.3	0	6.7	0.2	1.5	8.2	0	1.6	19.2	0.9	3.6	0	

Start Time	Water Street From North						Beach Street Extension From East						Beach Road From Southeast						Lagoon Pond Road From South						Beach Street From West						Int. Total	
	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 11:30 AM																																
11:30 AM	73	5	50	5	0	133	1	4	1	3	0	9	2	17	73	4	0	96	24	0	5	36	0	65	3	52	2	18	0	75	378	
11:45 AM	43	4	24	1	0	72	0	2	0	3	0	5	0	13	75	8	0	96	18	1	3	24	0	46	5	64	6	9	0	84	303	
12:00 PM	28	5	15	2	0	50	0	5	0	3	0	8	1	8	75	14	0	98	23	1	6	28	0	58	5	70	3	7	0	85	299	
12:15 PM	35	0	15	1	0	51	0	4	0	4	0	8	2	10	73	7	0	92	26	1	4	28	0	59	6	72	6	11	0	95	305	
Total Volume	179	14	104	9	0	306	1	15	1	13	0	30	5	48	296	33	0	382	91	3	18	116	0	228	19	258	17	45	0	339	1285	
% App. Total	58.5	4.6	34	2.9	0	3.3	50	3.3	43.3	0	1.3	12.6	77.5	8.6	0	39.9	1.3	7.9	50.9	0	5.6	76.1	5	13.3	0							
PHF	.613	.700	.520	.450	.000	.575	.250	.750	.250	.813	.000	.833	.625	.706	.987	.589	.000	.974	.875	.750	.750	.806	.000	.877	.792	.896	.708	.625	.000	.892	.850	



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N/S: Water Street/ Lagoon Pond Road
E/W/SE: Beach St Ext./Beach St/Beach Rd
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 AA
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Water Street From North					Beach Street Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					Beach Street From West					Int. Total						
	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn							
10:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	3	
10:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	8	
Total	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	5	0	11	
11:00 AM	2	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	
11:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	4	
11:30 AM	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	5	
11:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	3	0	9	
Total	7	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	2	0	0	0	1	2	0	0	2	0	7	0	23	
12:00 PM	2	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	7	
12:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	
12:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	8	
12:45 PM	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	8	
Total	8	1	1	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	8	0	27	
01:00 PM	1	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	
01:15 PM	2	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	7	
01:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	10	
01:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	
Total	8	0	2	0	0	0	1	0	0	0	0	2	4	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	5	0	26	
02:00 PM	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	6	
02:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	6	
Grand Total	29	1	5	0	0	0	1	0	0	0	0	6	11	0	0	2	0	1	4	0	0	0	1	29	0	0	9	1	29	0	99	
Apprch %	82.9	2.9	14.3	0	0	0	100	0	0	0	0	35.3	64.7	0	0	28.6	0	14.3	57.1	0	0	0	23.1	2.6	74.4	0	0	0	0	0	0	0
Total %	29.3	1	5.1	0	0	0	1	0	0	0	0	6.1	11.1	0	0	2	0	1	4	0	0	0	9.1	1	29.3	0	0	0	0	0	0	0

Start Time	Water Street From North						Beach Street Extension From East						Beach Road From Southeast						Lagoon Pond Road From South						Beach Street From West						Int. Total						
	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total							
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																																					
Peak Hour for Entire Intersection Begins at 12:45 PM																																					
12:45 PM	2	1	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	3	0	1	1	1	0	3	8
01:00 PM	1	0	2	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15 PM	2	0	0	0	0	2	0	1	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	7
01:30 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	1	0	3	0	4	0	1	0	3	0	4	10
Total Volume	8	1	2	0	0	11	0	1	0	0	0	1	0	2	5	0	0	7	1	0	0	1	0	2	0	3	1	5	0	9	0	3	1	5	0	9	30
% App. Total	72.7	9.1	18.2	0	0	0	0	100	0	0	0	0	28.6	71.4	0	0	50	0	0	50	0	0	0	33.3	11.1	55.6	0	0	0	0	0	0	0	0			
PHF	.667	.250	.250	.000	.000	.917	.000	.250	.000	.000	.000	.250	.000	.500	.625	.000	.000	.875	.250	.000	.000	.250	.000	.500	.000	.750	.250	.417	.000	.563	.750						



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N/S: Water Street/ Lagoon Pond Road
E/W/SE: Beach St Ext./Beach St/Beach Rd
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 AA
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Water Street From North					Beach Street Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					Beach Street From West					Int. Total
	Right	Thru	Bear Left	Left	Peds	Right	Thru	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Hard Right	Right	Thru	Left	Peds	Right	Bear Right	Thru	Left	Peds	
10:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	3	8
10:45 AM	0	0	0	0	4	0	0	0	0	1	0	0	0	0	1	0	0	0	0	4	0	0	0	0	17	27
Total	0	0	1	0	4	0	0	0	0	2	0	0	0	0	3	0	0	0	0	5	0	0	0	0	20	35
11:00 AM	0	0	0	0	2	0	0	0	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	1	9	19
11:15 AM	0	0	0	0	3	0	0	0	0	4	0	0	0	0	3	0	0	0	0	25	0	0	0	0	3	38
11:30 AM	0	0	0	0	1	0	0	0	0	9	0	0	0	0	5	0	0	0	0	10	0	0	0	0	10	35
11:45 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	0	2	0	0	0	0	8	0	0	0	0	10	30
Total	0	0	0	0	6	0	0	0	0	26	0	0	0	0	13	0	0	0	0	44	0	0	0	1	32	122
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	0	0	0	0	1	7
12:15 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	0	3	0	0	0	0	4	0	0	0	0	5	22
12:30 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	0	1	0	0	0	0	2	0	0	0	0	5	14
12:45 PM	0	0	0	0	16	0	0	0	0	26	0	0	0	0	20	0	0	0	0	1	0	0	0	0	10	73
Total	0	0	0	0	17	0	0	0	0	42	0	0	0	0	28	0	0	0	0	8	0	0	0	0	21	116
01:00 PM	0	0	1	0	10	0	4	0	0	6	0	0	0	0	2	0	0	0	0	1	0	0	0	0	8	32
01:15 PM	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	18
01:30 PM	0	0	0	0	3	0	0	0	0	5	0	0	0	0	3	0	0	0	0	3	0	0	0	0	7	21
01:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	6	11
Total	0	0	1	0	21	0	4	0	0	17	0	0	0	0	7	0	0	0	0	5	0	0	0	0	27	82
02:00 PM	0	0	0	0	5	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	10	29
02:15 PM	0	0	0	0	3	0	0	0	0	4	0	0	0	0	10	0	0	0	0	16	0	8	0	0	5	46
Grand Total	0	0	2	0	56	0	4	0	0	98	0	0	0	0	68	0	0	0	0	78	0	8	0	1	115	430
Apprch %	0	0	3.4	0	96.6	0	3.9	0	0	96.1	0	0	0	0	100	0	0	0	0	100	0	6.5	0	0.8	92.7	
Total %	0	0	0.5	0	13	0	0.9	0	0	22.8	0	0	0	0	15.8	0	0	0	0	18.1	0	1.9	0	0.2	26.7	

Start Time	Water Street From North						Beach Street Extension From East						Beach Road From Southeast						Lagoon Pond Road From South						Beach Street From West						Int. Total	
	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 12:45 PM																																
12:45 PM	0	0	0	0	16	16	0	0	0	0	26	26	0	0	0	0	20	20	0	0	0	0	1	1	0	0	0	0	10	10	73	
01:00 PM	0	0	1	0	10	11	0	4	0	0	6	10	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0	8	8	32	
01:15 PM	0	0	0	0	6	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	18	
01:30 PM	0	0	0	0	3	3	0	0	0	0	5	5	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	0	7	7	21	
Total Volume	0	0	1	0	35	36	0	4	0	0	43	47	0	0	0	0	25	25	0	0	0	0	5	5	0	0	0	0	31	31	144	
% App. Total	0	0	2.8	0	97.2		0	8.5	0	0	91.5		0	0	0	0	100		0	0	0	0	100		0	0	0	0	100			
PHF	.000	.000	.250	.000	.547	.563	.000	.250	.000	.000	.413	.452	.000	.000	.000	.000	.313	.313	.000	.000	.000	.000	.417	.417	.000	.000	.000	.000	.775	.775	.493	



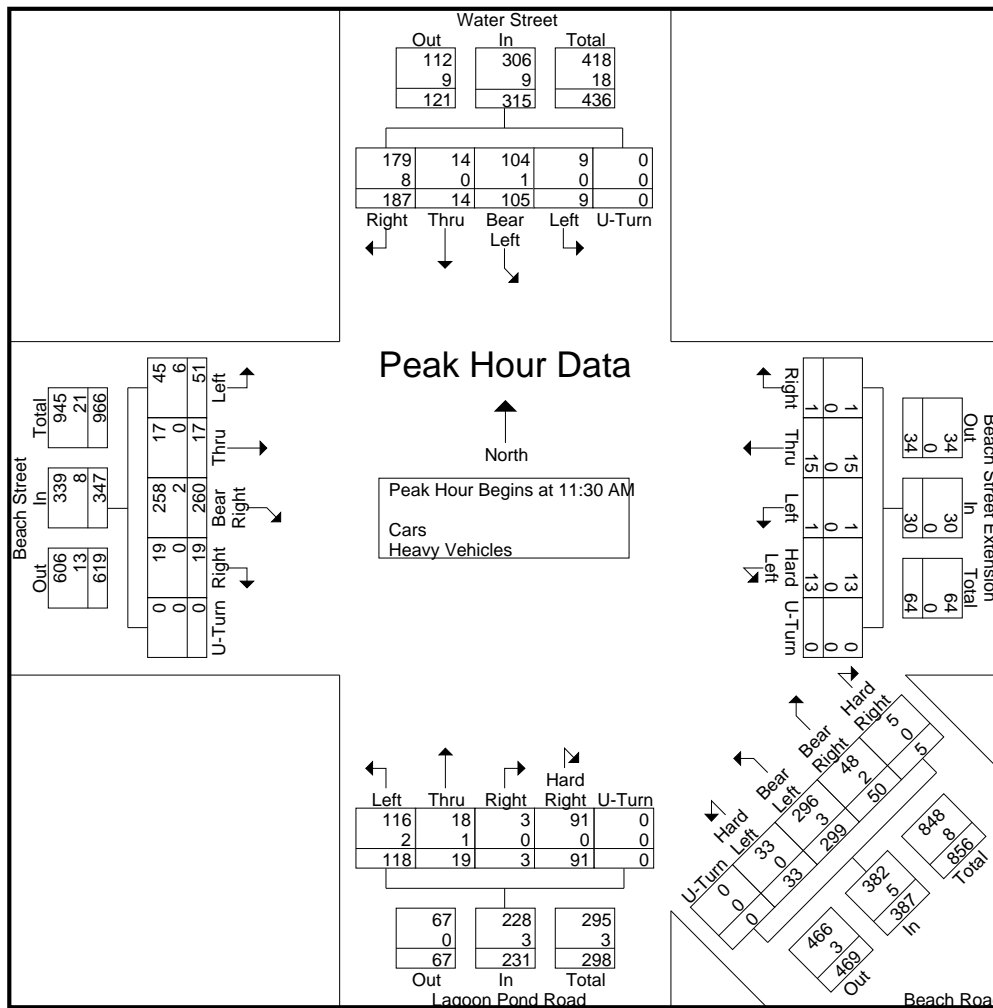
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Page No : 1

Start Time	Water Street From North						Beach Street Extension From East						Beach Road From Southeast						Lagoon Pond Road From South						Beach Street From West						Int. Total	
	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total		
Peak Hour for Entire Intersection Begins at 11:30 AM																																
11:30 AM	75	5	50	5	0	135	1	4	1	3	0	9	2	18	73	4	0	97	24	0	6	36	0	66	3	52	2	19	0	76	383	
11:45 AM	45	4	24	1	0	74	0	2	0	3	0	5	0	13	76	8	0	97	18	1	3	26	0	48	5	65	6	12	0	88	312	
12:00 PM	30	5	16	2	0	53	0	5	0	3	0	8	1	9	76	14	0	100	23	1	6	28	0	58	5	71	3	8	0	87	306	
12:15 PM	37	0	15	1	0	53	0	4	0	4	0	8	2	10	74	7	0	93	26	1	4	28	0	59	6	72	6	12	0	96	309	
Total Volume	187	14	105	9	0	315	1	15	1	13	0	30	5	50	299	33	0	387	91	3	19	118	0	231	19	260	17	51	0	347	1310	
% App. Total	59.4	4.4	33.3	2.9	0		3.3	50	3.3	43.3	0		1.3	12.9	77.3	8.5	0		39.4	1.3	8.2	51.1	0		5.5	74.9	4.9	14.7	0			
PHF	.623	.700	.525	.450	.000	.583	.250	.750	.250	.813	.000	.833	.625	.694	.984	.589	.000	.968	.875	.750	.792	.819	.000	.875	.792	.903	.708	.671	.000	.904	.855	
Cars	179	14	104	9	0	306	1	15	1	13	0	30	5	48	296	33	0	382	91	3	18	116	0	228	19	258	17	45	0	339	1285	
% Cars	95.7	100	99.0	100	0	97.1	100	100	100	100	0	100	100	96.0	99.0	100	0	98.7	100	100	94.7	98.3	0	98.7	100	99.2	100	88.2	0	97.7	98.1	
Heavy Vehicles	8	0	1	0	0	9	0	0	0	0	0	0	0	2	3	0	0	5	0	0	1	2	0	3	0	2	0	6	0	8	25	
% Heavy Vehicles	4.3	0	1.0	0	0	2.9	0	0	0	0	0	0	0	4.0	1.0	0	0	1.3	0	0	5.3	1.7	0	1.3	0	0.8	0	11.8	0	2.3	1.9	





PRECISION
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N/S: Water Street
E/W: Steamship Authority Ent/Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 B
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Water Street From North				Steamship Authority Entrance From East				Water Street From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	0	47	3	0	1	0	2	0	17	22	0	0	25	3	0	0	120
03:15 PM	0	108	3	0	0	0	0	0	33	34	0	0	27	9	0	0	214
03:30 PM	0	59	1	0	0	0	1	0	22	20	0	0	18	0	2	0	123
03:45 PM	0	33	0	0	0	0	0	0	2	18	0	0	24	0	4	0	81
Total	0	247	7	0	1	0	3	0	74	94	0	0	94	12	6	0	538
04:00 PM	0	37	0	0	0	0	0	0	8	19	0	1	18	0	0	0	83
04:15 PM	0	55	2	0	0	0	1	0	26	20	1	0	25	4	0	0	134
04:30 PM	0	111	2	0	0	0	1	0	36	19	0	0	29	7	1	0	206
04:45 PM	0	61	0	0	0	0	0	0	17	16	0	0	26	1	0	0	121
Total	0	264	4	0	0	0	2	0	87	74	1	1	98	12	1	0	544
05:00 PM	0	27	0	0	0	0	0	0	3	20	0	0	11	0	2	0	63
05:15 PM	0	36	0	0	0	0	0	0	5	16	0	0	21	0	2	0	80
05:30 PM	0	40	0	0	0	0	1	0	18	22	0	0	18	2	4	0	105
05:45 PM	0	107	0	0	0	0	2	0	21	23	0	0	29	2	2	0	186
Total	0	210	0	0	0	0	3	0	47	81	0	0	79	4	10	0	434
Grand Total	0	721	11	0	1	0	8	0	208	249	1	1	271	28	17	0	1516
Apprch %	0	98.5	1.5	0	11.1	0	88.9	0	45.3	54.2	0.2	0.2	85.8	8.9	5.4	0	
Total %	0	47.6	0.7	0	0.1	0	0.5	0	13.7	16.4	0.1	0.1	17.9	1.8	1.1	0	
Cars	0	685	11	0	1	0	8	0	199	220	1	1	268	28	17	0	1439
% Cars	0	95	100	0	100	0	100	0	95.7	88.4	100	100	98.9	100	100	0	94.9
Heavy Vehicles	0	36	0	0	0	0	0	0	9	29	0	0	3	0	0	0	77
% Heavy Vehicles	0	5	0	0	0	0	0	0	4.3	11.6	0	0	1.1	0	0	0	5.1

Start Time	Water Street From North					Steamship Authority Entrance From East					Water Street From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
04:00 PM	0	37	0	0	37	0	0	0	0	0	8	19	0	1	28	18	0	0	0	18	83
04:15 PM	0	55	2	0	57	0	0	1	0	1	26	20	1	0	47	25	4	0	0	29	134
04:30 PM	0	111	2	0	113	0	0	1	0	1	36	19	0	0	55	29	7	1	0	37	206
04:45 PM	0	61	0	0	61	0	0	0	0	0	17	16	0	0	33	26	1	0	0	27	121
Total Volume	0	264	4	0	268	0	0	2	0	2	87	74	1	1	163	98	12	1	0	111	544
% App. Total	0	98.5	1.5	0		0	0	100	0		53.4	45.4	0.6	0.6		88.3	10.8	0.9	0		
PHF	.000	.595	.500	.000	.593	.000	.000	.500	.000	.500	.604	.925	.250	.250	.741	.845	.429	.250	.000	.750	.660
Cars	0	251	4	0	255	0	0	2	0	2	81	64	1	1	147	96	12	1	0	109	513
% Cars	0	95.1	100	0	95.1	0	0	100	0	100	93.1	86.5	100	100	90.2	98.0	100	100	0	98.2	94.3
Heavy Vehicles	0	13	0	0	13	0	0	0	0	0	6	10	0	0	16	2	0	0	0	2	31
% Heavy Vehicles	0	4.9	0	0	4.9	0	0	0	0	0	6.9	13.5	0	0	9.8	2.0	0	0	0	1.8	5.7

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



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E/W: Steamship Authority Ent/Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 B
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars

Start Time	Water Street From North				Steamship Authority Entrance From East				Water Street From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	0	44	3	0	1	0	2	0	17	19	0	0	25	3	0	0	114
03:15 PM	0	102	3	0	0	0	0	0	32	31	0	0	27	9	0	0	204
03:30 PM	0	57	1	0	0	0	1	0	20	17	0	0	17	0	2	0	115
03:45 PM	0	31	0	0	0	0	0	0	2	16	0	0	24	0	4	0	77
Total	0	234	7	0	1	0	3	0	71	83	0	0	93	12	6	0	510
04:00 PM	0	34	0	0	0	0	0	0	7	15	0	1	18	0	0	0	75
04:15 PM	0	52	2	0	0	0	1	0	24	19	1	0	25	4	0	0	128
04:30 PM	0	108	2	0	0	0	1	0	34	16	0	0	28	7	1	0	197
04:45 PM	0	57	0	0	0	0	0	0	16	14	0	0	25	1	0	0	113
Total	0	251	4	0	0	0	2	0	81	64	1	1	96	12	1	0	513
05:00 PM	0	25	0	0	0	0	0	0	3	17	0	0	11	0	2	0	58
05:15 PM	0	33	0	0	0	0	0	0	5	15	0	0	21	0	2	0	76
05:30 PM	0	39	0	0	0	0	1	0	18	20	0	0	18	2	4	0	102
05:45 PM	0	103	0	0	0	0	2	0	21	21	0	0	29	2	2	0	180
Total	0	200	0	0	0	0	3	0	47	73	0	0	79	4	10	0	416
Grand Total	0	685	11	0	1	0	8	0	199	220	1	1	268	28	17	0	1439
Apprch %	0	98.4	1.6	0	11.1	0	88.9	0	47.3	52.3	0.2	0.2	85.6	8.9	5.4	0	
Total %	0	47.6	0.8	0	0.1	0	0.6	0	13.8	15.3	0.1	0.1	18.6	1.9	1.2	0	

Start Time	Water Street From North					Steamship Authority Entrance From East					Water Street From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
04:00 PM	0	34	0	0	34	0	0	0	0	0	7	15	0	1	23	18	0	0	0	18	75
04:15 PM	0	52	2	0	54	0	0	1	0	1	24	19	1	0	44	25	4	0	0	29	128
04:30 PM	0	108	2	0	110	0	0	1	0	1	34	16	0	0	50	28	7	1	0	36	197
04:45 PM	0	57	0	0	57	0	0	0	0	0	16	14	0	0	30	25	1	0	0	26	113
Total Volume	0	251	4	0	255	0	0	2	0	2	81	64	1	1	147	96	12	1	0	109	513
% App. Total	0	98.4	1.6	0		0	0	100	0		55.1	43.5	0.7	0.7		88.1	11	0.9	0		
PHF	.000	.581	.500	.000	.580	.000	.000	.500	.000	.500	.596	.842	.250	.250	.735	.857	.429	.250	.000	.757	.651

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM



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City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 B
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Water Street From North				Steamship Authority Entrance From East				Water Street From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	6
03:15 PM	0	6	0	0	0	0	0	0	1	3	0	0	0	0	0	0	10
03:30 PM	0	2	0	0	0	0	0	0	2	3	0	0	1	0	0	0	8
03:45 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
Total	0	13	0	0	0	0	0	0	3	11	0	0	1	0	0	0	28
04:00 PM	0	3	0	0	0	0	0	0	1	4	0	0	0	0	0	0	8
04:15 PM	0	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	6
04:30 PM	0	3	0	0	0	0	0	0	2	3	0	0	1	0	0	0	9
04:45 PM	0	4	0	0	0	0	0	0	1	2	0	0	1	0	0	0	8
Total	0	13	0	0	0	0	0	0	6	10	0	0	2	0	0	0	31
05:00 PM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	5
05:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
05:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
05:45 PM	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	6
Total	0	10	0	0	0	0	0	0	0	8	0	0	0	0	0	0	18
Grand Total	0	36	0	0	0	0	0	0	9	29	0	0	3	0	0	0	77
Apprch %	0	100	0	0	0	0	0	0	23.7	76.3	0	0	100	0	0	0	
Total %	0	46.8	0	0	0	0	0	0	11.7	37.7	0	0	3.9	0	0	0	

Start Time	Water Street From North					Steamship Authority Entrance From East					Water Street From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	8
04:15 PM	0	3	0	0	3	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	6
04:30 PM	0	3	0	0	3	0	0	0	0	0	2	3	0	0	5	1	0	0	0	1	9
04:45 PM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	8
Total Volume	0	13	0	0	13	0	0	0	0	0	6	10	0	0	16	2	0	0	0	2	31
% App. Total	0	100	0	0		0	0	0	0		37.5	62.5	0	0		100	0	0	0		
PHF	.000	.813	.000	.000	.813	.000	.000	.000	.000	.000	.750	.625	.000	.000	.800	.500	.000	.000	.000	.500	.861



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N/S: Water Street
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City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 B
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Water Street From North				Steamship Authority Entrance From East				Water Street From South				Norton Lane From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
03:00 PM	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	33	40
03:15 PM	0	0	0	8	0	0	0	10	0	0	0	1	0	0	0	37	56
03:30 PM	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0	43	53
03:45 PM	0	0	0	5	0	0	0	3	0	0	0	1	0	0	0	33	42
Total	0	0	0	26	0	0	0	17	0	0	0	2	0	0	0	146	191
04:00 PM	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	31	40
04:15 PM	0	0	0	8	0	0	0	9	0	0	0	0	0	0	0	41	58
04:30 PM	0	0	0	18	0	0	0	18	0	0	0	2	0	0	0	60	98
04:45 PM	0	0	0	20	0	0	0	7	0	1	0	0	0	0	0	49	77
Total	0	0	0	50	0	0	0	39	0	1	0	2	0	0	0	181	273
05:00 PM	0	2	0	0	0	0	0	4	0	0	0	1	0	0	0	23	30
05:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	13	14
05:30 PM	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	13	17
05:45 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	21	26
Total	0	2	0	9	0	0	0	4	0	0	1	1	0	0	0	70	87
Grand Total	0	2	0	85	0	0	0	60	0	1	1	5	0	0	0	397	551
Apprch %	0	2.3	0	97.7	0	0	0	100	0	14.3	14.3	71.4	0	0	0	100	
Total %	0	0.4	0	15.4	0	0	0	10.9	0	0.2	0.2	0.9	0	0	0	72.1	

Start Time	Water Street From North					Steamship Authority Entrance From East					Water Street From South					Norton Lane From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 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	4	4	0	0	0	5	5	0	0	0	0	0	0	0	0	31	31	40
04:15 PM	0	0	0	8	8	0	0	0	9	9	0	0	0	0	0	0	0	0	41	41	58
04:30 PM	0	0	0	18	18	0	0	0	18	18	0	0	0	2	2	0	0	0	60	60	98
04:45 PM	0	0	0	20	20	0	0	0	7	7	0	1	0	0	1	0	0	0	49	49	77
Total Volume	0	0	0	50	50	0	0	0	39	39	0	1	0	2	3	0	0	0	181	181	273
% App. Total	0	0	0	100		0	0	0	100		0	33.3	0	66.7		0	0	0	100		
PHF	.000	.000	.000	.625	.625	.000	.000	.000	.542	.542	.000	.250	.000	.250	.375	.000	.000	.000	.754	.754	.696



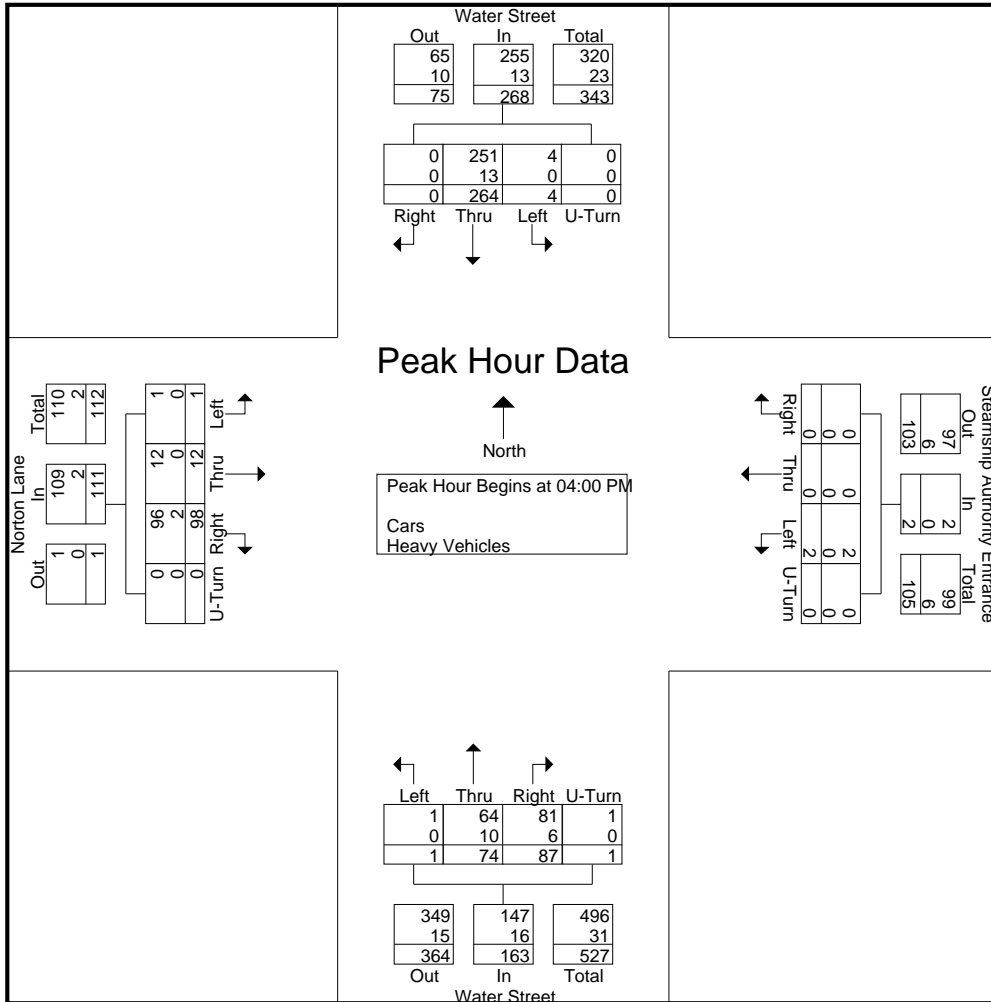
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Start Time	Water Street From North					Steamship Authority Entrance From East					Water Street From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	37	0	0	37	0	0	0	0	0	8	19	0	1	28	18	0	0	0	18	83
04:15 PM	0	55	2	0	57	0	0	1	0	1	26	20	1	0	47	25	4	0	0	29	134
04:30 PM	0	111	2	0	113	0	0	1	0	1	36	19	0	0	55	29	7	1	0	37	206
04:45 PM	0	61	0	0	61	0	0	0	0	0	17	16	0	0	33	26	1	0	0	27	121
Total Volume	0	264	4	0	268	0	0	2	0	2	87	74	1	1	163	98	12	1	0	111	544
% App. Total	0	98.5	1.5	0		0	0	100	0		53.4	45.4	0.6	0.6		88.3	10.8	0.9	0		
PHF	.000	.595	.500	.000	.593	.000	.000	.500	.000	.500	.604	.925	.250	.250	.741	.845	.429	.250	.000	.750	.660
Cars	0	251	4	0	255	0	0	2	0	2	81	64	1	1	147	96	12	1	0	109	513
% Cars	0	95.1	100	0	95.1	0	0	100	0	100	93.1	86.5	100	100	90.2	98.0	100	100	0	98.2	94.3
Heavy Vehicles	0	13	0	0	13	0	0	0	0	0	6	10	0	0	16	2	0	0	0	2	31
% Heavy Vehicles	0	4.9	0	0	4.9	0	0	0	0	0	6.9	13.5	0	0	9.8	2.0	0	0	0	1.8	5.7





PRECISION
D A T A
INDUSTRIES, LLC

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N/S: Water Street
E/W: Steamship Authority Ent/Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 BB
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Water Street From North				Steamship Authority Entrance From East				Water Street From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
10:30 AM	0	43	1	0	0	0	1	0	18	10	0	0	17	4	1	0	95
10:45 AM	0	40	3	0	0	0	0	0	5	16	0	0	20	2	2	0	88
Total	0	83	4	0	0	0	1	0	23	26	0	0	37	6	3	0	183
11:00 AM	0	45	1	0	0	0	0	0	6	14	0	0	11	0	2	0	79
11:15 AM	0	40	2	0	0	0	0	0	21	19	0	0	12	1	0	0	95
11:30 AM	0	112	4	0	0	0	0	0	29	14	0	0	21	3	1	0	184
11:45 AM	0	50	1	0	0	0	0	0	13	15	0	0	20	2	2	0	103
Total	0	247	8	0	0	0	0	0	69	62	0	0	64	6	5	0	461
12:00 PM	0	35	1	0	0	0	0	0	5	20	0	0	19	1	1	0	82
12:15 PM	0	38	1	0	0	0	0	0	14	12	0	0	14	2	0	0	81
12:30 PM	0	32	4	0	0	0	0	0	21	24	0	0	18	3	1	0	103
12:45 PM	0	115	2	0	0	0	0	0	25	27	0	0	25	6	5	0	205
Total	0	220	8	0	0	0	0	0	65	83	0	0	76	12	7	0	471
01:00 PM	0	52	0	0	0	0	0	0	17	23	0	0	18	0	2	0	112
01:15 PM	0	48	2	0	0	0	0	0	3	12	0	0	14	1	1	0	81
01:30 PM	0	28	1	0	0	0	1	0	10	20	0	0	22	0	2	0	84
01:45 PM	0	34	0	1	0	0	0	0	23	21	0	0	17	4	0	0	100
Total	0	162	3	1	0	0	1	0	53	76	0	0	71	5	5	0	377
02:00 PM	0	117	4	0	0	0	1	0	14	23	0	0	22	5	3	0	189
02:15 PM	0	37	2	0	0	0	0	0	13	17	0	0	19	1	1	0	90
Grand Total	0	866	29	1	0	0	3	0	237	287	0	0	289	35	24	0	1771
Apprch %	0	96.7	3.2	0.1	0	0	100	0	45.2	54.8	0	0	83	10.1	6.9	0	
Total %	0	48.9	1.6	0.1	0	0	0.2	0	13.4	16.2	0	0	16.3	2	1.4	0	
Cars	0	842	29	1	0	0	3	0	231	257	0	0	286	34	24	0	1707
% Cars	0	97.2	100	100	0	0	100	0	97.5	89.5	0	0	99	97.1	100	0	96.4
Heavy Vehicles	0	24	0	0	0	0	0	0	6	30	0	0	3	1	0	0	64
% Heavy Vehicles	0	2.8	0	0	0	0	0	0	2.5	10.5	0	0	1	2.9	0	0	3.6

Start Time	Water Street From North					Steamship Authority Entrance From East					Water Street From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	38	1	0	39	0	0	0	0	0	14	12	0	0	26	14	2	0	0	16	81
12:30 PM	0	32	4	0	36	0	0	0	0	0	21	24	0	0	45	18	3	1	0	22	103
12:45 PM	0	115	2	0	117	0	0	0	0	0	25	27	0	0	52	25	6	5	0	36	205
01:00 PM	0	52	0	0	52	0	0	0	0	0	17	23	0	0	40	18	0	2	0	20	112
Total Volume	0	237	7	0	244	0	0	0	0	0	77	86	0	0	163	75	11	8	0	94	501
% App. Total	0	97.1	2.9	0		0	0	0	0		47.2	52.8	0	0		79.8	11.7	8.5	0		
PHF	.000	.515	.438	.000	.521	.000	.000	.000	.000	.000	.770	.796	.000	.000	.784	.750	.458	.400	.000	.653	.611
Cars	0	229	7	0	236	0	0	0	0	0	74	81	0	0	155	73	11	8	0	92	483
% Cars	0	96.6	100	0	96.7	0	0	0	0	0	96.1	94.2	0	0	95.1	97.3	100	100	0	97.9	96.4
Heavy Vehicles	0	8	0	0	8	0	0	0	0	0	3	5	0	0	8	2	0	0	0	2	18
% Heavy Vehicles	0	3.4	0	0	3.3	0	0	0	0	0	3.9	5.8	0	0	4.9	2.7	0	0	0	2.1	3.6



PRECISION
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N/S: Water Street
E/W: Steamship Authority Ent/Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 BB
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Cars

Start Time	Water Street From North				Steamship Authority Entrance From East				Water Street From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
10:30 AM	0	43	1	0	0	0	1	0	18	9	0	0	17	4	1	0	94
10:45 AM	0	40	3	0	0	0	0	0	4	13	0	0	20	1	2	0	83
Total	0	83	4	0	0	0	1	0	22	22	0	0	37	5	3	0	177
11:00 AM	0	45	1	0	0	0	0	0	6	12	0	0	11	0	2	0	77
11:15 AM	0	40	2	0	0	0	0	0	21	18	0	0	12	1	0	0	94
11:30 AM	0	110	4	0	0	0	0	0	28	12	0	0	21	3	1	0	179
11:45 AM	0	48	1	0	0	0	0	0	13	12	0	0	20	2	2	0	98
Total	0	243	8	0	0	0	0	0	68	54	0	0	64	6	5	0	448
12:00 PM	0	33	1	0	0	0	0	0	4	18	0	0	18	1	1	0	76
12:15 PM	0	37	1	0	0	0	0	0	14	12	0	0	13	2	0	0	79
12:30 PM	0	31	4	0	0	0	0	0	18	22	0	0	17	3	1	0	96
12:45 PM	0	112	2	0	0	0	0	0	25	26	0	0	25	6	5	0	201
Total	0	213	8	0	0	0	0	0	61	78	0	0	73	12	7	0	452
01:00 PM	0	49	0	0	0	0	0	0	17	21	0	0	18	0	2	0	107
01:15 PM	0	46	2	0	0	0	0	0	3	10	0	0	14	1	1	0	77
01:30 PM	0	26	1	0	0	0	1	0	10	17	0	0	22	0	2	0	79
01:45 PM	0	32	0	1	0	0	0	0	23	20	0	0	17	4	0	0	97
Total	0	153	3	1	0	0	1	0	53	68	0	0	71	5	5	0	360
02:00 PM	0	115	4	0	0	0	1	0	14	19	0	0	22	5	3	0	183
02:15 PM	0	35	2	0	0	0	0	0	13	16	0	0	19	1	1	0	87
Grand Total	0	842	29	1	0	0	3	0	231	257	0	0	286	34	24	0	1707
Apprch %	0	96.6	3.3	0.1	0	0	100	0	47.3	52.7	0	0	83.1	9.9	7	0	
Total %	0	49.3	1.7	0.1	0	0	0.2	0	13.5	15.1	0	0	16.8	2	1.4	0	

Start Time	Water Street From North					Steamship Authority Entrance From East					Water Street From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	37	1	0	38	0	0	0	0	0	14	12	0	0	26	13	2	0	0	15	79
12:30 PM	0	31	4	0	35	0	0	0	0	0	18	22	0	0	40	17	3	1	0	21	96
12:45 PM	0	112	2	0	114	0	0	0	0	0	25	26	0	0	51	25	6	5	0	36	201
01:00 PM	0	49	0	0	49	0	0	0	0	0	17	21	0	0	38	18	0	2	0	20	107
Total Volume	0	229	7	0	236	0	0	0	0	0	74	81	0	0	155	73	11	8	0	92	483
% App. Total	0	97	3	0		0	0	0	0		47.7	52.3	0	0		79.3	12	8.7	0		
PHF	.000	.511	.438	.000	.518	.000	.000	.000	.000	.000	.740	.779	.000	.000	.760	.730	.458	.400	.000	.639	.601



PRECISION
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N/S: Water Street
E/W: Steamship Authority Ent/Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 BB
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Water Street From North				Steamship Authority Entrance From East				Water Street From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	5
Total	0	0	0	0	0	0	0	0	1	4	0	0	0	1	0	0	6
11:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30 AM	0	2	0	0	0	0	0	0	1	2	0	0	0	0	0	0	5
11:45 AM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	5
Total	0	4	0	0	0	0	0	0	1	8	0	0	0	0	0	0	13
12:00 PM	0	2	0	0	0	0	0	0	1	2	0	0	1	0	0	0	6
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
12:30 PM	0	1	0	0	0	0	0	0	3	2	0	0	1	0	0	0	7
12:45 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Total	0	7	0	0	0	0	0	0	4	5	0	0	3	0	0	0	19
01:00 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	5
01:15 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
01:30 PM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	5
01:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Total	0	9	0	0	0	0	0	0	0	8	0	0	0	0	0	0	17
02:00 PM	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	6
02:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Grand Total	0	24	0	0	0	0	0	0	6	30	0	0	3	1	0	0	64
Apprch %	0	100	0	0	0	0	0	0	16.7	83.3	0	0	75	25	0	0	
Total %	0	37.5	0	0	0	0	0	0	9.4	46.9	0	0	4.7	1.6	0	0	

Start Time	Water Street From North					Steamship Authority Entrance From East					Water Street From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:00 PM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	6
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
12:30 PM	0	1	0	0	1	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	7
Total Volume	0	6	0	0	6	0	0	0	0	0	4	7	0	0	11	3	0	0	0	3	20
% App. Total	0	100	0	0		0	0	0	0		36.4	63.6	0	0		100	0	0	0		
PHF	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.333	.583	.000	.000	.550	.750	.000	.000	.000	.750	.714



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N/S: Water Street
E/W: Steamship Authority Ent/Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 BB
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Water Street From North				Steamship Authority Entrance From East				Water Street From South				Norton Lane From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
10:30 AM	0	0	0	3	0	0	0	7	0	0	0	1	0	0	0	22	33
10:45 AM	0	0	0	27	0	0	0	31	0	0	0	1	0	0	0	19	78
Total	0	0	0	30	0	0	0	38	0	0	0	2	0	0	0	41	111
11:00 AM	0	0	0	4	0	0	0	10	0	1	0	0	0	0	0	29	44
11:15 AM	0	0	0	4	0	0	0	8	0	0	0	1	0	0	0	35	48
11:30 AM	0	0	0	7	0	1	0	10	0	0	0	1	0	0	0	48	67
11:45 AM	0	0	0	9	0	0	0	10	0	0	0	0	0	0	0	45	64
Total	0	0	0	24	0	1	0	38	0	1	0	2	0	0	0	157	223
12:00 PM	0	0	0	5	0	0	0	6	0	0	0	1	0	0	0	42	54
12:15 PM	0	0	0	9	0	0	0	4	0	0	0	8	0	0	0	41	62
12:30 PM	0	0	0	11	0	0	0	15	0	0	0	0	0	0	0	29	55
12:45 PM	0	0	0	10	0	0	0	32	0	0	0	0	0	0	0	25	67
Total	0	0	0	35	0	0	0	57	0	0	0	9	0	0	0	137	238
01:00 PM	0	0	0	4	0	0	0	12	0	0	0	2	1	0	0	22	41
01:15 PM	0	0	0	3	0	0	0	7	0	1	0	16	0	1	0	19	47
01:30 PM	0	0	0	4	0	0	0	4	0	0	0	1	0	0	0	31	40
01:45 PM	0	0	0	9	0	0	0	3	0	0	0	4	0	0	0	46	62
Total	0	0	0	20	0	0	0	26	0	1	0	23	1	1	0	118	190
02:00 PM	0	0	0	8	0	0	0	3	0	0	0	10	0	0	0	55	76
02:15 PM	0	0	0	10	0	0	0	8	0	0	0	1	0	0	0	38	57
Grand Total	0	0	0	127	0	1	0	170	0	2	0	47	1	1	0	546	895
Apprch %	0	0	0	100	0	0.6	0	99.4	0	4.1	0	95.9	0.2	0.2	0	99.6	
Total %	0	0	0	14.2	0	0.1	0	19	0	0.2	0	5.3	0.1	0.1	0	61	

Start Time	Water Street From North					Steamship Authority Entrance From East					Water Street From South					Norton Lane From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	0	7	7	0	1	0	10	11	0	0	0	1	1	0	0	0	48	48	67
11:45 AM	0	0	0	9	9	0	0	0	10	10	0	0	0	0	0	0	0	0	45	45	64
12:00 PM	0	0	0	5	5	0	0	0	6	6	0	0	0	1	1	0	0	0	42	42	54
12:15 PM	0	0	0	9	9	0	0	0	4	4	0	0	0	8	8	0	0	0	41	41	62
Total Volume	0	0	0	30	30	0	1	0	30	31	0	0	0	10	10	0	0	0	176	176	247
% App. Total	0	0	0	100		0	3.2	0	96.8		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.833	.833	.000	.250	.000	.750	.705	.000	.000	.000	.313	.313	.000	.000	.000	.917	.917	.922



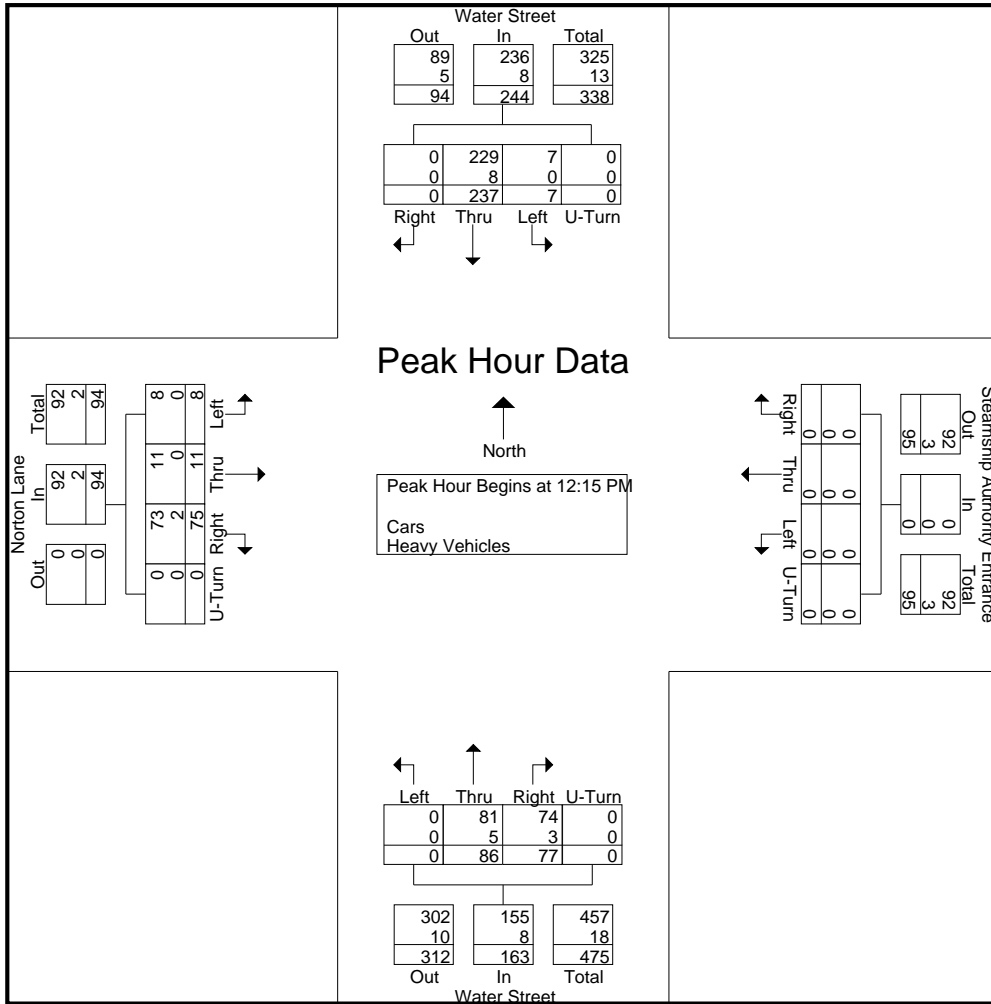
PRECISION
D A T A
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File Name : 133186 BB
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Start Time	Water Street From North					Steamship Authority Entrance From East					Water Street From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	38	1	0	39	0	0	0	0	0	14	12	0	0	26	14	2	0	0	16	81
12:30 PM	0	32	4	0	36	0	0	0	0	0	21	24	0	0	45	18	3	1	0	22	103
12:45 PM	0	115	2	0	117	0	0	0	0	0	25	27	0	0	52	25	6	5	0	36	205
01:00 PM	0	52	0	0	52	0	0	0	0	0	17	23	0	0	40	18	0	2	0	20	112
Total Volume	0	237	7	0	244	0	0	0	0	0	77	86	0	0	163	75	11	8	0	94	501
% App. Total	0	97.1	2.9	0		0	0	0	0	0	47.2	52.8	0	0		79.8	11.7	8.5	0		
PHF	.000	.515	.438	.000	.521	.000	.000	.000	.000	.000	.770	.796	.000	.000	.784	.750	.458	.400	.000	.653	.611
Cars	0	229	7	0	236	0	0	0	0	0	74	81	0	0	155	73	11	8	0	92	483
% Cars	0	96.6	100	0	96.7	0	0	0	0	0	96.1	94.2	0	0	95.1	97.3	100	100	0	97.9	96.4
Heavy Vehicles	0	8	0	0	8	0	0	0	0	0	3	5	0	0	8	2	0	0	0	2	18
% Heavy Vehicles	0	3.4	0	0	3.3	0	0	0	0	0	3.9	5.8	0	0	4.9	2.7	0	0	0	2.1	3.6





PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Water Street
E/W: Steamship Authority/ Municipal Lot
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 C
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Water Street From North				Steamship Authority Exit Driveway From East				Water Street From South				Municipal Parking Lot From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	3	30	0	0	0	0	16	1	0	11	12	0	6	0	1	0	80
03:15 PM	2	38	0	0	2	2	58	0	0	18	14	0	15	0	1	0	150
03:30 PM	0	25	0	0	0	0	19	0	0	13	13	1	13	0	0	0	84
03:45 PM	4	16	0	0	0	1	2	0	0	9	13	0	15	0	0	0	60
Total	9	109	0	0	2	3	95	1	0	51	52	1	49	0	2	0	374
04:00 PM	4	21	0	0	0	0	4	0	0	11	8	1	12	0	1	0	62
04:15 PM	2	21	0	0	2	0	28	0	0	6	11	0	8	0	0	0	78
04:30 PM	3	44	0	0	2	4	59	0	0	11	10	0	14	0	0	0	147
04:45 PM	3	29	0	0	0	1	14	0	0	9	6	2	15	0	0	0	79
Total	12	115	0	0	4	5	105	0	0	37	35	3	49	0	1	0	366
05:00 PM	0	16	0	1	0	0	0	0	0	6	15	0	12	0	0	0	50
05:15 PM	2	20	0	0	0	0	2	0	0	6	12	0	14	0	0	0	56
05:30 PM	2	16	0	0	0	1	17	0	0	11	11	0	9	0	0	0	67
05:45 PM	1	36	0	0	1	4	47	0	0	14	10	2	16	0	0	0	131
Total	5	88	0	1	1	5	66	0	0	37	48	2	51	0	0	0	304
Grand Total	26	312	0	1	7	13	266	1	0	125	135	6	149	0	3	0	1044
Apprch %	7.7	92	0	0.3	2.4	4.5	92.7	0.3	0	47	50.8	2.3	98	0	2	0	
Total %	2.5	29.9	0	0.1	0.7	1.2	25.5	0.1	0	12	12.9	0.6	14.3	0	0.3	0	
Cars	26	283	0	1	7	13	260	1	0	97	134	6	148	0	3	0	979
% Cars	100	90.7	0	100	100	100	97.7	100	0	77.6	99.3	100	99.3	0	100	0	93.8
Heavy Vehicles	0	29	0	0	0	0	6	0	0	28	1	0	1	0	0	0	65
% Heavy Vehicles	0	9.3	0	0	0	0	2.3	0	0	22.4	0.7	0	0.7	0	0	0	6.2

Start Time	Water Street From North					Steamship Authority Exit Driveway From East					Water Street From South					Municipal Parking Lot From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
03:00 PM	3	30	0	0	33	0	0	16	1	17	0	11	12	0	23	6	0	1	0	7	80
03:15 PM	2	38	0	0	40	2	2	58	0	62	0	18	14	0	32	15	0	1	0	16	150
03:30 PM	0	25	0	0	25	0	0	19	0	19	0	13	13	1	27	13	0	0	0	13	84
03:45 PM	4	16	0	0	20	0	1	2	0	3	0	9	13	0	22	15	0	0	0	15	60
Total Volume	9	109	0	0	118	2	3	95	1	101	0	51	52	1	104	49	0	2	0	51	374
% App. Total	7.6	92.4	0	0		2	3	94.1	1		0	49	50	1		96.1	0	3.9	0		
PHF	.563	.717	.000	.000	.738	.250	.375	.409	.250	.407	.000	.708	.929	.250	.813	.817	.000	.500	.000	.797	.623
Cars	9	100	0	0	109	2	3	91	1	97	0	41	51	1	93	49	0	2	0	51	350
% Cars	100	91.7	0	0	92.4	100	100	95.8	100	96.0	0	80.4	98.1	100	89.4	100	0	100	0	100	93.6
Heavy Vehicles	0	9	0	0	9	0	0	4	0	4	0	10	1	0	11	0	0	0	0	0	24
% Heavy Vehicles	0	8.3	0	0	7.6	0	0	4.2	0	4.0	0	19.6	1.9	0	10.6	0	0	0	0	0	6.4

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



PRECISION
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INDUSTRIES, LLC

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N/S: Water Street
E/W: Steamship Authority/ Municipal Lot
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 C
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars

Start Time	Water Street From North				Steamship Authority Exit Driveway From East				Water Street From South				Municipal Parking Lot From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	3	30	0	0	0	0	13	1	0	8	12	0	6	0	1	0	74
03:15 PM	2	33	0	0	2	2	57	0	0	16	13	0	15	0	1	0	141
03:30 PM	0	23	0	0	0	0	19	0	0	10	13	1	13	0	0	0	79
03:45 PM	4	14	0	0	0	1	2	0	0	7	13	0	15	0	0	0	56
Total	9	100	0	0	2	3	91	1	0	41	51	1	49	0	2	0	350
04:00 PM	4	18	0	0	0	0	4	0	0	7	8	1	12	0	1	0	55
04:15 PM	2	18	0	0	2	0	28	0	0	5	11	0	8	0	0	0	74
04:30 PM	3	42	0	0	2	4	59	0	0	8	10	0	13	0	0	0	141
04:45 PM	3	26	0	0	0	1	13	0	0	7	6	2	15	0	0	0	73
Total	12	104	0	0	4	5	104	0	0	27	35	3	48	0	1	0	343
05:00 PM	0	14	0	1	0	0	0	0	0	3	15	0	12	0	0	0	45
05:15 PM	2	17	0	0	0	0	2	0	0	5	12	0	14	0	0	0	52
05:30 PM	2	15	0	0	0	1	17	0	0	9	11	0	9	0	0	0	64
05:45 PM	1	33	0	0	1	4	46	0	0	12	10	2	16	0	0	0	125
Total	5	79	0	1	1	5	65	0	0	29	48	2	51	0	0	0	286
Grand Total	26	283	0	1	7	13	260	1	0	97	134	6	148	0	3	0	979
Apprch %	8.4	91.3	0	0.3	2.5	4.6	92.5	0.4	0	40.9	56.5	2.5	98	0	2	0	
Total %	2.7	28.9	0	0.1	0.7	1.3	26.6	0.1	0	9.9	13.7	0.6	15.1	0	0.3	0	

Start Time	Water Street From North					Steamship Authority Exit Driveway From East					Water Street From South					Municipal Parking Lot From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
03:00 PM	3	30	0	0	33	0	0	13	1	14	0	8	12	0	20	6	0	1	0	7	74
03:15 PM	2	33	0	0	35	2	2	57	0	61	0	16	13	0	29	15	0	1	0	16	141
03:30 PM	0	23	0	0	23	0	0	19	0	19	0	10	13	1	24	13	0	0	0	13	79
03:45 PM	4	14	0	0	18	0	1	2	0	3	0	7	13	0	20	15	0	0	0	15	56
Total Volume	9	100	0	0	109	2	3	91	1	97	0	41	51	1	93	49	0	2	0	51	350
% App. Total	8.3	91.7	0	0		2.1	3.1	93.8	1		0	44.1	54.8	1.1		96.1	0	3.9	0		
PHF	.563	.758	.000	.000	.779	.250	.375	.399	.250	.398	.000	.641	.981	.250	.802	.817	.000	.500	.000	.797	.621

Peak Hour for Entire Intersection Begins at 03:00 PM



PRECISION
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File Name : 133186 C
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/S: Water Street
E/W: Steamship Authority/ Municipal Lot
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Heavy Vehicles

Start Time	Water Street From North				Steamship Authority Exit Driveway From East				Water Street From South				Municipal Parking Lot From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
03:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	6
03:15 PM	0	5	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	9
03:30 PM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5
03:45 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4
Total	0	9	0	0	0	0	4	0	0	10	1	0	0	0	0	0	0	24
04:00 PM	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	7
04:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
04:30 PM	0	2	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	6
04:45 PM	0	3	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	6
Total	0	11	0	0	0	0	1	0	0	10	0	0	1	0	0	0	0	23
05:00 PM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5
05:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
05:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
05:45 PM	0	3	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	6
Total	0	9	0	0	0	0	1	0	0	8	0	0	0	0	0	0	0	18
Grand Total	0	29	0	0	0	0	6	0	0	28	1	0	1	0	0	0	0	65
Apprch %	0	100	0	0	0	0	100	0	0	96.6	3.4	0	100	0	0	0	0	
Total %	0	44.6	0	0	0	0	9.2	0	0	43.1	1.5	0	1.5	0	0	0	0	

Start Time	Water Street From North					Steamship Authority Exit Driveway From East					Water Street From South					Municipal Parking Lot From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
03:15 PM	0	5	0	0	5	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	9
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total Volume	0	12	0	0	12	0	0	1	0	1	0	11	1	0	12	0	0	0	0	0	25
% App. Total	0	100	0	0		0	0	100	0		0	91.7	8.3	0		0	0	0	0		
PHF	.000	.600	.000	.000	.600	.000	.000	.250	.000	.250	.000	.688	.250	.000	.750	.000	.000	.000	.000	.000	.694

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:15 PM



PRECISION
D A T A
INDUSTRIES, LLC

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File Name : 133186 C
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/S: Water Street
E/W: Steamship Authority/ Municipal Lot
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Peds and Bicycles

Start Time	Water Street From North				Steamship Authority Exit Driveway From East				Water Street From South				Municipal Parking Lot From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
03:00 PM	0	0	0	17	0	0	0	2	0	0	0	1	0	0	0	13	33
03:15 PM	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	11	23
03:30 PM	0	0	0	9	0	0	0	12	0	0	0	0	0	0	0	11	32
03:45 PM	0	0	0	8	0	0	0	6	0	0	0	1	0	0	0	6	21
Total	0	0	0	46	0	0	0	20	0	0	0	2	0	0	0	41	109
04:00 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	6	9
04:15 PM	0	0	0	18	0	0	0	3	0	0	0	1	0	0	0	10	32
04:30 PM	0	0	0	14	0	0	0	8	0	0	0	0	0	0	0	18	40
04:45 PM	0	0	0	2	0	0	1	3	0	1	0	1	0	0	0	5	13
Total	0	0	0	36	0	0	1	15	0	1	0	2	0	0	0	39	94
05:00 PM	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	8	16
05:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	5
05:30 PM	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
05:45 PM	0	0	0	5	0	0	0	8	0	0	0	0	0	0	0	6	19
Total	0	2	0	9	0	0	0	14	0	0	0	1	0	0	0	17	43
Grand Total	0	2	0	91	0	0	1	49	0	1	0	5	0	0	0	97	246
Apprch %	0	2.2	0	97.8	0	0	2	98	0	16.7	0	83.3	0	0	0	100	
Total %	0	0.8	0	37	0	0	0.4	19.9	0	0.4	0	2	0	0	0	39.4	

Start Time	Water Street From North					Steamship Authority Exit Driveway From East					Water Street From South					Municipal Parking Lot From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	17	17	0	0	0	2	2	0	0	0	1	1	0	0	0	13	13	33
03:15 PM	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	23
03:30 PM	0	0	0	9	9	0	0	0	12	12	0	0	0	0	0	0	0	0	11	11	32
03:45 PM	0	0	0	8	8	0	0	0	6	6	0	0	0	1	1	0	0	0	6	6	21
Total Volume	0	0	0	46	46	0	0	0	20	20	0	0	0	2	2	0	0	0	41	41	109
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.676	.676	.000	.000	.000	.417	.417	.000	.000	.000	.500	.500	.000	.000	.000	.788	.788	.826



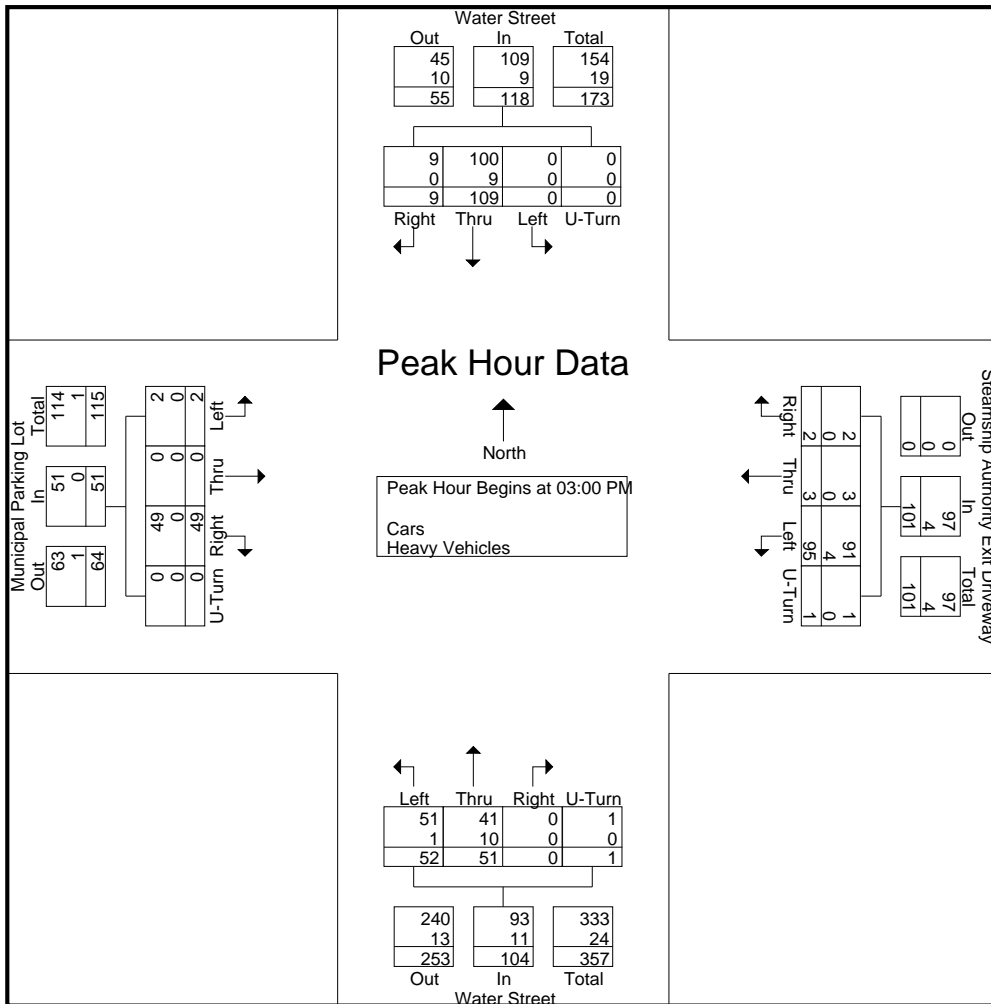
PRECISION
D A T A
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N/S: Water Street
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File Name : 133186 C
Site Code : 72451
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Page No : 1

Start Time	Water Street From North					Steamship Authority Exit Driveway From East					Water Street From South					Municipal Parking Lot From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	3	30	0	0	33	0	0	16	1	17	0	11	12	0	23	6	0	1	0	7	80
03:15 PM	2	38	0	0	40	2	2	58	0	62	0	18	14	0	32	15	0	1	0	16	150
03:30 PM	0	25	0	0	25	0	0	19	0	19	0	13	13	1	27	13	0	0	0	13	84
03:45 PM	4	16	0	0	20	0	1	2	0	3	0	9	13	0	22	15	0	0	0	15	60
Total Volume	9	109	0	0	118	2	3	95	1	101	0	51	52	1	104	49	0	2	0	51	374
% App. Total	7.6	92.4	0	0		2	3	94.1	1		0	49	50	1		96.1	0	3.9	0		
PHF	.563	.717	.000	.000	.738	.250	.375	.409	.250	.407	.000	.708	.929	.250	.813	.817	.000	.500	.000	.797	.623
Cars	9	100	0	0	109	2	3	91	1	97	0	41	51	1	93	49	0	2	0	51	350
% Cars	100	91.7	0	0	92.4	100	100	95.8	100	96.0	0	80.4	98.1	100	89.4	100	0	100	0	100	93.6
Heavy Vehicles	0	9	0	0	9	0	0	4	0	4	0	10	1	0	11	0	0	0	0	0	24
% Heavy Vehicles	0	8.3	0	0	7.6	0	0	4.2	0	4.0	0	19.6	1.9	0	10.6	0	0	0	0	0	6.4





PRECISION
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N/S: Water Street
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City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 CC
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Water Street From North				Steamship Authority Exit Driveway From East				Water Street From South				Municipal Parking Lot From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
10:30 AM	3	21	0	0	1	1	16	0	0	7	4	0	10	0	0	0	63
10:45 AM	0	25	0	0	0	1	8	0	0	9	8	1	10	0	0	0	62
Total	3	46	0	0	1	2	24	0	0	16	12	1	20	0	0	0	125
11:00 AM	2	23	0	0	1	0	3	0	0	7	11	0	19	0	0	0	66
11:15 AM	6	15	0	0	0	0	5	0	0	7	10	0	17	0	0	0	60
11:30 AM	5	35	0	0	0	3	70	0	0	6	10	0	16	0	0	0	145
11:45 AM	2	26	0	0	0	2	11	0	0	10	7	0	13	0	0	0	71
Total	15	99	0	0	1	5	89	0	0	30	38	0	65	0	0	0	342
12:00 PM	5	24	0	0	0	0	3	0	0	7	13	0	11	0	0	0	63
12:15 PM	1	16	0	0	0	0	5	0	0	6	9	0	16	0	0	0	53
12:30 PM	2	16	0	0	2	1	11	0	0	7	11	1	10	0	0	0	61
12:45 PM	1	30	0	0	2	6	74	0	0	13	17	2	8	0	0	0	153
Total	9	86	0	0	4	7	93	0	0	33	50	3	45	0	0	0	330
01:00 PM	2	21	0	0	0	3	19	0	0	10	15	0	16	0	1	0	87
01:15 PM	2	31	0	0	0	0	2	0	0	7	7	1	14	0	0	0	64
01:30 PM	3	15	0	0	0	2	1	0	0	6	15	1	15	0	1	0	59
01:45 PM	2	19	0	0	0	1	3	0	0	6	15	0	13	0	0	0	59
Total	9	86	0	0	0	6	25	0	0	29	52	2	58	0	2	0	269
02:00 PM	3	27	0	0	1	2	77	0	0	12	15	0	14	0	0	0	151
02:15 PM	5	22	0	0	1	0	9	0	0	7	11	1	9	0	0	0	65
Grand Total	44	366	0	0	8	22	317	0	0	127	178	7	211	0	2	0	1282
Apprch %	10.7	89.3	0	0	2.3	6.3	91.4	0	0	40.7	57.1	2.2	99.1	0	0.9	0	
Total %	3.4	28.5	0	0	0.6	1.7	24.7	0	0	9.9	13.9	0.5	16.5	0	0.2	0	
Cars	44	337	0	0	8	22	315	0	0	98	176	7	211	0	2	0	1220
% Cars	100	92.1	0	0	100	100	99.4	0	0	77.2	98.9	100	100	0	100	0	95.2
Heavy Vehicles	0	29	0	0	0	0	2	0	0	29	2	0	0	0	0	0	62
% Heavy Vehicles	0	7.9	0	0	0	0	0.6	0	0	22.8	1.1	0	0	0	0	0	4.8

Start Time	Water Street From North					Steamship Authority Exit Driveway From East					Water Street From South					Municipal Parking Lot From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	2	16	0	0	18	2	1	11	0	14	0	7	11	1	19	10	0	0	0	10	61
12:45 PM	1	30	0	0	31	2	6	74	0	82	0	13	17	2	32	8	0	0	0	8	153
01:00 PM	2	21	0	0	23	0	3	19	0	22	0	10	15	0	25	16	0	1	0	17	87
01:15 PM	2	31	0	0	33	0	0	2	0	2	0	7	7	1	15	14	0	0	0	14	64
Total Volume	7	98	0	0	105	4	10	106	0	120	0	37	50	4	91	48	0	1	0	49	365
% App. Total	6.7	93.3	0	0		3.3	8.3	88.3	0		0	40.7	54.9	4.4		98	0	2	0		
PHF	.875	.790	.000	.000	.795	.500	.417	.358	.000	.366	.000	.712	.735	.500	.711	.750	.000	.250	.000	.721	.596
Cars	7	90	0	0	97	4	10	105	0	119	0	30	49	4	83	48	0	1	0	49	348
% Cars	100	91.8	0	0	92.4	100	100	99.1	0	99.2	0	81.1	98.0	100	91.2	100	0	100	0	100	95.3
Heavy Vehicles	0	8	0	0	8	0	0	1	0	1	0	7	1	0	8	0	0	0	0	0	17
% Heavy Vehicles	0	8.2	0	0	7.6	0	0	0.9	0	0.8	0	18.9	2.0	0	8.8	0	0	0	0	0	4.7



PRECISION
D A T A
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N/S: Water Street
E/W: Steamship Authority/ Municipal Lot
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 CC
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Cars

Start Time	Water Street From North				Steamship Authority Exit Driveway From East				Water Street From South				Municipal Parking Lot From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
10:30 AM	3	20	0	0	1	1	16	0	0	6	4	0	10	0	0	0	61
10:45 AM	0	23	0	0	0	1	8	0	0	6	8	1	10	0	0	0	57
Total	3	43	0	0	1	2	24	0	0	12	12	1	20	0	0	0	118
11:00 AM	2	20	0	0	1	0	3	0	0	5	11	0	19	0	0	0	61
11:15 AM	6	14	0	0	0	0	5	0	0	6	10	0	17	0	0	0	58
11:30 AM	5	34	0	0	0	3	69	0	0	5	10	0	16	0	0	0	142
11:45 AM	2	24	0	0	0	2	11	0	0	7	7	0	13	0	0	0	66
Total	15	92	0	0	1	5	88	0	0	23	38	0	65	0	0	0	327
12:00 PM	5	22	0	0	0	0	3	0	0	6	13	0	11	0	0	0	60
12:15 PM	1	15	0	0	0	0	5	0	0	5	8	0	16	0	0	0	50
12:30 PM	2	15	0	0	2	1	11	0	0	6	10	1	10	0	0	0	58
12:45 PM	1	28	0	0	2	6	73	0	0	11	17	2	8	0	0	0	148
Total	9	80	0	0	4	7	92	0	0	28	48	3	45	0	0	0	316
01:00 PM	2	18	0	0	0	3	19	0	0	8	15	0	16	0	1	0	82
01:15 PM	2	29	0	0	0	0	2	0	0	5	7	1	14	0	0	0	60
01:30 PM	3	13	0	0	0	2	1	0	0	3	15	1	15	0	1	0	54
01:45 PM	2	17	0	0	0	1	3	0	0	5	15	0	13	0	0	0	56
Total	9	77	0	0	0	6	25	0	0	21	52	2	58	0	2	0	252
02:00 PM	3	25	0	0	1	2	77	0	0	9	15	0	14	0	0	0	146
02:15 PM	5	20	0	0	1	0	9	0	0	5	11	1	9	0	0	0	61
Grand Total	44	337	0	0	8	22	315	0	0	98	176	7	211	0	2	0	1220
Apprch %	11.5	88.5	0	0	2.3	6.4	91.3	0	0	34.9	62.6	2.5	99.1	0	0.9	0	
Total %	3.6	27.6	0	0	0.7	1.8	25.8	0	0	8	14.4	0.6	17.3	0	0.2	0	

Start Time	Water Street From North					Steamship Authority Exit Driveway From East					Water Street From South					Municipal Parking Lot From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	2	15	0	0	17	2	1	11	0	14	0	6	10	1	17	10	0	0	0	10	58
12:45 PM	1	28	0	0	29	2	6	73	0	81	0	11	17	2	30	8	0	0	0	8	148
01:00 PM	2	18	0	0	20	0	3	19	0	22	0	8	15	0	23	16	0	1	0	17	82
01:15 PM	2	29	0	0	31	0	0	2	0	2	0	5	7	1	13	14	0	0	0	14	60
Total Volume	7	90	0	0	97	4	10	105	0	119	0	30	49	4	83	48	0	1	0	49	348
% App. Total	7.2	92.8	0	0		3.4	8.4	88.2	0		0	36.1	59	4.8		98	0	2	0		
PHF	.875	.776	.000	.000	.782	.500	.417	.360	.000	.367	.000	.682	.721	.500	.692	.750	.000	.250	.000	.721	.588



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File Name : 133186 CC
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/S: Water Street
E/W: Steamship Authority/ Municipal Lot
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Peds and Bicycles

Start Time	Water Street From North				Steamship Authority Exit Driveway From East				Water Street From South				Municipal Parking Lot From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
10:30 AM	0	0	0	11	0	0	0	3	0	0	0	2	0	0	0	2	18
10:45 AM	0	0	0	6	0	0	0	4	0	0	0	21	0	0	0	25	56
Total	0	0	0	17	0	0	0	7	0	0	0	23	0	0	0	27	74
11:00 AM	0	0	0	10	0	0	0	7	0	0	0	3	0	0	0	4	24
11:15 AM	0	1	0	5	0	0	0	1	0	0	0	0	0	0	0	3	10
11:30 AM	0	0	0	12	0	0	0	7	0	0	0	2	0	0	0	5	26
11:45 AM	0	0	0	9	0	0	0	5	0	1	0	1	0	0	0	8	24
Total	0	1	0	36	0	0	0	20	0	1	0	6	0	0	0	20	84
12:00 PM	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	11	23
12:15 PM	0	0	0	6	0	0	0	5	0	0	0	0	0	0	0	10	21
12:30 PM	0	0	0	6	0	0	0	13	0	0	0	0	0	0	0	6	25
12:45 PM	0	0	0	30	0	0	0	17	0	0	0	1	0	0	0	15	63
Total	0	0	0	48	0	0	0	41	0	0	0	1	0	0	0	42	132
01:00 PM	0	0	0	18	0	0	0	14	0	0	0	1	0	0	0	6	39
01:15 PM	0	0	0	3	0	0	0	6	0	1	0	0	0	0	0	5	15
01:30 PM	0	0	0	7	0	0	0	1	0	0	0	1	0	0	0	11	20
01:45 PM	0	0	0	9	0	0	0	3	0	0	0	0	0	0	0	14	26
Total	0	0	0	37	0	0	0	24	0	1	0	2	0	0	0	36	100
02:00 PM	0	1	0	14	0	0	0	5	0	0	0	0	0	0	0	26	46
02:15 PM	0	0	0	6	0	0	0	2	0	0	0	1	0	0	0	10	19
Grand Total	0	2	0	158	0	0	0	99	0	2	0	33	0	0	0	161	455
Apprch %	0	1.2	0	98.8	0	0	0	100	0	5.7	0	94.3	0	0	0	100	
Total %	0	0.4	0	34.7	0	0	0	21.8	0	0.4	0	7.3	0	0	0	35.4	

Start Time	Water Street From North					Steamship Authority Exit Driveway From East					Water Street From South					Municipal Parking Lot From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	0	6	6	0	0	0	5	5	0	0	0	0	0	0	0	0	10	10	21
12:30 PM	0	0	0	6	6	0	0	0	13	13	0	0	0	0	0	0	0	0	6	6	25
12:45 PM	0	0	0	30	30	0	0	0	17	17	0	0	0	1	1	0	0	0	15	15	63
01:00 PM	0	0	0	18	18	0	0	0	14	14	0	0	0	1	1	0	0	0	6	6	39
Total Volume	0	0	0	60	60	0	0	0	49	49	0	0	0	2	2	0	0	0	37	37	148
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.721	.721	.000	.000	.000	.500	.500	.000	.000	.000	.617	.617	.587



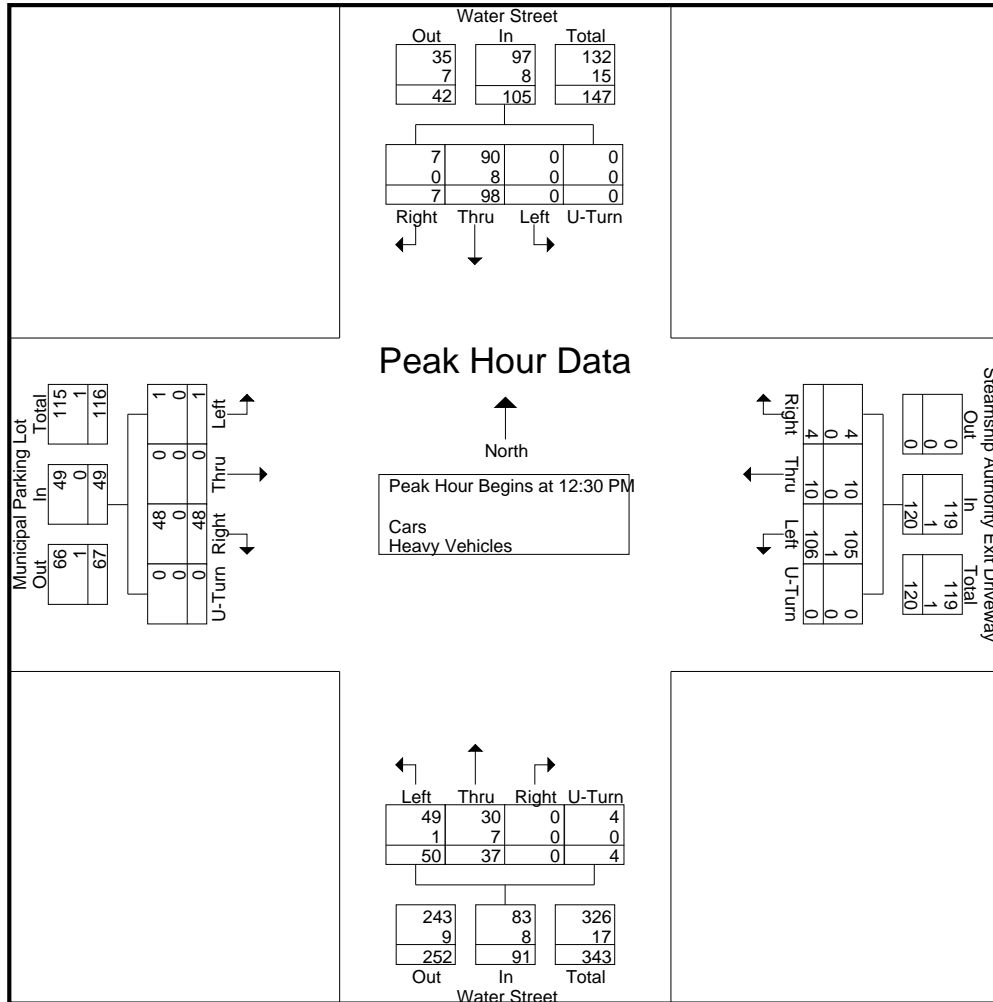
PRECISION
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INDUSTRIES, LLC

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N/S: Water Street
E/W: Steamship Authority/ Municipal Lot
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 CC
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Start Time	Water Street From North					Steamship Authority Exit Driveway From East					Water Street From South					Municipal Parking Lot From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	2	16	0	0	18	2	1	11	0	14	0	7	11	1	19	10	0	0	0	10	61
12:45 PM	1	30	0	0	31	2	6	74	0	82	0	13	17	2	32	8	0	0	0	8	153
01:00 PM	2	21	0	0	23	0	3	19	0	22	0	10	15	0	25	16	0	1	0	17	87
01:15 PM	2	31	0	0	33	0	0	2	0	2	0	7	7	1	15	14	0	0	0	14	64
Total Volume	7	98	0	0	105	4	10	106	0	120	0	37	50	4	91	48	0	1	0	49	365
% App. Total	6.7	93.3	0	0		3.3	8.3	88.3	0		0	40.7	54.9	4.4		98	0	2	0		
PHF	.875	.790	.000	.000	.795	.500	.417	.358	.000	.366	.000	.712	.735	.500	.711	.750	.000	.250	.000	.721	.596
Cars	7	90	0	0	97	4	10	105	0	119	0	30	49	4	83	48	0	1	0	49	348
% Cars	100	91.8	0	0	92.4	100	100	99.1	0	99.2	0	81.1	98.0	100	91.2	100	0	100	0	100	95.3
Heavy Vehicles	0	8	0	0	8	0	0	1	0	1	0	7	1	0	8	0	0	0	0	0	17
% Heavy Vehicles	0	8.2	0	0	7.6	0	0	0.9	0	0.8	0	18.9	2.0	0	8.8	0	0	0	0	0	4.7





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File Name : 133186 D
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/S: Parking Loop/ Water Street
W: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Cars - Heavy Vehicles

Start Time	Parking Loop From North			Water Street From South			Union Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
03:00 PM	0	5	0	10	0	0	27	1	0	43
03:15 PM	0	24	0	22	0	0	14	0	0	60
03:30 PM	0	10	0	13	0	0	14	0	0	37
03:45 PM	0	6	2	7	0	0	14	0	0	29
Total	0	45	2	52	0	0	69	1	0	169
04:00 PM	0	5	0	9	0	0	20	1	0	35
04:15 PM	0	5	2	9	0	0	21	1	0	38
04:30 PM	0	18	0	14	0	1	22	2	0	57
04:45 PM	0	10	0	9	0	0	23	1	0	43
Total	0	38	2	41	0	1	86	5	0	173
05:00 PM	0	4	0	6	0	0	15	2	0	27
05:15 PM	0	9	0	5	0	0	11	1	0	26
05:30 PM	0	5	0	11	0	0	12	1	0	29
05:45 PM	0	18	1	12	0	0	14	0	0	45
Total	0	36	1	34	0	0	52	4	0	127
Grand Total	0	119	5	127	0	1	207	10	0	469
Apprch %	0	96	4	99.2	0	0.8	95.4	4.6	0	
Total %	0	25.4	1.1	27.1	0	0.2	44.1	2.1	0	
Cars	0	91	5	98	0	1	206	10	0	411
% Cars	0	76.5	100	77.2	0	100	99.5	100	0	87.6
Heavy Vehicles	0	28	0	29	0	0	1	0	0	58
% Heavy Vehicles	0	23.5	0	22.8	0	0	0.5	0	0	12.4

Start Time	Parking Loop From North				Water Street From South				Union Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
04:00 PM	0	5	0	5	9	0	0	9	20	1	0	21	35
04:15 PM	0	5	2	7	9	0	0	9	21	1	0	22	38
04:30 PM	0	18	0	18	14	0	1	15	22	2	0	24	57
04:45 PM	0	10	0	10	9	0	0	9	23	1	0	24	43
Total Volume	0	38	2	40	41	0	1	42	86	5	0	91	173
% App. Total	0	95	5		97.6	0	2.4		94.5	5.5	0		
PHF	.000	.528	.250	.556	.732	.000	.250	.700	.935	.625	.000	.948	.759
Cars	0	28	2	30	30	0	1	31	85	5	0	90	151
% Cars	0	73.7	100	75.0	73.2	0	100	73.8	98.8	100	0	98.9	87.3
Heavy Vehicles	0	10	0	10	11	0	0	11	1	0	0	1	22
% Heavy Vehicles	0	26.3	0	25.0	26.8	0	0	26.2	1.2	0	0	1.1	12.7

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



PRECISION
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File Name : 133186 D
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Start Date : 1/18/2013
Page No : 1

N/S: Parking Loop/ Water Street
W: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Cars

Start Time	Parking Loop From North			Water Street From South			Union Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
03:00 PM	0	5	0	8	0	0	27	1	0	41
03:15 PM	0	19	0	19	0	0	14	0	0	52
03:30 PM	0	8	0	10	0	0	14	0	0	32
03:45 PM	0	4	2	5	0	0	14	0	0	25
Total	0	36	2	42	0	0	69	1	0	150
04:00 PM	0	2	0	6	0	0	20	1	0	29
04:15 PM	0	2	2	7	0	0	21	1	0	33
04:30 PM	0	17	0	11	0	1	21	2	0	52
04:45 PM	0	7	0	6	0	0	23	1	0	37
Total	0	28	2	30	0	1	85	5	0	151
05:00 PM	0	2	0	3	0	0	15	2	0	22
05:15 PM	0	6	0	4	0	0	11	1	0	22
05:30 PM	0	4	0	9	0	0	12	1	0	26
05:45 PM	0	15	1	10	0	0	14	0	0	40
Total	0	27	1	26	0	0	52	4	0	110
Grand Total	0	91	5	98	0	1	206	10	0	411
Apprch %	0	94.8	5.2	99	0	1	95.4	4.6	0	
Total %	0	22.1	1.2	23.8	0	0.2	50.1	2.4	0	

Start Time	Parking Loop From North				Water Street From South				Union Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	2	0	2	6	0	0	6	20	1	0	21	29
04:15 PM	0	2	2	4	7	0	0	7	21	1	0	22	33
04:30 PM	0	17	0	17	11	0	1	12	21	2	0	23	52
04:45 PM	0	7	0	7	6	0	0	6	23	1	0	24	37
Total Volume	0	28	2	30	30	0	1	31	85	5	0	90	151
% App. Total	0	93.3	6.7		96.8	0	3.2		94.4	5.6	0		
PHF	.000	.412	.250	.441	.682	.000	.250	.646	.924	.625	.000	.938	.726



PRECISION
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N/S: Parking Loop/ Water Street
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City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Heavy Vehicles

Start Time	Parking Loop From North			Water Street From South			Union Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
03:00 PM	0	0	0	2	0	0	0	0	0	2
03:15 PM	0	5	0	3	0	0	0	0	0	8
03:30 PM	0	2	0	3	0	0	0	0	0	5
03:45 PM	0	2	0	2	0	0	0	0	0	4
Total	0	9	0	10	0	0	0	0	0	19
04:00 PM	0	3	0	3	0	0	0	0	0	6
04:15 PM	0	3	0	2	0	0	0	0	0	5
04:30 PM	0	1	0	3	0	0	1	0	0	5
04:45 PM	0	3	0	3	0	0	0	0	0	6
Total	0	10	0	11	0	0	1	0	0	22
05:00 PM	0	2	0	3	0	0	0	0	0	5
05:15 PM	0	3	0	1	0	0	0	0	0	4
05:30 PM	0	1	0	2	0	0	0	0	0	3
05:45 PM	0	3	0	2	0	0	0	0	0	5
Total	0	9	0	8	0	0	0	0	0	17
Grand Total	0	28	0	29	0	0	1	0	0	58
Apprch %	0	100	0	100	0	0	100	0	0	
Total %	0	48.3	0	50	0	0	1.7	0	0	

Start Time	Parking Loop From North				Water Street From South				Union Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	0	5	0	5	3	0	0	3	0	0	0	0	8
03:30 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
03:45 PM	0	2	0	2	2	0	0	2	0	0	0	0	4
04:00 PM	0	3	0	3	3	0	0	3	0	0	0	0	6
Total Volume	0	12	0	12	11	0	0	11	0	0	0	0	23
% App. Total	0	100	0		100	0	0		0	0	0		
PHF	.000	.600	.000	.600	.917	.000	.000	.917	.000	.000	.000	.000	.719



PRECISION
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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
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Email: datarequests@pdillc.com

File Name : 133186 D
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/S: Parking Loop/ Water Street
W: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Peds and Bicycles

Start Time	Parking Loop From North			Water Street From South			Union Street From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
03:00 PM	0	0	12	0	0	15	0	0	16	43
03:15 PM	0	0	19	0	0	6	0	0	3	28
03:30 PM	0	0	8	0	0	8	0	0	6	22
03:45 PM	0	0	2	0	0	7	0	0	1	10
Total	0	0	41	0	0	36	0	0	26	103
04:00 PM	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	13	0	0	4	0	0	4	21
04:30 PM	0	0	26	0	0	16	0	0	7	49
04:45 PM	0	0	4	1	0	14	0	0	4	23
Total	0	0	43	1	0	35	0	0	16	95
05:00 PM	0	0	1	0	0	3	0	0	2	6
05:15 PM	0	0	2	0	0	1	0	0	0	3
05:30 PM	0	0	0	0	0	3	0	0	2	5
05:45 PM	0	0	11	0	0	15	0	0	9	35
Total	0	0	14	0	0	22	0	0	13	49
Grand Total	0	0	98	1	0	93	0	0	55	247
Apprch %	0	0	100	1.1	0	98.9	0	0	100	
Total %	0	0	39.7	0.4	0	37.7	0	0	22.3	

Start Time	Parking Loop From North				Water Street From South				Union Street From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
03:00 PM	0	0	12	12	0	0	15	15	0	0	16	16	43
03:15 PM	0	0	19	19	0	0	6	6	0	0	3	3	28
03:30 PM	0	0	8	8	0	0	8	8	0	0	6	6	22
03:45 PM	0	0	2	2	0	0	7	7	0	0	1	1	10
Total Volume	0	0	41	41	0	0	36	36	0	0	26	26	103
% App. Total	0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.539	.539	.000	.000	.600	.600	.000	.000	.406	.406	.599

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



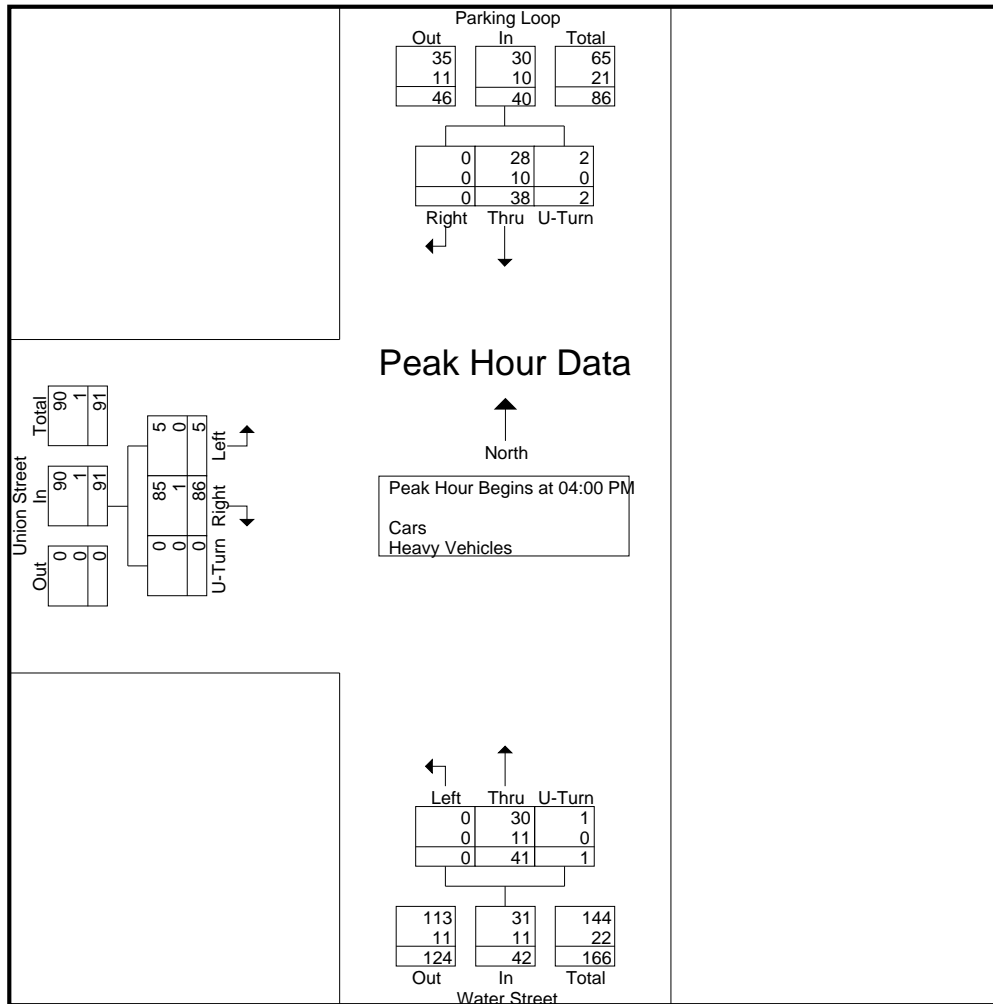
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File Name : 133186 D
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Page No : 1

N/S: Parking Loop/ Water Street
W: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Start Time	Parking Loop From North				Water Street From South				Union Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	5	0	5	9	0	0	9	20	1	0	21	35
04:15 PM	0	5	2	7	9	0	0	9	21	1	0	22	38
04:30 PM	0	18	0	18	14	0	1	15	22	2	0	24	57
04:45 PM	0	10	0	10	9	0	0	9	23	1	0	24	43
Total Volume	0	38	2	40	41	0	1	42	86	5	0	91	173
% App. Total	0	95	5		97.6	0	2.4		94.5	5.5	0		
PHF	.000	.528	.250	.556	.732	.000	.250	.700	.935	.625	.000	.948	.759
Cars	0	28	2	30	30	0	1	31	85	5	0	90	151
% Cars	0	73.7	100	75.0	73.2	0	100	73.8	98.8	100	0	98.9	87.3
Heavy Vehicles	0	10	0	10	11	0	0	11	1	0	0	1	22
% Heavy Vehicles	0	26.3	0	25.0	26.8	0	0	26.2	1.2	0	0	1.1	12.7





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File Name : 133186 DD
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/S: Parking Loop/ Water Street
W: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Cars - Heavy Vehicles

Start Time	Parking Loop From North			Water Street From South			Union Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
10:30 AM	0	11	0	9	0	0	12	1	0	33
10:45 AM	0	8	0	8	0	0	16	0	0	32
Total	0	19	0	17	0	0	28	1	0	65
11:00 AM	0	7	0	7	0	1	17	0	0	32
11:15 AM	0	6	0	7	0	0	14	0	0	27
11:30 AM	0	10	0	7	0	0	28	3	0	48
11:45 AM	0	7	0	7	0	0	22	0	0	36
Total	0	30	0	28	0	1	81	3	0	143
12:00 PM	0	7	0	10	0	0	19	0	0	36
12:15 PM	0	5	0	4	0	0	12	0	0	21
12:30 PM	0	5	0	7	0	1	10	0	0	23
12:45 PM	0	16	0	17	0	0	15	0	0	48
Total	0	33	0	38	0	1	56	0	0	128
01:00 PM	0	7	0	11	0	0	16	0	0	34
01:15 PM	0	9	0	7	0	0	23	0	0	39
01:30 PM	0	8	0	7	0	0	9	0	0	24
01:45 PM	0	7	0	5	0	0	14	0	0	26
Total	0	31	0	30	0	0	62	0	0	123
02:00 PM	0	14	0	12	0	0	19	2	0	47
02:15 PM	0	8	0	9	0	0	15	1	0	33
Grand Total	0	135	0	134	0	2	261	7	0	539
Apprch %	0	100	0	98.5	0	1.5	97.4	2.6	0	
Total %	0	25	0	24.9	0	0.4	48.4	1.3	0	
Cars	0	107	0	105	0	2	260	7	0	481
% Cars	0	79.3	0	78.4	0	100	99.6	100	0	89.2
Heavy Vehicles	0	28	0	29	0	0	1	0	0	58
% Heavy Vehicles	0	20.7	0	21.6	0	0	0.4	0	0	10.8

Start Time	Parking Loop From North				Water Street From South				Union Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	6	0	6	7	0	0	7	14	0	0	14	27
11:30 AM	0	10	0	10	7	0	0	7	28	3	0	31	48
11:45 AM	0	7	0	7	7	0	0	7	22	0	0	22	36
12:00 PM	0	7	0	7	10	0	0	10	19	0	0	19	36
Total Volume	0	30	0	30	31	0	0	31	83	3	0	86	147
% App. Total	0	100	0	100	100	0	0	100	96.5	3.5	0	100	
PHF	.000	.750	.000	.750	.775	.000	.000	.775	.741	.250	.000	.694	.766
Cars	0	24	0	24	25	0	0	25	83	3	0	86	135
% Cars	0	80.0	0	80.0	80.6	0	0	80.6	100	100	0	100	91.8
Heavy Vehicles	0	6	0	6	6	0	0	6	0	0	0	0	12
% Heavy Vehicles	0	20.0	0	20.0	19.4	0	0	19.4	0	0	0	0	8.2



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File Name : 133186 DD
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/S: Parking Loop/ Water Street
W: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Cars

Start Time	Parking Loop From North			Water Street From South			Union Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
10:30 AM	0	10	0	8	0	0	12	1	0	31
10:45 AM	0	6	0	5	0	0	16	0	0	27
Total	0	16	0	13	0	0	28	1	0	58
11:00 AM	0	4	0	5	0	1	17	0	0	27
11:15 AM	0	5	0	6	0	0	14	0	0	25
11:30 AM	0	9	0	6	0	0	28	3	0	46
11:45 AM	0	5	0	4	0	0	22	0	0	31
Total	0	23	0	21	0	1	81	3	0	129
12:00 PM	0	5	0	9	0	0	19	0	0	33
12:15 PM	0	4	0	3	0	0	12	0	0	19
12:30 PM	0	4	0	6	0	1	10	0	0	21
12:45 PM	0	14	0	15	0	0	15	0	0	44
Total	0	27	0	33	0	1	56	0	0	117
01:00 PM	0	5	0	9	0	0	15	0	0	29
01:15 PM	0	7	0	5	0	0	23	0	0	35
01:30 PM	0	6	0	4	0	0	9	0	0	19
01:45 PM	0	5	0	4	0	0	14	0	0	23
Total	0	23	0	22	0	0	61	0	0	106
02:00 PM	0	12	0	9	0	0	19	2	0	42
02:15 PM	0	6	0	7	0	0	15	1	0	29
Grand Total	0	107	0	105	0	2	260	7	0	481
Apprch %	0	100	0	98.1	0	1.9	97.4	2.6	0	
Total %	0	22.2	0	21.8	0	0.4	54.1	1.5	0	

Start Time	Parking Loop From North				Water Street From South				Union Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	5	0	5	6	0	0	6	14	0	0	14	25
11:30 AM	0	9	0	9	6	0	0	6	28	3	0	31	46
11:45 AM	0	5	0	5	4	0	0	4	22	0	0	22	31
12:00 PM	0	5	0	5	9	0	0	9	19	0	0	19	33
Total Volume	0	24	0	24	25	0	0	25	83	3	0	86	135
% App. Total	0	100	0		100	0	0		96.5	3.5	0		
PHF	.000	.667	.000	.667	.694	.000	.000	.694	.741	.250	.000	.694	.734



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File Name : 133186 DD
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/S: Parking Loop/ Water Street
W: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Heavy Vehicles

Start Time	Parking Loop From North			Water Street From South			Union Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
10:30 AM	0	1	0	1	0	0	0	0	0	2
10:45 AM	0	2	0	3	0	0	0	0	0	5
Total	0	3	0	4	0	0	0	0	0	7
11:00 AM	0	3	0	2	0	0	0	0	0	5
11:15 AM	0	1	0	1	0	0	0	0	0	2
11:30 AM	0	1	0	1	0	0	0	0	0	2
11:45 AM	0	2	0	3	0	0	0	0	0	5
Total	0	7	0	7	0	0	0	0	0	14
12:00 PM	0	2	0	1	0	0	0	0	0	3
12:15 PM	0	1	0	1	0	0	0	0	0	2
12:30 PM	0	1	0	1	0	0	0	0	0	2
12:45 PM	0	2	0	2	0	0	0	0	0	4
Total	0	6	0	5	0	0	0	0	0	11
01:00 PM	0	2	0	2	0	0	1	0	0	5
01:15 PM	0	2	0	2	0	0	0	0	0	4
01:30 PM	0	2	0	3	0	0	0	0	0	5
01:45 PM	0	2	0	1	0	0	0	0	0	3
Total	0	8	0	8	0	0	1	0	0	17
02:00 PM	0	2	0	3	0	0	0	0	0	5
02:15 PM	0	2	0	2	0	0	0	0	0	4
Grand Total	0	28	0	29	0	0	1	0	0	58
Apprch %	0	100	0	100	0	0	100	0	0	
Total %	0	48.3	0	50	0	0	1.7	0	0	

Start Time	Parking Loop From North				Water Street From South				Union Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:45 PM													
12:45 PM	0	2	0	2	2	0	0	2	0	0	0	0	4
01:00 PM	0	2	0	2	2	0	0	2	1	0	0	1	5
01:15 PM	0	2	0	2	2	0	0	2	0	0	0	0	4
01:30 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
Total Volume	0	8	0	8	9	0	0	9	1	0	0	1	18
% App. Total	0	100	0		100	0	0		100	0	0		
PHF	.000	1.00	.000	1.00	.750	.000	.000	.750	.250	.000	.000	.250	.900



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N/S: Parking Loop/ Water Street
W: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 DD
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Parking Loop From North			Water Street From South			Union Street From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
10:30 AM	0	0	11	0	0	6	0	0	4	21
10:45 AM	0	0	1	0	0	4	0	0	5	10
Total	0	0	12	0	0	10	0	0	9	31
11:00 AM	0	0	3	0	0	6	0	0	2	11
11:15 AM	0	0	3	0	0	8	2	0	1	14
11:30 AM	0	0	4	1	0	24	0	0	9	38
11:45 AM	0	0	5	0	0	1	0	0	2	8
Total	0	0	15	1	0	39	2	0	14	71
12:00 PM	0	0	2	0	0	7	0	0	2	11
12:15 PM	0	0	0	0	0	3	0	0	3	6
12:30 PM	0	0	2	0	0	14	0	0	6	22
12:45 PM	0	0	27	0	0	21	0	0	1	49
Total	0	0	31	0	0	45	0	0	12	88
01:00 PM	0	0	8	0	0	8	0	0	2	18
01:15 PM	0	0	3	1	0	4	0	0	2	10
01:30 PM	0	0	2	0	0	1	0	0	5	8
01:45 PM	0	0	3	0	0	3	0	0	2	8
Total	0	0	16	1	0	16	0	0	11	44
02:00 PM	0	1	18	0	0	7	0	0	10	36
02:15 PM	0	0	10	0	0	5	0	0	1	16
Grand Total	0	1	102	2	0	122	2	0	57	286
Apprch %	0	1	99	1.6	0	98.4	3.4	0	96.6	
Total %	0	0.3	35.7	0.7	0	42.7	0.7	0	19.9	

Start Time	Parking Loop From North				Water Street From South				Union Street From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:30 PM													
12:30 PM	0	0	2	2	0	0	14	14	0	0	6	6	22
12:45 PM	0	0	27	27	0	0	21	21	0	0	1	1	49
01:00 PM	0	0	8	8	0	0	8	8	0	0	2	2	18
01:15 PM	0	0	3	3	1	0	4	5	0	0	2	2	10
Total Volume	0	0	40	40	1	0	47	48	0	0	11	11	99
% App. Total	0	0	100		2.1	0	97.9		0	0	100		
PHF	.000	.000	.370	.370	.250	.000	.560	.571	.000	.000	.458	.458	.505



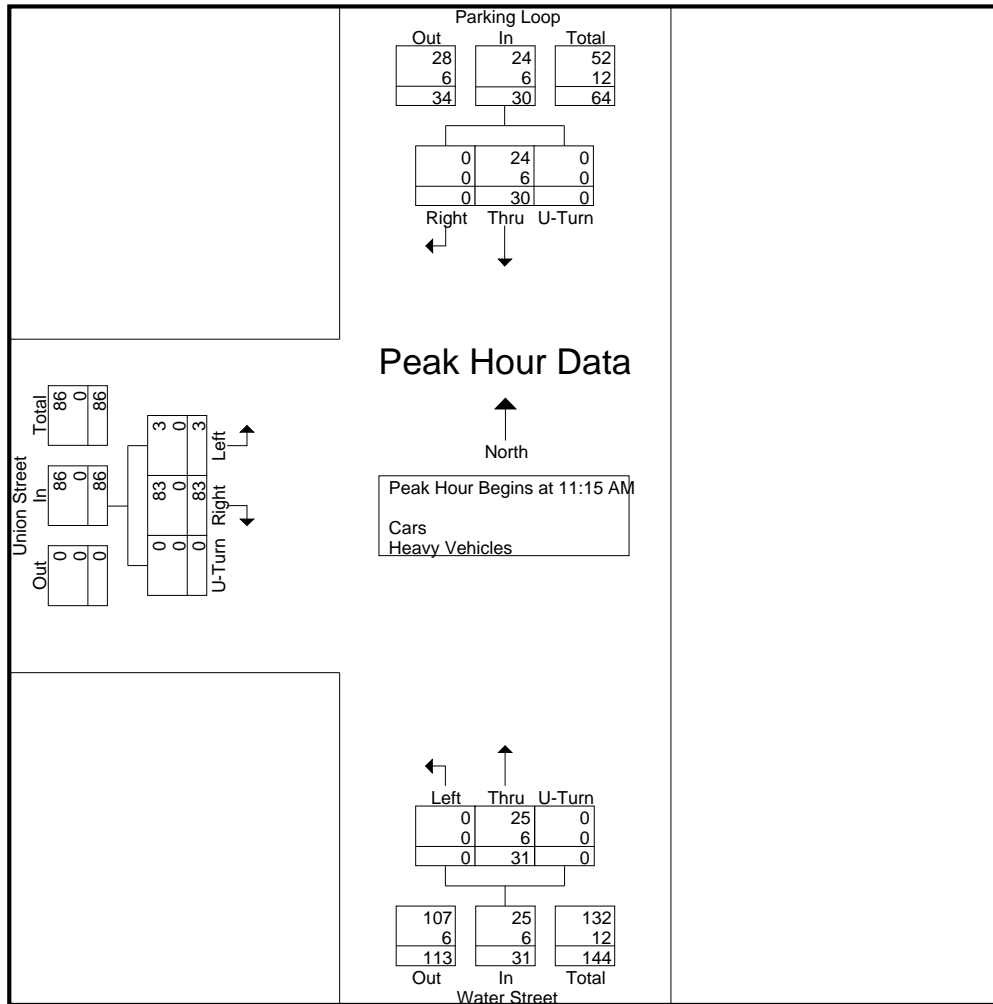
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Start Time	Parking Loop From North				Water Street From South				Union Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	6	0	6	7	0	0	7	14	0	0	14	27
11:30 AM	0	10	0	10	7	0	0	7	28	3	0	31	48
11:45 AM	0	7	0	7	7	0	0	7	22	0	0	22	36
12:00 PM	0	7	0	7	10	0	0	10	19	0	0	19	36
Total Volume	0	30	0	30	31	0	0	31	83	3	0	86	147
% App. Total	0	100	0		100	0	0		96.5	3.5	0		
PHF	.000	.750	.000	.750	.775	.000	.000	.775	.741	.250	.000	.694	.766
Cars	0	24	0	24	25	0	0	25	83	3	0	86	135
% Cars	0	80.0	0	80.0	80.6	0	0	80.6	100	100	0	100	91.8
Heavy Vehicles	0	6	0	6	6	0	0	6	0	0	0	0	12
% Heavy Vehicles	0	20.0	0	20.0	19.4	0	0	19.4	0	0	0	0	8.2





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Email: datarequests@pdillc.com

N/S: Municipal Parking/ Cromwell Lane
E/W: Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 E
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Municipal Parking From North				Norton Lane From East				Cromwell Lane From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	31	2	0	35
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	31	1	0	34
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	14	0	0	16
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	22	1	0	24
Total	0	0	0	0	0	0	0	0	0	0	0	0	7	98	4	0	109
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	21	0	0	23
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	26
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	3	34	0	0	38
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	21	0	0	23
Total	0	1	0	0	0	0	0	0	0	0	0	0	8	101	0	0	110
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	18	0	0	20
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	2	19	0	0	22
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	23	0	0	25
Total	0	1	0	0	0	0	0	0	1	0	0	0	5	80	0	0	87
Grand Total	0	2	0	0	0	0	0	0	1	0	0	0	20	279	4	0	306
Apprch %	0	100	0	0	0	0	0	0	100	0	0	0	6.6	92.1	1.3	0	
Total %	0	0.7	0	0	0	0	0	0	0.3	0	0	0	6.5	91.2	1.3	0	
Cars	0	2	0	0	0	0	0	0	1	0	0	0	20	275	4	0	302
% Cars	0	100	0	0	0	0	0	0	100	0	0	0	100	98.6	100	0	98.7
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	1.3

Start Time	Municipal Parking From North					Norton Lane From East					Cromwell Lane From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22	1	0	24	24
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	0	0	23	23
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	26	26
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	34	0	0	37	38
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	102	1	0	110	111
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		6.4	92.7	0.9	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583	.750	.250	.000	.743	.730
Cars	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	100	1	0	108	109
% Cars	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	100	98.0	100	0	98.2	98.2
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	0	0	1.8	1.8

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:45 PM



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City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 E
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars

Start Time	Municipal Parking From North				Norton Lane From East				Cromwell Lane From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	30	2	0	34
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	31	1	0	34
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	14	0	0	16
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	22	1	0	24
Total	0	0	0	0	0	0	0	0	0	0	0	0	7	97	4	0	108
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	21	0	0	23
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	26
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	3	32	0	0	36
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	21	0	0	23
Total	0	1	0	0	0	0	0	0	0	0	0	0	8	99	0	0	108
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	18	0	0	20
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	2	19	0	0	22
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	22	0	0	24
Total	0	1	0	0	0	0	0	0	1	0	0	0	5	79	0	0	86
Grand Total	0	2	0	0	0	0	0	0	1	0	0	0	20	275	4	0	302
Apprch %	0	100	0	0	0	0	0	0	100	0	0	0	6.7	92	1.3	0	
Total %	0	0.7	0	0	0	0	0	0	0.3	0	0	0	6.6	91.1	1.3	0	

Start Time	Municipal Parking From North					Norton Lane From East					Cromwell Lane From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22	1	0	24	24
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	0	0	23	23
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	26	26
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	32	0	0	35	36
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	100	1	0	108	109
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		6.5	92.6	0.9	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583	.781	.250	.000	.771	.757



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N/S: Municipal Parking/ Cromwell Lane
E/W: Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 E
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Municipal Parking From North				Norton Lane From East				Cromwell Lane From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	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	1	0	0	1
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	2	0	0	2
04:45 PM	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	2	0	0	2
05:00 PM	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
05:30 PM	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	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	

Start Time	Municipal Parking From North					Norton Lane From East					Cromwell Lane From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:45 PM



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Client: VHB/ M. Kealey

File Name : 133186 E
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Municipal Parking From North				Norton Lane From East				Cromwell Lane From South				Norton Lane From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
03:00 PM	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	3	9
03:15 PM	0	0	0	9	0	0	0	0	0	0	0	3	0	0	0	2	14
03:30 PM	0	0	0	12	0	0	0	2	0	0	0	4	0	0	0	4	22
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	9
Total	0	0	0	24	0	0	0	3	0	0	0	14	0	0	0	13	54
04:00 PM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	5
04:15 PM	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	10
04:30 PM	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
04:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	0	28	0	0	0	3	0	0	0	0	0	0	0	2	33
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0	1	10
05:45 PM	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	4
Total	0	0	0	2	0	0	0	2	0	0	0	10	0	0	0	4	18
Grand Total	0	0	0	54	0	0	0	8	0	0	0	24	0	0	0	19	105
Apprch %	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	100	
Total %	0	0	0	51.4	0	0	0	7.6	0	0	0	22.9	0	0	0	18.1	

Start Time	Municipal Parking From North					Norton Lane From East					Cromwell Lane From South					Norton Lane From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	9
03:15 PM	0	0	0	9	9	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	14
03:30 PM	0	0	0	12	12	0	0	0	2	2	0	0	0	4	4	0	0	0	4	4	22
03:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	4	4	0	0	0	4	4	9
Total Volume	0	0	0	24	24	0	0	0	3	3	0	0	0	14	14	0	0	0	13	13	54
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.375	.375	.000	.000	.000	.875	.875	.000	.000	.000	.813	.813	.614

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



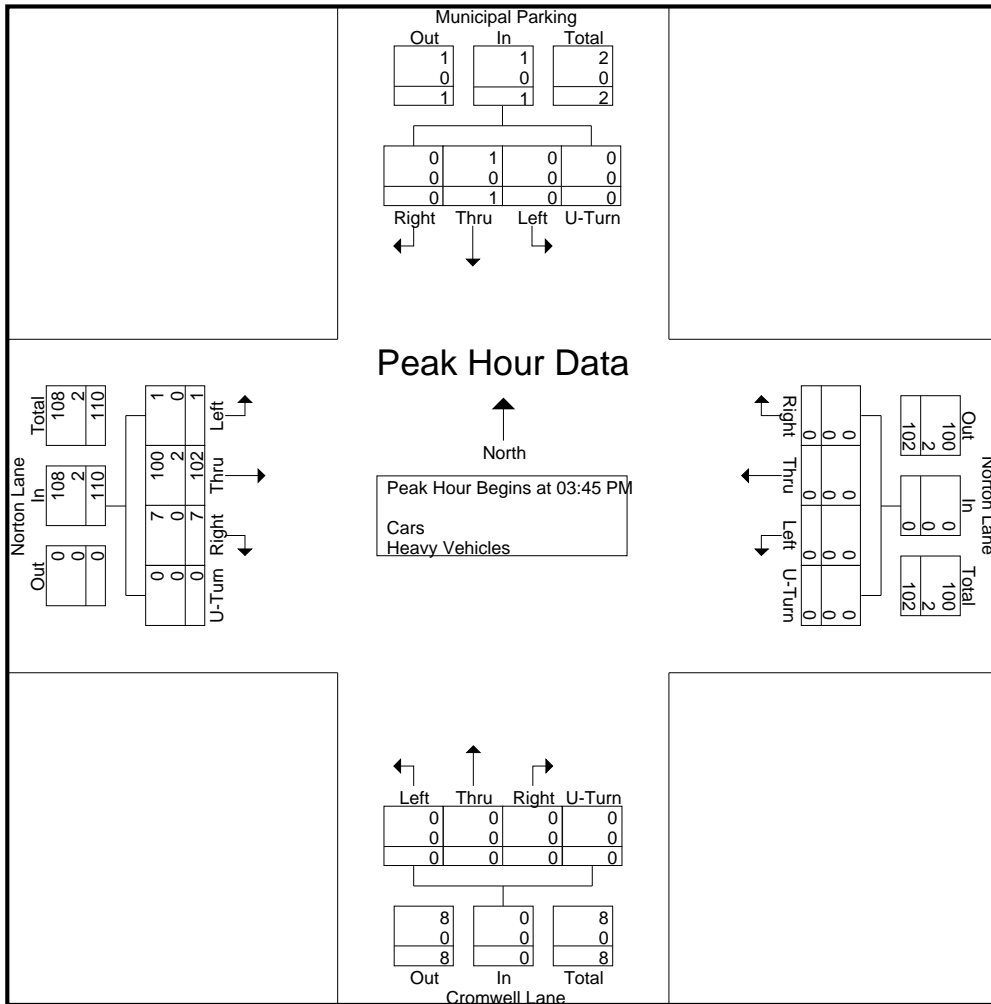
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Start Time	Municipal Parking From North					Norton Lane From East					Cromwell Lane From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22	1	0	24	24
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	0	0	23	23
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	26	26
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	34	0	0	37	38
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	102	1	0	110	111
% App. Total	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	6.4	92.7	0.9	0	100	100
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583	.750	.250	.000	.743	.730
Cars	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	100	1	0	108	109
% Cars	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	100	98.0	100	0	98.2	98.2
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	0	0	1.8	1.8





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File Name : 133186 EE
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Start Date : 1/19/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Municipal Parking From North				Norton Lane From East				Cromwell Lane From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	24	0	0	25
10:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	2	22	0	0	25
Total	0	0	0	0	0	0	0	0	2	0	0	0	2	46	0	0	50
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	24	0	0	26
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	16	0	0	20
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	2	27	0	0	30
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	21	0	0	23
Total	0	0	0	0	0	0	0	0	1	0	0	0	10	88	0	0	99
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	2	22	0	0	25
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	19	0	0	20
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	20	0	0	21
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	22	0	0	27
Total	0	0	0	0	0	0	0	0	3	0	0	0	7	83	0	0	93
01:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	17	0	0	18
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	3	13	0	0	17
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	4	19	0	0	24
01:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	3	20	0	0	24
Total	0	3	0	0	0	0	0	0	1	0	0	0	10	69	0	0	83
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	26	0	0	29
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	13	0	0	15
Grand Total	0	3	0	0	0	0	0	0	7	0	0	0	34	325	0	0	369
Apprch %	0	100	0	0	0	0	0	0	100	0	0	0	9.5	90.5	0	0	
Total %	0	0.8	0	0	0	0	0	0	1.9	0	0	0	9.2	88.1	0	0	
Cars	0	3	0	0	0	0	0	0	6	0	0	0	34	323	0	0	366
% Cars	0	100	0	0	0	0	0	0	85.7	0	0	0	100	99.4	0	0	99.2
Heavy Vehicles	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
% Heavy Vehicles	0	0	0	0	0	0	0	0	14.3	0	0	0	0	0.6	0	0	0.8

Start Time	Municipal Parking From North					Norton Lane From East					Cromwell Lane From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45 AM																					
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	22	0	0	24	25
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24	0	0	26	26
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16	0	0	20	20
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	27	0	0	29	30
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	10	89	0	0	99	101
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	10.1	89.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.625	.824	.000	.000	.853	.842
Cars	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	10	87	0	0	97	99
% Cars	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	100	97.8	0	0	98.0	98.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0	2.0	2.0



PRECISION
D A T A
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N/S: Municipal Parking/ Cromwell Lane
E/W: Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 EE
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Cars

Start Time	Municipal Parking From North				Norton Lane From East				Cromwell Lane From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	24	0	0	25
10:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	2	22	0	0	25
Total	0	0	0	0	0	0	0	0	2	0	0	0	2	46	0	0	50
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	23	0	0	25
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	16	0	0	20
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	2	26	0	0	29
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	21	0	0	23
Total	0	0	0	0	0	0	0	0	1	0	0	0	10	86	0	0	97
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	2	22	0	0	25
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	19	0	0	20
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	20	0	0	21
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	22	0	0	27
Total	0	0	0	0	0	0	0	0	3	0	0	0	7	83	0	0	93
01:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	17	0	0	18
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	3	13	0	0	17
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	4	19	0	0	24
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	20	0	0	23
Total	0	3	0	0	0	0	0	0	0	0	0	0	10	69	0	0	82
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	26	0	0	29
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	13	0	0	15
Grand Total	0	3	0	0	0	0	0	0	6	0	0	0	34	323	0	0	366
Apprch %	0	100	0	0	0	0	0	0	100	0	0	0	9.5	90.5	0	0	
Total %	0	0.8	0	0	0	0	0	0	1.6	0	0	0	9.3	88.3	0	0	

Start Time	Municipal Parking From North					Norton Lane From East					Cromwell Lane From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45 AM																					
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	22	0	0	24	25
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23	0	0	25	25
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16	0	0	20	20
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	26	0	0	28	29
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	10	87	0	0	97	99
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	10.3	89.7	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.625	.837	.000	.000	.866	.853



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N/S: Municipal Parking/ Cromwell Lane
E/W: Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 EE
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Municipal Parking From North				Norton Lane From East				Cromwell Lane From South				Norton Lane From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
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	1	0	0	1
11:45 AM	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	2	0	0	2
12:00 PM	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
12:30 PM	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
Total	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
01:15 PM	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
01:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
Apprch %	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	0	0	0	33.3	0	0	0	0	66.7	0	0	

Start Time	Municipal Parking From North					Norton Lane From East					Cromwell Lane From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45 AM																					
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:15 AM	0	0	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	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500



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N/S: Municipal Parking/ Cromwell Lane
E/W: Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 EE
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Municipal Parking From North				Norton Lane From East				Cromwell Lane From South				Norton Lane From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
10:30 AM	0	0	0	2	0	0	0	0	0	0	0	5	0	1	0	0	8
10:45 AM	0	0	0	4	0	0	0	2	0	0	0	5	0	0	0	3	14
Total	0	0	0	6	0	0	0	2	0	0	0	10	0	1	0	3	22
11:00 AM	0	0	0	4	0	0	0	1	0	0	0	6	0	0	0	4	15
11:15 AM	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	3	11
11:30 AM	0	1	0	12	0	0	0	0	0	0	0	2	0	0	0	9	24
11:45 AM	0	0	0	10	0	0	0	2	0	0	0	8	0	0	0	5	25
Total	0	1	0	32	0	0	0	3	0	0	0	18	0	0	0	21	75
12:00 PM	0	0	0	8	0	0	0	3	0	0	0	0	0	0	0	6	17
12:15 PM	0	0	0	12	0	0	0	3	0	0	0	4	0	0	0	7	26
12:30 PM	0	0	0	13	0	0	0	1	0	0	0	0	0	1	0	0	15
12:45 PM	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	2	17
Total	0	0	0	48	0	0	0	7	0	0	0	4	0	1	0	15	75
01:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	4
01:15 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30 PM	0	0	0	15	0	0	0	0	0	0	0	3	0	0	0	14	32
01:45 PM	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	7	16
Total	0	0	0	31	0	0	0	0	0	0	0	5	0	1	0	22	59
02:00 PM	0	0	1	13	0	0	0	0	0	0	0	8	0	0	0	9	31
02:15 PM	0	0	0	19	0	0	0	0	0	0	0	3	0	0	0	9	31
Grand Total	0	1	1	149	0	0	0	12	0	0	0	48	0	3	0	79	293
Apprch %	0	0.7	0.7	98.7	0	0	0	100	0	0	0	100	0	3.7	0	96.3	
Total %	0	0.3	0.3	50.9	0	0	0	4.1	0	0	0	16.4	0	1	0	27	

Start Time	Municipal Parking From North					Norton Lane From East					Cromwell Lane From South					Norton Lane From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:30 PM																					
01:30 PM	0	0	0	15	15	0	0	0	0	0	0	0	0	3	3	0	0	0	14	14	32
01:45 PM	0	0	0	7	7	0	0	0	0	0	0	0	0	2	2	0	0	0	7	7	16
02:00 PM	0	0	1	13	14	0	0	0	0	0	0	0	0	8	8	0	0	0	9	9	31
02:15 PM	0	0	0	19	19	0	0	0	0	0	0	0	0	3	3	0	0	0	9	9	31
Total Volume	0	0	1	54	55	0	0	0	0	0	0	0	0	16	16	0	0	0	39	39	110
% App. Total	0	0	1.8	98.2		0	0	0	0		0	0	0	100		0	0	0	100		
PHF	.000	.000	.250	.711	.724	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.696	.696	.859



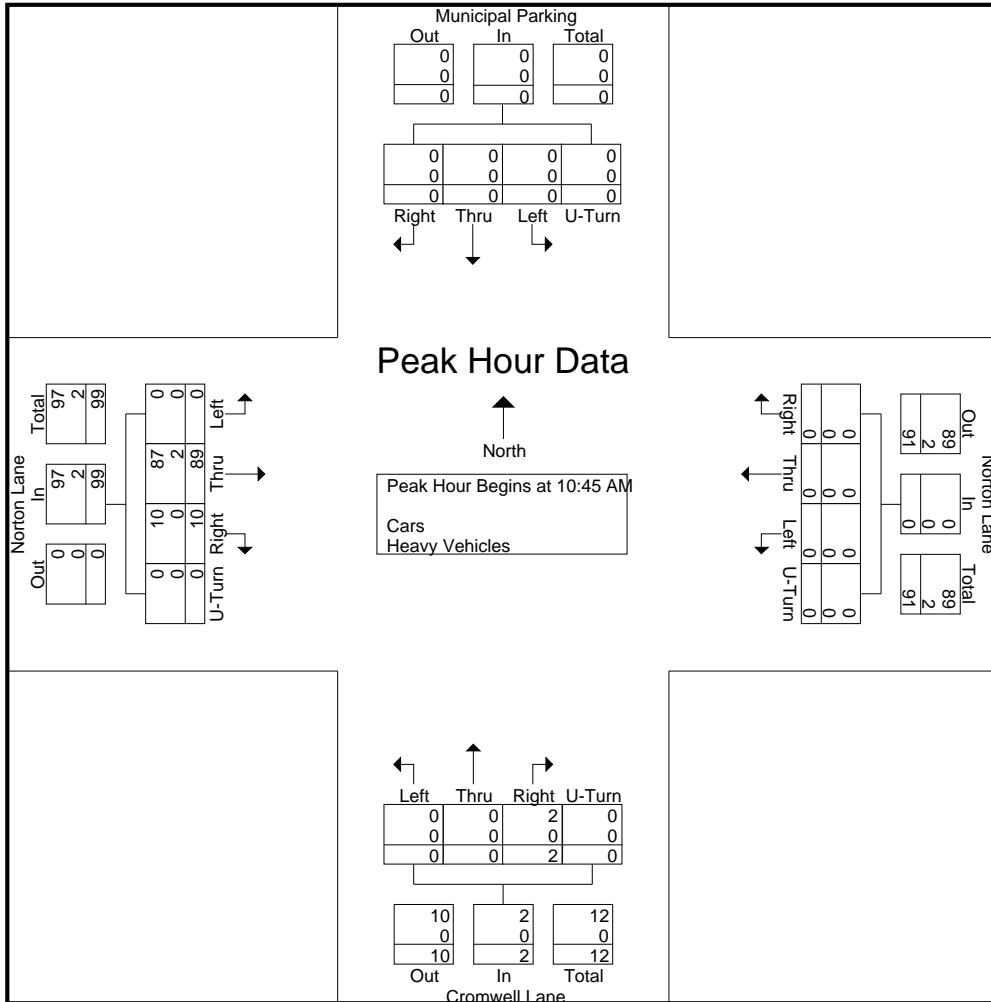
PRECISION
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N/S: Municipal Parking/ Cromwell Lane
E/W: Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 EE
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Start Time	Municipal Parking From North					Norton Lane From East					Cromwell Lane From South					Norton Lane From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45 AM																					
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	22	0	0	24	25
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24	0	0	26	26
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16	0	0	20	20
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	27	0	0	29	30
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	10	89	0	0	99	101
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	10.1	89.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.625	.824	.000	.000	.853	.842
Cars	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	10	87	0	0	97	99
% Cars	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	100	97.8	0	0	98.0	98.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0	2.0	2.0





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File Name : 133186 F
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/S: Main Street
E: Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Cars - Heavy Vehicles

Start Time	Main Street From North			Norton Lane From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	0	0	0	0	0	0	36	94	0	130
03:15 PM	0	0	0	0	0	0	32	96	0	128
03:30 PM	0	0	0	0	0	0	18	66	0	84
03:45 PM	0	0	0	0	0	0	23	67	0	90
Total	0	0	0	0	0	0	109	323	0	432
04:00 PM	0	0	0	0	0	0	22	68	0	90
04:15 PM	0	0	0	0	0	0	24	95	0	119
04:30 PM	0	0	0	0	0	0	35	85	0	120
04:45 PM	0	0	0	0	0	0	22	71	0	93
Total	0	0	0	0	0	0	103	319	0	422
05:00 PM	0	0	0	0	0	0	19	73	0	92
05:15 PM	0	0	0	0	0	0	18	72	0	90
05:30 PM	0	0	0	0	0	0	20	49	0	69
05:45 PM	0	0	0	0	0	0	25	70	0	95
Total	0	0	0	0	0	0	82	264	0	346
Grand Total	0	0	0	0	0	0	294	906	0	1200
Apprch %	0	0	0	0	0	0	24.5	75.5	0	
Total %	0	0	0	0	0	0	24.5	75.5	0	
Cars	0	0	0	0	0	0	289	890	0	1179
% Cars	0	0	0	0	0	0	98.3	98.2	0	98.2
Heavy Vehicles	0	0	0	0	0	0	5	16	0	21
% Heavy Vehicles	0	0	0	0	0	0	1.7	1.8	0	1.8

Start Time	Main Street From North				Norton Lane From East				Main Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	0	0	0	0	0	0	0	0	36	94	0	130	130
03:15 PM	0	0	0	0	0	0	0	0	32	96	0	128	128
03:30 PM	0	0	0	0	0	0	0	0	18	66	0	84	84
03:45 PM	0	0	0	0	0	0	0	0	23	67	0	90	90
Total Volume	0	0	0	0	0	0	0	0	109	323	0	432	432
% App. Total	0	0	0	0	0	0	0	0	25.2	74.8	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.757	.841	.000	.831	.831
Cars	0	0	0	0	0	0	0	0	108	316	0	424	424
% Cars	0	0	0	0	0	0	0	0	99.1	97.8	0	98.1	98.1
Heavy Vehicles	0	0	0	0	0	0	0	0	1	7	0	8	8
% Heavy Vehicles	0	0	0	0	0	0	0	0	0.9	2.2	0	1.9	1.9



PRECISION
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N/S: Main Street
E: Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 F
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars

Start Time	Main Street From North			Norton Lane From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	0	0	0	0	0	0	35	93	0	128
03:15 PM	0	0	0	0	0	0	32	91	0	123
03:30 PM	0	0	0	0	0	0	18	65	0	83
03:45 PM	0	0	0	0	0	0	23	67	0	90
Total	0	0	0	0	0	0	108	316	0	424
04:00 PM	0	0	0	0	0	0	22	67	0	89
04:15 PM	0	0	0	0	0	0	24	94	0	118
04:30 PM	0	0	0	0	0	0	32	83	0	115
04:45 PM	0	0	0	0	0	0	22	69	0	91
Total	0	0	0	0	0	0	100	313	0	413
05:00 PM	0	0	0	0	0	0	19	72	0	91
05:15 PM	0	0	0	0	0	0	18	72	0	90
05:30 PM	0	0	0	0	0	0	20	49	0	69
05:45 PM	0	0	0	0	0	0	24	68	0	92
Total	0	0	0	0	0	0	81	261	0	342
Grand Total	0	0	0	0	0	0	289	890	0	1179
Apprch %	0	0	0	0	0	0	24.5	75.5	0	
Total %	0	0	0	0	0	0	24.5	75.5	0	

Start Time	Main Street From North				Norton Lane From East				Main Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	35	93	0	128	128
03:15 PM	0	0	0	0	0	0	0	0	32	91	0	123	123
03:30 PM	0	0	0	0	0	0	0	0	18	65	0	83	83
03:45 PM	0	0	0	0	0	0	0	0	23	67	0	90	90
Total Volume	0	0	0	0	0	0	0	0	108	316	0	424	424
% App. Total	0	0	0	0	0	0	0	0	25.5	74.5	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.771	.849	.000	.828	.828

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



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File Name : 133186 F
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/S: Main Street
E: Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Heavy Vehicles

Start Time	Main Street From North			Norton Lane From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	0	0	0	0	0	0	1	1	0	2
03:15 PM	0	0	0	0	0	0	0	5	0	5
03:30 PM	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	7	0	8
04:00 PM	0	0	0	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	0	0	0	0	0	3	2	0	5
04:45 PM	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	3	6	0	9
05:00 PM	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	2	0	3
Total	0	0	0	0	0	0	1	3	0	4
Grand Total	0	0	0	0	0	0	5	16	0	21
Apprch %	0	0	0	0	0	0	23.8	76.2	0	
Total %	0	0	0	0	0	0	23.8	76.2	0	

Start Time	Main Street From North				Norton Lane From East				Main Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	3	2	0	5	5
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	0	0	3	6	0	9	9
% App. Total	0	0	0	0	0	0	0	0	33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.750	.000	.450	.450

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



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File Name : 133186 F
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/S: Main Street
E: Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Peds and Bicycles

Start Time	Main Street From North			Norton Lane From East			Main Street From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
03:00 PM	0	0	10	0	0	13	0	0	2	25
03:15 PM	0	0	15	0	0	20	0	0	5	40
03:30 PM	0	0	10	0	0	20	0	1	0	31
03:45 PM	0	0	8	0	0	21	0	0	0	29
Total	0	0	43	0	0	74	0	1	7	125
04:00 PM	0	0	2	0	0	17	0	0	0	19
04:15 PM	0	0	4	0	0	19	0	0	0	23
04:30 PM	0	0	3	0	0	13	0	0	1	17
04:45 PM	0	0	2	0	0	5	0	0	3	10
Total	0	0	11	0	0	54	0	0	4	69
05:00 PM	0	0	0	0	0	5	0	1	0	6
05:15 PM	0	0	0	0	0	7	0	0	0	7
05:30 PM	0	0	0	0	0	2	0	2	0	4
05:45 PM	0	0	1	0	0	6	0	0	0	7
Total	0	0	1	0	0	20	0	3	0	24
Grand Total	0	0	55	0	0	148	0	4	11	218
Apprch %	0	0	100	0	0	100	0	26.7	73.3	
Total %	0	0	25.2	0	0	67.9	0	1.8	5	

Start Time	Main Street From North				Norton Lane From East				Main Street From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
03:00 PM	0	0	10	10	0	0	13	13	0	0	2	2	25
03:15 PM	0	0	15	15	0	0	20	20	0	0	5	5	40
03:30 PM	0	0	10	10	0	0	20	20	0	1	0	1	31
03:45 PM	0	0	8	8	0	0	21	21	0	0	0	0	29
Total Volume	0	0	43	43	0	0	74	74	0	1	7	8	125
% App. Total	0	0	100		0	0	100		0	12.5	87.5		
PHF	.000	.000	.717	.717	.000	.000	.881	.881	.000	.250	.350	.400	.781

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



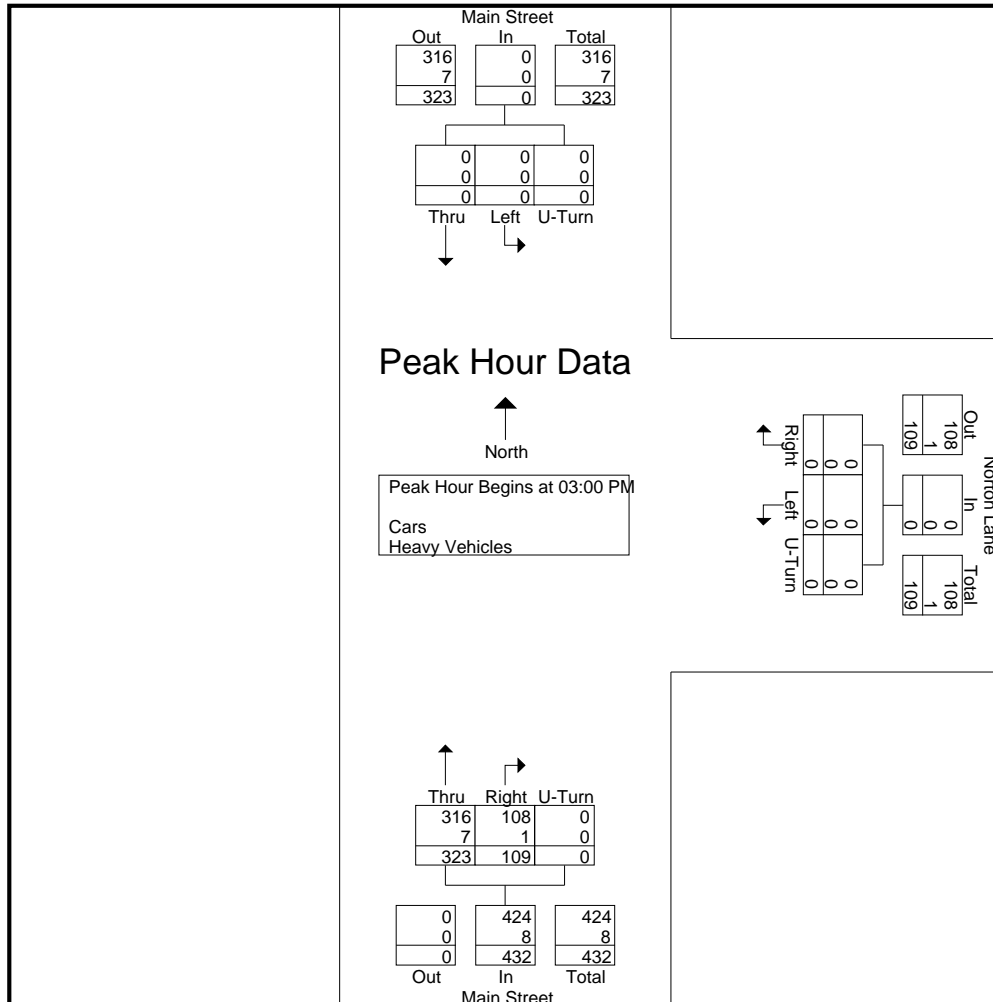
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N/S: Main Street
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File Name : 133186 F
Site Code : 72451
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Start Time	Main Street From North				Norton Lane From East				Main Street From South				Int. Total	
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 03:00 PM														
03:00 PM	0	0	0	0	0	0	0	0	0	36	94	0	130	130
03:15 PM	0	0	0	0	0	0	0	0	0	32	96	0	128	128
03:30 PM	0	0	0	0	0	0	0	0	0	18	66	0	84	84
03:45 PM	0	0	0	0	0	0	0	0	0	23	67	0	90	90
Total Volume	0	0	0	0	0	0	0	0	0	109	323	0	432	432
% App. Total	0	0	0	0	0	0	0	0	0	25.2	74.8	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.757	.841	.000	.831	.831
Cars	0	0	0	0	0	0	0	0	0	108	316	0	424	424
% Cars	0	0	0	0	0	0	0	0	0	99.1	97.8	0	98.1	98.1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	1	7	0	8	8
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0.9	2.2	0	1.9	1.9





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N/S: Main Street
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Client: VHB/ M. Kealey

File Name : 133186 FF
Site Code : 72451
Start Date : 1/19/2013
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Groups Printed- Cars - Heavy Vehicles

Start Time	Main Street From North			Norton Lane From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
10:30 AM	0	0	0	0	0	0	26	74	0	100
10:45 AM	0	0	0	0	0	0	24	75	0	99
Total	0	0	0	0	0	0	50	149	0	199
11:00 AM	0	0	0	0	0	0	28	74	0	102
11:15 AM	0	0	0	0	0	0	18	87	0	105
11:30 AM	0	0	0	0	0	0	30	100	0	130
11:45 AM	0	0	0	0	0	0	24	92	0	116
Total	0	0	0	0	0	0	100	353	0	453
12:00 PM	0	0	0	0	0	0	23	83	0	106
12:15 PM	0	0	0	0	0	0	18	87	0	105
12:30 PM	0	0	0	0	0	0	20	75	0	95
12:45 PM	0	0	0	0	0	0	28	90	0	118
Total	0	0	0	0	0	0	89	335	0	424
01:00 PM	0	0	0	0	0	0	19	81	0	100
01:15 PM	0	0	0	0	0	0	14	88	0	102
01:30 PM	0	0	0	0	0	0	23	66	0	89
01:45 PM	0	0	0	0	0	0	24	68	0	92
Total	0	0	0	0	0	0	80	303	0	383
02:00 PM	0	0	0	0	0	0	30	99	0	129
02:15 PM	0	0	0	0	0	0	16	70	0	86
Grand Total	0	0	0	0	0	0	365	1309	0	1674
Apprch %	0	0	0	0	0	0	21.8	78.2	0	
Total %	0	0	0	0	0	0	21.8	78.2	0	
Cars	0	0	0	0	0	0	363	1301	0	1664
% Cars	0	0	0	0	0	0	99.5	99.4	0	99.4
Heavy Vehicles	0	0	0	0	0	0	2	8	0	10
% Heavy Vehicles	0	0	0	0	0	0	0.5	0.6	0	0.6

Start Time	Main Street From North				Norton Lane From East				Main Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	0	0	0	0	0	0	0	18	87	0	105	105
11:30 AM	0	0	0	0	0	0	0	0	30	100	0	130	130
11:45 AM	0	0	0	0	0	0	0	0	24	92	0	116	116
12:00 PM	0	0	0	0	0	0	0	0	23	83	0	106	106
Total Volume	0	0	0	0	0	0	0	0	95	362	0	457	457
% App. Total	0	0	0	0	0	0	0	0	20.8	79.2	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.792	.905	.000	.879	.879
Cars	0	0	0	0	0	0	0	0	94	359	0	453	453
% Cars	0	0	0	0	0	0	0	0	98.9	99.2	0	99.1	99.1
Heavy Vehicles	0	0	0	0	0	0	0	0	1	3	0	4	4
% Heavy Vehicles	0	0	0	0	0	0	0	0	1.1	0.8	0	0.9	0.9



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N/S: Main Street
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Client: VHB/ M. Kealey

File Name : 133186 FF
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Cars

Start Time	Main Street From North			Norton Lane From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
10:30 AM	0	0	0	0	0	0	26	73	0	99
10:45 AM	0	0	0	0	0	0	24	75	0	99
Total	0	0	0	0	0	0	50	148	0	198
11:00 AM	0	0	0	0	0	0	27	74	0	101
11:15 AM	0	0	0	0	0	0	18	87	0	105
11:30 AM	0	0	0	0	0	0	29	98	0	127
11:45 AM	0	0	0	0	0	0	24	92	0	116
Total	0	0	0	0	0	0	98	351	0	449
12:00 PM	0	0	0	0	0	0	23	82	0	105
12:15 PM	0	0	0	0	0	0	18	86	0	104
12:30 PM	0	0	0	0	0	0	20	75	0	95
12:45 PM	0	0	0	0	0	0	28	89	0	117
Total	0	0	0	0	0	0	89	332	0	421
01:00 PM	0	0	0	0	0	0	19	80	0	99
01:15 PM	0	0	0	0	0	0	14	87	0	101
01:30 PM	0	0	0	0	0	0	23	66	0	89
01:45 PM	0	0	0	0	0	0	24	68	0	92
Total	0	0	0	0	0	0	80	301	0	381
02:00 PM	0	0	0	0	0	0	30	99	0	129
02:15 PM	0	0	0	0	0	0	16	70	0	86
Grand Total	0	0	0	0	0	0	363	1301	0	1664
Apprch %	0	0	0	0	0	0	21.8	78.2	0	
Total %	0	0	0	0	0	0	21.8	78.2	0	

Start Time	Main Street From North			App. Total	Norton Lane From East			App. Total	Main Street From South			Int. Total
	Thru	Left	U-Turn		Right	Left	U-Turn		Right	Thru	U-Turn	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 11:15 AM												
11:15 AM	0	0	0	0	0	0	0	0	18	87	0	105
11:30 AM	0	0	0	0	0	0	0	0	29	98	0	127
11:45 AM	0	0	0	0	0	0	0	0	24	92	0	116
12:00 PM	0	0	0	0	0	0	0	0	23	82	0	105
Total Volume	0	0	0	0	0	0	0	0	94	359	0	453
% App. Total	0	0	0	0	0	0	0	0	20.8	79.2	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.810	.916	.000	.892



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File Name : 133186 FF
Site Code : 72451
Start Date : 1/19/2013
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Groups Printed- Heavy Vehicles

Start Time	Main Street From North			Norton Lane From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
10:30 AM	0	0	0	0	0	0	0	1	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1
11:00 AM	0	0	0	0	0	0	1	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	2	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	4
12:00 PM	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	3	0	3
01:00 PM	0	0	0	0	0	0	0	1	0	1
01:15 PM	0	0	0	0	0	0	0	1	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	2	8	0	10
Apprch %	0	0	0	0	0	0	20	80	0	
Total %	0	0	0	0	0	0	20	80	0	

Start Time	Main Street From North			App. Total	Norton Lane From East			App. Total	Main Street From South			Int. Total
	Thru	Left	U-Turn		Right	Left	U-Turn		Right	Thru	U-Turn	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 11:30 AM												
11:30 AM	0	0	0	0	0	0	0	0	1	2	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	1	4	0	5
% App. Total	0	0	0	0	0	0	0	0	20	80	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.417



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File Name : 133186 FF
Site Code : 72451
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Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Main Street From North			Norton Lane From East			Main Street From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
10:30 AM	0	0	4	0	0	12	1	0	3	20
10:45 AM	0	0	5	0	0	13	0	0	0	18
Total	0	0	9	0	0	25	1	0	3	38
11:00 AM	0	0	10	0	0	25	0	0	1	36
11:15 AM	0	0	3	0	0	27	0	1	0	31
11:30 AM	0	0	8	0	0	37	0	0	2	47
11:45 AM	0	0	9	0	0	29	0	0	2	40
Total	0	0	30	0	0	118	0	1	5	154
12:00 PM	0	0	5	0	0	18	0	0	0	23
12:15 PM	0	0	5	0	0	15	0	0	2	22
12:30 PM	0	0	9	0	0	26	1	0	0	36
12:45 PM	0	0	16	0	0	19	0	0	0	35
Total	0	0	35	0	0	78	1	0	2	116
01:00 PM	0	0	5	0	0	18	0	0	0	23
01:15 PM	0	0	13	0	0	36	0	0	2	51
01:30 PM	0	0	8	0	0	20	0	0	1	29
01:45 PM	0	0	5	0	0	18	0	0	0	23
Total	0	0	31	0	0	92	0	0	3	126
02:00 PM	0	0	8	0	0	28	0	1	0	37
02:15 PM	0	0	4	0	0	8	0	0	0	12
Grand Total	0	0	117	0	0	349	2	2	13	483
Apprch %	0	0	100	0	0	100	11.8	11.8	76.5	
Total %	0	0	24.2	0	0	72.3	0.4	0.4	2.7	

Start Time	Main Street From North				Norton Lane From East				Main Street From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	0	0	10	10	0	0	25	25	0	0	1	1	36
11:15 AM	0	0	3	3	0	0	27	27	0	1	0	1	31
11:30 AM	0	0	8	8	0	0	37	37	0	0	2	2	47
11:45 AM	0	0	9	9	0	0	29	29	0	0	2	2	40
Total Volume	0	0	30	30	0	0	118	118	0	1	5	6	154
% App. Total	0	0	100		0	0	100		0	16.7	83.3		
PHF	.000	.000	.750	.750	.000	.000	.797	.797	.000	.250	.625	.750	.819



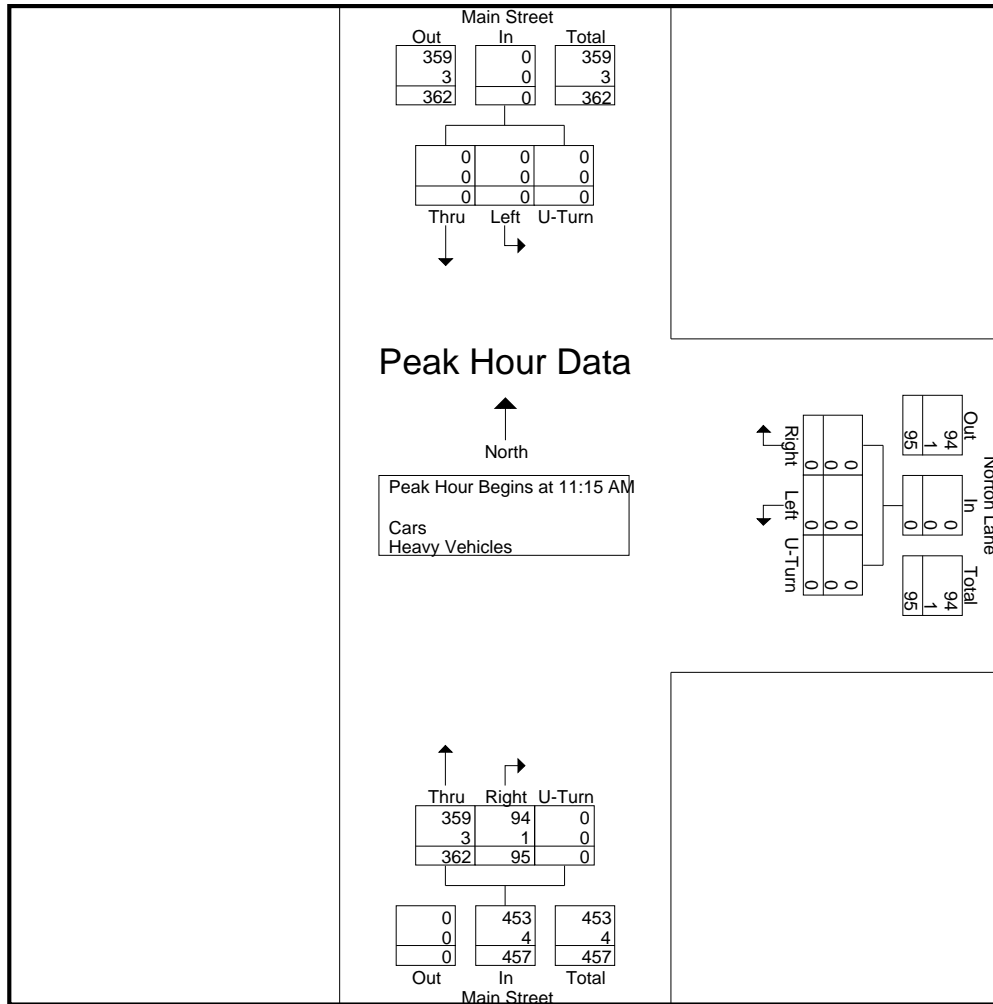
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N/S: Main Street
E: Norton Lane
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 FF
Site Code : 72451
Start Date : 1/19/2013
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Start Time	Main Street From North				Norton Lane From East				Main Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	0	0	0	0	0	0	0	18	87	0	105	105
11:30 AM	0	0	0	0	0	0	0	0	30	100	0	130	130
11:45 AM	0	0	0	0	0	0	0	0	24	92	0	116	116
12:00 PM	0	0	0	0	0	0	0	0	23	83	0	106	106
Total Volume	0	0	0	0	0	0	0	0	95	362	0	457	457
% App. Total	0	0	0	0	0	0	0	0	20.8	79.2	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.792	.905	.000	.879	.879
Cars	0	0	0	0	0	0	0	0	94	359	0	453	453
% Cars	0	0	0	0	0	0	0	0	98.9	99.2	0	99.1	99.1
Heavy Vehicles	0	0	0	0	0	0	0	0	1	3	0	4	4
% Heavy Vehicles	0	0	0	0	0	0	0	0	1.1	0.8	0	0.9	0.9





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File Name : 133186 G
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/S: Main Street
E: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Cars - Heavy Vehicles

Start Time	Main Street From North			Union Street From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	0	0	0	0	0	0	23	63	0	86
03:15 PM	0	0	0	0	0	0	13	67	0	80
03:30 PM	0	0	0	0	0	0	13	49	0	62
03:45 PM	0	0	0	0	0	0	17	48	0	65
Total	0	0	0	0	0	0	66	227	0	293
04:00 PM	0	0	0	0	0	0	16	48	0	64
04:15 PM	0	0	0	0	0	0	23	60	0	83
04:30 PM	0	0	0	0	0	0	15	59	0	74
04:45 PM	0	0	0	0	0	0	20	48	0	68
Total	0	0	0	0	0	0	74	215	0	289
05:00 PM	0	0	0	0	0	0	14	53	0	67
05:15 PM	0	0	0	0	0	0	8	54	0	62
05:30 PM	0	0	0	0	0	0	8	39	0	47
05:45 PM	0	0	0	0	0	0	10	46	0	56
Total	0	0	0	0	0	0	40	192	0	232
Grand Total	0	0	0	0	0	0	180	634	0	814
Apprch %	0	0	0	0	0	0	22.1	77.9	0	
Total %	0	0	0	0	0	0	22.1	77.9	0	
Cars	0	0	0	0	0	0	179	620	0	799
% Cars	0	0	0	0	0	0	99.4	97.8	0	98.2
Heavy Vehicles	0	0	0	0	0	0	1	14	0	15
% Heavy Vehicles	0	0	0	0	0	0	0.6	2.2	0	1.8

Start Time	Main Street From North				Union Street From East				Main Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	0	0	0	0	0	0	0	0	23	63	0	86	86
03:15 PM	0	0	0	0	0	0	0	0	13	67	0	80	80
03:30 PM	0	0	0	0	0	0	0	0	13	49	0	62	62
03:45 PM	0	0	0	0	0	0	0	0	17	48	0	65	65
Total Volume	0	0	0	0	0	0	0	0	66	227	0	293	293
% App. Total	0	0	0	0	0	0	0	0	22.5	77.5	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.717	.847	.000	.852	.852
Cars	0	0	0	0	0	0	0	0	66	221	0	287	287
% Cars	0	0	0	0	0	0	0	0	100	97.4	0	98.0	98.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	6	0	6	6
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	2.6	0	2.0	2.0



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N/S: Main Street
E: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 G
Site Code : 72451
Start Date : 1/18/2013
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Groups Printed- Cars

Start Time	Main Street From North			Union Street From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	0	0	0	0	0	0	23	62	0	85
03:15 PM	0	0	0	0	0	0	13	63	0	76
03:30 PM	0	0	0	0	0	0	13	48	0	61
03:45 PM	0	0	0	0	0	0	17	48	0	65
Total	0	0	0	0	0	0	66	221	0	287
04:00 PM	0	0	0	0	0	0	16	47	0	63
04:15 PM	0	0	0	0	0	0	23	59	0	82
04:30 PM	0	0	0	0	0	0	14	58	0	72
04:45 PM	0	0	0	0	0	0	20	46	0	66
Total	0	0	0	0	0	0	73	210	0	283
05:00 PM	0	0	0	0	0	0	14	52	0	66
05:15 PM	0	0	0	0	0	0	8	54	0	62
05:30 PM	0	0	0	0	0	0	8	39	0	47
05:45 PM	0	0	0	0	0	0	10	44	0	54
Total	0	0	0	0	0	0	40	189	0	229
Grand Total	0	0	0	0	0	0	179	620	0	799
Apprch %	0	0	0	0	0	0	22.4	77.6	0	
Total %	0	0	0	0	0	0	22.4	77.6	0	

Start Time	Main Street From North				Union Street From East				Main Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	23	62	0	85	85
03:15 PM	0	0	0	0	0	0	0	0	13	63	0	76	76
03:30 PM	0	0	0	0	0	0	0	0	13	48	0	61	61
03:45 PM	0	0	0	0	0	0	0	0	17	48	0	65	65
Total Volume	0	0	0	0	0	0	0	0	66	221	0	287	287
% App. Total	0	0	0	0	0	0	0	0	23	77	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.717	.877	.000	.844	.844

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



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File Name : 133186 G
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/S: Main Street
E: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Heavy Vehicles

Start Time	Main Street From North			Union Street From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	0	0	0	0	0	0	0	1	0	1
03:15 PM	0	0	0	0	0	0	0	4	0	4
03:30 PM	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	6	0	6
04:00 PM	0	0	0	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	0	0	0	0	0	1	1	0	2
04:45 PM	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	1	5	0	6
05:00 PM	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	3	0	3
Grand Total	0	0	0	0	0	0	1	14	0	15
Apprch %	0	0	0	0	0	0	6.7	93.3	0	
Total %	0	0	0	0	0	0	6.7	93.3	0	

Start Time	Main Street From North				Union Street From East				Main Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	6	0	6	6
% App. Total	0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.375

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



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N/S: Main Street
E: Union Street
City, State: Vineyard Haven, MA
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Groups Printed- Peds and Bicycles

Start Time	Main Street From North			Union Street From East			Main Street From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
03:00 PM	0	0	0	0	0	3	0	0	7	10
03:15 PM	0	0	1	0	0	8	0	0	7	16
03:30 PM	0	0	2	0	0	8	1	0	3	14
03:45 PM	0	0	2	0	0	13	0	0	7	22
Total	0	0	5	0	0	32	1	0	24	62
04:00 PM	0	0	2	0	0	6	0	0	5	13
04:15 PM	0	0	0	0	0	6	0	0	7	13
04:30 PM	0	0	4	0	0	4	0	0	4	12
04:45 PM	0	0	3	0	0	3	0	0	2	8
Total	0	0	9	0	0	19	0	0	18	46
05:00 PM	0	0	1	0	0	0	1	0	1	3
05:15 PM	0	0	0	0	0	3	0	0	4	7
05:30 PM	0	0	0	0	0	1	0	2	2	5
05:45 PM	0	0	0	0	0	4	0	0	0	4
Total	0	0	1	0	0	8	1	2	7	19
Grand Total	0	0	15	0	0	59	2	2	49	127
Apprch %	0	0	100	0	0	100	3.8	3.8	92.5	
Total %	0	0	11.8	0	0	46.5	1.6	1.6	38.6	

Start Time	Main Street From North				Union Street From East				Main Street From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
03:15 PM	0	0	1	1	0	0	8	8	0	0	7	7	16
03:30 PM	0	0	2	2	0	0	8	8	1	0	3	4	14
03:45 PM	0	0	2	2	0	0	13	13	0	0	7	7	22
04:00 PM	0	0	2	2	0	0	6	6	0	0	5	5	13
Total Volume	0	0	7	7	0	0	35	35	1	0	22	23	65
% App. Total	0	0	100		0	0	100		4.3	0	95.7		
PHF	.000	.000	.875	.875	.000	.000	.673	.673	.250	.000	.786	.821	.739

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM



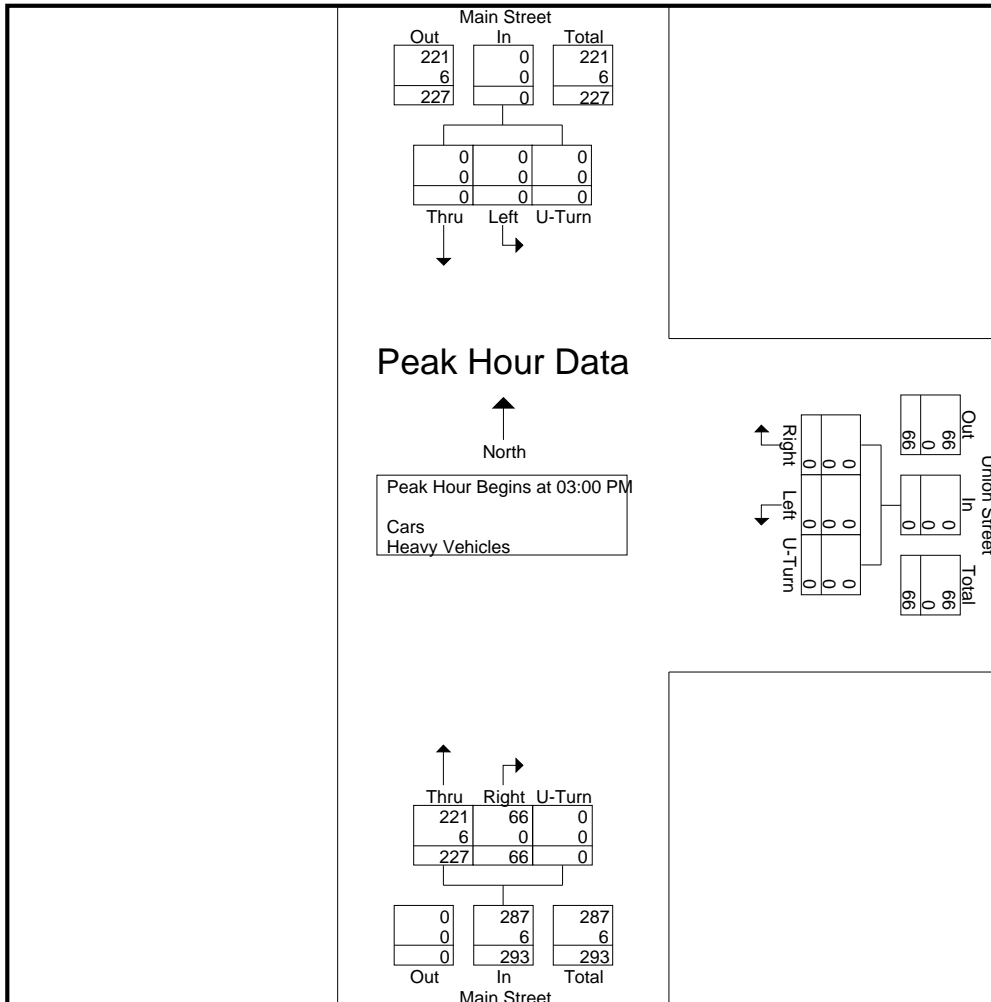
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N/S: Main Street
E: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Start Time	Main Street From North				Union Street From East				Main Street From South				Int. Total	
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 03:00 PM														
03:00 PM	0	0	0	0	0	0	0	0	0	23	63	0	86	86
03:15 PM	0	0	0	0	0	0	0	0	0	13	67	0	80	80
03:30 PM	0	0	0	0	0	0	0	0	0	13	49	0	62	62
03:45 PM	0	0	0	0	0	0	0	0	0	17	48	0	65	65
Total Volume	0	0	0	0	0	0	0	0	0	66	227	0	293	293
% App. Total	0	0	0	0	0	0	0	0	0	22.5	77.5	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.717	.847	.000	.852	.852
Cars	0	0	0	0	0	0	0	0	0	66	221	0	287	287
% Cars	0	0	0	0	0	0	0	0	0	100	97.4	0	98.0	98.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	6	0	6	6
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2.6	0	2.0	2.0





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File Name : 133186 GG
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/S: Main Street
E: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Cars - Heavy Vehicles

Start Time	Main Street From North			Union Street From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
10:30 AM	0	0	0	0	0	0	13	49	0	62
10:45 AM	0	0	0	0	0	0	17	51	0	68
Total	0	0	0	0	0	0	30	100	0	130
11:00 AM	0	0	0	0	0	0	16	49	0	65
11:15 AM	0	0	0	0	0	0	20	66	0	86
11:30 AM	0	0	0	0	0	0	19	59	0	78
11:45 AM	0	0	0	0	0	0	19	57	0	76
Total	0	0	0	0	0	0	74	231	0	305
12:00 PM	0	0	0	0	0	0	15	63	0	78
12:15 PM	0	0	0	0	0	0	10	65	0	75
12:30 PM	0	0	0	0	0	0	12	55	0	67
12:45 PM	0	0	0	0	0	0	14	57	0	71
Total	0	0	0	0	0	0	51	240	0	291
01:00 PM	0	0	0	0	0	0	16	56	0	72
01:15 PM	0	0	0	0	0	0	19	65	0	84
01:30 PM	0	0	0	0	0	0	6	47	0	53
01:45 PM	0	0	0	0	0	0	14	49	0	63
Total	0	0	0	0	0	0	55	217	0	272
02:00 PM	0	0	0	0	0	0	22	65	0	87
02:15 PM	0	0	0	0	0	0	17	43	0	60
Grand Total	0	0	0	0	0	0	249	896	0	1145
Apprch %	0	0	0	0	0	0	21.7	78.3	0	
Total %	0	0	0	0	0	0	21.7	78.3	0	
Cars	0	0	0	0	0	0	248	889	0	1137
% Cars	0	0	0	0	0	0	99.6	99.2	0	99.3
Heavy Vehicles	0	0	0	0	0	0	1	7	0	8
% Heavy Vehicles	0	0	0	0	0	0	0.4	0.8	0	0.7

Start Time	Main Street From North				Union Street From East				Main Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	0	0	0	0	0	0	0	20	66	0	86	86
11:30 AM	0	0	0	0	0	0	0	0	19	59	0	78	78
11:45 AM	0	0	0	0	0	0	0	0	19	57	0	76	76
12:00 PM	0	0	0	0	0	0	0	0	15	63	0	78	78
Total Volume	0	0	0	0	0	0	0	0	73	245	0	318	318
% App. Total	0	0	0	0	0	0	0	0	23	77	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.913	.928	.000	.924	.924
Cars	0	0	0	0	0	0	0	0	73	242	0	315	315
% Cars	0	0	0	0	0	0	0	0	100	98.8	0	99.1	99.1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	3	0	3	3
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	1.2	0	0.9	0.9



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File Name : 133186 GG
Site Code : 72451
Start Date : 1/19/2013
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N/S: Main Street
E: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Cars

Start Time	Main Street From North			Union Street From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
10:30 AM	0	0	0	0	0	0	13	48	0	61
10:45 AM	0	0	0	0	0	0	17	51	0	68
Total	0	0	0	0	0	0	30	99	0	129
11:00 AM	0	0	0	0	0	0	16	49	0	65
11:15 AM	0	0	0	0	0	0	20	66	0	86
11:30 AM	0	0	0	0	0	0	19	57	0	76
11:45 AM	0	0	0	0	0	0	19	57	0	76
Total	0	0	0	0	0	0	74	229	0	303
12:00 PM	0	0	0	0	0	0	15	62	0	77
12:15 PM	0	0	0	0	0	0	10	64	0	74
12:30 PM	0	0	0	0	0	0	12	55	0	67
12:45 PM	0	0	0	0	0	0	13	57	0	70
Total	0	0	0	0	0	0	50	238	0	288
01:00 PM	0	0	0	0	0	0	16	55	0	71
01:15 PM	0	0	0	0	0	0	19	64	0	83
01:30 PM	0	0	0	0	0	0	6	47	0	53
01:45 PM	0	0	0	0	0	0	14	49	0	63
Total	0	0	0	0	0	0	55	215	0	270
02:00 PM	0	0	0	0	0	0	22	65	0	87
02:15 PM	0	0	0	0	0	0	17	43	0	60
Grand Total	0	0	0	0	0	0	248	889	0	1137
Apprch %	0	0	0	0	0	0	21.8	78.2	0	
Total %	0	0	0	0	0	0	21.8	78.2	0	

Start Time	Main Street From North			App. Total	Union Street From East			App. Total	Main Street From South			Int. Total
	Thru	Left	U-Turn		Right	Left	U-Turn		Right	Thru	U-Turn	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 11:15 AM												
11:15 AM	0	0	0	0	0	0	0	0	20	66	0	86
11:30 AM	0	0	0	0	0	0	0	0	19	57	0	76
11:45 AM	0	0	0	0	0	0	0	0	19	57	0	76
12:00 PM	0	0	0	0	0	0	0	0	15	62	0	77
Total Volume	0	0	0	0	0	0	0	0	73	242	0	315
% App. Total	0	0	0	0	0	0	0	0	23.2	76.8	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.913	.917	.000	.916



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File Name : 133186 GG
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/S: Main Street
E: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Heavy Vehicles

Start Time	Main Street From North			Union Street From East			Main Street From South			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
10:30 AM	0	0	0	0	0	0	0	1	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	2	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	2
12:00 PM	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	1	2	0	3
01:00 PM	0	0	0	0	0	0	0	1	0	1
01:15 PM	0	0	0	0	0	0	0	1	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	7	0	8
Apprch %	0	0	0	0	0	0	12.5	87.5	0	
Total %	0	0	0	0	0	0	12.5	87.5	0	

Start Time	Main Street From North			App. Total	Union Street From East			App. Total	Main Street From South			Int. Total
	Thru	Left	U-Turn		Right	Left	U-Turn		Right	Thru	U-Turn	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 11:30 AM												
11:30 AM	0	0	0	0	0	0	0	0	0	2	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	4	0	4
% App. Total	0	0	0	0	0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500



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File Name : 133186 GG
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Page No : 1

N/S: Main Street
E: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Peds and Bicycles

Start Time	Main Street From North			Union Street From East			Main Street From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
10:30 AM	0	0	0	0	0	3	0	0	10	13
10:45 AM	0	0	0	0	0	32	0	0	8	40
Total	0	0	0	0	0	35	0	0	18	53
11:00 AM	0	0	2	0	0	9	0	0	12	23
11:15 AM	0	0	4	0	0	25	1	0	9	39
11:30 AM	0	0	2	0	0	19	0	0	8	29
11:45 AM	0	0	8	0	0	17	0	2	8	35
Total	0	0	16	0	0	70	1	2	37	126
12:00 PM	0	0	4	0	0	10	0	0	10	24
12:15 PM	0	0	3	0	0	21	0	0	10	34
12:30 PM	0	0	2	0	0	20	0	0	8	30
12:45 PM	0	0	9	0	0	17	0	0	4	30
Total	0	0	18	0	0	68	0	0	32	118
01:00 PM	0	0	3	0	0	20	0	0	16	39
01:15 PM	0	0	5	0	0	13	0	0	16	34
01:30 PM	0	0	1	0	0	24	0	0	14	39
01:45 PM	0	0	2	0	0	10	0	0	13	25
Total	0	0	11	0	0	67	0	0	59	137
02:00 PM	0	0	5	0	0	17	0	1	22	45
02:15 PM	0	0	4	0	0	11	0	0	12	27
Grand Total	0	0	54	0	0	268	1	3	180	506
Apprch %	0	0	100	0	0	100	0.5	1.6	97.8	
Total %	0	0	10.7	0	0	53	0.2	0.6	35.6	

Start Time	Main Street From North				Union Street From East				Main Street From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 01:15 PM													
01:15 PM	0	0	5	5	0	0	13	13	0	0	16	16	34
01:30 PM	0	0	1	1	0	0	24	24	0	0	14	14	39
01:45 PM	0	0	2	2	0	0	10	10	0	0	13	13	25
02:00 PM	0	0	5	5	0	0	17	17	0	1	22	23	45
Total Volume	0	0	13	13	0	0	64	64	0	1	65	66	143
% App. Total	0	0	100		0	0	100		0	1.5	98.5		
PHF	.000	.000	.650	.650	.000	.000	.667	.667	.000	.250	.739	.717	.794



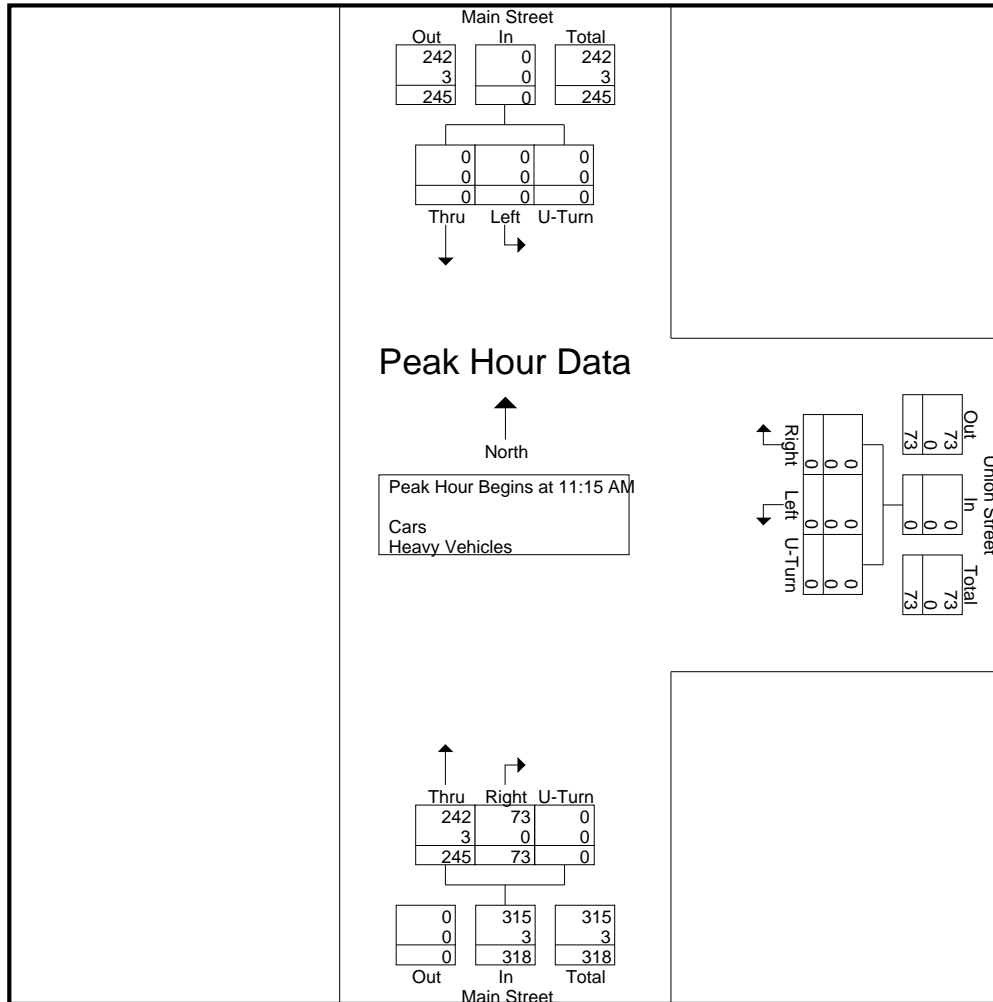
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N/S: Main Street
E: Union Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 GG
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Start Time	Main Street From North				Union Street From East				Main Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	0	0	0	0	0	0	0	20	66	0	86	86
11:30 AM	0	0	0	0	0	0	0	0	19	59	0	78	78
11:45 AM	0	0	0	0	0	0	0	0	19	57	0	76	76
12:00 PM	0	0	0	0	0	0	0	0	15	63	0	78	78
Total Volume	0	0	0	0	0	0	0	0	73	245	0	318	318
% App. Total	0	0	0	0	0	0	0	0	23	77	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.913	.928	.000	.924	.924
Cars	0	0	0	0	0	0	0	0	73	242	0	315	315
% Cars	0	0	0	0	0	0	0	0	100	98.8	0	99.1	99.1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	3	0	3	3
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	1.2	0	0.9	0.9





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N/S: Main Street
W: Spring Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 H
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Main Street From North			Main Street From South			Spring Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
03:00 PM	0	0	0	100	0	0	0	35	0	135
03:15 PM	0	0	0	94	0	0	0	35	0	129
03:30 PM	0	0	0	66	0	0	0	14	0	80
03:45 PM	0	0	0	72	0	0	0	20	0	92
Total	0	0	0	332	0	0	0	104	0	436
04:00 PM	0	0	0	75	0	0	0	14	0	89
04:15 PM	0	0	0	90	0	0	0	28	0	118
04:30 PM	0	0	0	93	0	0	0	28	0	121
04:45 PM	0	0	0	71	0	0	0	19	0	90
Total	0	0	0	329	0	0	0	89	0	418
05:00 PM	0	0	0	79	0	0	0	16	0	95
05:15 PM	0	0	0	77	0	0	0	12	0	89
05:30 PM	0	0	0	58	0	0	0	16	0	74
05:45 PM	0	0	0	72	0	0	0	20	0	92
Total	0	0	0	286	0	0	0	64	0	350
Grand Total	0	0	0	947	0	0	0	257	0	1204
Apprch %	0	0	0	100	0	0	0	100	0	
Total %	0	0	0	78.7	0	0	0	21.3	0	
Cars	0	0	0	932	0	0	0	251	0	1183
% Cars	0	0	0	98.4	0	0	0	97.7	0	98.3
Heavy Vehicles	0	0	0	15	0	0	0	6	0	21
% Heavy Vehicles	0	0	0	1.6	0	0	0	2.3	0	1.7

Start Time	Main Street From North				Main Street From South				Spring Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
03:00 PM	0	0	0	0	100	0	0	100	0	35	0	35	135
03:15 PM	0	0	0	0	94	0	0	94	0	35	0	35	129
03:30 PM	0	0	0	0	66	0	0	66	0	14	0	14	80
03:45 PM	0	0	0	0	72	0	0	72	0	20	0	20	92
Total Volume	0	0	0	0	332	0	0	332	0	104	0	104	436
% App. Total	0	0	0	0	100	0	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.830	.000	.000	.830	.000	.743	.000	.743	.807
Cars	0	0	0	0	324	0	0	324	0	103	0	103	427
% Cars	0	0	0	0	97.6	0	0	97.6	0	99.0	0	99.0	97.9
Heavy Vehicles	0	0	0	0	8	0	0	8	0	1	0	1	9
% Heavy Vehicles	0	0	0	0	2.4	0	0	2.4	0	1.0	0	1.0	2.1

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



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File Name : 133186 H
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/S: Main Street
W: Spring Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Cars

Start Time	Main Street From North			Main Street From South			Spring Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
03:00 PM	0	0	0	99	0	0	0	34	0	133
03:15 PM	0	0	0	89	0	0	0	35	0	124
03:30 PM	0	0	0	65	0	0	0	14	0	79
03:45 PM	0	0	0	71	0	0	0	20	0	91
Total	0	0	0	324	0	0	0	103	0	427
04:00 PM	0	0	0	74	0	0	0	14	0	88
04:15 PM	0	0	0	90	0	0	0	27	0	117
04:30 PM	0	0	0	90	0	0	0	26	0	116
04:45 PM	0	0	0	69	0	0	0	19	0	88
Total	0	0	0	323	0	0	0	86	0	409
05:00 PM	0	0	0	79	0	0	0	15	0	94
05:15 PM	0	0	0	77	0	0	0	12	0	89
05:30 PM	0	0	0	58	0	0	0	16	0	74
05:45 PM	0	0	0	71	0	0	0	19	0	90
Total	0	0	0	285	0	0	0	62	0	347
Grand Total	0	0	0	932	0	0	0	251	0	1183
Apprch %	0	0	0	100	0	0	0	100	0	
Total %	0	0	0	78.8	0	0	0	21.2	0	

Start Time	Main Street From North				Main Street From South				Spring Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
03:00 PM	0	0	0	0	99	0	0	99	0	34	0	34	133
03:15 PM	0	0	0	0	89	0	0	89	0	35	0	35	124
03:30 PM	0	0	0	0	65	0	0	65	0	14	0	14	79
03:45 PM	0	0	0	0	71	0	0	71	0	20	0	20	91
Total Volume	0	0	0	0	324	0	0	324	0	103	0	103	427
% App. Total	0	0	0	0	100	0	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.818	.000	.000	.818	.000	.736	.000	.736	.803

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



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File Name : 133186 H
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/S: Main Street
W: Spring Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Heavy Vehicles

Start Time	Main Street From North			Main Street From South			Spring Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
03:00 PM	0	0	0	1	0	0	0	1	0	2
03:15 PM	0	0	0	5	0	0	0	0	0	5
03:30 PM	0	0	0	1	0	0	0	0	0	1
03:45 PM	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	8	0	0	0	1	0	9
04:00 PM	0	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	0	0	3	0	0	0	2	0	5
04:45 PM	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	6	0	0	0	3	0	9
05:00 PM	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	0	0	1	0	2
Total	0	0	0	1	0	0	0	2	0	3
Grand Total	0	0	0	15	0	0	0	6	0	21
Apprch %	0	0	0	100	0	0	0	100	0	
Total %	0	0	0	71.4	0	0	0	28.6	0	

Start Time	Main Street From North				Main Street From South				Spring Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
03:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
03:15 PM	0	0	0	0	5	0	0	5	0	0	0	0	5
03:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	8	0	0	8	0	1	0	1	9
% App. Total	0	0	0	0	100	0	0	100	0	100	0	0	
PHF	.000	.000	.000	.000	.400	.000	.000	.400	.000	.250	.000	.250	.450

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



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Page No : 1

N/S: Main Street
W: Spring Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Peds and Bicycles

Start Time	Main Street From North			Main Street From South			Spring Street From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
03:00 PM	0	0	1	0	0	13	0	0	13	27
03:15 PM	0	0	0	0	0	21	0	0	20	41
03:30 PM	0	0	0	0	0	8	0	1	17	26
03:45 PM	0	0	10	0	0	5	0	0	8	23
Total	0	0	11	0	0	47	0	1	58	117
04:00 PM	0	0	2	0	0	9	0	0	12	23
04:15 PM	0	0	0	0	0	11	0	0	11	22
04:30 PM	0	0	1	0	0	14	0	0	13	28
04:45 PM	0	0	1	0	0	2	0	0	12	15
Total	0	0	4	0	0	36	0	0	48	88
05:00 PM	0	0	1	0	0	2	0	1	7	11
05:15 PM	0	0	0	0	0	6	0	0	11	17
05:30 PM	0	0	2	2	0	2	0	0	5	11
05:45 PM	0	0	0	0	0	4	0	0	4	8
Total	0	0	3	2	0	14	0	1	27	47
Grand Total	0	0	18	2	0	97	0	2	133	252
Apprch %	0	0	100	2	0	98	0	1.5	98.5	
Total %	0	0	7.1	0.8	0	38.5	0	0.8	52.8	

Start Time	Main Street From North				Main Street From South				Spring Street From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
03:00 PM	0	0	1	1	0	0	13	13	0	0	13	13	27
03:15 PM	0	0	0	0	0	0	21	21	0	0	20	20	41
03:30 PM	0	0	0	0	0	0	8	8	0	1	17	18	26
03:45 PM	0	0	10	10	0	0	5	5	0	0	8	8	23
Total Volume	0	0	11	11	0	0	47	47	0	1	58	59	117
% App. Total	0	0	100		0	0	100		0	1.7	98.3		
PHF	.000	.000	.275	.275	.000	.000	.560	.560	.000	.250	.725	.738	.713

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



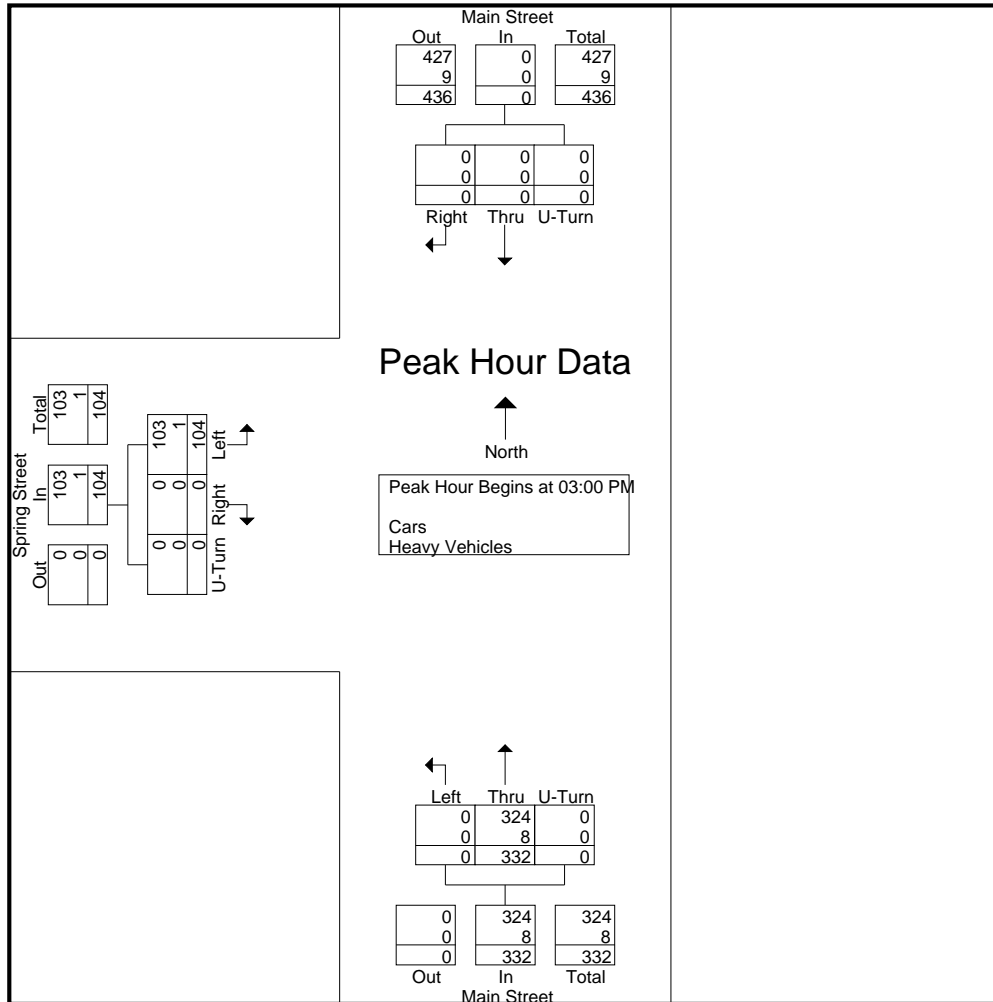
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Start Time	Main Street From North				Main Street From South				Spring Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	0	0	0	0	100	0	0	100	0	35	0	35	135
03:15 PM	0	0	0	0	94	0	0	94	0	35	0	35	129
03:30 PM	0	0	0	0	66	0	0	66	0	14	0	14	80
03:45 PM	0	0	0	0	72	0	0	72	0	20	0	20	92
Total Volume	0	0	0	0	332	0	0	332	0	104	0	104	436
% App. Total	0	0	0	0	100	0	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.830	.000	.000	.830	.000	.743	.000	.743	.807
Cars	0	0	0	0	324	0	0	324	0	103	0	103	427
% Cars	0	0	0	0	97.6	0	0	97.6	0	99.0	0	99.0	97.9
Heavy Vehicles	0	0	0	0	8	0	0	8	0	1	0	1	9
% Heavy Vehicles	0	0	0	0	2.4	0	0	2.4	0	1.0	0	1.0	2.1





PRECISION
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INDUSTRIES, LLC

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File Name : 133186 HH
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/S: Main Street
W: Spring Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Cars - Heavy Vehicles

Start Time	Main Street From North			Main Street From South			Spring Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
10:30 AM	0	0	0	78	0	0	0	24	0	102
10:45 AM	0	0	0	78	0	0	0	20	0	98
Total	0	0	0	156	0	0	0	44	0	200
11:00 AM	0	0	0	78	0	0	0	23	0	101
11:15 AM	0	0	0	80	0	0	0	26	0	106
11:30 AM	0	0	0	95	0	0	0	35	0	130
11:45 AM	0	0	0	84	0	0	0	29	0	113
Total	0	0	0	337	0	0	0	113	0	450
12:00 PM	0	0	0	81	0	0	0	25	0	106
12:15 PM	0	0	0	85	0	0	0	20	0	105
12:30 PM	0	0	0	78	0	0	0	16	0	94
12:45 PM	0	0	0	92	0	0	0	28	0	120
Total	0	0	0	336	0	0	0	89	0	425
01:00 PM	0	0	0	83	0	0	0	14	0	97
01:15 PM	0	0	0	80	0	0	0	24	0	104
01:30 PM	0	0	0	62	0	0	0	28	0	90
01:45 PM	0	0	0	76	0	0	0	19	0	95
Total	0	0	0	301	0	0	0	85	0	386
02:00 PM	0	0	0	98	0	0	0	29	0	127
02:15 PM	0	0	0	69	0	0	0	20	0	89
Grand Total	0	0	0	1297	0	0	0	380	0	1677
Apprch %	0	0	0	100	0	0	0	100	0	
Total %	0	0	0	77.3	0	0	0	22.7	0	
Cars	0	0	0	1288	0	0	0	380	0	1668
% Cars	0	0	0	99.3	0	0	0	100	0	99.5
Heavy Vehicles	0	0	0	9	0	0	0	0	0	9
% Heavy Vehicles	0	0	0	0.7	0	0	0	0	0	0.5

Start Time	Main Street From North				Main Street From South				Spring Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	0	0	0	80	0	0	80	0	26	0	26	106
11:30 AM	0	0	0	0	95	0	0	95	0	35	0	35	130
11:45 AM	0	0	0	0	84	0	0	84	0	29	0	29	113
12:00 PM	0	0	0	0	81	0	0	81	0	25	0	25	106
Total Volume	0	0	0	0	340	0	0	340	0	115	0	115	455
% App. Total	0	0	0	0	100	0	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.895	.000	.000	.895	.000	.821	.000	.821	.875
Cars	0	0	0	0	336	0	0	336	0	115	0	115	451
% Cars	0	0	0	0	98.8	0	0	98.8	0	100	0	100	99.1
Heavy Vehicles	0	0	0	0	4	0	0	4	0	0	0	0	4
% Heavy Vehicles	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0.9



PRECISION
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INDUSTRIES, LLC

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File Name : 133186 HH
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/S: Main Street
W: Spring Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Cars

Start Time	Main Street From North			Main Street From South			Spring Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
10:30 AM	0	0	0	77	0	0	0	24	0	101
10:45 AM	0	0	0	78	0	0	0	20	0	98
Total	0	0	0	155	0	0	0	44	0	199
11:00 AM	0	0	0	77	0	0	0	23	0	100
11:15 AM	0	0	0	80	0	0	0	26	0	106
11:30 AM	0	0	0	92	0	0	0	35	0	127
11:45 AM	0	0	0	84	0	0	0	29	0	113
Total	0	0	0	333	0	0	0	113	0	446
12:00 PM	0	0	0	80	0	0	0	25	0	105
12:15 PM	0	0	0	84	0	0	0	20	0	104
12:30 PM	0	0	0	78	0	0	0	16	0	94
12:45 PM	0	0	0	92	0	0	0	28	0	120
Total	0	0	0	334	0	0	0	89	0	423
01:00 PM	0	0	0	82	0	0	0	14	0	96
01:15 PM	0	0	0	79	0	0	0	24	0	103
01:30 PM	0	0	0	62	0	0	0	28	0	90
01:45 PM	0	0	0	76	0	0	0	19	0	95
Total	0	0	0	299	0	0	0	85	0	384
02:00 PM	0	0	0	98	0	0	0	29	0	127
02:15 PM	0	0	0	69	0	0	0	20	0	89
Grand Total	0	0	0	1288	0	0	0	380	0	1668
Apprch %	0	0	0	100	0	0	0	100	0	
Total %	0	0	0	77.2	0	0	0	22.8	0	

Start Time	Main Street From North				Main Street From South				Spring Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	0	0	0	80	0	0	80	0	26	0	26	106
11:30 AM	0	0	0	0	92	0	0	92	0	35	0	35	127
11:45 AM	0	0	0	0	84	0	0	84	0	29	0	29	113
12:00 PM	0	0	0	0	80	0	0	80	0	25	0	25	105
Total Volume	0	0	0	0	336	0	0	336	0	115	0	115	451
% App. Total	0	0	0	0	100	0	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.913	.000	.000	.913	.000	.821	.000	.821	.888



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File Name : 133186 HH
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/S: Main Street
W: Spring Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Heavy Vehicles

Start Time	Main Street From North			Main Street From South			Spring Street From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
10:30 AM	0	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	1
11:00 AM	0	0	0	1	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	3	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	4	0	0	0	0	0	4
12:00 PM	0	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	0	0	2
01:00 PM	0	0	0	1	0	0	0	0	0	1
01:15 PM	0	0	0	1	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	9	0	0	0	0	0	9
Apprch %	0	0	0	100	0	0	0	0	0	0
Total %	0	0	0	100	0	0	0	0	0	0

Start Time	Main Street From North				Main Street From South				Spring Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	0	0	0	3	0	0	3	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	5	0	0	5	0	0	0	0	5
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.417



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File Name : 133186 HH
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/S: Main Street
W: Spring Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Peds and Bicycles

Start Time	Main Street From North			Main Street From South			Spring Street From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
10:30 AM	0	0	0	0	0	6	0	1	11	18
10:45 AM	0	0	2	0	0	12	0	0	13	27
Total	0	0	2	0	0	18	0	1	24	45
11:00 AM	0	0	0	0	0	13	0	0	19	32
11:15 AM	0	0	1	0	0	11	0	1	16	29
11:30 AM	0	0	0	0	0	15	0	0	16	31
11:45 AM	0	0	2	0	0	23	0	0	32	57
Total	0	0	3	0	0	62	0	1	83	149
12:00 PM	0	0	1	0	0	11	0	0	13	25
12:15 PM	0	0	0	0	0	7	0	0	30	37
12:30 PM	0	0	1	0	0	6	0	1	17	25
12:45 PM	0	0	0	0	0	12	0	0	19	31
Total	0	0	2	0	0	36	0	1	79	118
01:00 PM	0	0	2	0	0	18	0	0	28	48
01:15 PM	0	0	0	0	0	16	0	0	11	27
01:30 PM	0	0	1	0	0	15	0	0	22	38
01:45 PM	0	0	0	0	0	5	0	0	15	20
Total	0	0	3	0	0	54	0	0	76	133
02:00 PM	0	0	1	0	0	8	0	0	20	29
02:15 PM	0	0	0	0	0	8	0	0	20	28
Grand Total	0	0	11	0	0	186	0	3	302	502
Apprch %	0	0	100	0	0	100	0	1	99	
Total %	0	0	2.2	0	0	37.1	0	0.6	60.2	

Start Time	Main Street From North				Main Street From South				Spring Street From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	0	0	0	0	0	15	15	0	0	16	16	31
11:45 AM	0	0	2	2	0	0	23	23	0	0	32	32	57
12:00 PM	0	0	1	1	0	0	11	11	0	0	13	13	25
12:15 PM	0	0	0	0	0	0	7	7	0	0	30	30	37
Total Volume	0	0	3	3	0	0	56	56	0	0	91	91	150
% App. Total	0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.375	.375	.000	.000	.609	.609	.000	.000	.711	.711	.658



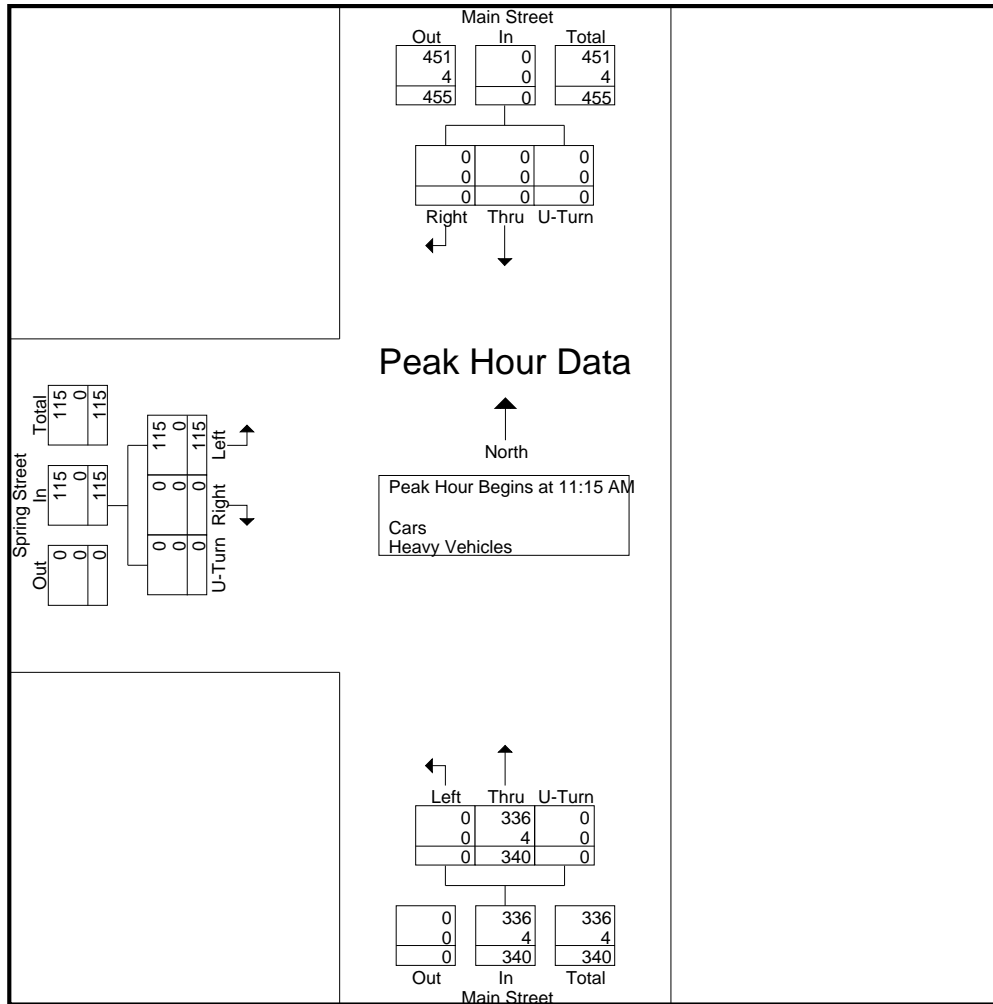
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File Name : 133186 HH
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/S: Main Street
W: Spring Street
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Start Time	Main Street From North				Main Street From South				Spring Street From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	0	0	0	80	0	0	80	0	26	0	26	106
11:30 AM	0	0	0	0	95	0	0	95	0	35	0	35	130
11:45 AM	0	0	0	0	84	0	0	84	0	29	0	29	113
12:00 PM	0	0	0	0	81	0	0	81	0	25	0	25	106
Total Volume	0	0	0	0	340	0	0	340	0	115	0	115	455
% App. Total	0	0	0	0	100	0	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.895	.000	.000	.895	.000	.821	.000	.821	.875
Cars	0	0	0	0	336	0	0	336	0	115	0	115	451
% Cars	0	0	0	0	98.8	0	0	98.8	0	100	0	100	99.1
Heavy Vehicles	0	0	0	0	4	0	0	4	0	0	0	0	4
% Heavy Vehicles	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0.9





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N/NW: Main Street/ Hotel Lot
E/W: Beach Street/ State Road
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 I
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Main Street From North				Beach Street From East				State Road From West				Hotel Lot From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
03:00 PM	0	0	0	0	52	0	89	0	135	46	3	0	1	1	3	0	330
03:15 PM	0	0	0	0	56	1	128	0	165	43	1	0	3	0	0	0	397
03:30 PM	0	0	0	0	32	1	118	0	114	28	0	0	0	1	0	0	294
03:45 PM	0	0	0	0	30	1	86	0	104	40	2	0	2	0	0	0	265
Total	0	0	0	0	170	3	421	0	518	157	6	0	6	2	3	0	1286
04:00 PM	0	0	0	0	40	1	105	0	110	38	3	0	2	1	0	0	300
04:15 PM	0	0	0	0	45	0	97	0	114	47	0	0	1	0	0	0	304
04:30 PM	0	0	0	0	51	1	144	0	132	49	3	0	1	2	0	0	383
04:45 PM	0	0	0	0	39	0	89	0	109	29	1	0	2	0	1	0	270
Total	0	0	0	0	175	2	435	0	465	163	7	0	6	3	1	0	1257
05:00 PM	0	0	0	0	43	1	100	0	82	34	1	0	1	0	0	0	262
05:15 PM	0	0	0	0	40	2	80	0	100	35	0	0	1	0	0	0	258
05:30 PM	0	0	0	0	32	0	71	0	84	28	3	0	2	2	0	0	222
05:45 PM	0	0	0	0	41	4	109	0	86	31	2	0	2	1	1	0	277
Total	0	0	0	0	156	7	360	0	352	128	6	0	6	3	1	0	1019
Grand Total	0	0	0	0	501	12	1216	0	1335	448	19	0	18	8	5	0	3562
Apprch %	0	0	0	0	29	0.7	70.3	0	74.1	24.9	1.1	0	58.1	25.8	16.1	0	
Total %	0	0	0	0	14.1	0.3	34.1	0	37.5	12.6	0.5	0	0.5	0.2	0.1	0	
Cars	0	0	0	0	492	11	1177	0	1289	444	19	0	17	8	5	0	3462
% Cars	0	0	0	0	98.2	91.7	96.8	0	96.6	99.1	100	0	94.4	100	100	0	97.2
Heavy Vehicles	0	0	0	0	9	1	39	0	46	4	0	0	1	0	0	0	100
% Heavy Vehicles	0	0	0	0	1.8	8.3	3.2	0	3.4	0.9	0	0	5.6	0	0	0	2.8

Start Time	Main Street From North					Beach Street From East					State Road From West					Hotel Lot From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
03:00 PM	0	0	0	0	0	52	0	89	0	141	135	46	3	0	184	1	1	3	0	5	330
03:15 PM	0	0	0	0	0	56	1	128	0	185	165	43	1	0	209	3	0	0	0	3	397
03:30 PM	0	0	0	0	0	32	1	118	0	151	114	28	0	0	142	0	1	0	0	1	294
03:45 PM	0	0	0	0	0	30	1	86	0	117	104	40	2	0	146	2	0	0	0	2	265
Total Volume	0	0	0	0	0	170	3	421	0	594	518	157	6	0	681	6	2	3	0	11	1286
% App. Total	0	0	0	0	0	28.6	0.5	70.9	0		76.1	23.1	0.9	0		54.5	18.2	27.3	0		
PHF	.000	.000	.000	.000	.000	.759	.750	.822	.000	.803	.785	.853	.500	.000	.815	.500	.500	.250	.000	.550	.810
Cars	0	0	0	0	0	165	3	406	0	574	498	156	6	0	660	6	2	3	0	11	1245
% Cars	0	0	0	0	0	97.1	100	96.4	0	96.6	96.1	99.4	100	0	96.9	100	100	100	0	100	96.8
Heavy Vehicles	0	0	0	0	0	5	0	15	0	20	20	1	0	0	21	0	0	0	0	0	41
% Heavy Vehicles	0	0	0	0	0	2.9	0	3.6	0	3.4	3.9	0.6	0	0	3.1	0	0	0	0	0	3.2

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



PRECISION
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N/NW: Main Street/ Hotel Lot
E/W: Beach Street/ State Road
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 I
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Groups Printed- Cars

Start Time	Main Street From North				Beach Street From East				State Road From West				Hotel Lot From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
03:00 PM	0	0	0	0	51	0	86	0	131	46	3	0	1	1	3	0	322
03:15 PM	0	0	0	0	53	1	123	0	157	42	1	0	3	0	0	0	380
03:30 PM	0	0	0	0	32	1	113	0	109	28	0	0	0	1	0	0	284
03:45 PM	0	0	0	0	29	1	84	0	101	40	2	0	2	0	0	0	259
Total	0	0	0	0	165	3	406	0	498	156	6	0	6	2	3	0	1245
04:00 PM	0	0	0	0	38	1	103	0	107	38	3	0	2	1	0	0	293
04:15 PM	0	0	0	0	45	0	92	0	110	47	0	0	1	0	0	0	295
04:30 PM	0	0	0	0	50	1	142	0	128	47	3	0	1	2	0	0	374
04:45 PM	0	0	0	0	39	0	84	0	105	28	1	0	2	0	1	0	260
Total	0	0	0	0	172	2	421	0	450	160	7	0	6	3	1	0	1222
05:00 PM	0	0	0	0	43	1	99	0	77	34	1	0	1	0	0	0	256
05:15 PM	0	0	0	0	40	1	76	0	99	35	0	0	0	0	0	0	251
05:30 PM	0	0	0	0	32	0	69	0	81	28	3	0	2	2	0	0	217
05:45 PM	0	0	0	0	40	4	106	0	84	31	2	0	2	1	1	0	271
Total	0	0	0	0	155	6	350	0	341	128	6	0	5	3	1	0	995
Grand Total	0	0	0	0	492	11	1177	0	1289	444	19	0	17	8	5	0	3462
Apprch %	0	0	0	0	29.3	0.7	70.1	0	73.6	25.3	1.1	0	56.7	26.7	16.7	0	
Total %	0	0	0	0	14.2	0.3	34	0	37.2	12.8	0.5	0	0.5	0.2	0.1	0	

Start Time	Main Street From North					Beach Street From East					State Road From West					Hotel Lot From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
03:00 PM	0	0	0	0	0	51	0	86	0	137	131	46	3	0	180	1	1	3	0	5	322
03:15 PM	0	0	0	0	0	53	1	123	0	177	157	42	1	0	200	3	0	0	0	3	380
03:30 PM	0	0	0	0	0	32	1	113	0	146	109	28	0	0	137	0	1	0	0	1	284
03:45 PM	0	0	0	0	0	29	1	84	0	114	101	40	2	0	143	2	0	0	0	2	259
Total Volume	0	0	0	0	0	165	3	406	0	574	498	156	6	0	660	6	2	3	0	11	1245
% App. Total	0	0	0	0	0	28.7	0.5	70.7	0		75.5	23.6	0.9	0		54.5	18.2	27.3	0		
PHF	.000	.000	.000	.000	.000	.778	.750	.825	.000	.811	.793	.848	.500	.000	.825	.500	.500	.250	.000	.550	.819

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



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File Name : 133186 I
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/NW: Main Street/ Hotel Lot
E/W: Beach Street/ State Road
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Heavy Vehicles

Start Time	Main Street From North				Beach Street From East				State Road From West				Hotel Lot From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
03:00 PM	0	0	0	0	1	0	3	0	4	0	0	0	0	0	0	0	8
03:15 PM	0	0	0	0	3	0	5	0	8	1	0	0	0	0	0	0	17
03:30 PM	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	10
03:45 PM	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	6
Total	0	0	0	0	5	0	15	0	20	1	0	0	0	0	0	0	41
04:00 PM	0	0	0	0	2	0	2	0	3	0	0	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	5	0	4	0	0	0	0	0	0	0	9
04:30 PM	0	0	0	0	1	0	2	0	4	2	0	0	0	0	0	0	9
04:45 PM	0	0	0	0	0	0	5	0	4	1	0	0	0	0	0	0	10
Total	0	0	0	0	3	0	14	0	15	3	0	0	0	0	0	0	35
05:00 PM	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	1	4	0	1	0	0	0	1	0	0	0	7
05:30 PM	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	1	0	3	0	2	0	0	0	0	0	0	0	6
Total	0	0	0	0	1	1	10	0	11	0	0	0	1	0	0	0	24
Grand Total	0	0	0	0	9	1	39	0	46	4	0	0	1	0	0	0	100
Apprch %	0	0	0	0	18.4	2	79.6	0	92	8	0	0	100	0	0	0	
Total %	0	0	0	0	9	1	39	0	46	4	0	0	1	0	0	0	

Start Time	Main Street From North					Beach Street From East					State Road From West					Hotel Lot From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
03:00 PM	0	0	0	0	0	1	0	3	0	4	4	0	0	0	4	0	0	0	0	0	8
03:15 PM	0	0	0	0	0	3	0	5	0	8	8	1	0	0	9	0	0	0	0	0	17
03:30 PM	0	0	0	0	0	0	0	5	0	5	5	0	0	0	5	0	0	0	0	0	10
03:45 PM	0	0	0	0	0	1	0	2	0	3	3	0	0	0	3	0	0	0	0	0	6
Total Volume	0	0	0	0	0	5	0	15	0	20	20	1	0	0	21	0	0	0	0	0	41
% App. Total	0	0	0	0	0	25	0	75	0	100	95.2	4.8	0	0	100	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.417	.000	.750	.000	.625	.625	.250	.000	.000	.583	.000	.000	.000	.000	.000	.603

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



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File Name : 133186 I
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

N/NW: Main Street/ Hotel Lot
E/W: Beach Street/ State Road
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Peds and Bicycles

Start Time	Main Street From North				Beach Street From East				State Road From West				Hotel Lot From Northwest				Int. Total
	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	
03:00 PM	0	0	0	1	0	0	0	5	0	0	0	3	0	0	0	6	15
03:15 PM	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	4	9
03:30 PM	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0	3	12
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	5
Total	0	0	0	9	0	0	0	7	0	0	0	10	0	0	0	15	41
04:00 PM	0	0	0	3	0	0	0	3	1	0	0	3	0	0	0	7	17
04:15 PM	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0	10	19
04:30 PM	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	9	16
04:45 PM	0	0	0	6	0	0	0	1	0	0	0	3	0	1	0	10	21
Total	0	0	0	16	0	0	0	8	1	0	0	11	0	1	0	36	73
05:00 PM	0	0	0	6	0	0	0	7	0	0	0	3	0	0	0	7	23
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
05:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	7	0	0	0	9	0	0	0	5	0	0	0	10	31
Grand Total	0	0	0	32	0	0	0	24	1	0	0	26	0	1	0	61	145
Apprch %	0	0	0	100	0	0	0	100	3.7	0	0	96.3	0	1.6	0	98.4	
Total %	0	0	0	22.1	0	0	0	16.6	0.7	0	0	17.9	0	0.7	0	42.1	

Start Time	Main Street From North					Beach Street From East					State Road From West					Hotel Lot From Northwest					Int. Total
	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	
Peak Hour Analysis From 03:00 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	6	6	0	0	0	0	0	0	0	0	3	3	0	0	0	10	10	19
04:30 PM	0	0	0	1	1	0	0	0	4	4	0	0	0	2	2	0	0	0	9	9	16
04:45 PM	0	0	0	6	6	0	0	0	1	1	0	0	0	3	3	0	1	0	10	11	21
05:00 PM	0	0	0	6	6	0	0	0	7	7	0	0	0	3	3	0	0	0	7	7	23
Total Volume	0	0	0	19	19	0	0	0	12	12	0	0	0	11	11	0	1	0	36	37	79
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	2.7	0	97.3		
PHF	.000	.000	.000	.792	.792	.000	.000	.000	.429	.429	.000	.000	.000	.917	.917	.000	.250	.000	.900	.841	.859



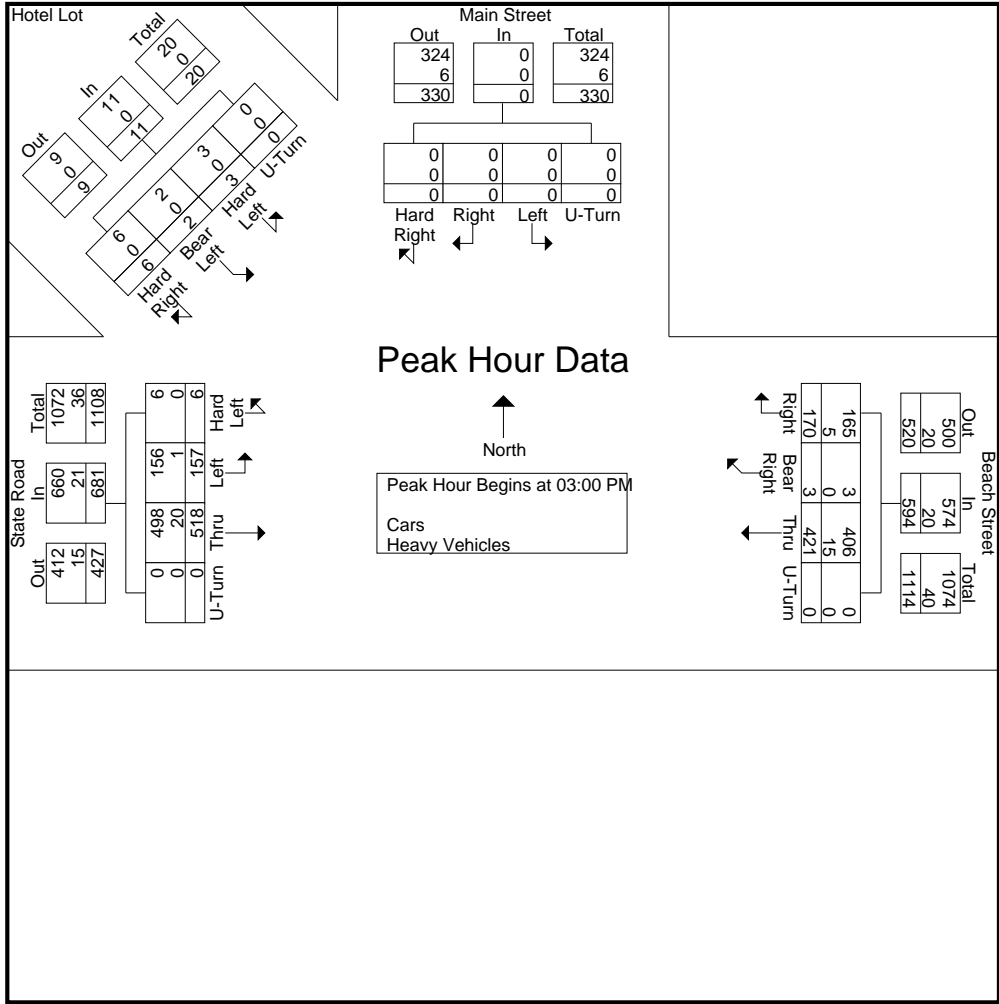
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N/NW: Main Street/ Hotel Lot
E/W: Beach Street/ State Road
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 I
Site Code : 72451
Start Date : 1/18/2013
Page No : 1

Start Time	Main Street From North					Beach Street From East					State Road From West					Hotel Lot From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	52	0	89	0	141	135	46	3	0	184	1	1	3	0	5	330
03:15 PM	0	0	0	0	0	56	1	128	0	185	165	43	1	0	209	3	0	0	0	3	397
03:30 PM	0	0	0	0	0	32	1	118	0	151	114	28	0	0	142	0	1	0	0	1	294
03:45 PM	0	0	0	0	0	30	1	86	0	117	104	40	2	0	146	2	0	0	0	2	265
Total Volume	0	0	0	0	0	170	3	421	0	594	518	157	6	0	681	6	2	3	0	11	1286
% App. Total	0	0	0	0	0	28.6	0.5	70.9	0		76.1	23.1	0.9	0		54.5	18.2	27.3	0		
PHF	.000	.000	.000	.000	.000	.759	.750	.822	.000	.803	.785	.853	.500	.000	.815	.500	.500	.250	.000	.550	.810
Cars	0	0	0	0	0	165	3	406	0	574	498	156	6	0	660	6	2	3	0	11	1245
% Cars	0	0	0	0	0	97.1	100	96.4	0	96.6	96.1	99.4	100	0	96.9	100	100	100	0	100	96.8
Heavy Vehicles	0	0	0	0	0	5	0	15	0	20	20	1	0	0	21	0	0	0	0	0	41
% Heavy Vehicles	0	0	0	0	0	2.9	0	3.6	0	3.4	3.9	0.6	0	0	3.1	0	0	0	0	0	3.2





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N/nW: Main Street/ Hotel Lot
E/W: Beach Street/ State Road
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 II
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Main Street From North				Beach Street From East				State Road From West				Hotel Lot From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
10:30 AM	0	0	0	0	41	2	84	0	77	36	1	0	2	0	0	0	243
10:45 AM	0	0	0	0	45	1	59	0	86	33	0	0	1	1	0	0	226
Total	0	0	0	0	86	3	143	0	163	69	1	0	3	1	0	0	469
11:00 AM	0	0	0	0	33	0	82	0	102	44	5	0	0	4	0	0	270
11:15 AM	0	0	0	0	36	1	68	0	123	42	2	0	1	0	1	0	274
11:30 AM	0	0	0	0	55	0	121	0	108	42	1	0	1	1	0	0	329
11:45 AM	0	0	0	0	40	1	95	0	116	48	8	0	1	0	0	0	309
Total	0	0	0	0	164	2	366	0	449	176	16	0	3	5	1	0	1182
12:00 PM	0	0	0	0	37	1	97	0	116	41	1	0	4	4	1	0	302
12:15 PM	0	0	0	0	42	2	94	0	111	42	2	0	1	0	2	0	296
12:30 PM	0	0	0	0	34	3	89	0	115	42	1	0	5	0	0	0	289
12:45 PM	0	0	0	0	45	2	107	0	99	42	2	0	1	0	0	0	298
Total	0	0	0	0	158	8	387	0	441	167	6	0	11	4	3	0	1185
01:00 PM	0	0	0	0	44	0	76	0	90	43	1	0	2	0	0	0	256
01:15 PM	0	0	0	0	47	2	76	0	80	33	3	0	3	0	0	0	244
01:30 PM	0	0	0	0	39	0	72	0	84	20	2	0	3	1	0	0	221
01:45 PM	0	0	0	0	45	1	61	0	86	32	2	0	1	0	0	0	228
Total	0	0	0	0	175	3	285	0	340	128	8	0	9	1	0	0	949
02:00 PM	0	0	0	0	59	2	125	0	87	36	2	0	2	2	1	0	316
02:15 PM	0	0	0	0	31	1	88	0	87	27	1	0	2	0	2	0	239
Grand Total	0	0	0	0	673	19	1394	0	1567	603	34	0	30	13	7	0	4340
Apprch %	0	0	0	0	32.3	0.9	66.8	0	71.1	27.4	1.5	0	60	26	14	0	
Total %	0	0	0	0	15.5	0.4	32.1	0	36.1	13.9	0.8	0	0.7	0.3	0.2	0	
Cars	0	0	0	0	669	18	1353	0	1526	597	33	0	28	13	7	0	4244
% Cars	0	0	0	0	99.4	94.7	97.1	0	97.4	99	97.1	0	93.3	100	100	0	97.8
Heavy Vehicles	0	0	0	0	4	1	41	0	41	6	1	0	2	0	0	0	96
% Heavy Vehicles	0	0	0	0	0.6	5.3	2.9	0	2.6	1	2.9	0	6.7	0	0	0	2.2

Start Time	Main Street From North					Beach Street From East					State Road From West					Hotel Lot From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	0	0	0	55	0	121	0	176	108	42	1	0	151	1	1	0	0	2	329
11:45 AM	0	0	0	0	0	40	1	95	0	136	116	48	8	0	172	1	0	0	0	1	309
12:00 PM	0	0	0	0	0	37	1	97	0	135	116	41	1	0	158	4	4	1	0	9	302
12:15 PM	0	0	0	0	0	42	2	94	0	138	111	42	2	0	155	1	0	2	0	3	296
Total Volume	0	0	0	0	0	174	4	407	0	585	451	173	12	0	636	7	5	3	0	15	1236
% App. Total	0	0	0	0	0	29.7	0.7	69.6	0		70.9	27.2	1.9	0		46.7	33.3	20	0		
PHF	.000	.000	.000	.000	.000	.791	.500	.841	.000	.831	.972	.901	.375	.000	.924	.438	.313	.375	.000	.417	.939
Cars	0	0	0	0	0	171	3	397	0	571	444	171	12	0	627	6	5	3	0	14	1212
% Cars	0	0	0	0	0	98.3	75.0	97.5	0	97.6	98.4	98.8	100	0	98.6	85.7	100	100	0	93.3	98.1
Heavy Vehicles	0	0	0	0	0	3	1	10	0	14	7	2	0	0	9	1	0	0	0	1	24
% Heavy Vehicles	0	0	0	0	0	1.7	25.0	2.5	0	2.4	1.6	1.2	0	0	1.4	14.3	0	0	0	6.7	1.9



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City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

File Name : 133186 II
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

Groups Printed- Cars

Start Time	Main Street From North				Beach Street From East				State Road From West				Hotel Lot From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
10:30 AM	0	0	0	0	41	2	83	0	76	35	1	0	2	0	0	0	240
10:45 AM	0	0	0	0	45	1	56	0	80	33	0	0	1	1	0	0	217
Total	0	0	0	0	86	3	139	0	156	68	1	0	3	1	0	0	457
11:00 AM	0	0	0	0	33	0	80	0	101	43	5	0	0	4	0	0	266
11:15 AM	0	0	0	0	36	1	67	0	119	42	2	0	1	0	1	0	269
11:30 AM	0	0	0	0	54	0	119	0	105	40	1	0	1	1	0	0	321
11:45 AM	0	0	0	0	40	0	91	0	114	48	8	0	1	0	0	0	302
Total	0	0	0	0	163	1	357	0	439	173	16	0	3	5	1	0	1158
12:00 PM	0	0	0	0	36	1	95	0	114	41	1	0	3	4	1	0	296
12:15 PM	0	0	0	0	41	2	92	0	111	42	2	0	1	0	2	0	293
12:30 PM	0	0	0	0	34	3	86	0	111	42	1	0	5	0	0	0	282
12:45 PM	0	0	0	0	45	2	104	0	98	41	2	0	1	0	0	0	293
Total	0	0	0	0	156	8	377	0	434	166	6	0	10	4	3	0	1164
01:00 PM	0	0	0	0	44	0	74	0	88	42	1	0	2	0	0	0	251
01:15 PM	0	0	0	0	46	2	73	0	79	33	2	0	2	0	0	0	237
01:30 PM	0	0	0	0	39	0	68	0	78	20	2	0	3	1	0	0	211
01:45 PM	0	0	0	0	45	1	57	0	85	32	2	0	1	0	0	0	223
Total	0	0	0	0	174	3	272	0	330	127	7	0	8	1	0	0	922
02:00 PM	0	0	0	0	59	2	122	0	83	36	2	0	2	2	1	0	309
02:15 PM	0	0	0	0	31	1	86	0	84	27	1	0	2	0	2	0	234
Grand Total	0	0	0	0	669	18	1353	0	1526	597	33	0	28	13	7	0	4244
Apprch %	0	0	0	0	32.8	0.9	66.3	0	70.8	27.7	1.5	0	58.3	27.1	14.6	0	
Total %	0	0	0	0	15.8	0.4	31.9	0	36	14.1	0.8	0	0.7	0.3	0.2	0	

Start Time	Main Street From North					Beach Street From East					State Road From West					Hotel Lot From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	0	0	0	54	0	119	0	173	105	40	1	0	146	1	1	0	0	2	321
11:45 AM	0	0	0	0	0	40	0	91	0	131	114	48	8	0	170	1	0	0	0	1	302
12:00 PM	0	0	0	0	0	36	1	95	0	132	114	41	1	0	156	3	4	1	0	8	296
12:15 PM	0	0	0	0	0	41	2	92	0	135	111	42	2	0	155	1	0	2	0	3	293
Total Volume	0	0	0	0	0	171	3	397	0	571	444	171	12	0	627	6	5	3	0	14	1212
% App. Total	0	0	0	0	0	29.9	0.5	69.5	0		70.8	27.3	1.9	0		42.9	35.7	21.4	0		
PHF	.000	.000	.000	.000	.000	.792	.375	.834	.000	.825	.974	.891	.375	.000	.922	.500	.313	.375	.000	.438	.944



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File Name : 133186 II
Site Code : 72451
Start Date : 1/19/2013
Page No : 1

N/nW: Main Street/ Hotel Lot
E/W: Beach Street/ State Road
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Heavy Vehicles

Start Time	Main Street From North				Beach Street From East				State Road From West				Hotel Lot From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
10:30 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
10:45 AM	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	9
Total	0	0	0	0	0	0	4	0	7	1	0	0	0	0	0	0	12
11:00 AM	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	5
11:30 AM	0	0	0	0	1	0	2	0	3	2	0	0	0	0	0	0	8
11:45 AM	0	0	0	0	0	1	4	0	2	0	0	0	0	0	0	0	7
Total	0	0	0	0	1	1	9	0	10	3	0	0	0	0	0	0	24
12:00 PM	0	0	0	0	1	0	2	0	2	0	0	0	1	0	0	0	6
12:15 PM	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	7
12:45 PM	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	5
Total	0	0	0	0	2	0	10	0	7	1	0	0	1	0	0	0	21
01:00 PM	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	5
01:15 PM	0	0	0	0	1	0	3	0	1	0	1	0	1	0	0	0	7
01:30 PM	0	0	0	0	0	0	4	0	6	0	0	0	0	0	0	0	10
01:45 PM	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	5
Total	0	0	0	0	1	0	13	0	10	1	1	0	1	0	0	0	27
02:00 PM	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	7
02:15 PM	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	5
Grand Total	0	0	0	0	4	1	41	0	41	6	1	0	2	0	0	0	96
Apprch %	0	0	0	0	8.7	2.2	89.1	0	85.4	12.5	2.1	0	100	0	0	0	
Total %	0	0	0	0	4.2	1	42.7	0	42.7	6.2	1	0	2.1	0	0	0	

Start Time	Main Street From North					Beach Street From East					State Road From West					Hotel Lot From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:15 PM																					
01:15 PM	0	0	0	0	0	1	0	3	0	4	1	0	1	0	2	1	0	0	0	1	7
01:30 PM	0	0	0	0	0	0	0	4	0	4	6	0	0	0	6	0	0	0	0	0	10
01:45 PM	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	5
02:00 PM	0	0	0	0	0	0	0	3	0	3	4	0	0	0	4	0	0	0	0	0	7
Total Volume	0	0	0	0	0	1	0	14	0	15	12	0	1	0	13	1	0	0	0	1	29
% App. Total	0	0	0	0	0	6.7	0	93.3	0		92.3	0	7.7	0		100	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.875	.000	.938	.500	.000	.250	.000	.542	.250	.000	.000	.000	.250	.725



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N/nW: Main Street/ Hotel Lot
E/W: Beach Street/ State Road
City, State: Vineyard Haven, MA
Client: VHB/ M. Kealey

Groups Printed- Peds and Bicycles

Start Time	Main Street From North				Beach Street From East				State Road From West				Hotel Lot From Northwest				Int. Total
	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	2	7
11:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	10
11:15 AM	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	20	29
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	8	13
11:45 AM	0	1	0	4	0	0	0	2	0	0	0	4	0	0	0	12	23
Total	0	1	0	8	0	0	0	6	0	0	0	13	0	0	0	47	75
12:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	5
12:15 PM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	8	12
12:30 PM	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	5
12:45 PM	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	0	7
Total	0	0	0	9	0	0	0	1	0	0	0	8	0	0	0	11	29
01:00 PM	0	0	0	17	0	0	0	1	0	0	0	0	0	0	0	5	23
01:15 PM	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	0	8
01:30 PM	0	0	0	4	0	0	0	1	0	0	0	3	0	0	0	6	14
01:45 PM	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0	6	15
Total	0	0	0	33	0	0	0	3	0	0	0	7	0	0	0	17	60
02:00 PM	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	3	7
02:15 PM	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	9	16
Grand Total	0	1	0	54	0	0	1	13	0	0	0	36	0	0	0	89	194
Apprch %	0	1.8	0	98.2	0	0	7.1	92.9	0	0	0	100	0	0	0	100	
Total %	0	0.5	0	27.8	0	0	0.5	6.7	0	0	0	18.6	0	0	0	45.9	

Start Time	Main Street From North					Beach Street From East					State Road From West					Hotel Lot From Northwest					Int. Total
	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 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	3	3	0	0	0	0	0	0	0	0	7	7	10
11:15 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	5	5	0	0	0	20	20	29
11:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	4	4	0	0	0	8	8	13
11:45 AM	0	1	0	4	5	0	0	0	2	2	0	0	0	4	4	0	0	0	12	12	23
Total Volume	0	1	0	8	9	0	0	0	6	6	0	0	0	13	13	0	0	0	47	47	75
% App. Total	0	11.1	0	88.9		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.250	.000	.500	.450	.000	.000	.000	.500	.500	.000	.000	.000	.650	.650	.000	.000	.000	.588	.588	.647

N/nW: Main Street/ Hotel Lot
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 City, State: Vineyard Haven, MA
 Client: VHB/ M. Kealey

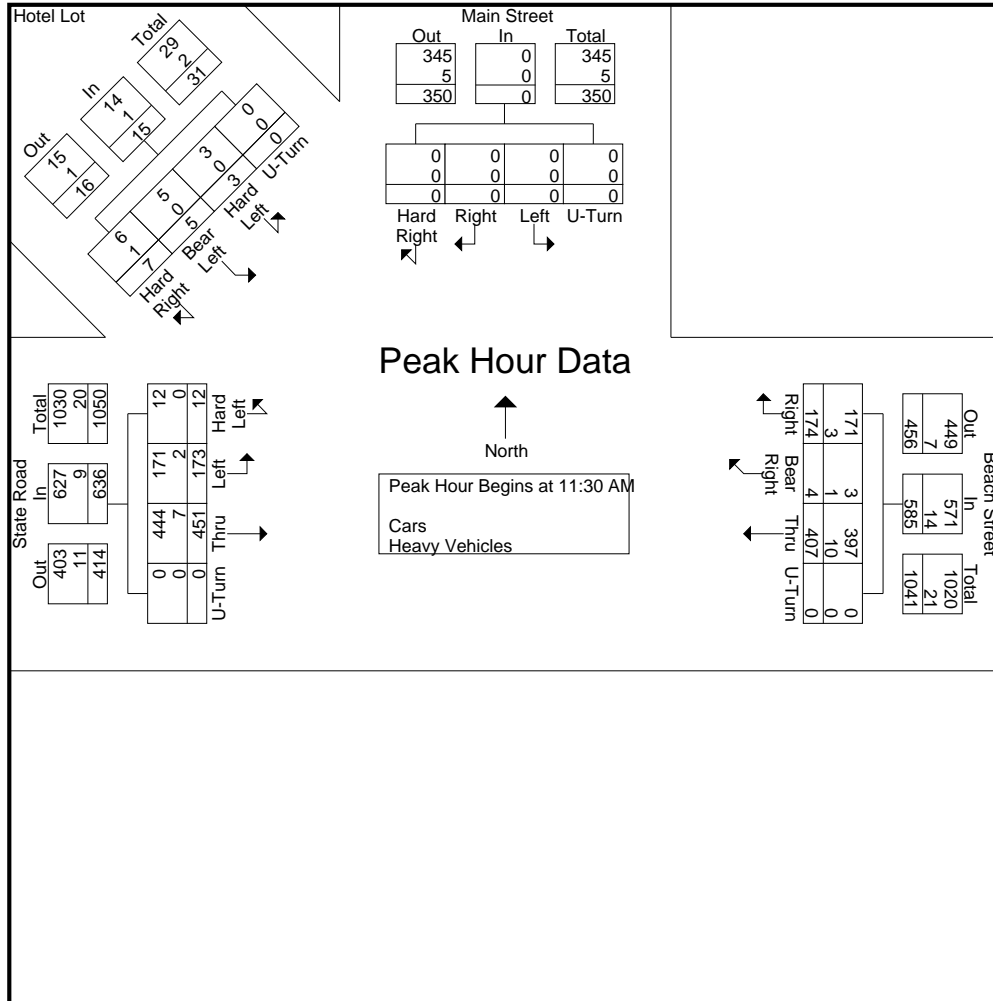


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Start Time	Main Street From North					Beach Street From East					State Road From West					Hotel Lot From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 10:30 AM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	0	0	0	55	0	121	0	176	108	42	1	0	151	1	1	0	0	2	329
11:45 AM	0	0	0	0	0	40	1	95	0	136	116	48	8	0	172	1	0	0	0	1	309
12:00 PM	0	0	0	0	0	37	1	97	0	135	116	41	1	0	158	4	4	1	0	9	302
12:15 PM	0	0	0	0	0	42	2	94	0	138	111	42	2	0	155	1	0	2	0	3	296
Total Volume	0	0	0	0	0	174	4	407	0	585	451	173	12	0	636	7	5	3	0	15	1236
% App. Total	0	0	0	0	0	29.7	0.7	69.6	0		70.9	27.2	1.9	0		46.7	33.3	20	0		
PHF	.000	.000	.000	.000	.000	.791	.500	.841	.000	.831	.972	.901	.375	.000	.924	.438	.313	.375	.000	.417	.939
Cars	0	0	0	0	0	171	3	397	0	571	444	171	12	0	627	6	5	3	0	14	1212
% Cars	0	0	0	0	0	98.3	75.0	97.5	0	97.6	98.4	98.8	100	0	98.6	85.7	100	100	0	93.3	98.1
Heavy Vehicles	0	0	0	0	0	3	1	10	0	14	7	2	0	0	9	1	0	0	0	1	24
% Heavy Vehicles	0	0	0	0	0	1.7	25.0	2.5	0	2.4	1.6	1.2	0	0	1.4	14.3	0	0	0	6.7	1.9





Seasonal Adjustment Factors

MASSACHUSETTS HIGHWAY DEPARTMENT - STATEWIDE TRAFFIC DATA COLLECTION

2011 WEEKDAY SEASONAL FACTORS *

* Note: These are weekday factors. The average of the factors for the year will not equal 1, as weekend data are not considered.

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
GROUP 1 - WEST INTERSTATE	0.98	0.93	0.90	0.89	0.90	0.88	0.91	0.90	0.89	0.89	0.93	0.95
GROUP 2 - RURAL MAJOR COLLECTOR (R-5) Use group 2 for R5, R6, & R0	1.12	1.12	1.07	0.99	0.91	0.90	0.86	0.86	0.92	0.93	1.01	1.05
GROUP 3A - RECREATIONAL **(1-4) See below	1.26	1.25	1.20	1.06	0.96	0.89	0.76	0.76	0.92	0.99	1.08	1.14
GROUP 3B - RECREATIONAL *** (5) See below	1.22	1.26	1.22	1.06	0.96	0.90	0.72	0.74	0.97	1.02	1.14	1.15
GROUP 4 - I-495 INTERSTATE	1.02	1.00	1.00	0.96	0.92	0.89	0.85	0.83	0.93	0.96	1.01	1.03
GROUP 5 - EAST INTERSTATE	1.04	1.00	0.96	0.93	0.92	0.91	0.91	0.89	0.93	0.93	0.96	1.01
GROUP 6 - URBAN ARTERIALS, COLLECTORS & RURAL ARTERIALS (R-2, R-3) Use group 6 for U2, U3, U5, U6, U0, R2, & R3	1.03	1.01	0.96	0.92	0.91	0.90	0.92	0.92	0.93	0.92	0.97	0.97
GROUP 7 - I-84 PROXIMITY (STAS. 17,3921)	1.24	1.24	1.15	1.04	0.99	1.00	0.93	0.89	1.05	1.05	1.05	1.12
GROUP 8 - I-295 PROXIMITY (STA. 6590)	1.00	0.99	0.95	0.92	0.94	0.91	0.93	0.92	0.95	0.94	0.97	0.95
GROUP 9 - I-195 PROXIMITY (STA. 7)	1.13	1.05	1.03	0.95	0.89	0.87	0.86	0.79	0.88	0.91	0.99	1.03

RECREATIONAL: (ALL YEARS)

****GROUP 3A:**

- 1. CAPE COD (ALL TOWNS)
- 2. PLYMOUTH (SOUTH OF RTE. 3A)

- 7014, 7079, 7080, 7090, 7091, 7092, 7093, 7094, 7095, 7096, 7097, 7108, 7178
- 3. MARTHA'S VINEYARD
- 4. NANTUCKET

*****GROUP 3B:**

- 5. PERMANENTS 2 & 189
- 1066, 1067, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092,
- 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104,
- 1105, 1106, 1107, 1108, 1113, 1114, 1116, 2196, 2197, 2198

2011 AXLE CORRECTION FACTORS

ROUND OFF

ROAD INVENTORY FUNCTIONAL CLASSIFICATION	AXLE CORRECTION FACTOR
RURAL	
1	0.95
2	0.97
3	0.98
0,5,6	0.98
URBAN	
1	0.96
2	0.98
3	0.98
5	0.98
0,6	0.99
I-84	0.90

0 - 999.....10
> 1,000.....100

Apply I-84 factor to stations: 3290, 3929

■

Martha's Vineyard Regional Transit Authority (VTA) – Route Maps and Schedules



Martha's Vineyard Bicycle Facility Map

EXPLORING MARTHA'S VINEYARD



SLOCUM

THE FIRST PERSON to sail single-handed around the world, Joshua Slocum completed his three-year journey aboard the 36-foot sloop *Spray* in 1898. Later, at his West Tisbury farm, he wrote the best-selling book, *Sailing Alone Around the World*. Ever restless, in 1909 he set sail from the Vineyard for South America, and was never seen again.

Photographs courtesy of the Dukes County Historical Society.

DURING the American Revolution, three Vineyard Haven girls made a nighttime raid on the town's tall Liberty Pole, which the British planned to use as a new spar for one of the king's ships. Legend has it that Parnell Manter, Maria Allen and Polly Daggett drilled holes in its base, filled them with gunpowder, and blew up the pole as an act of defiance.



SMALLEY

AMOS SMALLEY, one of the last Gay Head Indian whalers, is often credited as the man who killed Moby Dick, after he harpooned a large white whale near the Azores.

THE ADAMS family boasted famous whalers, presidents and statesmen, and a mistaken scientist who claimed that gravity was caused by the pressure of the moon. Among the most well-known family members were Sarah and Lucy, two midgets who worked with P.T. Barnum's circus and General Tom Thumb. Upon their retirement to the Vineyard, they ran a tea room at the family home on Chilmark's South Road.

THE HEATH HEN, related to the western prairie chicken, lingered on the Vineyard after it became extinct everywhere else. The Manuel F. Correllus State Forest was established as a sanctuary for the heath hen in the hopes of saving the species, but in 1932 the last one died.

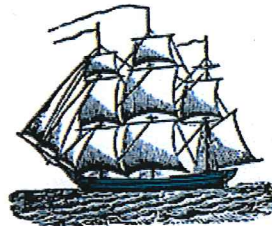
DR. HARRISON TUCKER, a 19th century patent medicine king, became one of Oak Bluffs' most prominent citizens. President Ulysses S. Grant, upon visiting the Island in 1876, watched fireworks from the doctor's house on Ocean Avenue, which was often a gathering place for the town's influential leaders.



TUCKER

THE ALGONQUIN INDIANS called the island "No-ope," meaning "amid the waters." Others called it "Capawock," spelled many different ways. A Viking narrative in 1006 noted it as "Straumey," or "the stream island," referring to the peculiar opposing tidal currents of Vineyard and Nantucket Sounds. Giovanni da Verrazano named it "Luisa" for the French king's mother in 1524, but Mercator the map-maker mistakenly recorded it as "Claudia." The name of Martha's Vineyard was bestowed in 1602 by Bartholomew Gosnold, in tribute to his daughter Martha and the profusion of wild grapes he found growing here.

THE VINEYARD'S worst shipwreck occurred near Gay Head on January 18, 1884, when the 275-foot luxury steamer *City of Columbus*, en route from Boston to Savannah, ran aground upon the rocks of Devil's Bridge. Gay Head Indians led the heroic rescue effort, battling high seas and cold winds to save 29 men. 103 lives were lost.



THE WATERS OF Vineyard Sound were among the most heavily traveled in the world, second only to the English Channel. Nearly all ships sailing between Boston and New York or ports beyond passed through the Sound, until the Cape Cod Canal was opened in 1914.



LUCE

CHILMARK'S Beetlebung Corner takes its name from the nearby stand of tupelo trees, whose wood was used to make beetles (mallets) and bungs (plugs).



TILTON

ZEBULON Northrup Tilton, it was said, could sail his schooner to Chicago on a heavy dew. A Chilmark native, the irascible cross-eyed captain of the *Alice S. Wentworth* was renowned for his physical strength, his sailing skills and his sharp wit.

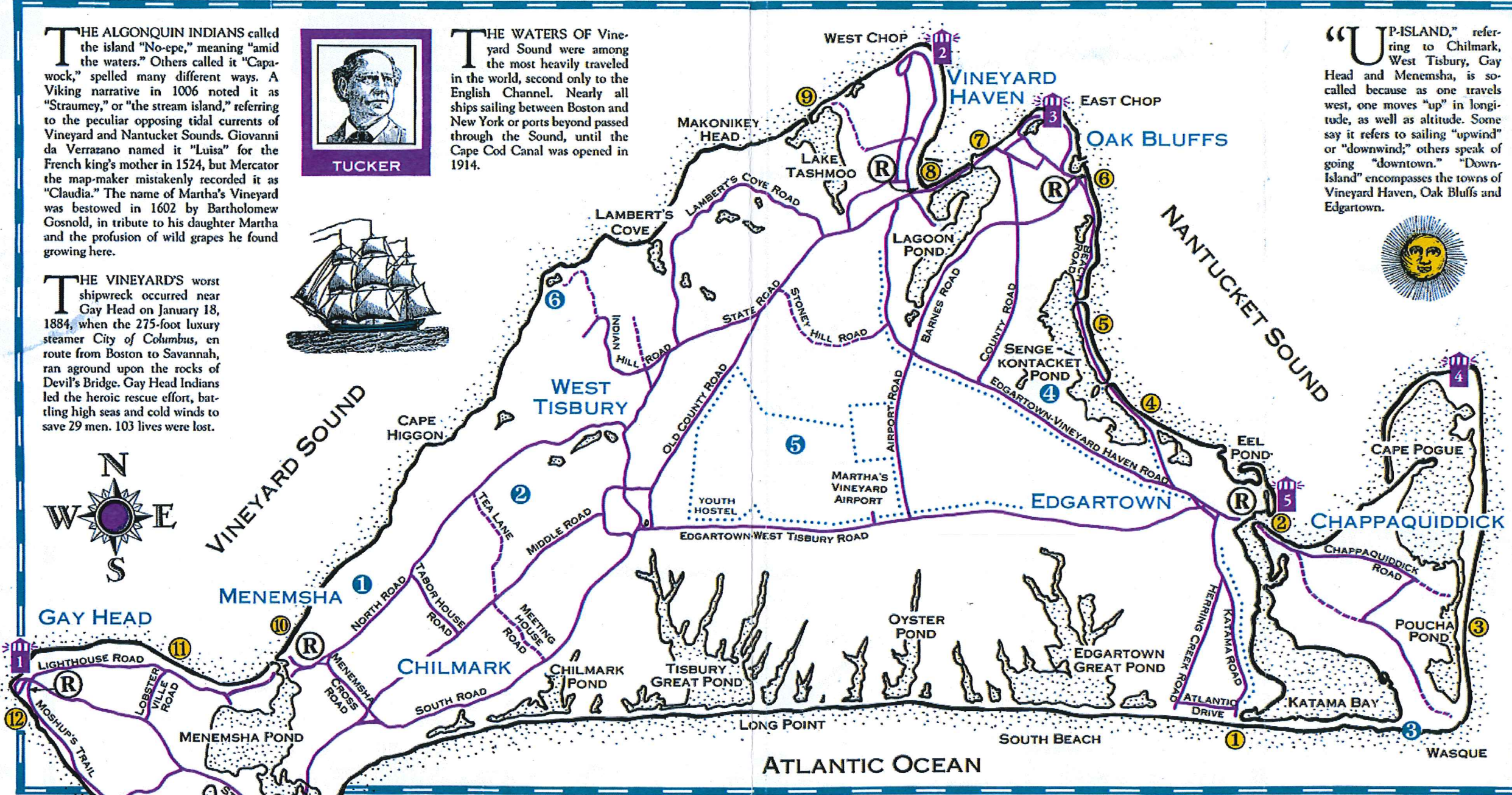
THE GREAT FIRE of August 11, 1883 raged through downtown Vineyard Haven, destroying more than 70 buildings. One survivor: The Jirah Luce House (1804) on Beach Road.



FISHER

THE ENTREPRENEURIAL Dr. Daniel Fisher came to Edgartown in 1824, and soon prospered. His many successful ventures included the world's largest spermaceti candle factory, shares in whaling ships, a hard tack factory and grist mill, and the first presidency of the Martha's Vineyard National Bank.

THE EDGARTOWN Lighthouse was formerly situated atop a granite island reached via a wooden walkway known as "The Bridge of Sighs." Whalers about to depart for a long journey at sea would sometimes take their wives or girlfriends there for a last walk together before sailing away.



- SPECIAL CONSERVATION LANDS
 1. MENEMSHA HILLS RESERVATION
 2. WASKOSIM'S ROCK RESERVATION
 3. WASQUE RESERVATION
 4. FELIX NECK WILDLIFE SANCTUARY
 5. MANUEL F. CORRELLUS STATE FOREST
 6. CEDAR TREE NECK WILDLIFE SANCTUARY
- ⚡ LIGHTHOUSES
 1. GAY HEAD LIGHT
 2. WEST CHOP LIGHT
 3. EAST CHOP LIGHT
 4. CAPE POGUE LIGHT
 5. EDGARTOWN LIGHT
- PUBLIC BEACHES

1. SOUTH BEACH	7. EASTVILLE BEACH
2. LIGHTHOUSE BEACH	8. OWEN PARK
3. EAST BEACH	9. HERRING CREEK BEACH
4. BEND-IN-THE-ROAD BEACH	10. MENEMSHA BEACH
5. STATE BEACH	11. LOBSTERVILLE BEACH
6. OAK BLUFFS BEACH	12. MOSHUP BEACH
- BIKE PATH
- Ⓡ PUBLIC RESTROOMS



Heath hen.

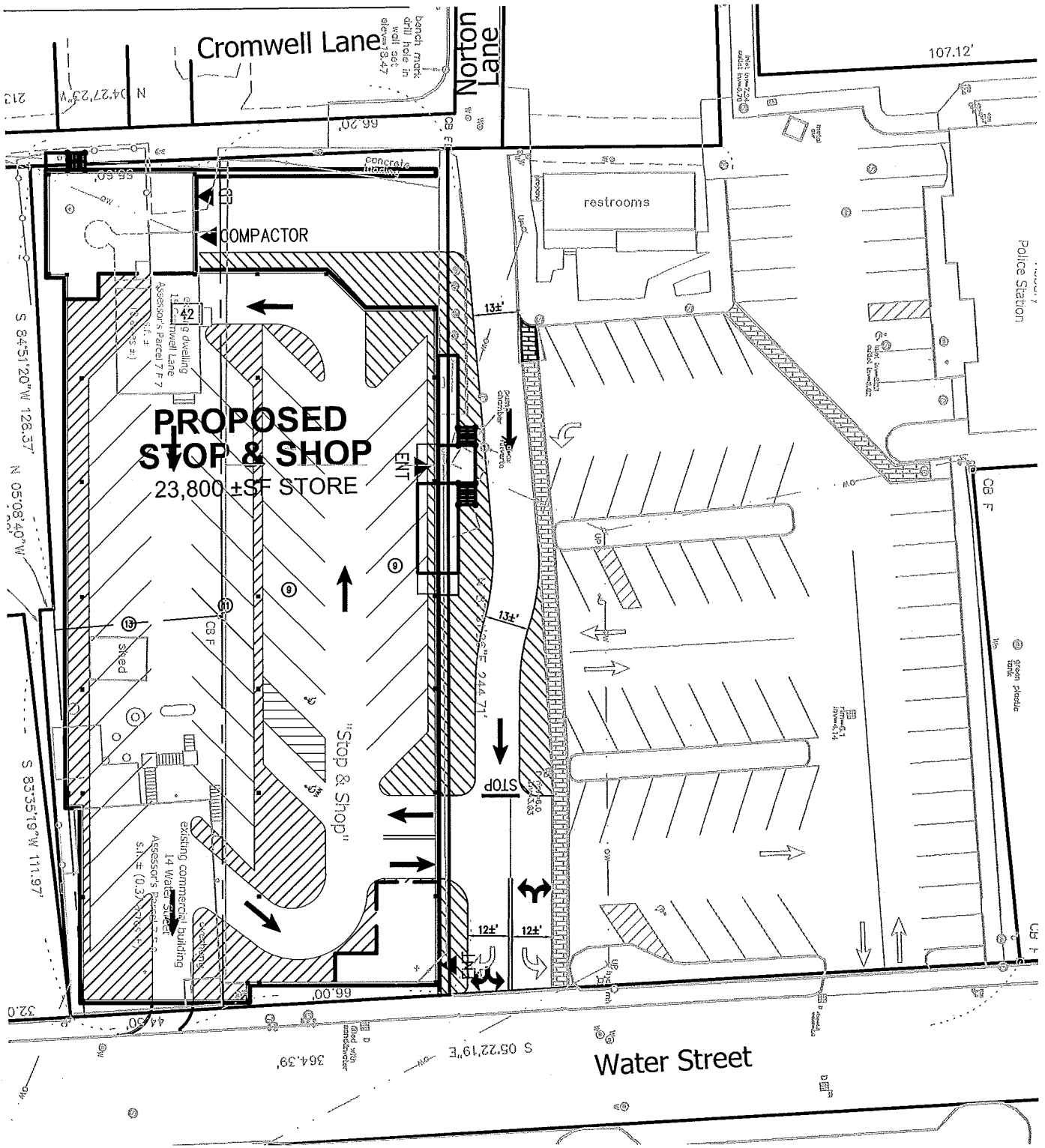
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Vehicle Crash Data



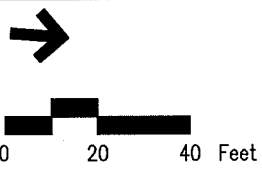
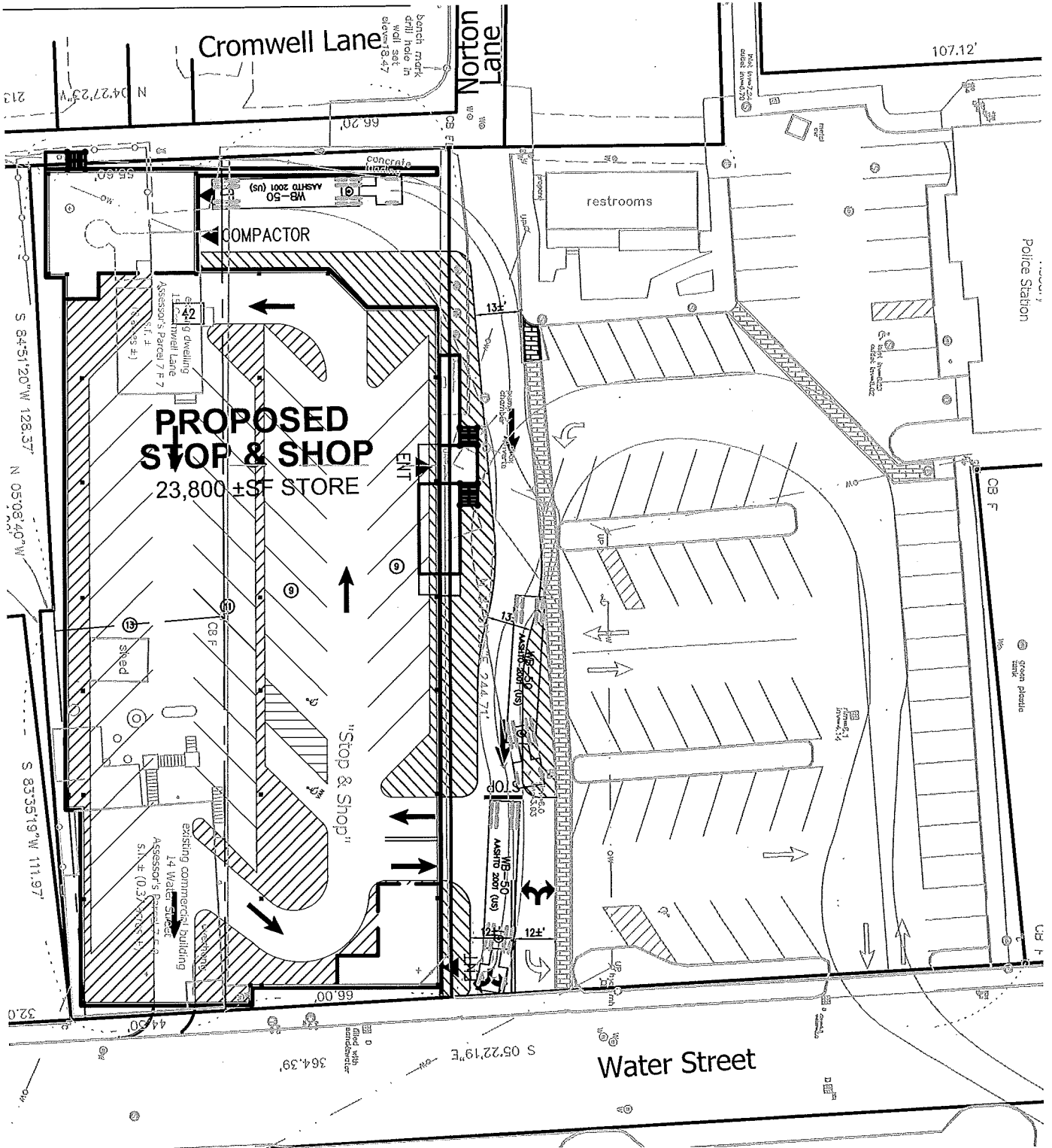
Vehicular Access and Circulation Figures



Vanasse Hangen Brustlin, Inc.

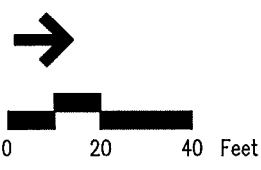
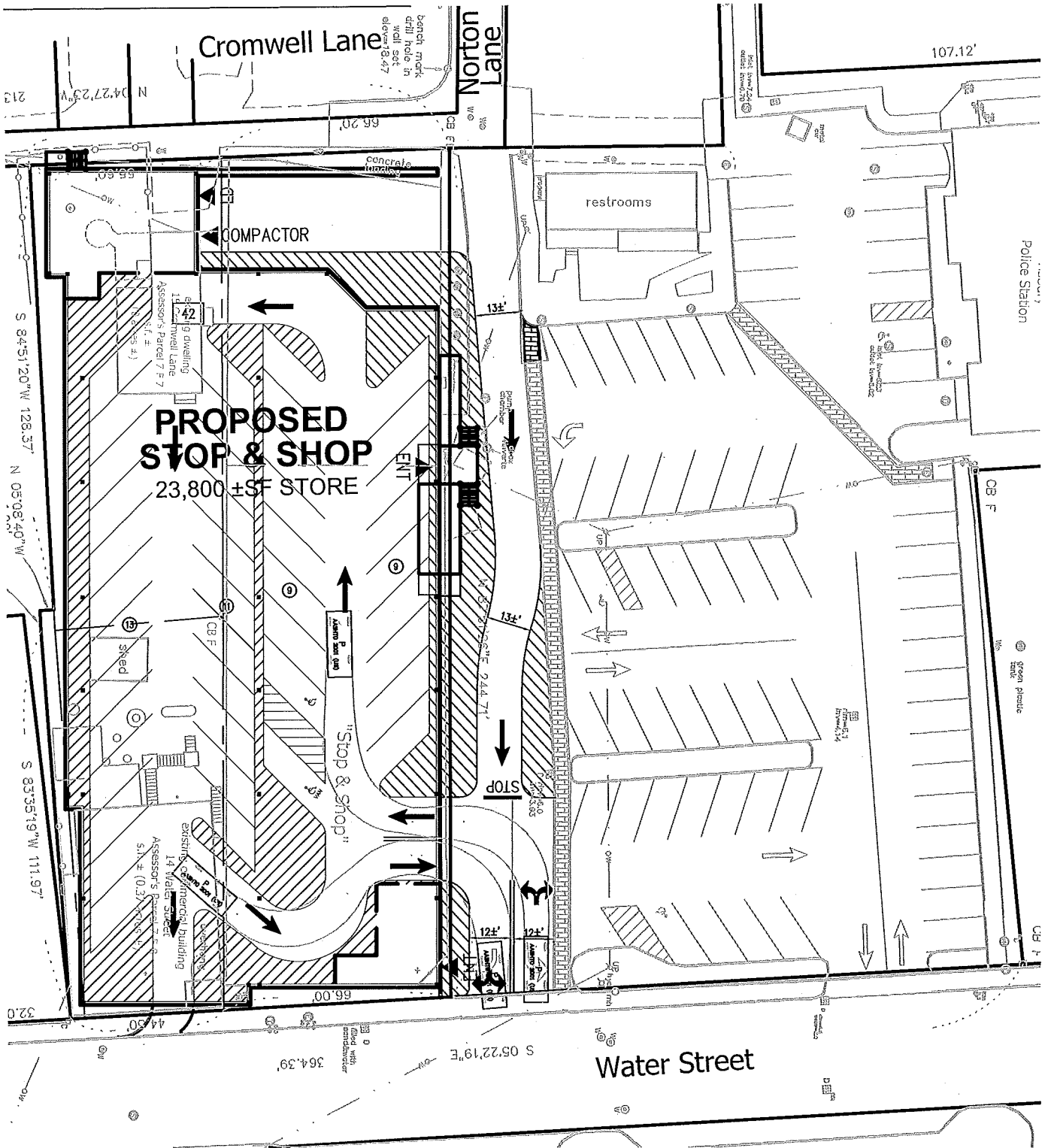
Proposed Modifications to Norton Lane
Stop & Shop
Water Street
Tisbury, Massachusetts

Figure 1A



Vanasse Hangen Brustlin, Inc.

WB-50 Delivery Truck Turning Movments Figure 1B
Stop & Shop
Water Street
Tisbury, Massachusetts



Vanasse Hangen Brustlin, Inc.

Passenger Vehicle Turning Movments
Stop & Shop
Water Street
Tisbury, Massachusetts

Figure 1C



Trip Generation Calculations

Trip Generation Calculations

Stop & Shop Supermarket - Martha's Vineyard

		Existing Stop & Shop (13,371 sf)	Chinese Restaurant (2,364 sf)	Retail (4,132 sf)	Residential (5 units)	Existing Total	Existing Total	Proposed Stop & Shop (28,094 sf)	Net Total	Pass By (25%)	Net New
Weekday	Enter	684	106	10	17	817	817	1436	619	155	464
Daily	Exit	<u>684</u>	<u>106</u>	<u>10</u>	<u>17</u>	<u>817</u>	<u>817</u>	<u>1436</u>	<u>619</u>	<u>155</u>	<u>464</u>
	Total	1368	212	20	34	1634	1634	2872	1238	310	929
Weekday	Enter	65	12	1	2	80	80	136	56	14	42
Evening	Exit	<u>62</u>	<u>6</u>	<u>1</u>	<u>1</u>	<u>70</u>	<u>70</u>	<u>131</u>	<u>61</u>	<u>15</u>	<u>46</u>
	Total	127	18	2	3	150	150	267	117	29	88
Saturday	Enter	1187	112	10	16	1325	1325	2495	1170	293	878
Daily	Exit	<u>1187</u>	<u>112</u>	<u>10</u>	<u>16</u>	<u>1325</u>	<u>1325</u>	<u>2495</u>	<u>1170</u>	<u>293</u>	<u>878</u>
	Total	2374	224	20	32	2650	2650	4990	2340	585	1755
Saturday	Enter	73	15	2	2	92	92	153	61	15	46
Midday	Exit	<u>70</u>	<u>10</u>	<u>2</u>	<u>1</u>	<u>83</u>	<u>83</u>	<u>147</u>	<u>64</u>	<u>16</u>	<u>48</u>
	Total	143	25	4	3	175	175	300	125	31	94

ITE TRIP GENERATION WORKSHEET
(9th Edition, Updated 2012)

LANDUSE: Supermarket
LANDUSE CODE: 850

Independent Variable --- Peak Hour Traffic on Adjacent Street

JOB NAME: S&S MV
JOB NUMBER: 72451

FLOOR AREA (KSF): 13.371 ksf

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	4	0.52	102.24	68.65	168.88	39	20	60	50%	50%
AM PEAK (ADJACENT ST)	13	NA	3.40	1.00	7.78	37	22	57	62%	38%
PM PEAK (ADJACENT ST)	62	0.52	9.48	3.53	20.29	56	10	142	51%	49%

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	1,367	684	684	2,287	1,143	1,143
	AM PEAK (ADJACENT ST)	45	28	17	NA	NA	NA
	PM PEAK (ADJACENT ST)	127	65	62	176	90	86

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	2	NA	177.59	168.41	190.43	27	22	32	50%	50%
PEAK OF GENERATOR	34	0.56	10.65	5.78	22.60	67	16	142	51%	49%

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	2,375	1,187	1,187	NA	NA	NA
	PEAK OF GENERATOR	142	73	70	287	146	140

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	2	NA	166.44	150.52	177.81	27	22	32	50%	50%
PEAK OF GENERATOR	2	NA	18.93	17.79	19.75	27	22	32	NA	NA

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	2,225	1,113	1,113	NA	NA	NA
	PEAK OF GENERATOR	253	NA	NA	NA	NA	NA

ITE TRIP GENERATION WORKSHEET
(9th Edition, Updated 2012)

LANDUSE: Quality Restaurant
LANDUSE CODE: 931

Independent Variable --- 1,000 Sq. Feet Gross Floor Area

JOB NAME: S&S MV
JOB NUMBER: 72451

FLOOR AREA (KSF): 2.364

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	15	-	89.95	33.41	139.80	9	5	16	50%	50%
AM PEAK (ADJACENT ST)	11	-	0.81	0.25	1.60	9	5	16	-	-
PM PEAK (ADJACENT ST)	24	-	7.49	2.42	18.64	9	5	16	67%	33%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	213	106	106	NA	NA	NA
AM PEAK (ADJACENT ST)	2	NA	NA	NA	NA	NA
PM PEAK (ADJACENT ST)	18	12	6	NA	NA	NA

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	11	-	94.36	53.63	156.67	9	6	16	50%	50%
PEAK OF GENERATOR	11	-	10.82	5.75	15.28	9	5	16	59%	41%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	223	112	112	NA	NA	NA
PEAK OF GENERATOR	26	15	10	NA	NA	NA

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	11	-	72.16	34.09	137.78	9	5	16	50%	50%
PEAK OF GENERATOR	10	-	8.38	4.56	12.07	9	5	16	63%	37%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	171	85	85	NA	NA	NA
PEAK OF GENERATOR	20	12	7	NA	NA	NA

ITE TRIP GENERATION WORKSHEET
(9th Edition, Updated 2012)

LANDUSE: Furniture Store
LANDUSE CODE: 890

Independent Variable --- 1,000 Sq. Feet Gross Floor Area

JOB NAME: S&S MV
JOB NUMBER: 72451

FLOOR AREA (KSF): 4.132

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	13	--	5.06	0.70	15.35	69	20	275	50%	50%
AM PEAK (ADJACENT ST)	16	--	0.17	0.03	0.45	64	20	275	69%	31%
PM PEAK (ADJACENT ST)	19	--	0.45	0.06	1.70	69	20	275	48%	52%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	21	10	10	NA	NA	NA
AM PEAK (ADJACENT ST)	1	0	0	NA	NA	NA
PM PEAK (ADJACENT ST)	2	1	1	NA	NA	NA

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	9	--	4.94	0.78	13.96	87	20	275	50%	50%
PEAK OF GENERATOR	16	--	0.95	0.15	2.79	77	20	275	55%	45%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	20	10	10	NA	NA	NA
PEAK OF GENERATOR	4	2	2	NA	NA	NA

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	9	--	4.64	0.14	14.17	87	20	275	50%	50%
PEAK OF GENERATOR	9	--	0.92	0.10	3.42	87	20	275	NA	NA

Peak Dist. Not Available

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	19	10	10	NA	NA	NA
PEAK OF GENERATOR	4	NA	NA	NA	NA	NA

ITE TRIP GENERATION WORKSHEET
(9th Edition, Updated 2012)

LANDUSE: Apartment
 LANDUSE CODE: 220

Independent Variable --- Number of Units

JOB NAME: S&S MV
 JOB NUMBER: 72451

Peak Hour Traffic on Adjacent Street: 5 units

WEEKDAY

RATES:	# Studies	R ²	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	88	0.87	6.65	1.27	12.50	210	0	1,000	50%	50%
AM PEAK (ADJACENT ST)	78	0.83	0.51	0.10	1.02	235	0	1,100	20%	80%
PM PEAK (ADJACENT ST)	90	0.77	0.62	0.10	1.64	233	0	1,100	65%	35%

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	33	17	17	154	77	77
	AM PEAK (ADJACENT ST)	3	1	2	6	1	5
	PM PEAK (ADJACENT ST)	3	2	1	20	13	7

SATURDAY

RATES:	# Studies	R ²	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	15	0.85	6.39	2.84	8.40	175	65	360	50%	50%
PEAK OF GENERATOR	14	0.56	0.52	0.26	1.05	178	65	360	<i>Peak Distribution Not Available</i>	

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	32	16	16	-217	-108	-108
	PEAK OF GENERATOR	3	NA	NA	21	NA	NA

SUNDAY

RATES:	# Studies	R ²	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	14	0.82	5.86	3.21	7.53	182	90	360	50%	50%
PEAK OF GENERATOR	13	--	0.51	0.26	1.43	186	90	360	<i>Peak Distribution Not Available</i>	

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	29	16	16	-69	-35	-35
	PEAK OF GENERATOR	3	NA	NA	NA	NA	NA

ITE TRIP GENERATION WORKSHEET
(9th Edition, Updated 2012)

LANDUSE: Supermarket
LANDUSE CODE: 850

Independent Variable --- Peak Hour Traffic on Adjacent Street

JOB NAME: S&S MV
JOB NUMBER: 72451

FLOOR AREA (KSF): 28.094 ksf

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	4	0.52	102.24	68.65	168.88	39	20	60	50%	50%
AM PEAK (ADJACENT ST)	13	NA	3.40	1.00	7.78	37	22	57	62%	38%
PM PEAK (ADJACENT ST)	62	0.52	9.48	3.53	20.29	56	10	142	51%	49%

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	2,872	1,436	1,436	3,272	1,636	1,636
	AM PEAK (ADJACENT ST)	96	59	36	NA	NA	NA
	PM PEAK (ADJACENT ST)	266	136	131	304	155	149

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	2	NA	177.59	168.41	190.43	27	22	32	50%	50%
PEAK OF GENERATOR	34	0.56	10.65	5.78	22.60	67	16	142	51%	49%

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	4,989	2,495	2,495	NA	NA	NA
	PEAK OF GENERATOR	299	153	147	438	223	214

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	2	NA	166.44	150.52	177.81	27	22	32	50%	50%
PEAK OF GENERATOR	2	NA	18.93	17.79	19.75	27	22	32	NA	NA

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	4,676	2,338	2,338	NA	NA	NA
	PEAK OF GENERATOR	532	NA	NA	NA	NA	NA



Trip Distribution

- **Trip Distribution Figures**
- **Historic Traffic Counts Used for Trip Distribution**



Trip Distribution Figures

xx = Entering
 (xx) = Exiting
 [xx] = Pass By



Vanasse Hangen Brustlin, Inc.

Site Generated Traffic Volumes
 Weekday Evening Peak Hour

Figure
 February 2013

Stop & Shop Redevelopment
 Tisbury (Vineyard Haven), Massachusetts



Not to Scale

xx = Entering
 (xx) = Exiting
 [xx] = Pass By



Vanasse Hangen Brustlin, Inc.

Site Generated Traffic Volumes
 Saturday Midday Peak Hour

Figure
 February 2013

Stop & Shop Redevelopment
 Tisbury (Vineyard Haven), Massachusetts



Not to Scale



Historic Traffic Counts Used for Trip Distribution



Project:

Location: MARTHA'S VINEYARD

Calculated by:

Checked by:

Title

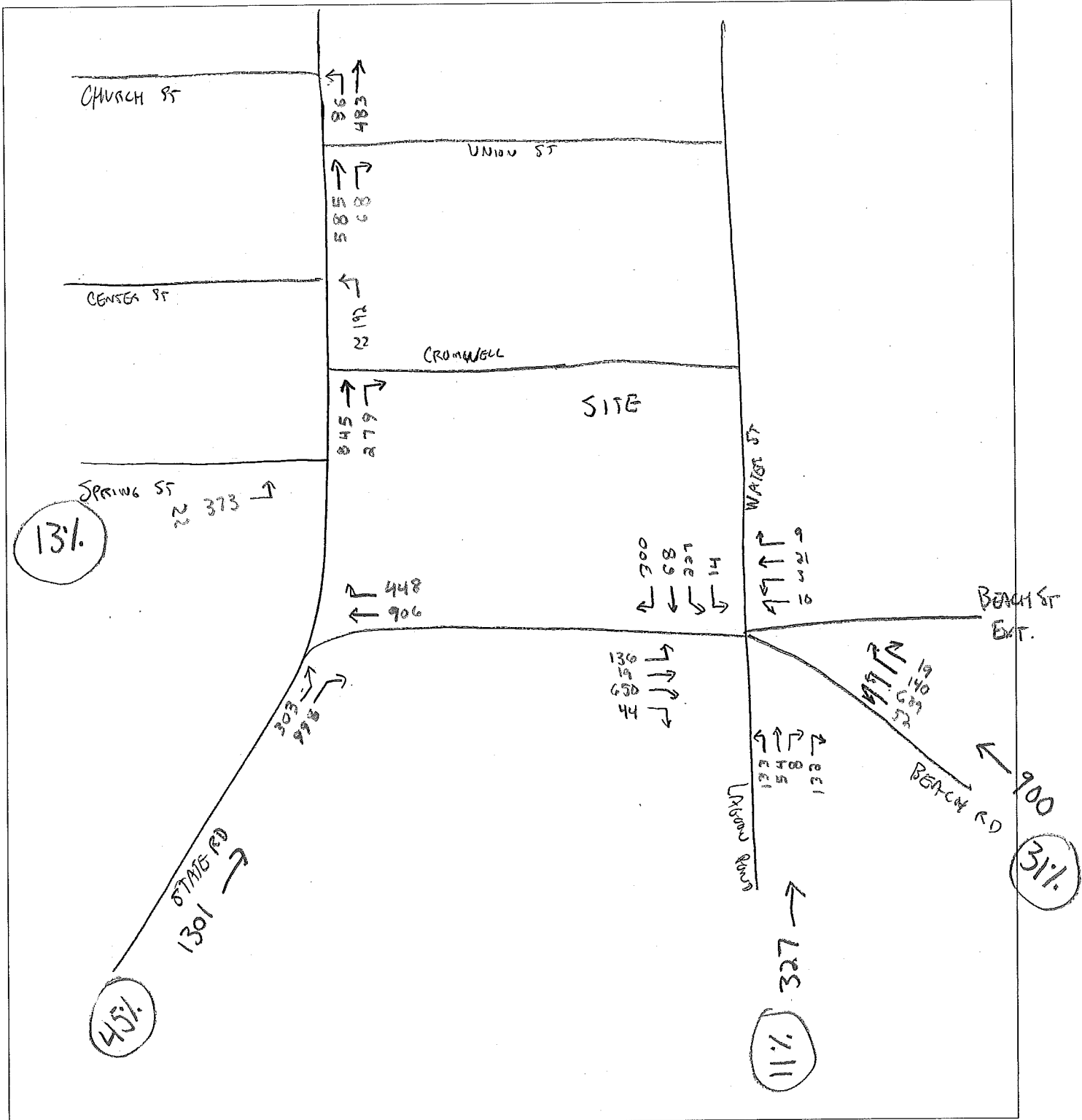
Project # 72451.00

Sheet of

Date: JAN 2013

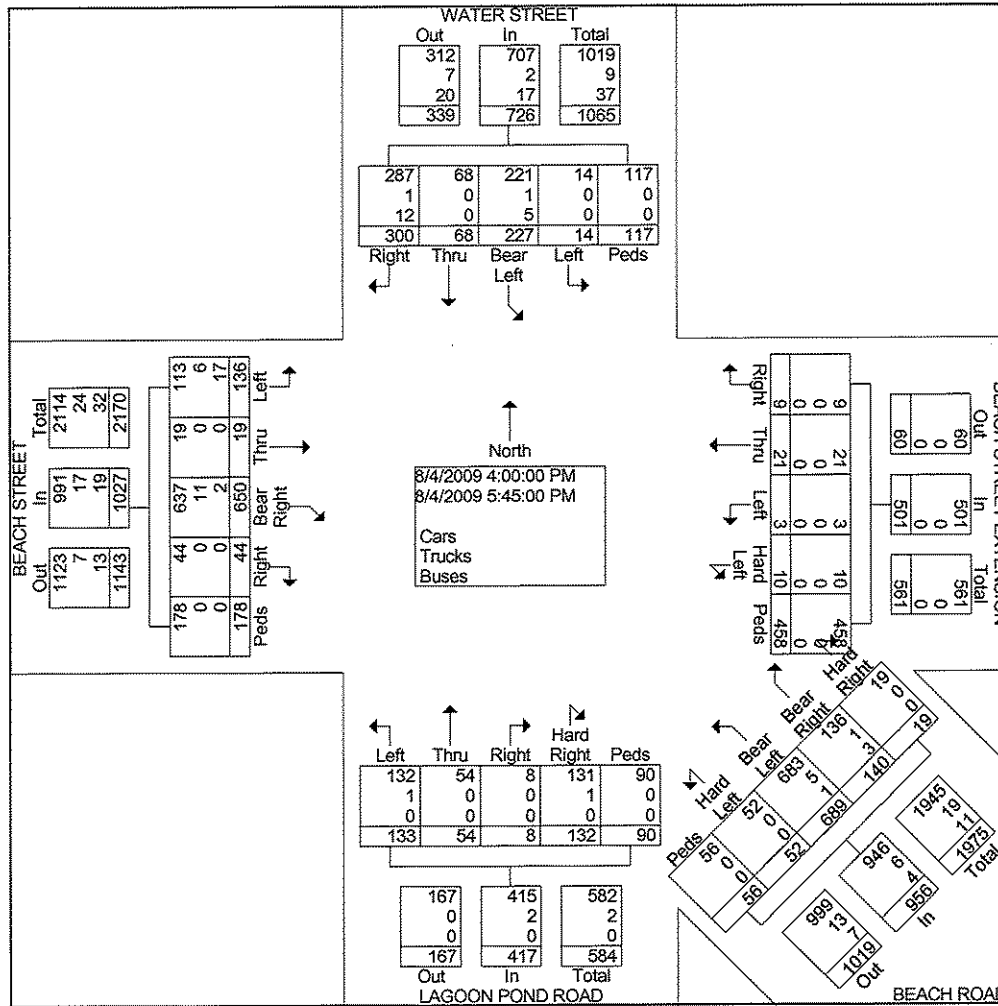
Date:

2-HOUR TMC TOTALS (FROM MUC COUNTS)
4-6 PM WEEKDAY



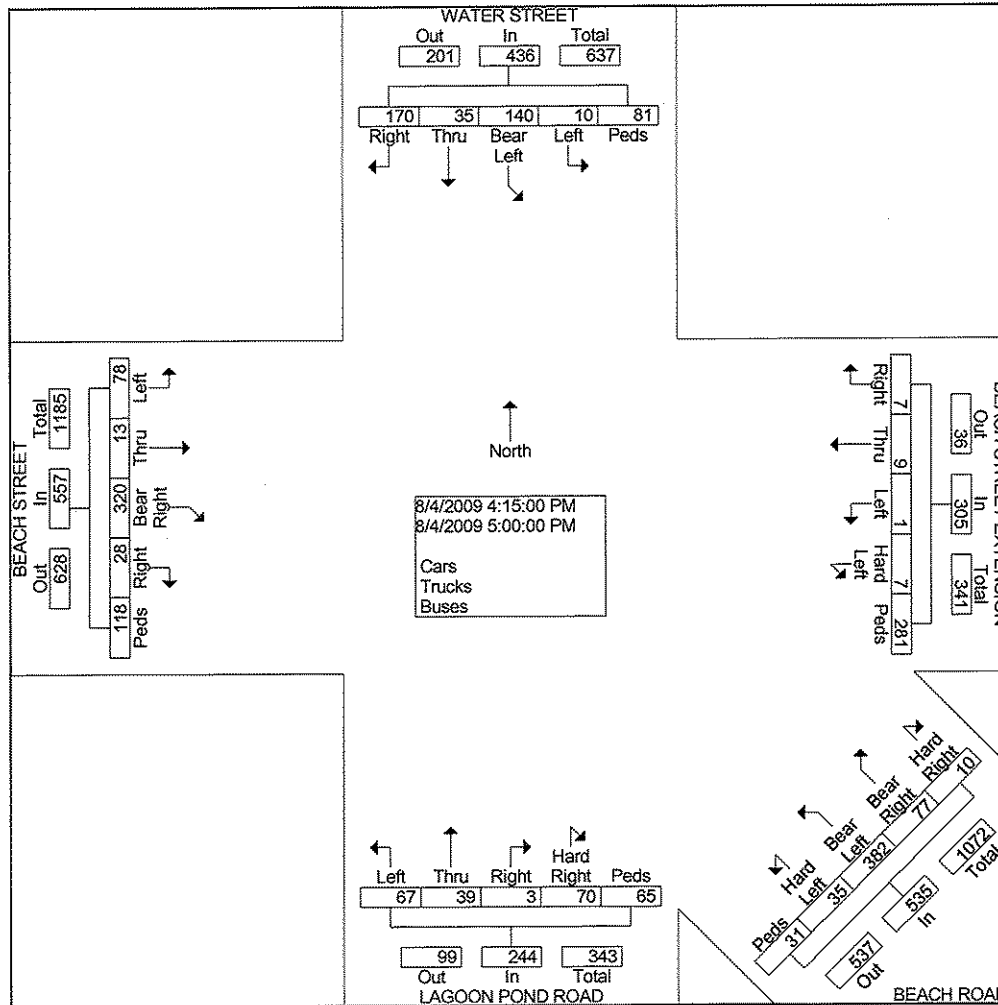
Martha's Vineyard Commission
 33 New York Avenue
 Oak Bluffs, MA 02557
 Traffic Data Collection

File Name : MERGED~1
 Site Code : 00000000
 Start Date : 08/04/2009
 Page No : 2



Martha's Vineyard Commission
 33 New York Avenue
 Oak Bluffs, MA 02557
 Traffic Data Collection

File Name : MERGED~1
 Site Code : 00000000
 Start Date : 08/04/2009
 Page No : 5



Martha's Vineyard Commission

33 New York Avenue

Oak Bluffs, MA 02557

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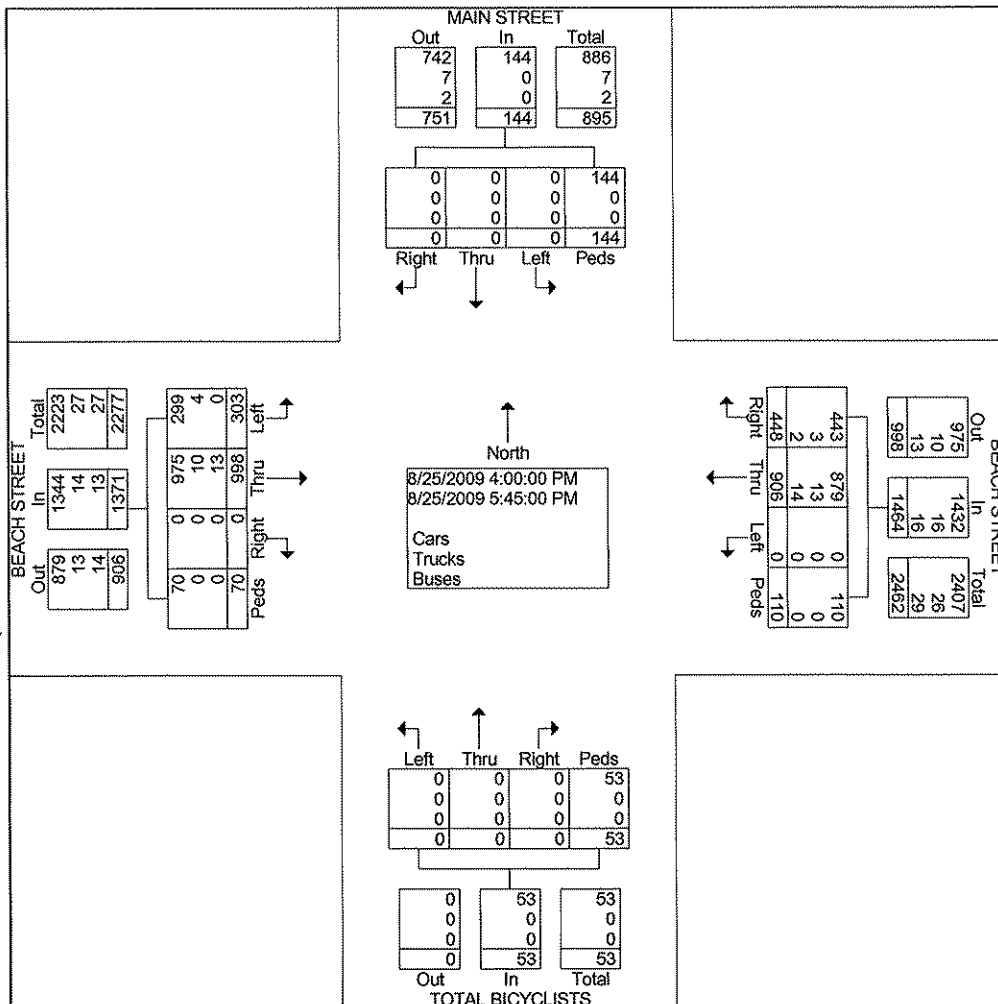
Site Code : 00000000

Start Date : 08/25/2009

Page No : 1

Groups Printed- Cars - Trucks - Buses

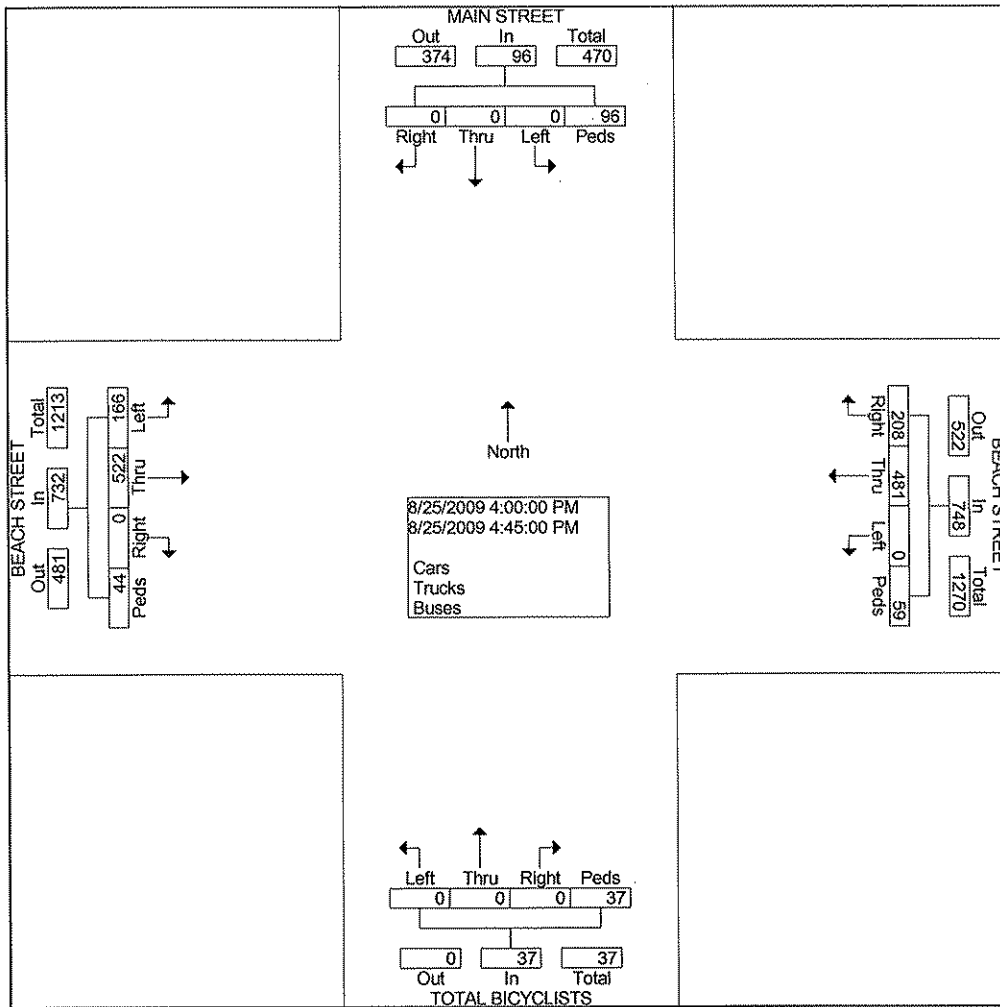
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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	43	43	0	112	55	33	200	0	0	0	13	13	45	99	0	6	150	406
04:15 PM	0	0	0	20	20	0	107	54	10	171	0	0	0	17	17	39	139	0	20	198	406
04:30 PM	0	0	0	20	20	0	116	50	6	172	0	0	0	2	2	40	139	0	12	191	385
04:45 PM	0	0	0	13	13	0	146	49	10	205	0	0	0	5	5	42	145	0	6	193	416
Total	0	0	0	96	96	0	481	208	59	748	0	0	0	37	37	166	522	0	44	732	1613
05:00 PM	0	0	0	24	24	0	119	58	16	193	0	0	0	8	8	35	89	0	7	131	356
05:15 PM	0	0	0	5	5	0	110	50	4	164	0	0	0	2	2	40	118	0	11	169	340
05:30 PM	0	0	0	10	10	0	97	69	18	184	0	0	0	2	2	29	142	0	2	173	369
05:45 PM	0	0	0	9	9	0	99	63	13	175	0	0	0	4	4	33	127	0	6	166	354
Total	0	0	0	48	48	0	425	240	51	716	0	0	0	16	16	137	476	0	26	639	1419
Grand Total	0	0	0	144	144	0	906	448	110	1464	0	0	0	53	53	303	998	0	70	1371	3032
Apprch %	0.0	0.0	0.0	100.0		0.0	61.9	30.6	7.5		0.0	0.0	0.0	100.0		22.1	72.8	0.0	5.1		
Total %	0.0	0.0	0.0	4.7	4.7	0.0	29.9	14.8	3.6	48.3	0.0	0.0	0.0	1.7	1.7	10.0	32.9	0.0	2.3	45.2	



Martha's Vineyard Commission
 33 New York Avenue
 Oak Bluffs, MA 02557
 Traffic Data Collection

File Name : MAIN_B~2
 Site Code : 00000000
 Start Date : 08/25/2009
 Page No : 3

Start Time	MAIN STREET From North					BEACH STREET From East					TOTAL BICYCLISTS From South					BEACH STREET From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersect on	04:00 PM																				
Volume	0	0	0	96	96	0	481	208	59	748	0	0	0	37	37	166	522	0	44	732	1613
Percent	0.0	0.0	0.0	100.0		0.0	64.3	27.8	7.9		0.0	0.0	0.0	100.0		22.7	71.3	0.0	6.0		
04:45																					
Volume	0	0	0	13	13	0	146	49	10	205	0	0	0	5	5	42	145	0	6	193	416
Peak Factor																					
High Int.	0.969																				
Intersect on	04:00 PM					04:45 PM					04:15 PM					04:15 PM					
Volume	0	0	0	43	43	0	146	49	10	205	0	0	0	17	17	39	139	0	20	198	
Peak Factor	0.558					0.912					0.544					0.924					



Martha's Vineyard Commission

33 New York Avenue

Oak Bluffs, MA 02557

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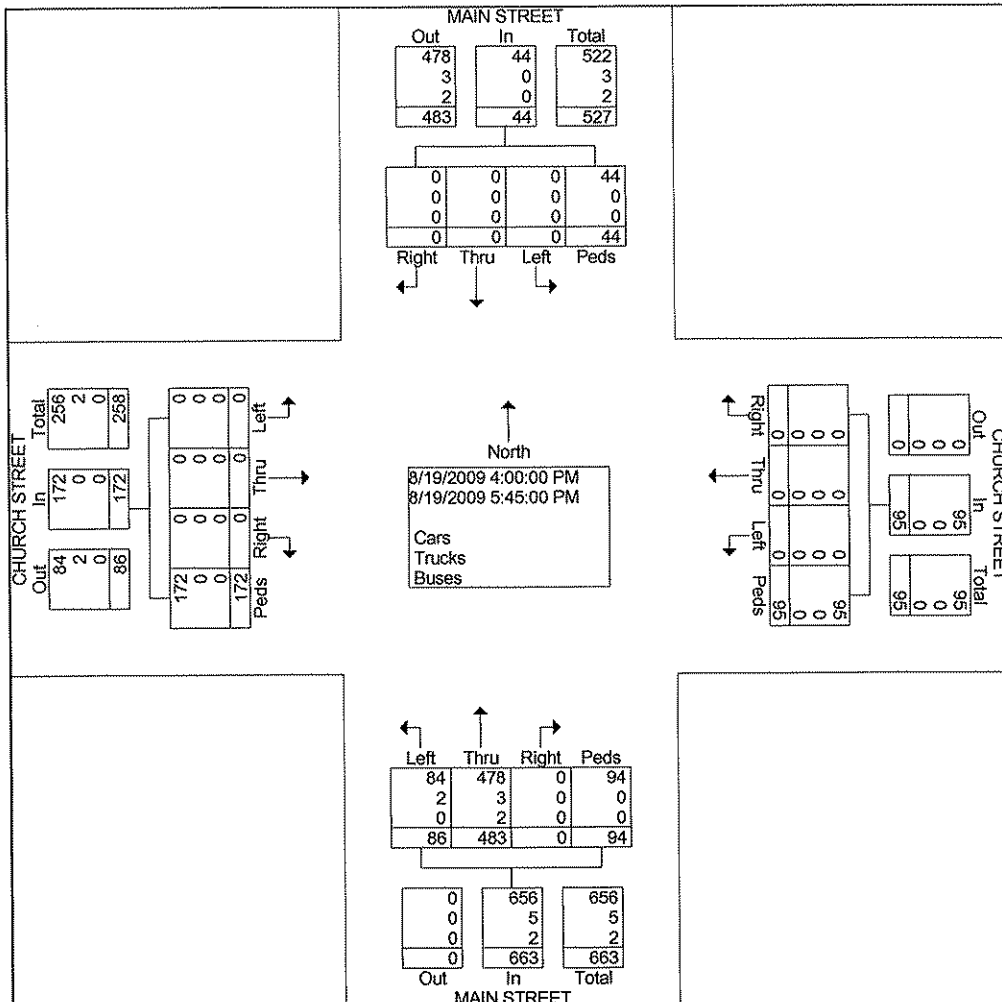
Site Code : 00000000

Start Date : 08/19/2009

Page No : 1

Groups Printed- Cars - Trucks - Buses

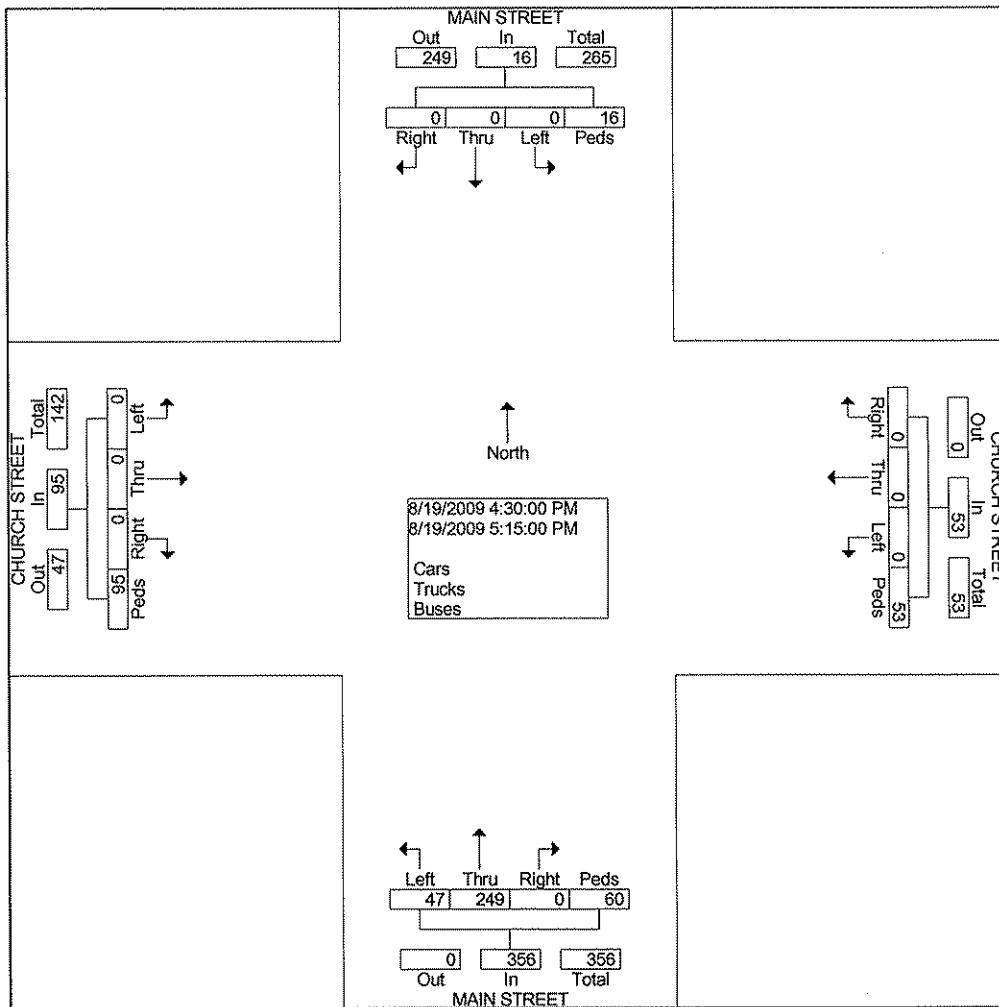
Start Time	MAIN STREET From North					CHURCH STREET From East					MAIN STREET From South					CHURCH STREET From West					Int. Total
	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	7	7	0	0	0	13	13	14	60	0	4	78	0	0	0	17	17	115
04:15 PM	0	0	0	6	6	0	0	0	9	9	12	56	0	5	73	0	0	0	14	14	102
04:30 PM	0	0	0	5	5	0	0	0	11	11	9	63	0	25	97	0	0	0	30	30	143
04:45 PM	0	0	0	5	5	0	0	0	19	19	13	62	0	16	91	0	0	0	28	28	143
Total	0	0	0	23	23	0	0	0	52	52	48	241	0	50	339	0	0	0	89	89	503
05:00 PM	0	0	0	4	4	0	0	0	13	13	14	60	0	11	85	0	0	0	22	22	124
05:15 PM	0	0	0	2	2	0	0	0	10	10	11	64	0	8	83	0	0	0	15	15	110
05:30 PM	0	0	0	8	8	0	0	0	8	8	8	59	0	12	79	0	0	0	29	29	124
05:45 PM	0	0	0	7	7	0	0	0	12	12	5	59	0	13	77	0	0	0	17	17	113
Total	0	0	0	21	21	0	0	0	43	43	38	242	0	44	324	0	0	0	83	83	471
Grand Total	0	0	0	44	44	0	0	0	95	95	86	483	0	94	663	0	0	0	172	172	974
Apprch %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		13.0	72.9	0.0	14.2		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	4.5	4.5	0.0	0.0	0.0	9.8	9.8	8.8	49.6	0.0	9.7	68.1	0.0	0.0	0.0	17.7	17.7	



Martha's Vineyard Commission
 33 New York Avenue
 Oak Bluffs, MA 02557
 Traffic Data Collection

File Name : MAIN_C~4
 Site Code : 00000000
 Start Date : 08/19/2009
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Start Time	MAIN STREET From North					CHURCH STREET From East					MAIN STREET From South					CHURCH STREET From West					Int. Total
	Left	Thru	Rig	Ped	App. Total	Left	Thru	Rig	Ped	App. Total	Left	Thru	Rig	Ped	App. Total	Left	Thru	Rig	Ped	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersect on	04:30 PM																				
Volume	0	0	0	16	16	0	0	0	53	53	47	249	0	60	356	0	0	0	95	95	520
Percent	0.0	0.0	0.0	100	.0	0.0	0.0	0.0	100	.0	13.	69.	0.0	16.	9	0.0	0.0	0.0	100	.0	
04:45																					
Volume	0	0	0	5	5	0	0	0	19	19	13	62	0	16	91	0	0	0	28	28	143
Peak Factor																					
High Int.	04:30 PM																				
Volume	0	0	0	5	5	0	0	0	19	19	9	63	0	25	97	0	0	0	30	30	0.909
Peak Factor	0.80																				
	0																				
	0.69																				
	0.91																				
	8																				
	2																				



Martha's Vineyard Commission

33 New York Avenue

Oak Bluffs, MA 02557

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Screen

When Click the Comments Tab

File Name : MAIN_C~2

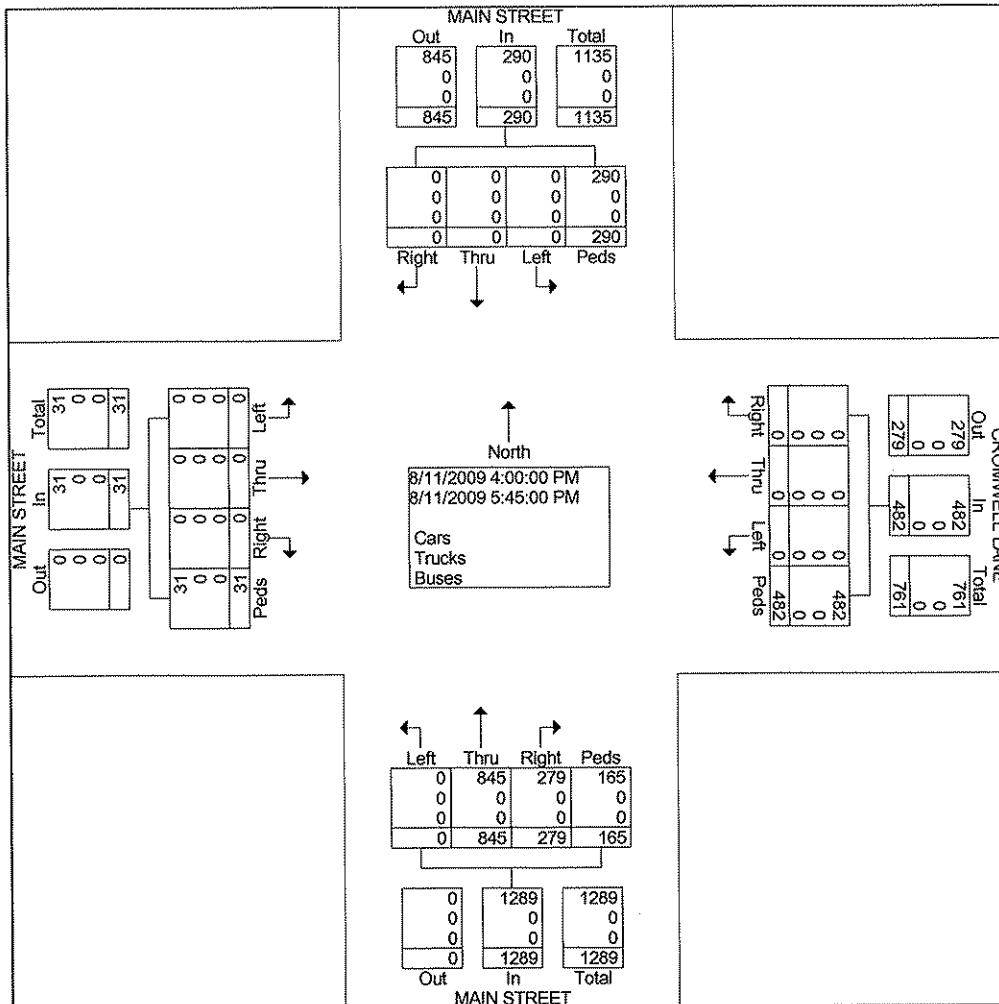
Site Code : 00000000

Start Date : 08/11/2009

Page No : 1

Groups Printed- Cars - Trucks - Buses

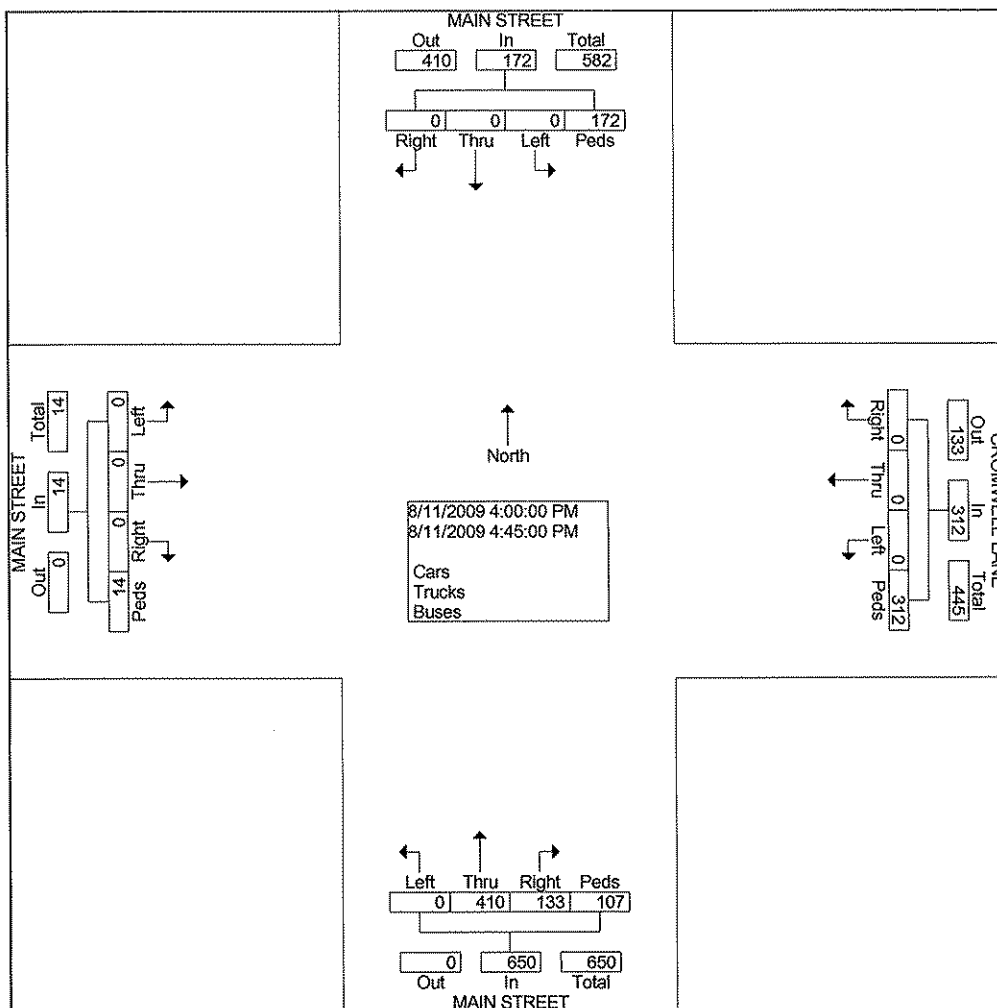
Start Time	MAIN STREET From North					CROMWELL LANE From East					MAIN STREET From South					MAIN STREET From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	41	41	0	0	0	92	92	0	103	24	18	145	0	0	0	4	4	282
04:15 PM	0	0	0	29	29	0	0	0	77	77	0	98	39	34	171	0	0	0	3	3	280
04:30 PM	0	0	0	51	51	0	0	0	63	63	0	93	41	37	171	0	0	0	5	5	290
04:45 PM	0	0	0	51	51	0	0	0	80	80	0	116	29	18	163	0	0	0	2	2	296
Total	0	0	0	172	172	0	0	0	312	312	0	410	133	107	650	0	0	0	14	14	1148
05:00 PM	0	0	0	34	34	0	0	0	54	54	0	119	37	14	170	0	0	0	9	9	267
05:15 PM	0	0	0	29	29	0	0	0	31	31	0	115	32	13	160	0	0	0	3	3	223
05:30 PM	0	0	0	29	29	0	0	0	40	40	0	105	39	7	151	0	0	0	3	3	223
05:45 PM	0	0	0	26	26	0	0	0	45	45	0	96	38	24	158	0	0	0	2	2	231
Total	0	0	0	118	118	0	0	0	170	170	0	435	146	58	639	0	0	0	17	17	944
Grand Total	0	0	0	290	290	0	0	0	482	482	0	845	279	165	1289	0	0	0	31	31	2092
Approch %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.0	65.6	21.6	12.8		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	13.9		0.0	0.0	0.0	23.0		0.0	40.4	13.3	7.9	61.6	0.0	0.0	0.0	1.5		1.5



Martha's Vineyard Commission
 33 New York Avenue
 Oak Bluffs, MA 02557
 Traffic Data Collection

File Name : MAIN_C~2
 Site Code : 00000000
 Start Date : 08/11/2009
 Page No : 3

Start Time	MAIN STREET From North					CROMWELL LANE From East					MAIN STREET From South					MAIN STREET From West					Int. Total			
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																								
Intersect on	04:00 PM																							
Volume	0	0	0	172	172	0	0	0	312	312	0	410	133	107	650	0	0	0	14	14	1148			
Percent	0.0	0.0	0.0	100		0.0	0.0	0.0	100		0.0	63.1	20.5	16.5		0.0	0.0	0.0	100					
04:45																								
Volume	0	0	0	51	51	0	0	0	80	80	0	116	29	18	163	0	0	0	2	2	296			
Peak Factor																								
High Int.	04:30 PM																							
Volume	0	0	0	51	51	04:00 PM	0	0	0	92	92	04:15 PM	0	98	39	34	171	04:30 PM	0	0	0	5	5	
Peak Factor					0.84					0.84					0.95					0.70	0			



Martha's Vineyard Commission

33 New York Avenue

Oak Bluffs, MA 02557

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Screen

When Click the Comments Tab

File Name : MAIN_U~2

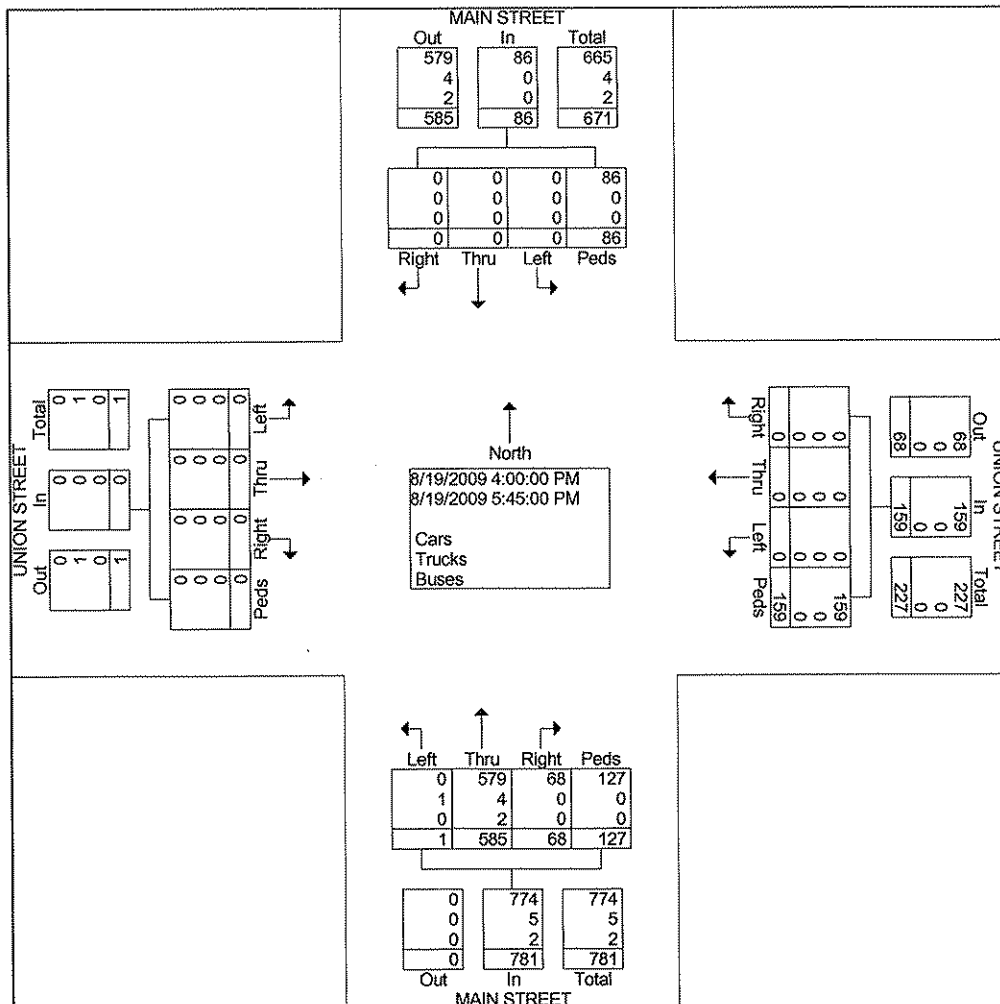
Site Code : 00000000

Start Date : 08/19/2009

Page No : 1

Groups Printed- Cars - Trucks - Buses

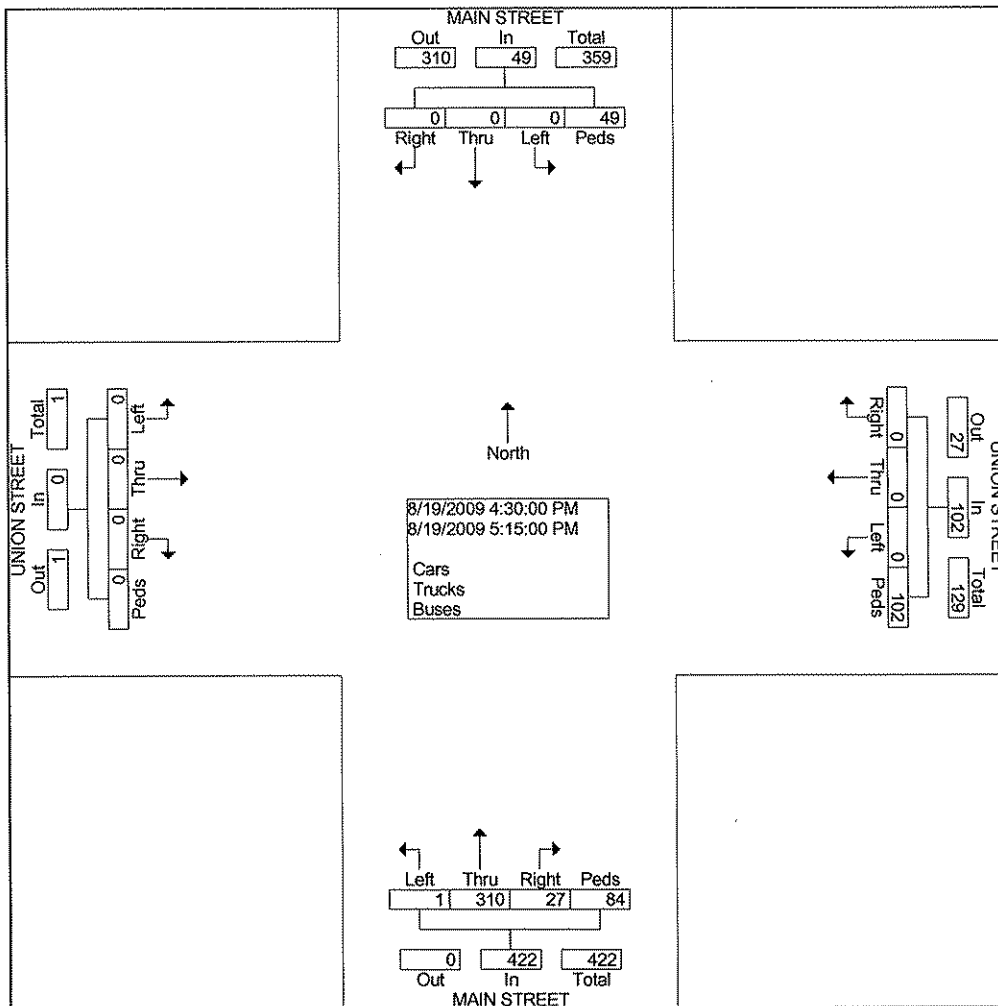
Start Time	MAIN STREET From North					UNION STREET From East					MAIN STREET From South					UNION STREET From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
04:00 PM	0	0	0	8	8	0	0	0	12	12	0	75	6	10	91	0	0	0	0	0	0	111
04:15 PM	0	0	0	6	6	0	0	0	16	16	0	68	15	13	96	0	0	0	0	0	0	118
04:30 PM	0	0	0	5	5	0	0	0	28	28	0	82	11	33	126	0	0	0	0	0	0	159
04:45 PM	0	0	0	13	13	0	0	0	37	37	0	78	5	23	106	0	0	0	0	0	0	156
Total	0	0	0	32	32	0	0	0	93	93	0	303	37	79	419	0	0	0	0	0	0	544
05:00 PM	0	0	0	14	14	0	0	0	15	15	0	75	6	14	95	0	0	0	0	0	0	124
05:15 PM	0	0	0	17	17	0	0	0	22	22	1	75	5	14	95	0	0	0	0	0	0	134
05:30 PM	0	0	0	15	15	0	0	0	19	19	0	68	9	12	89	0	0	0	0	0	0	123
05:45 PM	0	0	0	8	8	0	0	0	10	10	0	64	11	8	83	0	0	0	0	0	0	101
Total	0	0	0	54	54	0	0	0	66	66	1	282	31	48	362	0	0	0	0	0	0	482
Grand Total	0	0	0	86	86	0	0	0	159	159	1	585	68	127	781	0	0	0	0	0	0	1026
Apprch %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.1	74.9	8.7	16.3		0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	8.4	8.4	0.0	0.0	0.0	15.5	15.5	0.1	57.0	6.6	12.4	76.1	0.0	0.0	0.0	0.0	0.0		



Martha's Vineyard Commission
 33 New York Avenue
 Oak Bluffs, MA 02557
 Traffic Data Collection

File Name : MAIN_U~2
 Site Code : 00000000
 Start Date : 08/19/2009
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Start Time	MAIN STREET From North					UNION STREET From East					MAIN STREET From South					UNION STREET From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Intersection	04:30 PM																					
Volume	0	0	0	49	49	0	0	0	102	102	1	310	27	84	422	0	0	0	0	0	0	573
Percent	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.2	73.5	6.4	19.9		0.0	0.0	0.0	0.0			
04:30 Volume	0	0	0	5	5	0	0	0	28	28	0	82	11	33	126	0	0	0	0	0	0	159
Peak Factor																					0.901	
High Int. Volume	05:15 PM					04:45 PM					04:30 PM					3:45:00 PM						
Peak Factor	0.721					0.689					0.837											



**Peak Weekday Daily Volumes
(From MVC ATR Data)**

July 2011
NB: 3,955

August 2009
NB: 4,485

August 2010
NB: 1,645
SB: 2,555
Total: 4,200

August 2010
Total: 3,235

August 2010
EB: 6,425
WB: 5,640
Total: 12,065

August 2012
EB: 6,610
WB: 5,715
Total: 12,325

August 2010
EB: 5,930
WB: 4,930
Total: 10,860

August 2010
Total: 10,600



MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-1553 -- English (ENU)

Datasets:

Site: [MC#6] Beach Road east of 5 corners (MV Times T-pole) - Tisbury
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 12:24 Monday, August 02, 2010 => 9:06 Monday, August 09, 2010
Zone:
File: Beach_E_5 Corners_August2.EC0 (Plus)
Identifier: N336NV0R MC56-L4 [MC55] (c)Microcom 19Sep03
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 87194 / 101975 (85.51%)

Weekly Vehicle Counts

WeeklyVehicle-1554

Site: MC#6.0.0WE
 Description: Beach Road east of 5 corners (MV Times T-pole) - Tisbury
 Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(AB) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	02 Aug	03 Aug	04 Aug	05 Aug	06 Aug	07 Aug	08 Aug	1 - 5	1 - 7
0000-0100	*	79	63	88	76	116	136	76.5	93.0
0100-0200	*	51	40	56	76	143	151	55.8	86.2
0200-0300	*	28	18	16	27	54	61	22.3	34.0
0300-0400	*	6	9	8	14	29	19	9.3	14.2
0400-0500	*	10	9	11	11	13	24	10.3	13.0
0500-0600	*	49	64	54	64	70	57	57.8	59.7
0600-0700	*	184	188	183	176	166	150	182.8	174.5
0700-0800	*	330	342	354	322	243	225	337.0	302.7
0800-0900	*	445	480<	460<	440	367	270	456.3<	410.3
0900-1000	*	424	460	408	448	395<	401	435.0	422.7
1000-1100	*	465<	369	459	452<	363	429<	436.3	422.8<
1100-1200	*	290	324	255	359	329	226	307.0	297.2
1200-1300	*	283	448	315	443	424	426	372.3	389.8
1300-1400	*	431	400	367	479	450	444	419.3	428.5
1400-1500	*	375	349	246	502<	414	419	368.0	384.2
1500-1600	*	455	434	401	463	431	510<	438.3	449.0
1600-1700	*	329	323	236	376	375	350	316.0	331.5
1700-1800	*	472	519<	451	351	486<	437	448.3	452.7
1800-1900	*	483<	479	502<	334	451	480	449.5<	454.8<
1900-2000	*	434	433	443	410	439	427	430.0	431.0
2000-2100	*	376	390	413	469	454	440	412.0	423.7
2100-2200	*	304	316	320	380	376	379	330.0	345.8
2200-2300	*	257	224	280	341	283	222	275.5	267.8
2300-2400	*	142	164	176	189	215	138	167.8	170.7
Totals									
0700-1900	*	4782	4927	4454	4969	4728	4617	4783.0	4746.2
0600-2200	*	6080	6254	5813	6404	6163	6013	6137.8	6121.2
0600-0000	*	6479	6642	6269	6934	6661	6373	6581.0	6559.7
0000-0000	*	6702	6845	6502	7202	7086	6821	6812.8	6859.7
AM Peak	*	1000	0800	0800	1000	0900	1000		
	*	465	480	460	452	395	429		
PM Peak	*	1800	1700	1800	1400	1700	1500		
	*	483	519	502	502	486	510		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-1555

Site: MC#6.0.0WE
 Description: Beach Road east of 5 corners (MV Times T-pole) - Tisbury
 Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(BA) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	02 Aug	03 Aug	04 Aug	05 Aug	06 Aug	07 Aug	08 Aug	1 - 5	1 - 7
0000-0100	*	35	32	41	50	67	71	39.5	49.3
0100-0200	*	20	21	22	40	61	50	25.8	35.7
0200-0300	*	14	11	7	8	24	24	10.0	14.7
0300-0400	*	5	2	7	8	14	10	5.5	7.7
0400-0500	*	16	8	8	13	17	13	11.3	12.5
0500-0600	*	74	77	64	70	53	55	71.3	65.5
0600-0700	*	158	162	163	175	134	141	164.5	155.5
0700-0800	*	356	396	402	338	269	232	373.0	332.2
0800-0900	*	520	518	519	503	422	408	515.0	481.7
0900-1000	*	542	575<	551	599<	514	562<	566.8<	557.2<
1000-1100	*	552<	482	555<	545	525<	474	533.5	522.2
1100-1200	*	441	454	406	514	455	380	453.8	441.7
1200-1300	*	449	510	450	548	559	490	489.3	501.0
1300-1400	*	493	452	388	490	571	528<	455.8	487.0
1400-1500	*	487	467	481	527	460	514	490.5	489.3
1500-1600	*	538	531	460	597<	520	503	531.5	524.8
1600-1700	*	475	483	533	464	438	361	488.8	459.0
1700-1800	*	563<	564<	538<	504	571<	486	542.3<	537.7<
1800-1900	*	416	499	507	449	494	441	467.8	467.7
1900-2000	*	483	481	507	457	536	517	482.0	496.8
2000-2100	*	362	358	411	407	424	347	384.5	384.8
2100-2200	*	276	263	283	399	370	313	305.3	317.3
2200-2300	*	181	180	221	301	259	209	220.8	225.2
2300-2400	*	74	85	114	109	151	105	95.5	106.3
Totals									
0700-1900	*	5832	5931	5790	6078	5798	5379	5907.8	5801.3
0600-2200	*	7111	7195	7154	7516	7262	6697	7244.0	7155.8
0600-0000	*	7366	7460	7489	7926	7672	7011	7560.3	7487.3
0000-0000	*	7530	7611	7638	8115	7908	7234	7723.5	7672.7
AM Peak	*	1000	0900	1000	0900	1000	0900		
	*	552	575	555	599	525	562		
PM Peak	*	1700	1700	1700	1500	1700	1300		
	*	563	564	538	597	571	528		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-1553

Site: MC#6.0.0WE
 Description: Beach Road east of 5 corners (MV Times T-pole) - Tisbury
 Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(NESW) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	02 Aug	03 Aug	04 Aug	05 Aug	06 Aug	07 Aug	08 Aug	1 - 5	1 - 7
0000-0100	*	114	95	129	126	183	207	116.0	142.3
0100-0200	*	71	61	78	116	204	201	81.5	121.8
0200-0300	*	42	29	23	35	78	85	32.3	48.7
0300-0400	*	11	11	15	22	43	29	14.8	21.8
0400-0500	*	26	17	19	24	30	37	21.5	25.5
0500-0600	*	123	141	118	134	123	112	129.0	125.2
0600-0700	*	342	350	346	351	300	291	347.3	330.0
0700-0800	*	686	738	756	660	512	457	710.0	634.8
0800-0900	*	965	998	979	943	789	678	971.3	892.0
0900-1000	*	966	1035<	959	1047<	909<	963<	1001.8<	979.8<
1000-1100	*	1017<	851	1014<	997	888	903	969.8	945.0
1100-1200	*	731	778	661	873	784	606	760.8	738.8
1200-1300	*	732	958	765	991	983	916	861.5	890.8
1300-1400	*	924	852	755	969	1021	972	875.0	915.5
1400-1500	*	862	816	727	1029	874	933	858.5	873.5
1500-1600	*	993	965	861	1060<	951	1013<	969.8	973.8
1600-1700	*	804	806	769	840	813	711	804.8	790.5
1700-1800	*	1035<	1083<	989	855	1057<	923	990.5<	990.3<
1800-1900	*	899	978	1009<	783	945	921	917.3	922.5
1900-2000	*	917	914	950	867	975	944	912.0	927.8
2000-2100	*	738	748	824	876	878	787	796.5	808.5
2100-2200	*	580	579	603	779	746	692	635.3	663.2
2200-2300	*	438	404	501	642	542	431	496.3	493.0
2300-2400	*	216	249	290	298	366	243	263.3	277.0
Totals									
0700-1900	*	10614	10858	10244	11047	10526	9996	10690.8	10547.5
0600-2200	*	13191	13449	12967	13920	13425	12710	13381.8	13277.0
0600-0000	*	13845	14102	13758	14860	14333	13384	14141.3	14047.0
0000-0000	*	14232	14456	14140	15317	14994	14055	14536.3	14532.3
AM Peak	*	1000	0900	1000	0900	0900	0900		
	*	1017	1035	1014	1047	909	963		
PM Peak	*	1700	1700	1800	1500	1700	1500		
	*	1035	1083	1009	1060	1057	1013		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-1598 -- English (ENU)

Datasets:

Site: [MVC#506, MC#2] State Road east of Edgartown Vineyard Haven Road - Tisbury
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 8:43 Wednesday, August 18, 2010 => 16:03 Tuesday, August 24, 2010
Zone:
File: State_E_EdgartownVineyardHaven_August18.EC0 (Plus)
Identifier: A993SQK0 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Thursday, August 19, 2010 => 0:00 Tuesday, August 24, 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 71321 / 90300 (78.98%)

Weekly Vehicle Counts

WeeklyVehicle-1598

Site: MVC#506, MC#2.0.0EW
 Description: State Road east of Edgartown Vineyard Haven Road - Tisbury
 Filter time: 0:00 Thursday, August 19, 2010 => 0:00 Tuesday, August 24, 2010
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(NESW) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	16 Aug	17 Aug	18 Aug	19 Aug	20 Aug	21 Aug	22 Aug	1 - 5	1 - 7
0000-0100	*	*	*	134	131	186	142	132.5	148.3
0100-0200	*	*	*	75	102	140	158	88.5	118.8
0200-0300	*	*	*	32	46	93	77	39.0	62.0
0300-0400	*	*	*	26	22	36	32	24.0	29.0
0400-0500	*	*	*	22	22	26	25	22.0	23.8
0500-0600	*	*	*	165	156	142	134	160.5	149.3
0600-0700	*	*	*	418	440	347	305	429.0	377.5
0700-0800	*	*	*	833	825	610	542	829.0	702.5
0800-0900	*	*	*	1072	1085<	937	719	1078.5<	953.3
0900-1000	*	*	*	1035	966	948	1003<	1000.5	988.0
1000-1100	*	*	*	1044	1040	992<	987	1042.0	1015.8<
1100-1200	*	*	*	1089<	618	656	673	853.5	759.0
1200-1300	*	*	*	1014	825	940	863	919.5	910.5
1300-1400	*	*	*	1054	1109	1031	943	1081.5	1034.3<
1400-1500	*	*	*	1043	1010	1058	531	1026.5	910.5
1500-1600	*	*	*	1122<	1112<	1077	735	1117.0<	1011.5
1600-1700	*	*	*	764	801	1081<	598	782.5	811.0
1700-1800	*	*	*	979	816	1001	900	897.5	924.0
1800-1900	*	*	*	1018	1024	956	995<	1021.0	998.3
1900-2000	*	*	*	844	836	904	728	840.0	828.0
2000-2100	*	*	*	894	777	804	593	835.5	767.0
2100-2200	*	*	*	660	661	634	546	660.5	625.3
2200-2300	*	*	*	523	821	511	390	672.0	561.3
2300-2400	*	*	*	296	464	344	194	380.0	324.5
Totals									
0700-1900	*	*	*	12067	11231	11287	9489	11649.0	11018.5
0600-2200	*	*	*	14883	13945	13976	11661	14414.0	13616.3
0600-0000	*	*	*	15702	15230	14831	12245	15466.0	14502.0
0000-0000	*	*	*	16156	15709	15454	12813	15932.5	15033.0
AM Peak	*	*	*	1100	0800	1000	0900		
	*	*	*	1089	1085	992	1003		
PM Peak	*	*	*	1500	1500	1600	1800		
	*	*	*	1122	1112	1081	995		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-1599

Site: MVC#506, MC#2.0.0EW
 Description: State Road east of Edgartown Vineyard Haven Road - Tisbury
 Filter time: 0:00 Thursday, August 19, 2010 => 0:00 Tuesday, August 24, 2010
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(AB) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	16 Aug	17 Aug	18 Aug	19 Aug	20 Aug	21 Aug	22 Aug	1 - 5	1 - 7
0000-0100	*	*	*	47	52	55	61	49.5	53.8
0100-0200	*	*	*	22	29	49	49	25.5	37.3
0200-0300	*	*	*	12	16	29	29	14.0	21.5
0300-0400	*	*	*	10	9	18	17	9.5	13.5
0400-0500	*	*	*	13	12	15	14	12.5	13.5
0500-0600	*	*	*	117	110	100	96	113.5	105.8
0600-0700	*	*	*	257	259	199	206	258.0	230.3
0700-0800	*	*	*	482	467	370	338	474.5	414.3
0800-0900	*	*	*	588<	599<	525<	438	593.5<	537.5
0900-1000	*	*	*	548	495	464	512	521.5	504.8
1000-1100	*	*	*	570	516	511	556<	543.0	538.3<
1100-1200	*	*	*	538	240	266	289	389.0	333.3
1200-1300	*	*	*	537	433	442	430	485.0	460.5
1300-1400	*	*	*	563	601	543	479	582.0	546.5
1400-1500	*	*	*	550	542	549	160	546.0	450.3
1500-1600	*	*	*	614<	602	603<	320	608.0<	534.8
1600-1700	*	*	*	354	401	572	212	377.5	384.8
1700-1800	*	*	*	530	441	535	432	485.5	484.5
1800-1900	*	*	*	552	615<	505	544<	583.5	554.0<
1900-2000	*	*	*	428	480	483	356	454.0	436.8
2000-2100	*	*	*	449	505	388	260	477.0	400.5
2100-2200	*	*	*	297	277	296	232	287.0	275.5
2200-2300	*	*	*	260	245	245	167	252.5	229.3
2300-2400	*	*	*	147	122	189	81	134.5	134.8
Totals									
0700-1900	*	*	*	6426	5952	5885	4710	6189.0	5743.3
0600-2200	*	*	*	7857	7473	7251	5764	7665.0	7086.3
0600-0000	*	*	*	8264	7840	7685	6012	8052.0	7450.3
0000-0000	*	*	*	8485	8068	7951	6278	8276.5	7695.5
AM Peak	*	*	*	0800	0800	0800	1000		
	*	*	*	588	599	525	556		
PM Peak	*	*	*	1500	1800	1500	1800		
	*	*	*	614	615	603	544		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-1600

Site: MVC#506, MC#2.0.0EW
Description: State Road east of Edgartown Vineyard Haven Road - Tisbury
Filter time: 0:00 Thursday, August 19, 2010 => 0:00 Tuesday, August 24, 2010
Scheme: Vehicle classification (Scheme F2)
Filter: CIs(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(BA) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	16 Aug	17 Aug	18 Aug	19 Aug	20 Aug	21 Aug	22 Aug	1 - 5	1 - 7
0000-0100	*	*	*	87	79	131	81	83.0	94.5
0100-0200	*	*	*	53	73	91	109	63.0	81.5
0200-0300	*	*	*	20	30	64	48	25.0	40.5
0300-0400	*	*	*	16	13	18	15	14.5	15.5
0400-0500	*	*	*	9	10	11	11	9.5	10.3
0500-0600	*	*	*	48	46	42	38	47.0	43.5
0600-0700	*	*	*	161	181	148	99	171.0	147.3
0700-0800	*	*	*	351	358	240	204	354.5	288.3
0800-0900	*	*	*	484	486	412	281	485.0	415.8
0900-1000	*	*	*	487	471	484<	491<	479.0	483.3<
1000-1100	*	*	*	474	524<	481	431	499.0<	477.5
1100-1200	*	*	*	551<	378	390	384	464.5	425.8
1200-1300	*	*	*	477	392	498	433	434.5	450.0
1300-1400	*	*	*	491	508	488	464	499.5	487.8<
1400-1500	*	*	*	493	468	509	371	480.5	460.3
1500-1600	*	*	*	508<	510	474	415	509.0<	476.8
1600-1700	*	*	*	410	400	509<	386	405.0	426.3
1700-1800	*	*	*	449	375	466	468<	412.0	439.5
1800-1900	*	*	*	466	409	451	451	437.5	444.3
1900-2000	*	*	*	416	356	421	372	386.0	391.3
2000-2100	*	*	*	445	272	416	333	358.5	366.5
2100-2200	*	*	*	363	384	338	314	373.5	349.8
2200-2300	*	*	*	263	576<	266	223	419.5	332.0
2300-2400	*	*	*	149	342	155	113	245.5	189.8
Totals									
0700-1900	*	*	*	5641	5279	5402	4779	5460.0	5275.3
0600-2200	*	*	*	7026	6472	6725	5897	6749.0	6530.0
0600-0000	*	*	*	7438	7390	7146	6233	7414.0	7051.8
0000-0000	*	*	*	7671	7641	7503	6535	7656.0	7337.5
AM Peak	*	*	*	1100	1000	0900	0900		
	*	*	*	551	524	484	491		
PM Peak	*	*	*	1500	2200	1600	1700		
	*	*	*	508	576	509	468		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-1662 -- English (ENU)

Datasets:

Site: [MC#1] State Road east of Edgartown-Vineyard Haven Road - Tisbury
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 10:36 Monday, July 30, 2012 => 11:34 Monday, August 06, 2012
Zone:
File: State_E_EdgartownVH_July30-August6.eco (Plus)
Identifier: S38219Y1 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, July 31, 2012 => 0:00 Monday, August 06, 2012
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 89184 / 105794 (84.30%)

Weekly Vehicle Counts

WeeklyVehicle-1662

Site: MC#1.0.0EW
 Description: State Road east of Edgartown-Vineyard Haven Road - Tisbury
 Filter time: 0:00 Tuesday, July 31, 2012 => 0:00 Monday, August 06, 2012
 Scheme: Vehicle classification (Scheme F2)
 Filter: CIs(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(NESW) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	30 Jul	31 Jul	01 Aug	02 Aug	03 Aug	04 Aug	05 Aug	1 - 5	1 - 7
0000-0100	*	78	63	95	94	126	146	82.5	100.3
0100-0200	*	51	36	59	57	113	131	50.8	74.5
0200-0300	*	39	13	21	33	49	62	26.5	36.2
0300-0400	*	9	8	12	11	29	31	10.0	16.7
0400-0500	*	20	19	28	19	26	33	21.5	24.2
0500-0600	*	184	168	158	172	149	126	170.5	159.5
0600-0700	*	455	441	439	489	331	297	456.0	408.7
0700-0800	*	868	827	913	843	660	526	862.8	772.8
0800-0900	*	1076<	1083<	925	1026	836	676	1027.5	937.0
0900-1000	*	1020	1052	1017	1105	1135<	925	1048.5	1042.3<
1000-1100	*	1054	973	1069<	1132<	950	964<	1057.0<	1023.7
1100-1200	*	854	1059	833	840	839	961	896.5	897.7
1200-1300	*	1045<	1022	985	863	902	984	978.8	966.8
1300-1400	*	744	1039	1049	1091	1066<	951	980.8<	990.0<
1400-1500	*	493	1053	1047	1081	1046	975	918.5	949.2
1500-1600	*	599	1091	1101<	1047	939	965	959.5	957.0
1600-1700	*	690	1105<	882	836	990	1019<	878.3	920.3
1700-1800	*	862	1075	963	830	906	886	932.5	920.3
1800-1900	*	798	947	968	1118<	929	913	957.8	945.5
1900-2000	*	662	837	919	888	864	791	826.5	826.8
2000-2100	*	503	719	748	819	718	686	697.3	698.8
2100-2200	*	384	596	707	707	588	619	598.5	600.2
2200-2300	*	249	366	426	520	448	340	390.3	391.5
2300-2400	*	147	192	189	286	229	181	203.5	204.0
Totals									
0700-1900	*	10103	12326	11752	11812	11198	10745	11498.3	11322.7
0600-2200	*	12107	14919	14565	14715	13699	13138	14076.5	13857.2
0600-0000	*	12503	15477	15180	15521	14376	13659	14670.3	14452.7
0000-0000	*	12884	15784	15553	15907	14868	14188	15032.0	14864.0
AM Peak	*	0800	0800	1000	1000	0900	1000		
	*	1076	1083	1069	1132	1135	964		
PM Peak	*	1200	1600	1500	1800	1300	1600		
	*	1045	1105	1101	1118	1066	1019		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-1663 -- English (ENU)

Datasets:

Site: [MC#1] State Road east of Edgartown-Vineyard Haven Road - Tisbury
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 10:36 Monday, July 30, 2012 => 11:34 Monday, August 06, 2012
Zone:
File: State_E_EdgartownVH_July30-August6.eco (Plus)
Identifier: S38219Y1 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, July 31, 2012 => 0:00 Monday, August 06, 2012
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 10 - 160 km/h.
Direction: AB
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 46185 / 105794 (43.66%)

Weekly Vehicle Counts

WeeklyVehicle-1663

Site: MC#1.0.0EW
 Description: State Road east of Edgartown-Vineyard Haven Road - Tisbury
 Filter time: 0:00 Tuesday, July 31, 2012 => 0:00 Monday, August 06, 2012
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(AB) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	30 Jul	31 Jul	01 Aug	02 Aug	03 Aug	04 Aug	05 Aug	1 - 5	1 - 7
0000-0100	*	31	28	24	39	49	62	30.5	38.8
0100-0200	*	16	9	17	19	35	38	15.3	22.3
0200-0300	*	15	7	5	14	15	18	10.3	12.3
0300-0400	*	7	6	6	8	11	13	6.8	8.5
0400-0500	*	12	13	18	13	17	19	14.0	15.3
0500-0600	*	136	116	117	124	106	97	123.3	116.0
0600-0700	*	275	249	263	284	214	180	267.8	244.2
0700-0800	*	485	468	515	461	392	305	482.3	437.7
0800-0900	*	581	622<	522	568	455	419	573.3	527.8
0900-1000	*	546	562	516	627<	589<	504	562.8	557.3
1000-1100	*	611<	519	577<	624	491	525<	582.8<	557.8<
1100-1200	*	437	562	447	388	413	504	458.5	458.5
1200-1300	*	566<	557	499	434	442	525	514.0	503.8
1300-1400	*	350	557	542	605	568<	519	513.5	523.5<
1400-1500	*	191	545	521	563	550	481	455.0	475.2
1500-1600	*	239	571	579<	580	530	517	492.3	502.7
1600-1700	*	269	578<	455	474	530	540<	444.0	474.3
1700-1800	*	423	559	511	429	478	462	480.5	477.0
1800-1900	*	415	512	534	621<	510	492	520.5<	514.0
1900-2000	*	308	405	464	417	412	386	398.5	398.7
2000-2100	*	202	329	354	409	367	368	323.5	338.2
2100-2200	*	166	275	305	309	251	232	263.8	256.3
2200-2300	*	95	151	162	216	164	138	156.0	154.3
2300-2400	*	54	83	76	107	95	82	80.0	82.8
Totals									
0700-1900	*	5113	6612	6218	6374	5948	5793	6079.3	6009.7
0600-2200	*	6064	7870	7604	7793	7192	6959	7332.8	7247.0
0600-0000	*	6213	8104	7842	8116	7451	7179	7568.8	7484.2
0000-0000	*	6430	8283	8029	8333	7684	7426	7768.8	7697.5
AM Peak	*	1000	0800	1000	0900	0900	1000		
	*	611	622	577	627	589	525		
PM Peak	*	1200	1600	1500	1800	1300	1600		
	*	566	578	579	621	568	540		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-1664 -- English (ENU)

Datasets:

Site: [MC#1] State Road east of Edgartown-Vineyard Haven Road - Tisbury
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 10:36 Monday, July 30, 2012 => 11:34 Monday, August 06, 2012
Zone:
File: State_E_EdgartownVH_July30-August6.eco (Plus)
Identifier: S38219Y1 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, July 31, 2012 => 0:00 Monday, August 06, 2012
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 10 - 160 km/h.
Direction: BA
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 42999 / 105794 (40.64%)

Weekly Vehicle Counts

WeeklyVehicle-1664

Site: MC#1.0.0EW
Description: State Road east of Edgartown-Vineyard Haven Road - Tisbury
Filter time: 0:00 Tuesday, July 31, 2012 => 0:00 Monday, August 06, 2012
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(BA) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	30 Jul	31 Jul	01 Aug	02 Aug	03 Aug	04 Aug	05 Aug	1 - 5	1 - 7
0000-0100	*	47	35	71	55	77	84	52.0	61.5
0100-0200	*	35	27	42	38	78	93	35.5	52.2
0200-0300	*	24	6	16	19	34	44	16.3	23.8
0300-0400	*	2	2	6	3	18	18	3.3	8.2
0400-0500	*	8	6	10	6	9	14	7.5	8.8
0500-0600	*	48	52	41	48	43	29	47.3	43.5
0600-0700	*	180	192	176	205	117	117	188.3	164.5
0700-0800	*	383	359	398	382	268	221	380.5	335.2
0800-0900	*	495<	461	403	458	381	257	454.3	409.2
0900-1000	*	474	490	501<	478	546<	421	485.8<	485.0<
1000-1100	*	443	454	492	508<	459	439	474.3	465.8
1100-1200	*	417	497<	386	452	426	457<	438.0	439.2
1200-1300	*	479<	465	486	429	460	459	464.8	463.0
1300-1400	*	394	482	507	486	498<	432	467.3	466.5
1400-1500	*	302	508	526<	518<	496	494<	463.5	474.0<
1500-1600	*	360	520	522	467	409	448	467.3<	454.3
1600-1700	*	421	527<	427	362	460	479	434.3	446.0
1700-1800	*	439	516	452	401	428	424	452.0	443.3
1800-1900	*	383	435	434	497	419	421	437.3	431.5
1900-2000	*	354	432	455	471	452	405	428.0	428.2
2000-2100	*	301	390	394	410	351	318	373.8	360.7
2100-2200	*	218	321	402	398	337	387	334.8	343.8
2200-2300	*	154	215	264	304	284	202	234.3	237.2
2300-2400	*	93	109	113	179	134	99	123.5	121.2
Totals									
0700-1900	*	4990	5714	5534	5438	5250	4952	5419.0	5313.0
0600-2200	*	6043	7049	6961	6922	6507	6179	6743.8	6610.2
0600-0000	*	6290	7373	7338	7405	6925	6480	7101.5	6968.5
0000-0000	*	6454	7501	7524	7574	7184	6762	7263.3	7166.5
AM Peak	*	0800	1100	0900	1000	0900	1100		
	*	495	497	501	508	546	457		
PM Peak	*	1200	1600	1400	1400	1300	1400		
	*	479	527	526	518	498	494		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-1629 -- English (ENU)

Datasets:

Site: [MC#5] Water Street south of Union Street (Stop and Shop) - Tisbury
Direction: 3 - South bound, A hit first. Lane: 0
Survey Duration: 12:19 Monday, August 02, 2010 => 12:36 Monday, August 09, 2010
Zone:
File: Water_S_Union_SB_August2.EC0 (Plus)
Identifier: M917HFEF MC56-L4 [MC55] (c)Microcom 19Sep03
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 33449 / 39140 (85.46%)

Weekly Vehicle Counts

WeeklyVehicle-1631

Site: MC#5.0.0S
 Description: Water Street south of Union Street (Stop and Shop) - Tisbury
 Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(BA) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	02 Aug	03 Aug	04 Aug	05 Aug	06 Aug	07 Aug	08 Aug	1 - 5	1 - 7
0000-0100	*	6	4	5	8	8	9	5.8	6.7
0100-0200	*	4	2	4	5	3	7	3.8	4.2
0200-0300	*	3	2	0	0	1	0	1.3	1.0
0300-0400	*	0	1	0	2	0	1	0.8	0.7
0400-0500	*	0	0	0	2	1	1	0.5	0.7
0500-0600	*	28	19	17	11	19	18	18.8	18.7
0600-0700	*	64	46	49	55	35	40	53.5	48.2
0700-0800	*	59	102	83	92	63	104	84.0	83.8
0800-0900	*	96	109	81	134	110	104	105.0	105.7
0900-1000	*	134	97	96	138<	114	136	116.3	119.2
1000-1100	*	163	106	140	132	134	121	135.3	132.7
1100-1200	*	168<	146<	165<	131	146<	142<	152.5<	149.7<
1200-1300	*	136	138	161	142	131	134	144.3	140.3
1300-1400	*	126	185<	170	119	147	142	150.0	148.2
1400-1500	*	113	144	151	128	133	113	134.0	130.3
1500-1600	*	138	153	190<	112	138	118	148.3	141.5
1600-1700	*	168<	144	149	147	181<	191<	152.0<	163.3<
1700-1800	*	137	140	118	138	126	153	133.3	135.3
1800-1900	*	127	147	141	159<	149	182	143.5	150.8
1900-2000	*	93	114	139	119	127	151	116.3	123.8
2000-2100	*	114	115	95	96	113	118	105.0	108.5
2100-2200	*	75	70	88	115	94	100	87.0	90.3
2200-2300	*	34	22	48	72	58	44	44.0	46.3
2300-2400	*	16	12	15	20	13	19	15.8	15.8
Totals									
0700-1900	*	1565	1611	1645	1572	1572	1640	1598.3	1600.8
0600-2200	*	1911	1956	2016	1957	1941	2049	1960.0	1971.7
0600-0000	*	1961	1990	2079	2049	2012	2112	2019.8	2033.8
0000-0000	*	2002	2018	2105	2077	2044	2148	2050.5	2065.7
AM Peak	*	1100	1100	1100	0900	1100	1100		
	*	168	146	165	138	146	142		
PM Peak	*	1600	1300	1500	1800	1600	1600		
	*	168	185	190	159	181	191		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-1630

Site: MC#5.0.0S
 Description: Water Street south of Union Street (Stop and Shop) - Tisbury
 Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(AB) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	02 Aug	03 Aug	04 Aug	05 Aug	06 Aug	07 Aug	08 Aug	1 - 5	1 - 7
0000-0100	*	9	14	6	10	13	17	9.8	11.5
0100-0200	*	5	3	6	6	8	9	5.0	6.2
0200-0300	*	1	3	2	1	1	0	1.8	1.3
0300-0400	*	2	0	1	3	3	0	1.5	1.5
0400-0500	*	4	1	2	2	4	6	2.3	3.2
0500-0600	*	44	35	33	29	32	27	35.3	33.3
0600-0700	*	123	105	124	145	138	129	124.3	127.3
0700-0800	*	152	171	142	159	143	181	156.0	158.0
0800-0900	*	186	184	196	207	218	258	193.3	208.2
0900-1000	*	229	204<	252<	239<	252<	281<	231.0<	242.8<
1000-1100	*	173	146	196	209	230	201	181.0	192.5
1100-1200	*	263<	196	203	233	217	217	223.8	221.5
1200-1300	*	158	197	193	176	200	162	181.0	181.0
1300-1400	*	182	227<	238	206	222	193	213.3	211.3
1400-1500	*	256	210	275<	225	199	246	241.5	235.2
1500-1600	*	179	210	210	226	211	230	206.3	211.0
1600-1700	*	276<	215	251	231	309<	280<	243.3<	260.3<
1700-1800	*	210	166	165	176	184	244	179.3	190.8
1800-1900	*	209	191	232	181	192	229	203.3	205.7
1900-2000	*	169	176	217	198	253	236	190.0	208.2
2000-2100	*	155	159	188	189	225	188	172.8	184.0
2100-2200	*	183	182	218	263<	265	231	211.5	223.7
2200-2300	*	106	98	153	199	212	164	139.0	155.3
2300-2400	*	27	28	39	36	38	44	32.5	35.3
Totals									
0700-1900	*	2473	2317	2553	2468	2577	2722	2452.8	2518.3
0600-2200	*	3103	2939	3300	3263	3458	3506	3151.3	3261.5
0600-0000	*	3236	3065	3492	3498	3708	3714	3322.8	3452.2
0000-0000	*	3301	3121	3542	3549	3769	3773	3378.3	3509.2
AM Peak	*	1100	0900	0900	0900	0900	0900		
	*	263	204	252	239	252	281		
PM Peak	*	1600	1300	1400	2100	1600	1600		
	*	276	227	275	263	309	280		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-1629

Site: MC#5.0.0S
 Description: Water Street south of Union Street (Stop and Shop) - Tisbury
 Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(NESW) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	02 Aug	03 Aug	04 Aug	05 Aug	06 Aug	07 Aug	08 Aug	1 - 5	1 - 7
0000-0100	*	15	18	11	18	21	26	15.5	18.2
0100-0200	*	9	5	10	11	11	16	8.8	10.3
0200-0300	*	4	5	2	1	2	0	3.0	2.3
0300-0400	*	2	1	1	5	3	1	2.3	2.2
0400-0500	*	4	1	2	4	5	7	2.8	3.8
0500-0600	*	72	54	50	40	51	45	54.0	52.0
0600-0700	*	187	151	173	200	173	169	177.8	175.5
0700-0800	*	211	273	225	251	206	285	240.0	241.8
0800-0900	*	282	293	277	341	328	362	298.3	313.8
0900-1000	*	363	301	348	377<	366<	417<	347.3	362.0
1000-1100	*	336	252	336	341	364	322	316.3	325.2
1100-1200	*	431<	342<	368<	364	363	359	376.3<	371.2<
1200-1300	*	294	335	354	318	331	296	325.3	321.3
1300-1400	*	308	412<	408	325	369	335	363.3	359.5
1400-1500	*	369	354	426<	353	332	359	375.5	365.5
1500-1600	*	317	363	400	338	349	348	354.5	352.5
1600-1700	*	444<	359	400	378	490<	471<	395.3<	423.7<
1700-1800	*	347	306	283	314	310	397	312.5	326.2
1800-1900	*	336	338	373	340	341	411	346.8	356.5
1900-2000	*	262	290	356	317	380	387	306.3	332.0
2000-2100	*	269	274	283	285	338	306	277.8	292.5
2100-2200	*	258	252	306	378<	359	331	298.5	314.0
2200-2300	*	140	120	201	271	270	208	183.0	201.7
2300-2400	*	43	40	54	56	51	63	48.3	51.2
Totals									
0700-1900	*	4038	3928	4198	4040	4149	4362	4051.0	4119.2
0600-2200	*	5014	4895	5316	5220	5399	5555	5111.3	5233.2
0600-0000	*	5197	5055	5571	5547	5720	5826	5342.5	5486.0
0000-0000	*	5303	5139	5647	5626	5813	5921	5428.8	5574.8
AM Peak	*	1100	1100	1100	0900	0900	0900		
	*	431	342	368	377	366	417		
PM Peak	*	1600	1300	1400	2100	1600	1600		
	*	444	412	426	378	490	471		

* - No data.

MetroCount Traffic Executive Weekly Event Counts

WeeklyEvent-1640 -- English (ENU)

Datasets:

Site: [MC#2] State Road east of Main Street (Mansion House) - Tisbury
Input A: 4 - West bound, A hit first. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 12:02 Monday, August 02, 2010 => 12:19 Monday, August 09, 2010
Zone:
File: State_E_Main_WB_August2.EC0 (Plus)
Identifier: A993SQK0 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Event Count (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
Name: Default Profile
Scheme: Count events divided by two
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Events = 62120 / 69060 (89.95%)

Weekly Event Counts

WeeklyEvent-1640

Site: MC#2.0.0W
 Description: State Road east of Main Street (Mansion House) - Tisbury
 Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
 Scheme: Count events divided by two

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	02 Aug	03 Aug	04 Aug	05 Aug	06 Aug	07 Aug	08 Aug	1 - 5	1 - 7
0000-0100	*	78	69	78	82	115	136	76.3	92.7
0100-0200	*	48	42	57	72	131	143	54.5	82.0
0200-0300	*	25	20	18	25	52	66	22.0	34.3
0300-0400	*	8	7	9	14	31	18	9.5	14.3
0400-0500	*	12	3	10	6	10	21	7.8	10.3
0500-0600	*	66	63	69	54	48	40	62.3	56.0
0600-0700	*	242	247	236	238	197	154	240.3	218.7
0700-0800	*	457	523	480	403	321	281	465.8	410.5
0800-0900	*	599	633	576	639	513	392	611.8	558.5
0900-1000	*	735<	690	680<	644	717<	567	686.8<	671.7
1000-1100	*	658	650	654	661<	629	600	655.3	641.5
1100-1200	*	713	707<	638	641	684	671<	674.3	675.2<
1200-1300	*	686	656	697	659	645	643	673.8	663.7
1300-1400	*	692	702	691	699	606	576	695.5	660.5
1400-1500	*	701	732	676	754<	640	653<	715.3	692.3
1500-1600	*	727	753<	705	684	654	630	716.8	691.7
1600-1700	*	738<	734	734<	733	660<	611	734.5<	701.5<
1700-1800	*	696	683	682	704	586	609	691.0	659.7
1800-1900	*	670	605	642	598	628	621	628.3	626.7
1900-2000	*	583	562	618	633	569	611	599.0	596.0
2000-2100	*	460	505	582	598	540	533	535.3	535.7
2100-2200	*	433	461	461	575	538	549	482.3	502.5
2200-2300	*	327	333	373	440	400	287	367.5	359.2
2300-2400	*	165	185	214	212	226	163	193.8	193.8
Totals									
0700-1900	*	8068	8067	7853	7817	7280	6851	7948.8	7653.3
0600-2200	*	9785	9842	9749	9860	9124	8698	9805.5	9506.2
0600-0000	*	10277	10359	10336	10511	9749	9147	10366.8	10059.2
0000-0000	*	10513	10562	10576	10763	10135	9571	10599.0	10348.8
AM Peak	*	0900	1100	0900	1000	0900	1100		
	*	735	707	680	661	717	671		
PM Peak	*	1600	1500	1600	1400	1600	1400		
	*	738	753	734	754	660	653		

* - No data.

MetroCount Traffic Executive Weekly Event Counts

WeeklyEvent-1642 -- English (ENU)

Datasets:

Site: [MC#3] State Road east of Main Street (Fire Station) - Tisbury
Input A: 2 - East bound, A hit first. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 12:11 Monday, August 02, 2010 => 12:27 Monday, August 09, 2010
Zone:
File: State_E_Main_EB_August2.EC0 (Plus)
Identifier: N228V9BQ MC56-L4 [MC55] (c)Microcom 19Sep03
Algorithm: Event Count (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Thursday, August 05, 2010
Name: Default Profile
Scheme: Count events divided by two
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Events = 21102 / 31575 (66.83%)

Weekly Event Counts

WeeklyEvent-1642

Site: MC#3.0.0E
 Description: State Road east of Main Street (Fire Station) - Tisbury
 Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Thursday, August 05, 2010
 Scheme: Count events divided by two

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	02 Aug	03 Aug	04 Aug	05 Aug	06 Aug	07 Aug	08 Aug	1 - 5	1 - 7
0000-0100	*	23	17	*	*	*	*	20.0	20.0
0100-0200	*	17	20	*	*	*	*	18.5	18.5
0200-0300	*	13	10	*	*	*	*	11.5	11.5
0300-0400	*	5	3	*	*	*	*	3.5	3.5
0400-0500	*	19	18	*	*	*	*	18.5	18.5
0500-0600	*	148	131	*	*	*	*	138.5	138.5
0600-0700	*	258	251	*	*	*	*	254.5	254.5
0700-0800	*	520	588	*	*	*	*	553.5	553.5
0800-0900	*	658	712	*	*	*	*	684.5	684.5
0900-1000	*	836<	757	*	*	*	*	796.0	796.0
1000-1100	*	716	738	*	*	*	*	727.0	727.0
1100-1200	*	814	827<	*	*	*	*	820.0<	820.0<
1200-1300	*	780	686	*	*	*	*	732.5	732.5
1300-1400	*	701	759	*	*	*	*	729.5	729.5
1400-1500	*	881<	768	*	*	*	*	823.5<	823.5<
1500-1600	*	802	773<	*	*	*	*	787.0	787.0
1600-1700	*	824	743	*	*	*	*	782.5	782.5
1700-1800	*	743	760	*	*	*	*	751.5	751.5
1800-1900	*	594	599	*	*	*	*	596.0	596.0
1900-2000	*	448	508	*	*	*	*	477.5	477.5
2000-2100	*	339	324	*	*	*	*	331.0	331.0
2100-2200	*	225	258	*	*	*	*	241.0	241.0
2200-2300	*	161	187	*	*	*	*	174.0	174.0
2300-2400	*	82	67	*	*	*	*	74.0	74.0
Totals									
0700-1900	*	8866	8707	*	*	*	*	8783.5	8783.5
0600-2200	*	10136	10047	*	*	*	*	10087.5	10087.5
0600-0000	*	10379	10300	*	*	*	*	10335.5	10335.5
0000-0000	*	10603	10499	*	*	*	*	10546.0	10546.0
AM Peak	*	0900	1100	*	*	*	*		
	*	836	827	*	*	*	*		
PM Peak	*	1400	1500	*	*	*	*		
	*	881	773	*	*	*	*		

* - No data.

MetroCount Traffic Executive Weekly Event Counts

WeeklyEvent-1648 -- English (ENU)

Datasets:

Site: [MC#4] Water Street north of Beach Road (Black Dog) - Tisbury
Input A: 1 - North bound, A hit first. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 12:15 Monday, August 02, 2010 => 12:33 Monday, August 09, 2010
Zone:
File: Water_S_Union_NB_August2.EC0 (Plus)
Identifier: B004SG8B MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Event Count (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
Name: Default Profile
Scheme: Count events divided by two
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Events = 21306 / 23262 (91.59%)

Weekly Event Counts

WeeklyEvent-1648

Site: MC#4.0.0N
 Description: Water Street north of Beach Road (Black Dog) - Tisbury
 Filter time: 0:00 Tuesday, August 03, 2010 => 0:00 Monday, August 09, 2010
 Scheme: Count events divided by two

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	02 Aug	03 Aug	04 Aug	05 Aug	06 Aug	07 Aug	08 Aug	1 - 5	1 - 7
0000-0100	*	6	6	6	7	9	10	6.3	7.2
0100-0200	*	3	2	3	6	3	8	3.5	4.0
0200-0300	*	3	1	0	0	1	0	1.0	0.8
0300-0400	*	1	1	1	1	0	1	1.0	0.8
0400-0500	*	3	7	1	6	4	4	4.3	4.2
0500-0600	*	101	95	81	78	95	105	88.3	91.8
0600-0700	*	172	163	152	162	152	193	161.5	165.0
0700-0800	*	159	204	193	188	192	286	185.8	203.3
0800-0900	*	188	213	195	224	233	244	205.0	215.8
0900-1000	*	200	187	182	200	191	292<	192.3	208.5
1000-1100	*	182	182	186	164	201	234	177.8	190.8
1100-1200	*	239<	254<	293<	253<	262<	274	259.8<	262.3<
1200-1300	*	150	172	190	170	215	230	170.0	187.2
1300-1400	*	181	231	250<	192	322	259	212.8	238.3
1400-1500	*	176	214	224	192	300	287	200.8	231.5
1500-1600	*	164	178	197	173	271	191	177.3	195.2
1600-1700	*	215<	234<	225	240	383<	436<	228.3<	288.7<
1700-1800	*	166	167	158	197	220	214	171.5	186.5
1800-1900	*	191	218	198	276<	299	322	220.3	250.0
1900-2000	*	113	156	167	171	260	233	151.5	183.0
2000-2100	*	118	140	113	189	277	244	139.8	179.8
2100-2200	*	101	105	128	186	201	212	129.5	155.2
2200-2300	*	55	42	77	121	106	82	73.3	80.2
2300-2400	*	15	13	18	17	16	21	15.3	16.2
Totals									
0700-1900	*	2209	2452	2489	2466	3086	3266	2401.3	2658.2
0600-2200	*	2712	3015	3048	3174	3976	4146	2983.5	3341.2
0600-0000	*	2782	3069	3142	3312	4097	4249	3072.0	3437.5
0000-0000	*	2898	3181	3234	3410	4208	4376	3176.3	3546.3
AM Peak	*	1100	1100	1100	1100	1100	0900		
	*	239	254	293	253	262	292		
PM Peak	*	1600	1600	1300	1800	1600	1600		
	*	215	234	250	276	383	436		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-1534 -- English (ENU)

ONE-WAY (NB)

Datasets:

Site: [MC#6] Main Street south of Union Street - Tisbury
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 12:07 Wednesday, July 29, 2009 => 11:56 Wednesday, August 05, 2009
Zone:
File: Main_S_Union_July09.EC0 (Regular)
Identifier: N336NV0R MC56-L4 [MC55] (c)Microcom 19Sep03
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Thursday, July 30, 2009 => 0:00 Wednesday, August 05, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 26701 / 32890 (81.18%)

Weekly Vehicle Counts

WeeklyVehicle-1534

Site: MC#6.0.ONS
 Description: Main Street south of Union Street - Tisbury
 Filter time: 0:00 Thursday, July 30, 2009 => 0:00 Wednesday, August 05, 2009
 Scheme: Vehicle classification (Scheme F2)
 Filter: CIs(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(NESW) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	27 Jul	28 Jul	29 Jul	30 Jul	31 Jul	01 Aug	02 Aug	1 - 5	1 - 7
0000-0100	*	*	*	37	48	49	55	42.5	47.3
0100-0200	*	*	*	19	32	49	48	25.5	37.0
0200-0300	*	*	*	3	13	14	25	8.0	13.8
0300-0400	*	*	*	0	4	6	11	2.0	5.3
0400-0500	*	*	*	3	4	6	6	3.5	4.8
0500-0600	*	*	*	18	25	27	24	21.5	23.5
0600-0700	*	*	*	86	113	77	66	99.5	85.5
0700-0800	*	*	*	176	184	187	193	180.0	185.0
0800-0900	*	*	*	326	325<	272	192	325.5<	278.8
0900-1000	*	*	*	326<	288	350<	245	307.0	302.3<
1000-1100	*	*	*	228	291	302	283	259.5	276.0
1100-1200	*	*	*	204	271	284	316<	237.5	268.8
1200-1300	*	*	*	249	260	261	253	254.5	255.8
1300-1400	*	*	*	292	258	247	239	275.0	259.0
1400-1500	*	*	*	302	260	287	216	281.0	266.3
1500-1600	*	*	*	298	250	277	263	274.0	272.0
1600-1700	*	*	*	308	296	289<	286<	302.0	294.8<
1700-1800	*	*	*	312<	312<	262	261	312.0<	286.8
1800-1900	*	*	*	281	276	267	267	278.5	272.8
1900-2000	*	*	*	296	281	261	278	288.5	279.0
2000-2100	*	*	*	250	220	245	244	235.0	239.8
2100-2200	*	*	*	227	185	233	186	206.0	207.8
2200-2300	*	*	*	151	163	175	122	157.0	152.8
2300-2400	*	*	*	89	89	105	54	89.0	84.3
Totals									
0700-1900	*	*	*	3302	3271	3285	3014	3286.5	3218.0
0600-2200	*	*	*	4161	4070	4101	3788	4115.5	4030.0
0600-0000	*	*	*	4401	4322	4381	3964	4361.5	4267.0
0000-0000	*	*	*	4481	4448	4532	4133	4464.5	4398.5
AM Peak	*	*	*	0900	0800	0900	1100		
	*	*	*	326	325	350	316		
PM Peak	*	*	*	1700	1700	1600	1600		
	*	*	*	312	312	289	286		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-1534

Site: MC#6.0.0NS
 Description: Main Street south of Union Street - Tisbury
 Filter time: 0:00 Thursday, July 30, 2009 => 0:00 Wednesday, August 05, 2009
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(NESW) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	03 Aug	04 Aug	05 Aug	06 Aug	07 Aug	08 Aug	09 Aug	1 - 5	1 - 7
0000-0100	30	23	*	*	*	*	*	26.5	26.5
0100-0200	19	21	*	*	*	*	*	20.0	20.0
0200-0300	7	7	*	*	*	*	*	7.0	7.0
0300-0400	2	5	*	*	*	*	*	3.5	3.5
0400-0500	3	8	*	*	*	*	*	5.5	5.5
0500-0600	28	23	*	*	*	*	*	25.5	25.5
0600-0700	90	97	*	*	*	*	*	93.5	93.5
0700-0800	201	190	*	*	*	*	*	195.5	195.5
0800-0900	311	323<	*	*	*	*	*	317.0<	317.0<
0900-1000	317<	310	*	*	*	*	*	313.5	313.5
1000-1100	305	265	*	*	*	*	*	285.0	285.0
1100-1200	265	260	*	*	*	*	*	262.5	262.5
1200-1300	331<	263	*	*	*	*	*	297.0	297.0
1300-1400	322	287	*	*	*	*	*	304.5	304.5
1400-1500	283	260	*	*	*	*	*	271.5	271.5
1500-1600	316	267	*	*	*	*	*	291.5	291.5
1600-1700	316	302	*	*	*	*	*	309.0	309.0
1700-1800	290	330<	*	*	*	*	*	310.0<	310.0<
1800-1900	287	278	*	*	*	*	*	282.5	282.5
1900-2000	260	285	*	*	*	*	*	272.5	272.5
2000-2100	227	226	*	*	*	*	*	226.5	226.5
2100-2200	185	173	*	*	*	*	*	179.0	179.0
2200-2300	158	202	*	*	*	*	*	180.0	180.0
2300-2400	68	81	*	*	*	*	*	74.5	74.5
Totals									
0700-1900	3544	3335	*	*	*	*	*	3439.5	3439.5
0600-2200	4306	4116	*	*	*	*	*	4211.0	4211.0
0600-0000	4532	4399	*	*	*	*	*	4465.5	4465.5
0000-0000	4621	4486	*	*	*	*	*	4553.5	4553.5
AM Peak	0900	0800	*	*	*	*	*		
	317	323	*	*	*	*	*		
PM Peak	1200	1700	*	*	*	*	*		
	331	330	*	*	*	*	*		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-1535 -- English (ENU)

Datasets:

Site: [MC#6] Main Street south of Union Street - Tisbury
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 12:07 Wednesday, July 29, 2009 => 11:56 Wednesday, August 05, 2009
Zone:
File: Main_S_Union_July09.EC0 (Regular)
Identifier: N336NV0R MC56-L4 [MC55] (c)Microcom 19Sep03
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Thursday, July 30, 2009 => 0:00 Wednesday, August 05, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 10 - 160 km/h.
Direction: AB
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 26630 / 32890 (80.97%)

Weekly Vehicle Counts

WeeklyVehicle-1535

Site: MC#6.0.0NS
 Description: Main Street south of Union Street - Tisbury
 Filter time: 0:00 Thursday, July 30, 2009 => 0:00 Wednesday, August 05, 2009
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(AB) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	27 Jul	28 Jul	29 Jul	30 Jul	31 Jul	01 Aug	02 Aug	1 - 5	1 - 7
0000-0100	*	*	*	37	48	49	55	42.5	47.3
0100-0200	*	*	*	19	32	48	48	25.5	36.8
0200-0300	*	*	*	3	13	14	25	8.0	13.8
0300-0400	*	*	*	0	4	6	10	2.0	5.0
0400-0500	*	*	*	3	4	6	6	3.5	4.8
0500-0600	*	*	*	18	25	27	24	21.5	23.5
0600-0700	*	*	*	86	113	76	66	99.5	85.3
0700-0800	*	*	*	175	184	187	192	179.5	184.5
0800-0900	*	*	*	325	325<	272	192	325.0<	278.5
0900-1000	*	*	*	326<	288	350<	244	307.0	302.0<
1000-1100	*	*	*	228	291	302	283	259.5	276.0
1100-1200	*	*	*	204	271	283	311<	237.5	267.3
1200-1300	*	*	*	249	260	261	252	254.5	255.5
1300-1400	*	*	*	291	258	245	238	274.5	258.0
1400-1500	*	*	*	302	260	287	215	281.0	266.0
1500-1600	*	*	*	298	250	277	263	274.0	272.0
1600-1700	*	*	*	308	296	289<	285<	302.0	294.5<
1700-1800	*	*	*	312<	312<	262	261	312.0<	286.8
1800-1900	*	*	*	281	275	267	267	278.0	272.5
1900-2000	*	*	*	296	281	261	277	288.5	278.8
2000-2100	*	*	*	250	220	245	243	235.0	239.5
2100-2200	*	*	*	226	185	232	186	205.5	207.3
2200-2300	*	*	*	151	162	175	122	156.5	152.5
2300-2400	*	*	*	89	89	105	53	89.0	84.0
Totals									
0700-1900	*	*	*	3299	3270	3282	3003	3284.5	3213.5
0600-2200	*	*	*	4157	4069	4096	3775	4113.0	4024.3
0600-0000	*	*	*	4397	4320	4376	3950	4358.5	4260.8
0000-0000	*	*	*	4477	4446	4526	4118	4461.5	4391.8
AM Peak	*	*	*	0900	0800	0900	1100		
	*	*	*	326	325	350	311		
PM Peak	*	*	*	1700	1700	1600	1600		
	*	*	*	312	312	289	285		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-1535

Site: MC#6.0.ONS
 Description: Main Street south of Union Street - Tisbury
 Filter time: 0:00 Thursday, July 30, 2009 => 0:00 Wednesday, August 05, 2009
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(AB) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
	03 Aug	04 Aug	05 Aug	06 Aug	07 Aug	08 Aug	09 Aug	1 - 5	1 - 7	
0000-0100	30	23	*	*	*	*	*	26.5	26.5	
0100-0200	19	21	*	*	*	*	*	20.0	20.0	
0200-0300	7	7	*	*	*	*	*	7.0	7.0	
0300-0400	2	5	*	*	*	*	*	3.5	3.5	
0400-0500	3	8	*	*	*	*	*	5.5	5.5	
0500-0600	28	23	*	*	*	*	*	25.5	25.5	
0600-0700	90	97	*	*	*	*	*	93.5	93.5	
0700-0800	200	190	*	*	*	*	*	195.0	195.0	
0800-0900	309	322<	*	*	*	*	*	315.5<	315.5<	
0900-1000	314<	309	*	*	*	*	*	311.5	311.5	
1000-1100	305	264	*	*	*	*	*	284.5	284.5	
1100-1200	262	257	*	*	*	*	*	259.5	259.5	
1200-1300	326<	263	*	*	*	*	*	294.5	294.5	
1300-1400	320	283	*	*	*	*	*	301.5	301.5	
1400-1500	282	259	*	*	*	*	*	270.5	270.5	
1500-1600	315	264	*	*	*	*	*	289.5	289.5	
1600-1700	313	301	*	*	*	*	*	307.0	307.0	
1700-1800	288	329<	*	*	*	*	*	308.5<	308.5<	
1800-1900	286	277	*	*	*	*	*	281.5	281.5	
1900-2000	260	284	*	*	*	*	*	272.0	272.0	
2000-2100	226	226	*	*	*	*	*	226.0	226.0	
2100-2200	185	172	*	*	*	*	*	178.5	178.5	
2200-2300	158	202	*	*	*	*	*	180.0	180.0	
2300-2400	68	81	*	*	*	*	*	74.5	74.5	
Totals										
0700-1900	3520	3318	*	*	*	*	*	3419.0	3419.0	
0600-2200	4281	4097	*	*	*	*	*	4189.0	4189.0	
0600-0000	4507	4380	*	*	*	*	*	4443.5	4443.5	
0000-0000	4596	4467	*	*	*	*	*	4531.5	4531.5	
AM Peak	0900	0800	*	*	*	*	*			
	314	322	*	*	*	*	*			
PM Peak	1200	1700	*	*	*	*	*			
	326	329	*	*	*	*	*			

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-1652 -- English (ENU)

Datasets:

Site: [MC#5] Main Street (one-way) south of Church Street - Edgartown
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 11:29 Monday, July 18, 2011 => 12:33 Monday, July 25, 2011
Zone:
File: Main_S_Church_July18-25.EC0 (Plus)
Identifier: M917HFEF MC56-L4 [MC55] (c)Microcom 19Sep03
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, July 19, 2011 => 0:00 Monday, July 25, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 23066 / 28705 (80.36%)

Weekly Vehicle Counts

WeeklyVehicle-1652

Site: MC#5.0.0SN
 Description: Main Street (one-way) south of Church Street - Edgartown
 Filter time: 0:00 Tuesday, July 19, 2011 => 0:00 Monday, July 25, 2011
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(NESW) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	18 Jul	19 Jul	20 Jul	21 Jul	22 Jul	23 Jul	24 Jul	1 - 5	1 - 7
0000-0100	*	26	29	32	26	50	56	28.3	36.5
0100-0200	*	6	14	13	23	30	49	14.0	22.5
0200-0300	*	4	5	5	5	10	13	4.8	7.0
0300-0400	*	4	5	0	5	8	8	3.5	5.0
0400-0500	*	5	6	3	14	14	3	7.0	7.5
0500-0600	*	27	30	21	22	25	26	25.0	25.2
0600-0700	*	101	97	96	105	78	59	99.8	89.3
0700-0800	*	183	165	180	198	178	148	181.5	175.3
0800-0900	*	238	262	293<	264	213	213	264.3	247.2
0900-1000	*	282<	289<	270	261	261	263<	275.5<	271.0<
1000-1100	*	243	231	216	272	279<	186	240.5	237.8
1100-1200	*	226	275	143	278<	257	238	230.5	236.2
1200-1300	*	240	254	80	246	257	243	205.0	220.0
1300-1400	*	228	238	51	234	228	242	187.8	203.5
1400-1500	*	229	211	210	248	198	242	224.5	223.0
1500-1600	*	320<	260	266	255<	273<	223	275.3<	266.2<
1600-1700	*	256	238	235	232	239	248	240.3	241.3
1700-1800	*	209	272<	251	229	224	245	240.3	238.3
1800-1900	*	288	261	294<	254	193	260<	274.3	258.3
1900-2000	*	196	247	182	236	226	244	215.3	221.8
2000-2100	*	222	187	194	247	147	194	212.5	198.5
2100-2200	*	212	193	211	193	202	144	202.3	192.5
2200-2300	*	77	119	127	195	167	120	129.5	134.2
2300-2400	*	74	68	83	121	120	51	86.5	86.2
Totals									
0700-1900	*	2942	2956	2489	2971	2800	2751	2839.5	2818.2
0600-2200	*	3673	3680	3172	3752	3453	3392	3569.3	3520.3
0600-0000	*	3824	3867	3382	4068	3740	3563	3785.3	3740.7
0000-0000	*	3896	3956	3456	4163	3877	3718	3867.8	3844.3
AM Peak	*	0900	0900	0800	1100	1000	0900		
	*	282	289	293	278	279	263		
PM Peak	*	1500	1700	1800	1500	1500	1800		
	*	320	272	294	255	273	260		

* - No data.

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Peak Summer Season Conditions - Intersection Capacity Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Volume (veh/h)	124	491	25	38	526	124	187	33	139	211	25	332
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%						0%	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60
Hourly flow rate (vph)	155	614	31	42	584	138	210	37	156	352	42	553
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	722			645			2251	1746	629	1852	1693	653
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	722			645			2251	1746	629	1852	1693	653
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	82			95			0	45	68	0	42	0
cM capacity (veh/h)	866			935			0	68	484	18	72	462
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	800	764	403	352	595							
Volume Left	155	42	210	352	0							
Volume Right	31	138	156	0	553							
cSH	866	935	0	18	334							
Volume to Capacity	0.18	0.05	Err	19.24	1.78							
Queue Length 95th (ft)	16	4	Err	Err	960							
Control Delay (s)	4.3	1.2	Err	Err	389.5							
Lane LOS	A	A	F	F	F							
Approach Delay (s)	4.3	1.2	Err	3959.2								
Approach LOS			F	F								
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization			124.9%		ICU Level of Service				H			
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷		
Volume (veh/h)	172	0	0	550	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	232	0	0	663	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	663	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	663	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	46	100	100			
cM capacity (veh/h)	428	1088	1623			
Direction, Lane #						
	EB 1	NB 1				
Volume Total	232	663				
Volume Left	232	0				
Volume Right	0	0				
cSH	428	1700				
Volume to Capacity	0.54	0.39				
Queue Length 95th (ft)	79	0				
Control Delay (s)	23.0	0.0				
Lane LOS	C					
Approach Delay (s)	23.0	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay		6.0				
Intersection Capacity Utilization		45.1%		ICU Level of Service	A	
Analysis Period (min)		15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	541	182	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	0	0	652	219	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	761	761			871	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	761	761			871	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	373	405			774	
Direction, Lane #	NB 1					
Volume Total	871					
Volume Left	0					
Volume Right	219					
cSH	1700					
Volume to Capacity	0.51					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	42.9%					
ICU Level of Service	A					
Analysis Period (min)	15					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Volume (veh/h)	7	164	12	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	210	15	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			226			236	236	218	236	244	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			226			236	236	218	236	244	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	100	100	100
cM capacity (veh/h)	1630			1343			716	661	822	716	655	1085
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	235	0	0									
Volume Left	9	0	0									
Volume Right	15	0	0									
cSH	1630	1700	1700									
Volume to Capacity	0.01	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.3	0.0	0.0									
Lane LOS	A	A	A									
Approach Delay (s)	0.3	0.0	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			13.1%						A			
ICU Level of Service												
Analysis Period (min)			15									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	20	156	5	0	2	0	159	123	12	411	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.33	0.33	0.33	0.63	0.63	0.63	0.57	0.57	0.57
Hourly flow rate (vph)	13	26	200	15	0	6	0	252	195	21	721	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1119	1211	361	965	1113	350	721			448		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1119	1211	361	965	1113	350	721			448		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	92	86	69	88	100	99	100			98		
cM capacity (veh/h)	159	179	639	128	206	652	838			1088		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	13	226	21	448	261	481						
Volume Left	13	0	15	0	21	0						
Volume Right	0	200	6	195	0	0						
cSH	159	495	166	1700	1088	1700						
Volume to Capacity	0.08	0.46	0.13	0.26	0.02	0.28						
Queue Length 95th (ft)	6	59	11	0	1	0						
Control Delay (s)	29.7	18.2	29.8	0.0	0.8	0.0						
Lane LOS	D	C	D		A							
Approach Delay (s)	18.9		29.8	0.0	0.3							
Approach LOS	C		D									
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			Err%		ICU Level of Service				H			
Analysis Period (min)			15									



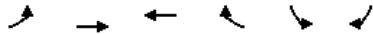
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑↑	
Volume (veh/h)	2	119	0	91	78	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	0.63	0.59	0.59	0.49	0.49
Hourly flow rate (vph)	3	189	0	154	159	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	313	80	159			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	313	80	159			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	81	100			
cM capacity (veh/h)	660	971	1302			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	192	154	80	80		
Volume Left	3	0	0	0		
Volume Right	189	0	0	0		
cSH	964	1700	1700	1700		
Volume to Capacity	0.20	0.09	0.05	0.05		
Queue Length 95th (ft)	19	0	0	0		
Control Delay (s)	9.7	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization			18.9%		ICU Level of Service	A
Analysis Period (min)			15			



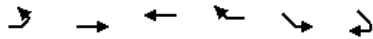
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	376	121	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.85	0.85	0.92	0.92
Hourly flow rate (vph)	0	0	442	142	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	514	514			585	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	514	514			585	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	521	561			990	
Direction, Lane #	NB 1					
Volume Total	585					
Volume Left	0					
Volume Right	142					
cSH	1700					
Volume to Capacity	0.34					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	30.5%					
ICU Level of Service	A					
Analysis Period (min)	15					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔				↔			↔			↔	
Volume (veh/h)	3	0	81	158	5	3	86	85	0	0	182	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.41	0.41	0.41	0.81	0.81	0.81	0.74	0.74	0.74
Hourly flow rate (vph)	4	0	101	385	12	7	106	105	0	0	246	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	587	573	133	542	584	105	266			105		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	587	573	133	542	584	105	266			105		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	7.0	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	99	100	89	0	97	99	91			100		
cM capacity (veh/h)	359	395	898	348	382	923	1232			1441		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	105	405	211	164	102							
Volume Left	4	385	106	0	0							
Volume Right	101	7	0	0	20							
cSH	852	352	1232	1700	1700							
Volume to Capacity	0.12	1.15	0.09	0.10	0.06							
Queue Length 95th (ft)	10	401	7	0	0							
Control Delay (s)	9.8	128.6	4.5	0.0	0.0							
Lane LOS	A	F	A									
Approach Delay (s)	9.8	128.6	4.5	0.0								
Approach LOS	A	F										
Intersection Summary												
Average Delay			54.8									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	262	859	698	284	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.92	0.92
Hourly flow rate (vph)	323	1060	872	355	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1228				2757	1050
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1228				2757	1050
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	43				100	100
cM capacity (veh/h)	564				9	276
Direction, Lane #	EB 1	EB 2	WB 1			
Volume Total	323	1060	1228			
Volume Left	323	0	0			
Volume Right	0	0	355			
cSH	564	1700	1700			
Volume to Capacity	0.57	0.62	0.72			
Queue Length 95th (ft)	90	0	0			
Control Delay (s)	19.6	0.0	0.0			
Lane LOS	C					
Approach Delay (s)	4.6		0.0			
Approach LOS						
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			75.2%		ICU Level of Service	D
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	10	859	698	5	3	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.55	0.55
Hourly flow rate (vph)	12	1060	872	6	5	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	879				1958	872
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	879				1958	872
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				92	95
cM capacity (veh/h)	765				70	353
Direction, Lane #	EB 1	WB 1	WB 2	SE 1		
Volume Total	1073	872	6	24		
Volume Left	12	0	0	5		
Volume Right	0	0	6	18		
cSH	765	1700	1700	182		
Volume to Capacity	0.02	0.51	0.00	0.13		
Queue Length 95th (ft)	1	0	0	11		
Control Delay (s)	0.5	0.0	0.0	27.7		
Lane LOS	A			D		
Approach Delay (s)	0.5	0.0		27.7		
Approach LOS				D		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			63.2%		ICU Level of Service	B
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Volume (veh/h)	88	431	32	55	496	86	196	32	151	174	23	310
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.88	0.88	0.88	0.58	0.58	0.58
Hourly flow rate (vph)	98	479	36	57	511	89	223	36	172	300	40	534
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	600			514			1916	1406	497	1551	1379	556
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	600			514			1916	1406	497	1551	1379	556
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			95			0	69	70	0	68	0
cM capacity (veh/h)	977			1056			0	119	575	44	122	529
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	612	657	431	300	574							
Volume Left	98	57	223	300	0							
Volume Right	36	89	172	0	534							
cSH	977	1056	0	44	430							
Volume to Capacity	0.10	0.05	Err	6.82	1.33							
Queue Length 95th (ft)	8	4	Err	Err	655							
Control Delay (s)	2.5	1.4	Err	Err	192.0							
Lane LOS	A	A	F	F	F							
Approach Delay (s)	2.5	1.4	Err	3557.7								
Approach LOS			F	F								
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			100.3%	ICU Level of Service	G							
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	181	0	0	580	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	232	0	0	637	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	637	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	637	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	48	100	100			
cM capacity (veh/h)	444	1091	1630			
Direction, Lane #						
	EB 1	NB 1				
Volume Total	232	637				
Volume Left	232	0				
Volume Right	0	0				
cSH	444	1700				
Volume to Capacity	0.52	0.37				
Queue Length 95th (ft)	74	0				
Control Delay (s)	21.6	0.0				
Lane LOS	C					
Approach Delay (s)	21.6	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay		5.8				
Intersection Capacity Utilization		47.2%		ICU Level of Service	A	
Analysis Period (min)		15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↔			
Volume (veh/h)	0	0	604	158	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	0	0	686	180	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	776	776			866	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	776	776			866	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	366	397			777	
Direction, Lane #	NB 1					
Volume Total	866					
Volume Left	0					
Volume Right	180					
cSH	1700					
Volume to Capacity	0.51					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	44.7%					
ICU Level of Service	A					
Analysis Period (min)	15					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+						+			+	
Volume (veh/h)	0	148	10	0	0	0	0	0	5	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.75	0.75	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	0	180	12	0	0	0	0	0	7	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			193			187	187	187	193	193	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			193			187	187	187	193	193	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	100
cM capacity (veh/h)	1630			1381			778	711	861	760	702	1085
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	193	7	0									
Volume Left	0	0	0									
Volume Right	12	7	0									
cSH	1630	861	1700									
Volume to Capacity	0.00	0.01	0.00									
Queue Length 95th (ft)	0	1	0									
Control Delay (s)	0.0	9.2	0.0									
Lane LOS		A	A									
Approach Delay (s)	0.0	9.2	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			18.4%						A			
ICU Level of Service												
Analysis Period (min)			15									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	13	123	0	0	0	0	106	101	12	400	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.71	0.71	0.71	0.52	0.52	0.52
Hourly flow rate (vph)	8	15	140	0	0	0	0	149	142	23	769	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1036	1107	385	798	1036	220	769			292		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1036	1107	385	798	1036	220	769			292		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	96	93	77	100	100	100	100			98		
cM capacity (veh/h)	186	208	619	200	226	783	809			1260		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	8	155	0	292	279	513						
Volume Left	8	0	0	0	23	0						
Volume Right	0	140	0	142	0	0						
cSH	186	521	1700	1700	1260	1700						
Volume to Capacity	0.04	0.30	0.00	0.17	0.02	0.30						
Queue Length 95th (ft)	3	31	0	0	1	0						
Control Delay (s)	25.2	14.8	0.0	0.0	0.8	0.0						
Lane LOS	D	B	A		A							
Approach Delay (s)	15.3		0.0	0.0	0.3							
Approach LOS	C		A									
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			34.7%		ICU Level of Service				A			
Analysis Period (min)			15									



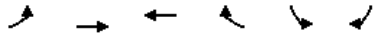
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑	↑↑	
Volume (veh/h)	5	143	0	48	50	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.70	0.70	0.73	0.73
Hourly flow rate (vph)	7	210	0	69	68	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	137	34	68			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	137	34	68			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	80	100			
cM capacity (veh/h)	848	1038	1402			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	218	69	34	34		
Volume Left	7	0	0	0		
Volume Right	210	0	0	0		
cSH	1030	1700	1700	1700		
Volume to Capacity	0.21	0.04	0.02	0.02		
Queue Length 95th (ft)	20	0	0	0		
Control Delay (s)	9.4	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.4	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.8			
Intersection Capacity Utilization			19.1%	ICU Level of Service	A	
Analysis Period (min)			15			



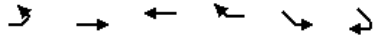
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↶	↷	↓
Volume (veh/h)	0	0	405	148	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.98	0.98	0.92	0.92
Hourly flow rate (vph)	0	0	413	151	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	489	489			564	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	489	489			564	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	538	579			1007	
Direction, Lane #	NB 1					
Volume Total	564					
Volume Left	0					
Volume Right	151					
cSH	1700					
Volume to Capacity	0.33					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			33.7%		ICU Level of Service A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔				↔			↔			↔	
Volume (veh/h)	0	0	93	148	8	0	65	48	0	0	171	22
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.32	0.32	0.32	0.85	0.85	0.85	0.71	0.71	0.71
Hourly flow rate (vph)	0	0	106	462	25	0	76	56	0	0	241	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	478	466	136	436	481	56	272			56		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	478	466	136	436	481	56	272			56		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	100	88	0	95	100	94			100		
cM capacity (veh/h)	434	466	894	426	455	1001	1232			1525		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	106	488	133	161	111							
Volume Left	0	462	76	0	0							
Volume Right	106	0	0	0	31							
cSH	894	427	1232	1700	1700							
Volume to Capacity	0.12	1.14	0.06	0.09	0.07							
Queue Length 95th (ft)	10	445	5	0	0							
Control Delay (s)	9.6	118.3	4.9	0.0	0.0							
Lane LOS	A	F	A									
Approach Delay (s)	9.6	118.3	4.9	0.0								
Approach LOS	A	F										
Intersection Summary												
Average Delay			59.5									
Intersection Capacity Utilization			Err%		ICU Level of Service		H					
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔			
Volume (veh/h)	287	748	675	288	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	312	813	813	347	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1160				2424	987
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1160				2424	987
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	49				100	100
cM capacity (veh/h)	606				17	300
Direction, Lane #	EB 1	EB 2	WB 1			
Volume Total	312	813	1160			
Volume Left	312	0	0			
Volume Right	0	0	347			
cSH	606	1700	1700			
Volume to Capacity	0.51	0.48	0.68			
Queue Length 95th (ft)	74	0	0			
Control Delay (s)	17.1	0.0	0.0			
Lane LOS	C					
Approach Delay (s)	4.7		0.0			
Approach LOS						
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			75.6%		ICU Level of Service	D
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	20	748	675	7	8	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.42	0.42
Hourly flow rate (vph)	22	813	813	8	19	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	822				1670	813
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	822				1670	813
tC, single (s)	4.1				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	97				81	92
cM capacity (veh/h)	812				100	371
Direction, Lane #	EB 1	WB 1	WB 2	SE 1		
Volume Total	835	813	8	48		
Volume Left	22	0	0	19		
Volume Right	0	0	8	29		
cSH	812	1700	1700	178		
Volume to Capacity	0.03	0.48	0.00	0.27		
Queue Length 95th (ft)	2	0	0	26		
Control Delay (s)	0.7	0.0	0.0	32.5		
Lane LOS	A			D		
Approach Delay (s)	0.7	0.0		32.5		
Approach LOS				D		
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			65.5%		ICU Level of Service	C
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Volume (veh/h)	129	508	26	39	544	129	194	34	144	218	26	343
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60
Hourly flow rate (vph)	161	635	32	43	604	143	218	38	162	363	43	572
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	748			668			2330	1808	651	1917	1753	676
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	748			668			2330	1808	651	1917	1753	676
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	81			95			0	38	66	0	33	0
cM capacity (veh/h)	847			917			0	61	470	14	65	448
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	829	791	418	363	615							
Volume Left	161	43	218	363	0							
Volume Right	32	143	162	0	572							
cSH	847	917	0	14	316							
Volume to Capacity	0.19	0.05	Err	26.10	1.94							
Queue Length 95th (ft)	17	4	Err	Err	1069							
Control Delay (s)	4.6	1.2	Err	Err	463.8							
Lane LOS	A	A	F	F	F							
Approach Delay (s)	4.6	1.2	Err	4005.0								
Approach LOS			F	F								
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			129.4%		ICU Level of Service		H					
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗		
Volume (veh/h)	178	0	0	569	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	241	0	0	686	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	686	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	686	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	42	100	100			
cM capacity (veh/h)	415	1088	1623			
Direction, Lane #						
	EB 1	NB 1				
Volume Total	241	686				
Volume Left	241	0				
Volume Right	0	0				
cSH	415	1700				
Volume to Capacity	0.58	0.40				
Queue Length 95th (ft)	89	0				
Control Delay (s)	25.0	0.0				
Lane LOS	C					
Approach Delay (s)	25.0	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay		6.5				
Intersection Capacity Utilization		46.5%		ICU Level of Service	A	
Analysis Period (min)		15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	559	189	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	0	0	673	228	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	787	787			901	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	787	787			901	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	360	391			754	
Direction, Lane #	NB 1					
Volume Total	901					
Volume Left	0					
Volume Right	228					
cSH	1700					
Volume to Capacity	0.53					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	44.3%					
ICU Level of Service	A					
Analysis Period (min)	15					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+						+			+	
Volume (veh/h)	7	170	12	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	218	15	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			233			244	244	226	244	251	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			233			244	244	226	244	251	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	100	100	100
cM capacity (veh/h)	1630			1334			707	655	814	707	648	1085
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	242	0	0									
Volume Left	9	0	0									
Volume Right	15	0	0									
cSH	1630	1700	1700									
Volume to Capacity	0.01	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.3	0.0	0.0									
Lane LOS	A	A	A									
Approach Delay (s)	0.3	0.0	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			13.4%									
Analysis Period (min)			15									
ICU Level of Service									A			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (veh/h)	10	21	161	5	0	2	0	165	127	12	425	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.33	0.33	0.33	0.63	0.63	0.63	0.57	0.57	0.57
Hourly flow rate (vph)	13	27	206	15	0	6	0	262	202	21	746	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1156	1251	373	997	1150	363	746			463		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1156	1251	373	997	1150	363	746			463		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	91	84	67	87	100	99	100			98		
cM capacity (veh/h)	149	169	627	117	196	640	820			1073		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	13	233	21	463	270	497						
Volume Left	13	0	15	0	21	0						
Volume Right	0	206	6	202	0	0						
cSH	149	478	152	1700	1073	1700						
Volume to Capacity	0.09	0.49	0.14	0.27	0.02	0.29						
Queue Length 95th (ft)	7	66	12	0	2	0						
Control Delay (s)	31.4	19.5	32.4	0.0	0.8	0.0						
Lane LOS	D	C	D		A							
Approach Delay (s)	20.1		32.4	0.0	0.3							
Approach LOS	C		D									
Intersection Summary												
Average Delay			3.9									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



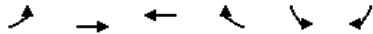
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↓			↑	↑↑	
Volume (veh/h)	2	123	0	94	81	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	0.63	0.59	0.59	0.49	0.49
Hourly flow rate (vph)	3	195	0	159	165	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	325	83	165			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	325	83	165			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	80	100			
cM capacity (veh/h)	650	967	1295			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	198	159	83	83		
Volume Left	3	0	0	0		
Volume Right	195	0	0	0		
cSH	959	1700	1700	1700		
Volume to Capacity	0.21	0.09	0.05	0.05		
Queue Length 95th (ft)	19	0	0	0		
Control Delay (s)	9.7	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization			19.3%	ICU Level of Service	A	
Analysis Period (min)			15			



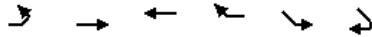
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	389	125	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.85	0.85	0.92	0.92
Hourly flow rate (vph)	0	0	458	147	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	531	531			605	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	531	531			605	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	509	548			973	
Direction, Lane #	NB 1					
Volume Total	605					
Volume Left	0					
Volume Right	147					
cSH	1700					
Volume to Capacity	0.36					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			31.4%		ICU Level of Service A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	84	163	5	3	89	87	0	0	189	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.41	0.41	0.41	0.81	0.81	0.81	0.74	0.74	0.74
Hourly flow rate (vph)	4	0	105	398	12	7	110	107	0	0	255	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	606	593	138	560	603	107	276			107		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	606	593	138	560	603	107	276			107		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	7.0	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	99	100	88	0	97	99	91			100		
cM capacity (veh/h)	347	383	892	334	371	920	1221			1438		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	109	417	217	170	105							
Volume Left	4	398	110	0	0							
Volume Right	105	7	0	0	20							
cSH	846	339	1221	1700	1700							
Volume to Capacity	0.13	1.23	0.09	0.10	0.06							
Queue Length 95th (ft)	11	458	7	0	0							
Control Delay (s)	9.9	160.0	4.6	0.0	0.0							
Lane LOS	A	F	A									
Approach Delay (s)	9.9	160.0	4.6	0.0								
Approach LOS	A	F										
Intersection Summary												
Average Delay			67.5									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	271	888	722	293	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.92	0.92
Hourly flow rate (vph)	335	1096	902	366	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1269				2851	1086
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1269				2851	1086
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	39				100	100
cM capacity (veh/h)	544				7	263
Direction, Lane #	EB 1	EB 2	WB 1			
Volume Total	335	1096	1269			
Volume Left	335	0	0			
Volume Right	0	0	366			
cSH	544	1700	1700			
Volume to Capacity	0.61	0.64	0.75			
Queue Length 95th (ft)	103	0	0			
Control Delay (s)	21.6	0.0	0.0			
Lane LOS	C					
Approach Delay (s)	5.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			77.5%		ICU Level of Service	D
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	10	888	722	5	3	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.55	0.55
Hourly flow rate (vph)	12	1096	902	6	5	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	909				2023	902
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	909				2023	902
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				91	95
cM capacity (veh/h)	745				63	339
Direction, Lane #	EB 1	WB 1	WB 2	SE 1		
Volume Total	1109	902	6	24		
Volume Left	12	0	0	5		
Volume Right	0	0	6	18		
cSH	745	1700	1700	169		
Volume to Capacity	0.02	0.53	0.00	0.14		
Queue Length 95th (ft)	1	0	0	12		
Control Delay (s)	0.6	0.0	0.0	29.7		
Lane LOS	A			D		
Approach Delay (s)	0.6	0.0		29.7		
Approach LOS				D		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			64.7%		ICU Level of Service	C
Analysis Period (min)			15			

4: Beach Street & Water Street

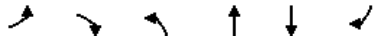
Timing Plan: Saturday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations		↕			↕			↕		↕	↕					
Volume (veh/h)	91	446	33	57	513	89	202	33	156	180	24	321				
Sign Control		Free			Free			Stop			Stop					
Grade		0%			0%			0%			0%					
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.88	0.88	0.88	0.58	0.58	0.58				
Hourly flow rate (vph)	101	496	37	59	529	92	230	38	177	310	41	553				
Pedestrians																
Lane Width (ft)																
Walking Speed (ft/s)																
Percent Blockage																
Right turn flare (veh)																
Median type	None			None												
Median storage (veh)																
Upstream signal (ft)																
pX, platoon unblocked																
vC, conflicting volume	621		532		1983		1454		514		1604		1427		575	
vC1, stage 1 conf vol																
vC2, stage 2 conf vol																
vCu, unblocked vol	621		532		1983		1454		514		1604		1427		575	
tC, single (s)	4.1		4.1		7.1		6.5		6.2		7.1		6.5		6.2	
tC, 2 stage (s)																
tF (s)	2.2		2.2		3.5		4.0		3.3		3.5		4.0		3.3	
p0 queue free %	89		94		0		66		68		0		64		0	
cM capacity (veh/h)	960		1040		0		110		563		38		114		516	
Direction, Lane #																
	EB 1	WB 1	NB 1	SB 1	SB 2											
Volume Total	633	679	444	310	595											
Volume Left	101	59	230	310	0											
Volume Right	37	92	177	0	553											
cSH	960	1040	0	38	414											
Volume to Capacity	0.11	0.06	Err	8.22	1.44											
Queue Length 95th (ft)	9	4	Err	Err	751											
Control Delay (s)	2.7	1.5	Err	Err	235.8											
Lane LOS	A	A	F	F	F											
Approach Delay (s)	2.7	1.5	Err	3583.2												
Approach LOS			F	F												
Intersection Summary																
Average Delay			Err													
Intersection Capacity Utilization			103.3%		ICU Level of Service		G									
Analysis Period (min)			15													

7: Spring Street & Main Street

Timing Plan: Saturday Midday



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	187	0	0	600	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	240	0	0	659	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	659	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	659	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	44	100	100			
cM capacity (veh/h)	431	1091	1630			
Direction, Lane #	EB 1	NB 1				
Volume Total	240	659				
Volume Left	240	0				
Volume Right	0	0				
cSH	431	1700				
Volume to Capacity	0.56	0.39				
Queue Length 95th (ft)	82	0				
Control Delay (s)	23.3	0.0				
Lane LOS	C					
Approach Delay (s)	23.3	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay		6.2				
Intersection Capacity Utilization		48.6%		ICU Level of Service	A	
Analysis Period (min)		15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	624	163	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	0	0	709	185	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	802	802			894	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	802	802			894	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	353	384			759	
Direction, Lane #	NB 1					
Volume Total	894					
Volume Left	0					
Volume Right	185					
cSH	1700					
Volume to Capacity	0.53					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			46.1%		ICU Level of Service A	
Analysis Period (min)			15			

10: Norton Lane & Cromwell Lane

Timing Plan: Saturday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Volume (veh/h)	0	153	10	0	0	0	0	0	5	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.75	0.75	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	0	187	12	0	0	0	0	0	7	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			199			193	193	193	199	199	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			199			193	193	193	199	199	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	100
cM capacity (veh/h)	1630			1374			771	706	854	753	697	1085
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	199	7	0									
Volume Left	0	0	0									
Volume Right	12	7	0									
cSH	1630	854	1700									
Volume to Capacity	0.00	0.01	0.00									
Queue Length 95th (ft)	0	1	0									
Control Delay (s)	0.0	9.2	0.0									
Lane LOS		A	A									
Approach Delay (s)	0.0	9.2	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			18.7%						A			
ICU Level of Service												
Analysis Period (min)			15									

13: Norton Lane & Water Street

Timing Plan: Saturday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	13	127	0	0	0	0	110	105	12	413	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.71	0.71	0.71	0.52	0.52	0.52
Hourly flow rate (vph)	8	15	144	0	0	0	0	155	148	23	794	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1069	1143	397	824	1069	229	794			303		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1069	1143	397	824	1069	229	794			303		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	95	93	76	100	100	100	100			98		
cM capacity (veh/h)	176	198	608	188	216	774	791			1248		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	8	159	0	303	288	529						
Volume Left	8	0	0	0	23	0						
Volume Right	0	144	0	148	0	0						
cSH	176	510	1700	1700	1248	1700						
Volume to Capacity	0.05	0.31	0.00	0.18	0.02	0.31						
Queue Length 95th (ft)	4	33	0	0	1	0						
Control Delay (s)	26.4	15.2	0.0	0.0	0.8	0.0						
Lane LOS	D	C	A		A							
Approach Delay (s)	15.8		0.0	0.0	0.3							
Approach LOS	C		A									
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			35.3%		ICU Level of Service				A			
Analysis Period (min)			15									

14: Union Street & Parking Loop

Timing Plan: Saturday Midday



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑	↑↑	
Volume (veh/h)	5	147	0	50	51	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.70	0.70	0.73	0.73
Hourly flow rate (vph)	7	216	0	71	70	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141	35	70			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	141	35	70			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	79	100			
cM capacity (veh/h)	843	1037	1401			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	224	71	35	35		
Volume Left	7	0	0	0		
Volume Right	216	0	0	0		
cSH	1029	1700	1700	1700		
Volume to Capacity	0.22	0.04	0.02	0.02		
Queue Length 95th (ft)	21	0	0	0		
Control Delay (s)	9.5	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		5.8				
Intersection Capacity Utilization		19.4%		ICU Level of Service	A	
Analysis Period (min)		15				

16: Union Street & Main Street

Timing Plan: Saturday Midday



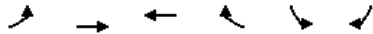
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	418	153	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.98	0.98	0.92	0.92
Hourly flow rate (vph)	0	0	427	156	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	505	505			583	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	505	505			583	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	527	567			992	
Direction, Lane #	NB 1					
Volume Total	583					
Volume Left	0					
Volume Right	156					
cSH	1700					
Volume to Capacity	0.34					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			34.6%		ICU Level of Service A	
Analysis Period (min)			15			

18: Municipal Parking Lot & Water Street

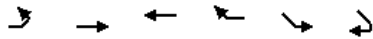
Timing Plan: Saturday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	96	153	9	0	67	50	0	0	177	22
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.32	0.32	0.32	0.85	0.85	0.85	0.71	0.71	0.71
Hourly flow rate (vph)	0	0	109	478	28	0	79	59	0	0	249	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	495	481	140	450	497	59	280			59		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	495	481	140	450	497	59	280			59		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	100	88	0	94	100	94			100		
cM capacity (veh/h)	418	456	889	413	445	998	1223			1522		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	109	506	138	166	114							
Volume Left	0	478	79	0	0							
Volume Right	109	0	0	0	31							
cSH	889	414	1223	1700	1700							
Volume to Capacity	0.12	1.22	0.06	0.10	0.07							
Queue Length 95th (ft)	10	517	5	0	0							
Control Delay (s)	9.6	148.9	4.9	0.0	0.0							
Lane LOS	A	F	A									
Approach Delay (s)	9.6	148.9	4.9	0.0								
Approach LOS	A	F										
Intersection Summary												
Average Delay			74.6									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	297	773	698	298	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	323	840	841	359	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1200				2506	1020
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1200				2506	1020
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	45				100	100
cM capacity (veh/h)	585				14	287
Direction, Lane #	EB 1	EB 2	WB 1			
Volume Total	323	840	1200			
Volume Left	323	0	0			
Volume Right	0	0	359			
cSH	585	1700	1700			
Volume to Capacity	0.55	0.49	0.71			
Queue Length 95th (ft)	84	0	0			
Control Delay (s)	18.5	0.0	0.0			
Lane LOS	C					
Approach Delay (s)	5.1		0.0			
Approach LOS						
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			78.0%	ICU Level of Service		D
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	21	773	698	7	9	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.42	0.42
Hourly flow rate (vph)	23	840	841	8	21	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	849				1727	841
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	849				1727	841
tC, single (s)	4.1				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	97				77	92
cM capacity (veh/h)	793				92	357
Direction, Lane #	EB 1	WB 1	WB 2	SE 1		
Volume Total	863	841	8	50		
Volume Left	23	0	0	21		
Volume Right	0	0	8	29		
cSH	793	1700	1700	160		
Volume to Capacity	0.03	0.49	0.00	0.31		
Queue Length 95th (ft)	2	0	0	31		
Control Delay (s)	0.8	0.0	0.0	37.5		
Lane LOS	A			E		
Approach Delay (s)	0.8	0.0		37.5		
Approach LOS				E		
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			67.6%		ICU Level of Service	C
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	45	0	312	606	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	49	0	339	659	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	998	329	659			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	998	329	659			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	241	666	925			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	49	339	329	329		
Volume Left	0	0	0	0		
Volume Right	49	0	0	0		
cSH	666	1700	1700	1700		
Volume to Capacity	0.07	0.20	0.19	0.19		
Queue Length 95th (ft)	6	0	0	0		
Control Delay (s)	10.8	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	10.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			26.8%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Volume (veh/h)	129	500	26	39	538	148	194	39	144	241	31	376
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60
Hourly flow rate (vph)	161	625	32	43	598	164	218	44	162	402	52	627
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	762			658			2383	1813	641	1914	1747	680
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	762			658			2383	1813	641	1914	1747	680
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	81			95			0	28	66	0	21	0
cM capacity (veh/h)	837			925			0	61	476	12	65	446
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	819	806	424	402	678							
Volume Left	161	43	218	402	0							
Volume Right	32	164	162	0	627							
cSH	837	925	0	12	309							
Volume to Capacity	0.19	0.05	Err	34.52	2.20							
Queue Length 95th (ft)	18	4	Err	Err	1280							
Control Delay (s)	4.6	1.2	Err	Err	576.6							
Lane LOS	A	A	F	F	F							
Approach Delay (s)	4.6	1.2	Err	4080.9								
Approach LOS			F	F								
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			132.2%		ICU Level of Service		H					
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	183	0	0	602	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	247	0	0	725	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	725	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	725	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	37	100	100			
cM capacity (veh/h)	393	1088	1623			
Direction, Lane #						
	EB 1	NB 1				
Volume Total	247	725				
Volume Left	247	0				
Volume Right	0	0				
cSH	393	1700				
Volume to Capacity	0.63	0.43				
Queue Length 95th (ft)	104	0				
Control Delay (s)	28.4	0.0				
Lane LOS	D					
Approach Delay (s)	28.4	0.0				
Approach LOS	D					
Intersection Summary						
Average Delay			7.2			
Intersection Capacity Utilization			48.5%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	565	221	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	0	0	681	266	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	814	814			947	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	814	814			947	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	348	378			725	
Direction, Lane #	NB 1					
Volume Total	947					
Volume Left	0					
Volume Right	266					
cSH	1700					
Volume to Capacity	0.56					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	46.5%					
ICU Level of Service	A					
Analysis Period (min)	15					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+						+			+	
Volume (veh/h)	7	202	12	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	259	15	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			274			285	285	267	285	292	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			274			285	285	267	285	292	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	100	100	100
cM capacity (veh/h)	1630			1289			665	621	772	665	615	1085
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	283	0	0									
Volume Left	9	0	0									
Volume Right	15	0	0									
cSH	1630	1700	1700									
Volume to Capacity	0.01	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.3	0.0	0.0									
Lane LOS	A	A	A									
Approach Delay (s)	0.3	0.0	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			15.1%						A			
ICU Level of Service												
Analysis Period (min)			15									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕				↕			↕	
Volume (veh/h)	10	21	169	5	0	2	24	165	127	12	433	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.33	0.33	0.33	0.63	0.63	0.63	0.57	0.57	0.57
Hourly flow rate (vph)	13	27	217	15	0	6	38	262	202	21	760	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1247	1341	380	1091	1241	363	760			463		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1247	1341	380	1091	1241	363	760			463		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	90	81	65	83	100	99	95			98		
cM capacity (veh/h)	123	142	621	91	165	640	810			1073		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	256	21	502	401	380							
Volume Left	13	15	38	21	0							
Volume Right	217	6	202	0	0							
cSH	399	121	810	1073	1700							
Volume to Capacity	0.64	0.18	0.05	0.02	0.22							
Queue Length 95th (ft)	108	15	4	2	0							
Control Delay (s)	28.8	41.1	1.3	0.6	0.0							
Lane LOS	D	E	A	A								
Approach Delay (s)	28.8	41.1	1.3	0.3								
Approach LOS	D	E										
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			Err%	ICU Level of Service					H			
Analysis Period (min)			15									



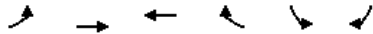
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↓			↑	↑↑	
Volume (veh/h)	2	123	0	94	81	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	0.63	0.59	0.59	0.49	0.49
Hourly flow rate (vph)	3	195	0	159	165	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	325	83	165			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	325	83	165			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	80	100			
cM capacity (veh/h)	650	967	1295			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	198	159	83	83		
Volume Left	3	0	0	0		
Volume Right	195	0	0	0		
cSH	959	1700	1700	1700		
Volume to Capacity	0.21	0.09	0.05	0.05		
Queue Length 95th (ft)	19	0	0	0		
Control Delay (s)	9.7	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization			19.3%	ICU Level of Service	A	
Analysis Period (min)			15			



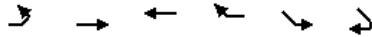
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↔			
Volume (veh/h)	0	0	395	125	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.85	0.85	0.92	0.92
Hourly flow rate (vph)	0	0	465	147	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	538	538			612	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	538	538			612	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	504	543			967	
Direction, Lane #	NB 1					
Volume Total	612					
Volume Left	0					
Volume Right	147					
cSH	1700					
Volume to Capacity	0.36					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	31.7%					
ICU Level of Service	A					
Analysis Period (min)	15					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	3	0	92	163	5	3	89	87	0	0	189	15	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.80	0.80	0.80	0.41	0.41	0.41	0.81	0.81	0.81	0.74	0.74	0.74	
Hourly flow rate (vph)	4	0	115	398	12	7	110	107	0	0	255	20	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None			None			
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	606	593	138	570	603	107	276			107			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	606	593	138	570	603	107	276			107			
tC, single (s)	7.5	6.5	6.9	7.6	6.6	7.0	4.3			4.3			
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3			
p0 queue free %	99	100	87	0	97	99	91			100			
cM capacity (veh/h)	347	383	892	325	371	920	1221			1438			
Direction, Lane #													
	EB 1	WB 1	NB 1	SB 1	SB 2								
Volume Total	119	417	217	170	105								
Volume Left	4	398	110	0	0								
Volume Right	115	7	0	0	20								
cSH	850	329	1221	1700	1700								
Volume to Capacity	0.14	1.27	0.09	0.10	0.06								
Queue Length 95th (ft)	12	478	7	0	0								
Control Delay (s)	9.9	174.7	4.6	0.0	0.0								
Lane LOS	A	F	A										
Approach Delay (s)	9.9	174.7	4.6	0.0									
Approach LOS	A	F											
Intersection Summary													
Average Delay			73.0										
Intersection Capacity Utilization			Err%	ICU Level of Service	H								
Analysis Period (min)			15										



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	298	880	743	299	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.92	0.92
Hourly flow rate (vph)	368	1086	929	374	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1302				2938	1116
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1302				2938	1116
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	30				100	100
cM capacity (veh/h)	528				5	253
Direction, Lane #	EB 1	EB 2	WB 1			
Volume Total	368	1086	1302			
Volume Left	368	0	0			
Volume Right	0	0	374			
cSH	528	1700	1700			
Volume to Capacity	0.70	0.64	0.77			
Queue Length 95th (ft)	135	0	0			
Control Delay (s)	26.0	0.0	0.0			
Lane LOS	D					
Approach Delay (s)	6.6		0.0			
Approach LOS						
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			80.5%		ICU Level of Service	D
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	10	880	743	5	3	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.55	0.55
Hourly flow rate (vph)	12	1086	929	6	5	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	935				2040	929
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	935				2040	929
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				91	94
cM capacity (veh/h)	728				62	327
Direction, Lane #	EB 1	WB 1	WB 2	SE 1		
Volume Total	1099	929	6	24		
Volume Left	12	0	0	5		
Volume Right	0	0	6	18		
cSH	728	1700	1700	164		
Volume to Capacity	0.02	0.55	0.00	0.14		
Queue Length 95th (ft)	1	0	0	12		
Control Delay (s)	0.6	0.0	0.0	30.5		
Lane LOS	A			D		
Approach Delay (s)	0.6	0.0		30.5		
Approach LOS				D		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			64.3%		ICU Level of Service	C
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↓			↑	↑↑	
Volume (veh/h)	0	48	0	234	546	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	52	0	254	593	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	848	297	593			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	848	297	593			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	300	700	979			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	52	254	297	297		
Volume Left	0	0	0	0		
Volume Right	52	0	0	0		
cSH	700	1700	1700	1700		
Volume to Capacity	0.07	0.15	0.17	0.17		
Queue Length 95th (ft)	6	0	0	0		
Control Delay (s)	10.6	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	10.6	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			25.1%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Volume (veh/h)	91	437	33	57	507	109	202	38	156	205	29	355
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.88	0.88	0.88	0.58	0.58	0.58
Hourly flow rate (vph)	101	486	37	59	523	112	230	43	177	353	50	612
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	635			522			2040	1459	504	1601	1421	579
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	635			522			2040	1459	504	1601	1421	579
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			94			0	61	69	0	56	0
cM capacity (veh/h)	948			1049			0	110	570	36	114	513
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	623	694	450	353	662							
Volume Left	101	59	230	353	0							
Volume Right	37	112	177	0	612							
cSH	948	1049	0	36	406							
Volume to Capacity	0.11	0.06	Err	9.83	1.63							
Queue Length 95th (ft)	9	4	Err	Err	961							
Control Delay (s)	2.7	1.4	Err	Err	318.7							
Lane LOS	A	A	F	F	F							
Approach Delay (s)	2.7	1.4	Err	3687.9								
Approach LOS			F	F								
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization			105.9%		ICU Level of Service				G			
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	193	0	0	636	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	247	0	0	699	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	699	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	699	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	40	100	100			
cM capacity (veh/h)	409	1091	1630			
Direction, Lane #						
	EB 1	NB 1				
Volume Total	247	699				
Volume Left	247	0				
Volume Right	0	0				
cSH	409	1700				
Volume to Capacity	0.60	0.41				
Queue Length 95th (ft)	96	0				
Control Delay (s)	26.4	0.0				
Lane LOS	D					
Approach Delay (s)	26.4	0.0				
Approach LOS	D					
Intersection Summary						
Average Delay		6.9				
Intersection Capacity Utilization		50.8%		ICU Level of Service	A	
Analysis Period (min)		15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	630	199	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	0	0	716	226	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	829	829			942	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	829	829			942	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	340	370			728	
Direction, Lane #	NB 1					
Volume Total	942					
Volume Left	0					
Volume Right	226					
cSH	1700					
Volume to Capacity	0.55					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	48.6%					
ICU Level of Service	A					
Analysis Period (min)	15					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+						+			+	
Volume (veh/h)	0	189	10	0	0	0	0	0	5	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.75	0.75	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	0	230	12	0	0	0	0	0	7	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			243			237	237	237	243	243	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			243			237	237	237	243	243	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	100
cM capacity (veh/h)	1630			1324			722	668	807	705	659	1085
Direction, Lane #												
	EB 1	NB 1	SB 1									
Volume Total	243	7	0									
Volume Left	0	0	0									
Volume Right	12	7	0									
cSH	1630	807	1700									
Volume to Capacity	0.00	0.01	0.00									
Queue Length 95th (ft)	0	1	0									
Control Delay (s)	0.0	9.5	0.0									
Lane LOS		A	A									
Approach Delay (s)	0.0	9.5	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			20.6%	ICU Level of Service	A							
Analysis Period (min)			15									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕				↕			↕	
Volume (veh/h)	7	14	135	0	0	0	25	110	105	12	421	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.71	0.71	0.71	0.52	0.52	0.52
Hourly flow rate (vph)	8	16	153	0	0	0	35	155	148	23	810	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1155	1229	405	912	1155	229	810				303	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1155	1229	405	912	1155	229	810				303	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2				4.2	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3				2.2	
p0 queue free %	95	91	74	100	100	100	95				98	
cM capacity (veh/h)	147	168	601	151	183	774	780				1248	
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	177	0	338	428	405							
Volume Left	8	0	35	23	0							
Volume Right	153	0	148	0	0							
cSH	439	1700	780	1248	1700							
Volume to Capacity	0.40	0.00	0.05	0.02	0.24							
Queue Length 95th (ft)	48	0	4	1	0							
Control Delay (s)	18.7	0.0	1.5	0.6	0.0							
Lane LOS	C	A	A	A								
Approach Delay (s)	18.7	0.0	1.5	0.3								
Approach LOS	C	A										
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			45.0%	ICU Level of Service	A							
Analysis Period (min)			15									



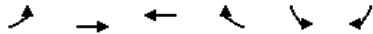
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑	↑↑	
Volume (veh/h)	5	147	0	50	51	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.70	0.70	0.73	0.73
Hourly flow rate (vph)	7	216	0	71	70	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141	35	70			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	141	35	70			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	79	100			
cM capacity (veh/h)	843	1037	1401			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	224	71	35	35		
Volume Left	7	0	0	0		
Volume Right	216	0	0	0		
cSH	1029	1700	1700	1700		
Volume to Capacity	0.22	0.04	0.02	0.02		
Queue Length 95th (ft)	21	0	0	0		
Control Delay (s)	9.5	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.8			
Intersection Capacity Utilization			19.4%	ICU Level of Service	A	
Analysis Period (min)			15			



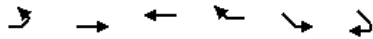
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	424	153	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.98	0.98	0.92	0.92
Hourly flow rate (vph)	0	0	433	156	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	511	511			589	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	511	511			589	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	523	563			986	
Direction, Lane #	NB 1					
Volume Total	589					
Volume Left	0					
Volume Right	156					
cSH	1700					
Volume to Capacity	0.35					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			35.0%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	104	153	9	0	67	50	0	0	177	22
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.32	0.32	0.32	0.85	0.85	0.85	0.71	0.71	0.71
Hourly flow rate (vph)	0	0	118	478	28	0	79	59	0	0	249	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	495	481	140	459	497	59	280			59		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	495	481	140	459	497	59	280			59		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	100	87	0	94	100	94			100		
cM capacity (veh/h)	418	456	889	402	445	998	1223			1522		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	118	506	138	166	114							
Volume Left	0	478	79	0	0							
Volume Right	118	0	0	0	31							
cSH	889	404	1223	1700	1700							
Volume to Capacity	0.13	1.25	0.06	0.10	0.07							
Queue Length 95th (ft)	11	540	5	0	0							
Control Delay (s)	9.7	161.8	4.9	0.0	0.0							
Lane LOS	A	F	A									
Approach Delay (s)	9.7	161.8	4.9	0.0								
Approach LOS	A	F										
Intersection Summary												
Average Delay			80.3									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	327	764	720	304	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	355	830	867	366	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1234				2592	1051
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1234				2592	1051
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	37				100	100
cM capacity (veh/h)	568				10	276
Direction, Lane #	EB 1	EB 2	WB 1			
Volume Total	355	830	1234			
Volume Left	355	0	0			
Volume Right	0	0	366			
cSH	568	1700	1700			
Volume to Capacity	0.63	0.49	0.73			
Queue Length 95th (ft)	108	0	0			
Control Delay (s)	21.3	0.0	0.0			
Lane LOS	C					
Approach Delay (s)	6.4		0.0			
Approach LOS						
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			81.2%	ICU Level of Service	D	
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	21	764	720	7	9	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.42	0.42
Hourly flow rate (vph)	23	830	867	8	21	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	876				1744	867
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	876				1744	867
tC, single (s)	4.1				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	97				76	92
cM capacity (veh/h)	775				90	345
Direction, Lane #	EB 1	WB 1	WB 2	SE 1		
Volume Total	853	867	8	50		
Volume Left	23	0	0	21		
Volume Right	0	0	8	29		
cSH	775	1700	1700	155		
Volume to Capacity	0.03	0.51	0.00	0.32		
Queue Length 95th (ft)	2	0	0	32		
Control Delay (s)	0.8	0.0	0.0	38.8		
Lane LOS	A			E		
Approach Delay (s)	0.8	0.0		38.8		
Approach LOS				E		
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			67.1%		ICU Level of Service	C
Analysis Period (min)			15			



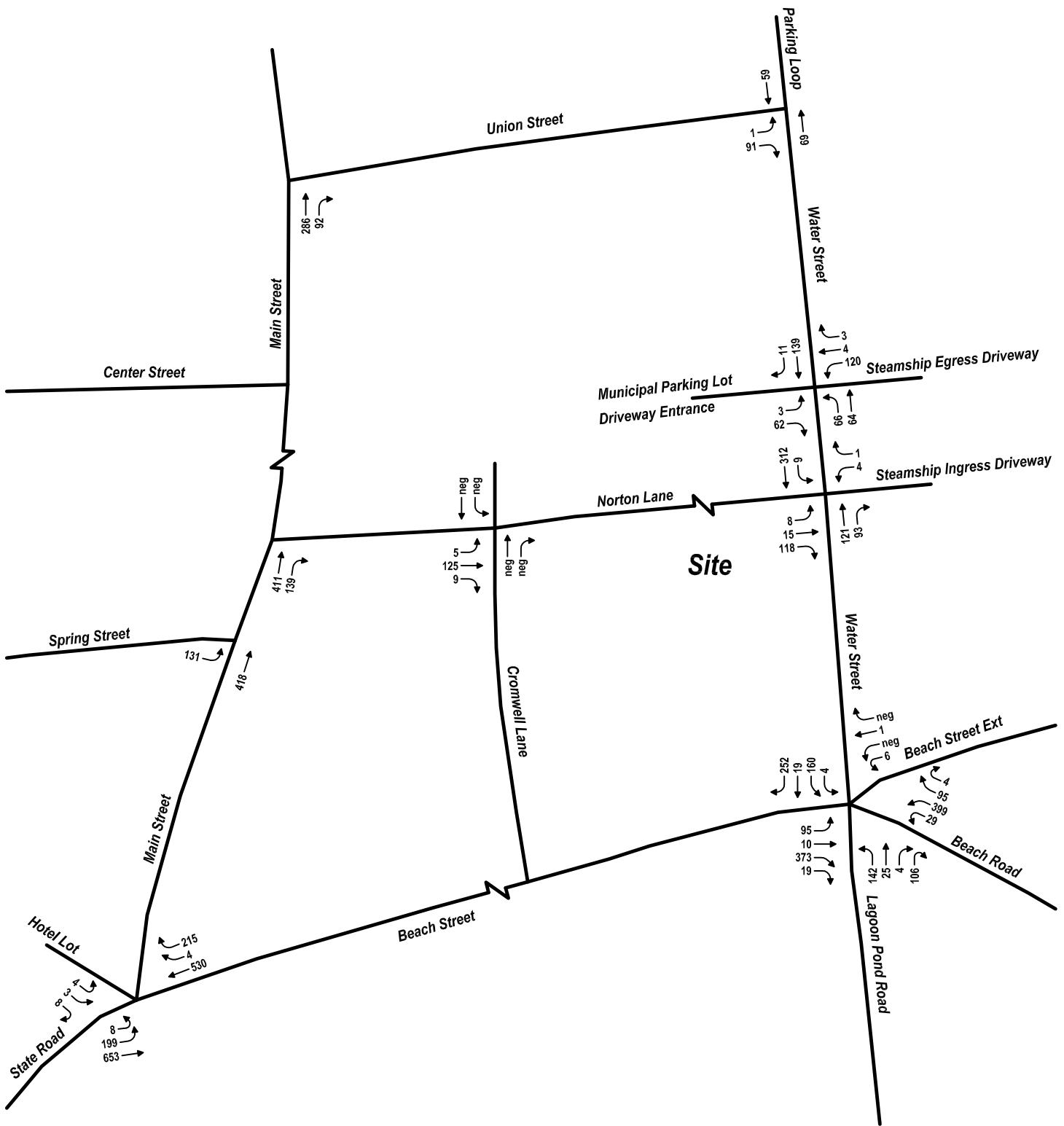
Average Season Conditions

- Traffic Volume Networks
- Intersection Capacity Analysis



Traffic Volume Networks - Average Season

neg = Negligible



Vanasse Hangen Brustlin, Inc.

2013 Existing Conditions
 Weekday Evening Peak Hour
 Traffic Volumes
 Stop & Shop Redevelopment
 Tisbury (Vineyard Haven), Massachusetts

Figure
 February 2013



Not to Scale

neg = Negligible



Vanasse Hangen Brustlin, Inc.

2013 Existing Conditions
Saturday Midday Peak Hour
Traffic Volumes
Stop & Shop Redevelopment
Tisbury (Vineyard Haven), Massachusetts

Figure
February 2013



Not to Scale

neg = Negligible



Vanasse Hangen Brustlin, Inc.

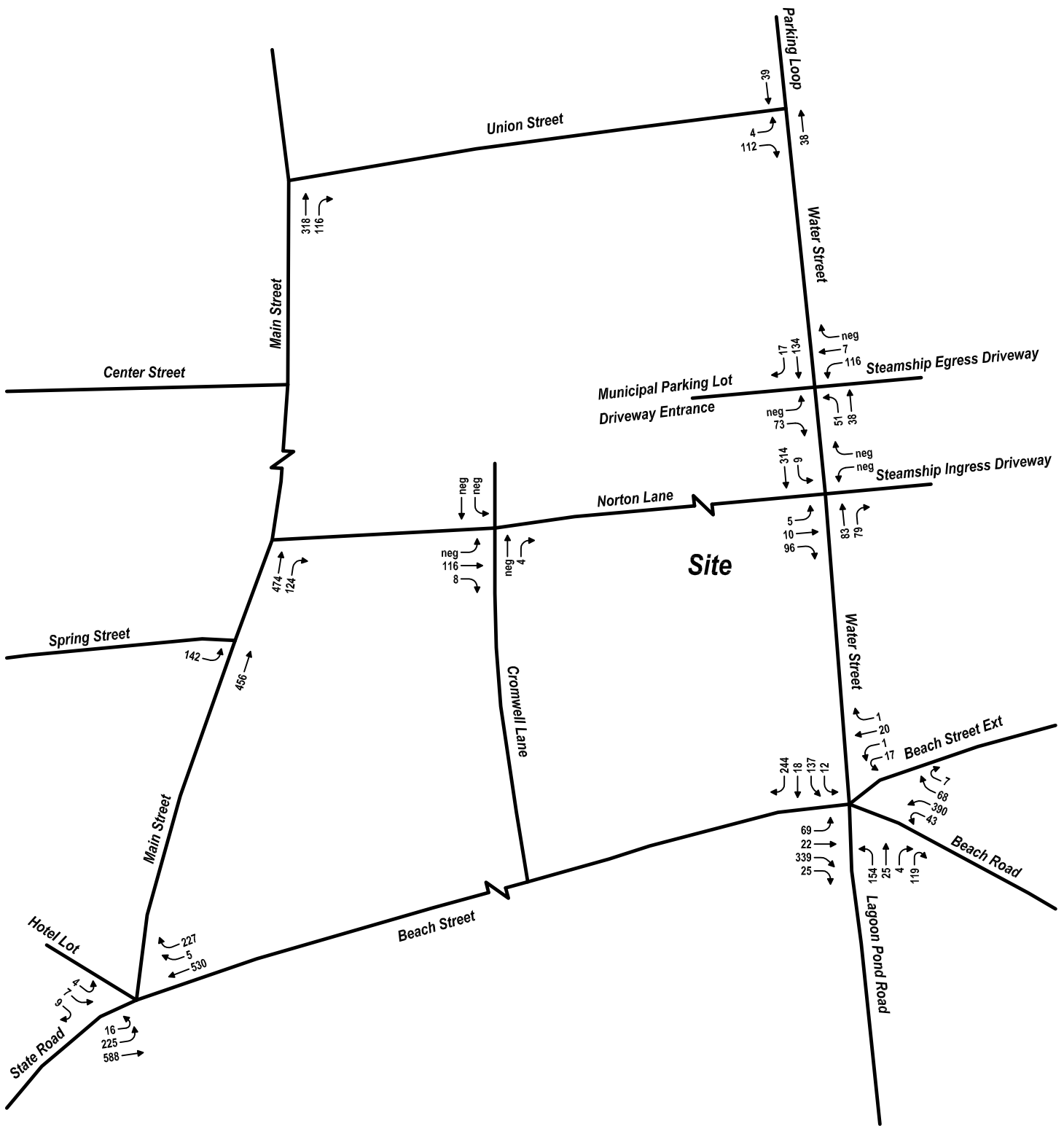
2015 No Build Conditions
 Weekday Evening Peak Hour
 Traffic Volumes
 Stop & Shop Redevelopment
 Tisbury (Vineyard Haven), Massachusetts

Figure
 February 2013



Not to Scale

neg = Negligible



Vanasse Hangen Brustlin, Inc.

2015 No Build Conditions
Saturday Midday Peak Hour
Traffic Volumes
Stop & Shop Redevelopment
Tisbury (Vineyard Haven), Massachusetts

Figure
February 2013



Not to Scale

neg = Negligible



Vanasse Hangen Brustlin, Inc.

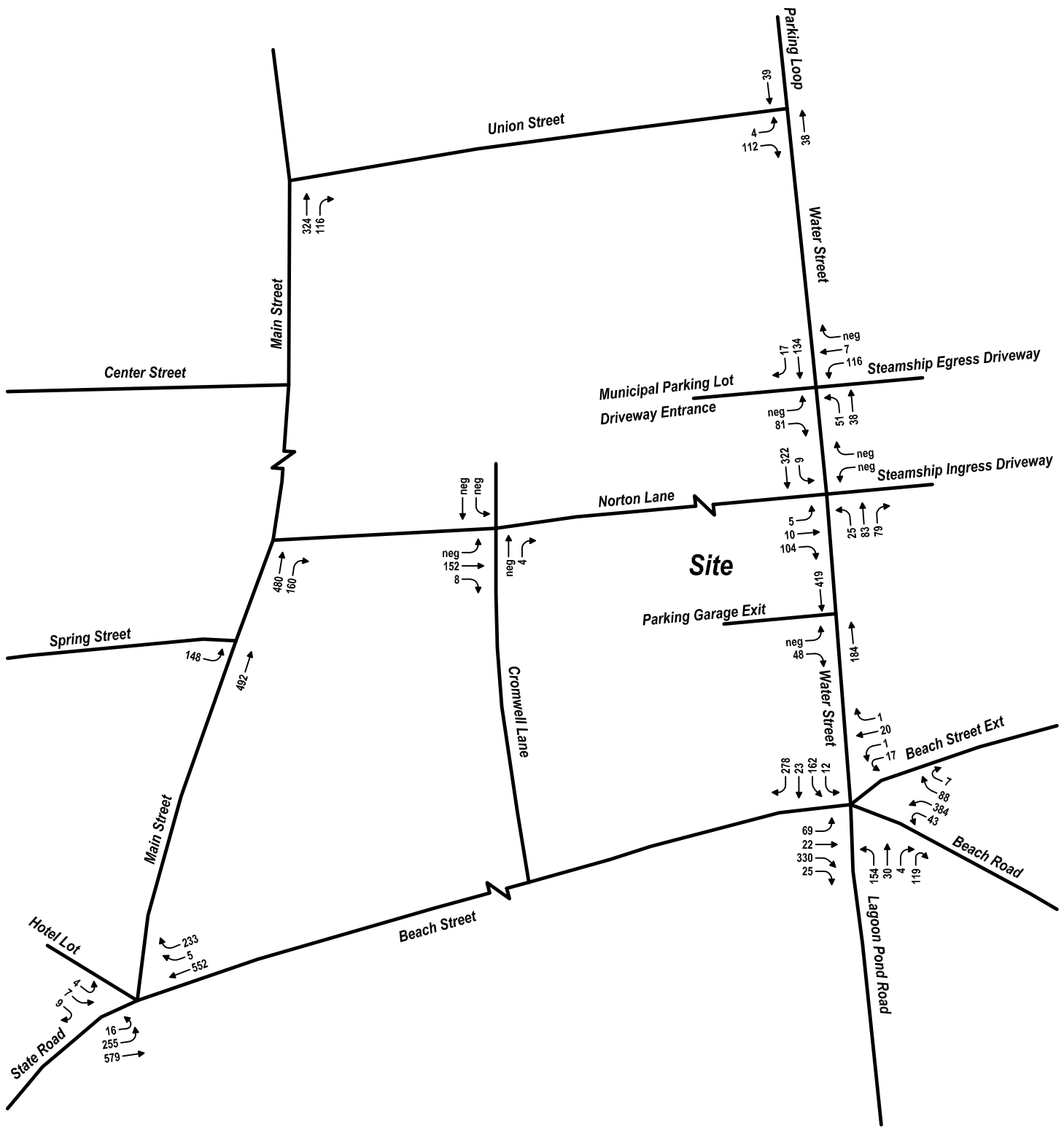
2015 Build Conditions
Weekday Evening Peak Hour
Traffic Volumes
Stop & Shop Redevelopment
Tisbury (Vineyard Haven), Massachusetts

Figure
February 2013



Not to Scale

neg = Negligible



Vanasse Hangen Brustlin, Inc.

2015 Build Conditions
Saturday Midday Peak Hour
Traffic Volumes
Stop & Shop Redevelopment
Tisbury (Vineyard Haven), Massachusetts

Figure
February 2013



Not to Scale



Intersection Capacity Analysis - Average Season



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Volume (veh/h)	95	373	19	29	399	95	142	25	106	160	19	252
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60
Hourly flow rate (vph)	119	466	24	32	443	106	160	28	119	267	32	420
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	549			490			1712	1329	478	1409	1288	496
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	549			490			1712	1329	478	1409	1288	496
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			97			0	79	80	0	77	26
cM capacity (veh/h)	1006			1068			14	133	589	68	138	568
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	609	581	307	267	452							
Volume Left	119	32	160	267	0							
Volume Right	24	106	119	0	420							
cSH	1006	1068	25	68	466							
Volume to Capacity	0.12	0.03	12.03	3.91	0.97							
Queue Length 95th (ft)	10	2	Err	Err	303							
Control Delay (s)	3.0	0.8	Err	Err	64.2							
Lane LOS	A	A	F	F	F							
Approach Delay (s)	3.0	0.8	Err	3752.3								
Approach LOS			F	F								
Intersection Summary												
Average Delay			2602.7									
Intersection Capacity Utilization			97.6%	ICU Level of Service	F							
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷		
Volume (veh/h)	131	0	0	418	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	177	0	0	504	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	504	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	504	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	67	100	100			
cM capacity (veh/h)	530	1088	1623			
Direction, Lane #						
	EB 1	NB 1				
Volume Total	177	504				
Volume Left	177	0				
Volume Right	0	0				
cSH	530	1700				
Volume to Capacity	0.33	0.30				
Queue Length 95th (ft)	36	0				
Control Delay (s)	15.2	0.0				
Lane LOS	C					
Approach Delay (s)	15.2	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay		3.9				
Intersection Capacity Utilization		35.9%		ICU Level of Service	A	
Analysis Period (min)		15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	411	139	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	0	0	495	167	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	579	579			663	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579	579			663	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	477	515			926	
Direction, Lane #	NB 1					
Volume Total	663					
Volume Left	0					
Volume Right	167					
cSH	1700					
Volume to Capacity	0.39					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			33.4%		ICU Level of Service A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+						+			+	
Volume (veh/h)	5	125	9	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	160	12	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			172			179	179	166	179	185	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			172			179	179	166	179	185	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1630			1405			781	712	878	781	707	1085
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	178	0	0									
Volume Left	6	0	0									
Volume Right	12	0	0									
cSH	1630	1700	1700									
Volume to Capacity	0.00	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.3	0.0	0.0									
Lane LOS	A	A	A									
Approach Delay (s)	0.3	0.0	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			10.7%							A		
ICU Level of Service												
Analysis Period (min)			15									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔				↔			↔	
Volume (veh/h)	8	15	118	4	0	1	0	121	93	9	312	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.33	0.33	0.33	0.63	0.63	0.63	0.57	0.57	0.57
Hourly flow rate (vph)	10	19	151	12	0	3	0	192	148	16	547	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	848	919	274	732	845	266	547			340		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	848	919	274	732	845	266	547			340		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	96	93	79	95	100	100	100			99		
cM capacity (veh/h)	253	268	727	232	298	738	978			1195		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	10	171	15	340	198	365						
Volume Left	10	0	12	0	16	0						
Volume Right	0	151	3	148	0	0						
cSH	253	609	269	1700	1195	1700						
Volume to Capacity	0.04	0.28	0.06	0.20	0.01	0.21						
Queue Length 95th (ft)	3	29	4	0	1	0						
Control Delay (s)	19.8	13.2	19.2	0.0	0.8	0.0						
Lane LOS	C	B	C		A							
Approach Delay (s)	13.6		19.2	0.0	0.3							
Approach LOS	B		C									
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			Err%		ICU Level of Service				H			
Analysis Period (min)			15									



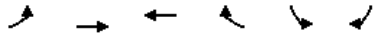
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑↑	
Volume (veh/h)	1	91	0	69	59	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	0.63	0.59	0.59	0.49	0.49
Hourly flow rate (vph)	2	144	0	117	120	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	237	60	120			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	237	60	120			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	86	100			
cM capacity (veh/h)	736	999	1349			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	146	117	60	60		
Volume Left	2	0	0	0		
Volume Right	144	0	0	0		
cSH	995	1700	1700	1700		
Volume to Capacity	0.15	0.07	0.04	0.04		
Queue Length 95th (ft)	13	0	0	0		
Control Delay (s)	9.2	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.2	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			16.0%	ICU Level of Service	A	
Analysis Period (min)			15			



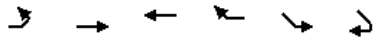
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	286	92	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.85	0.85	0.92	0.92
Hourly flow rate (vph)	0	0	336	108	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	391	391			445	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	391	391			445	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	613	658			1115	
Direction, Lane #	NB 1					
Volume Total	445					
Volume Left	0					
Volume Right	108					
cSH	1700					
Volume to Capacity	0.26					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			24.0%		ICU Level of Service A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔				↔			↔			↔	
Volume (veh/h)	3	0	62	120	4	3	66	64	0	0	139	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.41	0.41	0.41	0.81	0.81	0.81	0.74	0.74	0.74
Hourly flow rate (vph)	4	0	78	293	10	7	81	79	0	0	188	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	449	437	101	413	445	79	203			79		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	449	437	101	413	445	79	203			79		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	7.0	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	99	100	92	35	98	99	94			100		
cM capacity (veh/h)	463	484	941	453	471	959	1303			1474		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	81	310	160	125	77							
Volume Left	4	293	81	0	0							
Volume Right	78	7	0	0	15							
cSH	898	459	1303	1700	1700							
Volume to Capacity	0.09	0.67	0.06	0.07	0.05							
Queue Length 95th (ft)	7	123	5	0	0							
Control Delay (s)	9.4	27.6	4.3	0.0	0.0							
Lane LOS	A	D	A									
Approach Delay (s)	9.4	27.6	4.3	0.0								
Approach LOS	A	D										
Intersection Summary												
Average Delay			13.3									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	199	653	530	215	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.92	0.92
Hourly flow rate (vph)	246	806	662	269	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	931				2094	797
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	931				2094	797
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	66				100	100
cM capacity (veh/h)	731				38	387
Direction, Lane #	EB 1	EB 2	WB 1			
Volume Total	246	806	931			
Volume Left	246	0	0			
Volume Right	0	0	269			
cSH	731	1700	1700			
Volume to Capacity	0.34	0.47	0.55			
Queue Length 95th (ft)	37	0	0			
Control Delay (s)	12.4	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	2.9		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			58.7%	ICU Level of Service	B	
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	8	653	530	4	3	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.55	0.55
Hourly flow rate (vph)	10	806	662	5	5	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	668				1488	662
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	668				1488	662
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	97
cM capacity (veh/h)	917				137	465
Direction, Lane #	EB 1	WB 1	WB 2	SE 1		
Volume Total	816	662	5	20		
Volume Left	10	0	0	5		
Volume Right	0	0	5	15		
cSH	917	1700	1700	281		
Volume to Capacity	0.01	0.39	0.00	0.07		
Queue Length 95th (ft)	1	0	0	6		
Control Delay (s)	0.3	0.0	0.0	18.8		
Lane LOS	A			C		
Approach Delay (s)	0.3	0.0		18.8		
Approach LOS				C		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			50.8%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations		↕			↕			↕		↕	↕					
Volume (veh/h)	67	328	24	42	377	66	149	24	115	132	18	236				
Sign Control		Free			Free			Stop			Stop					
Grade		0%			0%			0%			0%					
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.88	0.88	0.88	0.58	0.58	0.58				
Hourly flow rate (vph)	74	364	27	43	389	68	169	27	131	228	31	407				
Pedestrians																
Lane Width (ft)																
Walking Speed (ft/s)																
Percent Blockage																
Right turn flare (veh)																
Median type	None			None												
Median storage (veh)																
Upstream signal (ft)																
pX, platoon unblocked																
vC, conflicting volume	457		391		1458		1070		378		1180		1049		423	
vC1, stage 1 conf vol																
vC2, stage 2 conf vol																
vCu, unblocked vol	457		391		1458		1070		378		1180		1049		423	
tC, single (s)	4.1		4.1		7.1		6.5		6.2		7.1		6.5		6.2	
tC, 2 stage (s)																
tF (s)	2.2		2.2		3.5		4.0		3.3		3.5		4.0		3.3	
p0 queue free %	93		96		0		86		81		0		85		35	
cM capacity (veh/h)	1104		1173		31		199		671		111		203		629	
Direction, Lane #																
	EB 1	WB 1	NB 1	SB 1	SB 2											
Volume Total	466	500	327	228	438											
Volume Left	74	43	169	228	0											
Volume Right	27	68	131	0	407											
cSH	1104	1173	57	111	548											
Volume to Capacity	0.07	0.04	5.78	2.06	0.80											
Queue Length 95th (ft)	5	3	Err	477	192											
Control Delay (s)	2.0	1.1	Err	569.0	32.8											
Lane LOS	A	A	F	F	D											
Approach Delay (s)	2.0	1.1	Err	216.2												
Approach LOS			F	F												
Intersection Summary																
Average Delay			1745.2													
Intersection Capacity Utilization			78.7%		ICU Level of Service		D									
Analysis Period (min)			15													



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	137	0	0	441	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	176	0	0	485	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	485	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	485	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	68	100	100			
cM capacity (veh/h)	545	1091	1630			
Direction, Lane #	EB 1	NB 1				
Volume Total	176	485				
Volume Left	176	0				
Volume Right	0	0				
cSH	545	1700				
Volume to Capacity	0.32	0.29				
Queue Length 95th (ft)	35	0				
Control Delay (s)	14.7	0.0				
Lane LOS	B					
Approach Delay (s)	14.7	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay		3.9				
Intersection Capacity Utilization		37.5%		ICU Level of Service	A	
Analysis Period (min)		15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	459	120	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	0	0	522	136	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	590	590			658	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	590	590			658	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	470	508			930	
Direction, Lane #	NB 1					
Volume Total	658					
Volume Left	0					
Volume Right	136					
cSH	1700					
Volume to Capacity	0.39					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	34.8%					
ICU Level of Service	A					
Analysis Period (min)	15					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+						+			+	
Volume (veh/h)	0	112	8	0	0	0	0	0	4	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.75	0.75	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	0	137	10	0	0	0	0	0	5	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			146			141	141	141	147	146	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			146			141	141	141	147	146	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	100
cM capacity (veh/h)	1630			1436			833	753	912	817	745	1085
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	146	5	0									
Volume Left	0	0	0									
Volume Right	10	5	0									
cSH	1630	912	1700									
Volume to Capacity	0.00	0.01	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.0	9.0	0.0									
Lane LOS		A	A									
Approach Delay (s)	0.0	9.0	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			16.4%									
Analysis Period (min)			15									
ICU Level of Service									A			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔				↔			↔	
Volume (veh/h)	5	10	93	0	0	0	0	81	77	9	304	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%						0%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.71	0.71	0.71	0.52	0.52	0.52
Hourly flow rate (vph)	6	11	106	0	0	0	0	114	108	17	585	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	788	842	292	607	788	168	585			223		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	788	842	292	607	788	168	585			223		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	98	96	85	100	100	100	100			99		
cM capacity (veh/h)	283	299	710	311	318	846	952			1336		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	6	117	0	223	212	390						
Volume Left	6	0	0	0	17	0						
Volume Right	0	106	0	108	0	0						
cSH	283	627	1700	1700	1336	1700						
Volume to Capacity	0.02	0.19	0.00	0.13	0.01	0.23						
Queue Length 95th (ft)	2	17	0	0	1	0						
Control Delay (s)	18.0	12.1	0.0	0.0	0.7	0.0						
Lane LOS	C	B	A		A							
Approach Delay (s)	12.3		0.0	0.0	0.3							
Approach LOS	B		A									
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			27.8%				ICU Level of Service			A		
Analysis Period (min)			15									



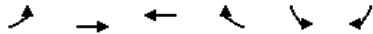
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↓			↑	↑↑	
Volume (veh/h)	4	108	0	37	38	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.70	0.70	0.73	0.73
Hourly flow rate (vph)	6	159	0	53	52	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	105	26	52			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	105	26	52			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	85	100			
cM capacity (veh/h)	887	1050	1424			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	165	53	26	26		
Volume Left	6	0	0	0		
Volume Right	159	0	0	0		
cSH	1043	1700	1700	1700		
Volume to Capacity	0.16	0.03	0.02	0.02		
Queue Length 95th (ft)	14	0	0	0		
Control Delay (s)	9.1	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.1	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization			16.9%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	307	112	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.98	0.98	0.92	0.92
Hourly flow rate (vph)	0	0	313	114	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	370	370			428	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	370	370			428	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	630	675			1132	
Direction, Lane #	NB 1					
Volume Total	428					
Volume Left	0					
Volume Right	114					
cSH	1700					
Volume to Capacity	0.25					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			26.3%		ICU Level of Service A	
Analysis Period (min)			15			



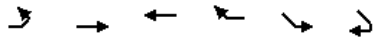
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	71	112	6	0	49	37	0	0	130	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.32	0.32	0.32	0.85	0.85	0.85	0.71	0.71	0.71
Hourly flow rate (vph)	0	0	81	350	19	0	58	44	0	0	183	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	363	353	103	331	364	44	206			44		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	363	353	103	331	364	44	206			44		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	100	91	34	97	100	96			100		
cM capacity (veh/h)	540	550	939	531	540	1020	1307			1542		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	81	369	101	122	84							
Volume Left	0	350	58	0	0							
Volume Right	81	0	0	0	23							
cSH	939	531	1307	1700	1700							
Volume to Capacity	0.09	0.69	0.04	0.07	0.05							
Queue Length 95th (ft)	7	135	3	0	0							
Control Delay (s)	9.2	25.7	4.6	0.0	0.0							
Lane LOS	A	D	A									
Approach Delay (s)	9.2	25.7	4.6	0.0								
Approach LOS	A	D										
Intersection Summary												
Average Delay			14.2									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	218	568	513	219	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	237	617	618	264	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	882				1841	750
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	882				1841	750
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	69				100	100
cM capacity (veh/h)	771				57	411
Direction, Lane #	EB 1	EB 2	WB 1			
Volume Total	237	617	882			
Volume Left	237	0	0			
Volume Right	0	0	264			
cSH	771	1700	1700			
Volume to Capacity	0.31	0.36	0.52			
Queue Length 95th (ft)	33	0	0			
Control Delay (s)	11.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	3.3		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			59.1%	ICU Level of Service	B	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 2: State Road & Hotel Lot

2/21/2013



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	15	568	513	5	6	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.42	0.42
Hourly flow rate (vph)	16	617	618	6	14	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	624				1268	618
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	624				1268	618
tC, single (s)	4.1				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	98				92	96
cM capacity (veh/h)	962				179	480
Direction, Lane #	EB 1	WB 1	WB 2	SE 1		
Volume Total	634	618	6	36		
Volume Left	16	0	0	14		
Volume Right	0	0	6	21		
cSH	962	1700	1700	287		
Volume to Capacity	0.02	0.36	0.00	0.12		
Queue Length 95th (ft)	1	0	0	11		
Control Delay (s)	0.5	0.0	0.0	19.3		
Lane LOS	A			C		
Approach Delay (s)	0.5	0.0		19.3		
Approach LOS				C		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			52.0%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+		+	+	
Volume (veh/h)	98	386	20	30	413	98	147	26	109	166	20	261
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60
Hourly flow rate (vph)	122	482	25	33	459	109	165	29	122	277	33	435
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	568			508			1772	1374	495	1457	1332	513
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	568			508			1772	1374	495	1457	1332	513
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			97			0	76	79	0	74	22
cM capacity (veh/h)	990			1052			10	124	577	61	129	555
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	630	601	317	277	468							
Volume Left	122	33	165	277	0							
Volume Right	25	109	122	0	435							
cSH	990	1052	19	61	449							
Volume to Capacity	0.12	0.03	16.93	4.56	1.04							
Queue Length 95th (ft)	11	2	Err	Err	362							
Control Delay (s)	3.1	0.9	Err	Err	84.5							
Lane LOS	A	A	F	F	F							
Approach Delay (s)	3.1	0.9	Err	3766.4								
Approach LOS			F	F								
Intersection Summary												
Average Delay			2606.5									
Intersection Capacity Utilization			100.5%		ICU Level of Service				G			
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	136	0	0	433	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	184	0	0	522	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	522	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	522	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	64	100	100			
cM capacity (veh/h)	517	1088	1623			
Direction, Lane #	EB 1	NB 1				
Volume Total	184	522				
Volume Left	184	0				
Volume Right	0	0				
cSH	517	1700				
Volume to Capacity	0.36	0.31				
Queue Length 95th (ft)	40	0				
Control Delay (s)	15.8	0.0				
Lane LOS	C					
Approach Delay (s)	15.8	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			37.0%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	425	143	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	0	0	512	172	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	598	598			684	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	598	598			684	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	465	502			909	
Direction, Lane #	NB 1					
Volume Total	684					
Volume Left	0					
Volume Right	172					
cSH	1700					
Volume to Capacity	0.40					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	34.4%					
Analysis Period (min)	15					
ICU Level of Service	A					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+						+			+	
Volume (veh/h)	5	129	9	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	165	12	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			177			184	184	171	184	190	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			177			184	184	171	184	190	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1630			1399			775	707	873	775	702	1085
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	183	0	0									
Volume Left	6	0	0									
Volume Right	12	0	0									
cSH	1630	1700	1700									
Volume to Capacity	0.00	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.3	0.0	0.0									
Lane LOS	A	A	A									
Approach Delay (s)	0.3	0.0	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			10.9%						A			
ICU Level of Service												
Analysis Period (min)			15									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	16	123	4	0	1	0	125	96	9	323	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.33	0.33	0.33	0.63	0.63	0.63	0.57	0.57	0.57
Hourly flow rate (vph)	10	21	158	12	0	3	0	198	152	16	567	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	876	949	283	757	873	275	567				351	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	876	949	283	757	873	275	567				351	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3				4.2	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3				2.2	
p0 queue free %	96	92	78	94	100	100	100				99	
cM capacity (veh/h)	241	257	717	217	287	729	961				1183	
Direction, Lane #												
	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	10	178	15	351	205	378						
Volume Left	10	0	12	0	16	0						
Volume Right	0	158	3	152	0	0						
cSH	241	594	253	1700	1183	1700						
Volume to Capacity	0.04	0.30	0.06	0.21	0.01	0.22						
Queue Length 95th (ft)	3	31	5	0	1	0						
Control Delay (s)	20.6	13.6	20.1	0.0	0.7	0.0						
Lane LOS	C	B	C		A							
Approach Delay (s)	14.0		20.1	0.0	0.3							
Approach LOS	B		C									
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



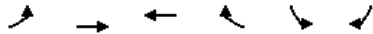
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑↑	
Volume (veh/h)	1	94	0	72	61	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	0.63	0.59	0.59	0.49	0.49
Hourly flow rate (vph)	2	149	0	122	124	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	247	62	124			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	247	62	124			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	85	100			
cM capacity (veh/h)	726	996	1344			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	151	122	62	62		
Volume Left	2	0	0	0		
Volume Right	149	0	0	0		
cSH	992	1700	1700	1700		
Volume to Capacity	0.15	0.07	0.04	0.04		
Queue Length 95th (ft)	13	0	0	0		
Control Delay (s)	9.3	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.3	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			16.3%	ICU Level of Service	A	
Analysis Period (min)			15			



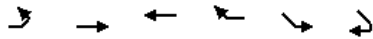
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	296	95	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.85	0.85	0.92	0.92
Hourly flow rate (vph)	0	0	348	112	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	404	404			460	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	404	404			460	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	602	646			1101	
Direction, Lane #	NB 1					
Volume Total	460					
Volume Left	0					
Volume Right	112					
cSH	1700					
Volume to Capacity	0.27					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			24.7%		ICU Level of Service A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	64	124	4	3	68	66	0	0	143	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.41	0.41	0.41	0.81	0.81	0.81	0.74	0.74	0.74
Hourly flow rate (vph)	4	0	80	302	10	7	84	81	0	0	193	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	463	451	105	426	459	81	209			81		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	463	451	105	426	459	81	209			81		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	7.0	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	99	100	91	31	98	99	94			100		
cM capacity (veh/h)	452	474	936	441	461	956	1295			1471		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	84	320	165	129	81							
Volume Left	4	302	84	0	0							
Volume Right	80	7	0	0	16							
cSH	893	447	1295	1700	1700							
Volume to Capacity	0.09	0.71	0.06	0.08	0.05							
Queue Length 95th (ft)	8	139	5	0	0							
Control Delay (s)	9.4	30.7	4.3	0.0	0.0							
Lane LOS	A	D	A									
Approach Delay (s)	9.4	30.7	4.3	0.0								
Approach LOS	A	D										
Intersection Summary												
Average Delay			14.6									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	206	675	549	223	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.92	0.92
Hourly flow rate (vph)	254	833	686	279	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	965				2168	826
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	965				2168	826
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	64				100	100
cM capacity (veh/h)	710				33	372
Direction, Lane #	EB 1	EB 2	WB 1			
Volume Total	254	833	965			
Volume Left	254	0	0			
Volume Right	0	0	279			
cSH	710	1700	1700			
Volume to Capacity	0.36	0.49	0.57			
Queue Length 95th (ft)	41	0	0			
Control Delay (s)	12.9	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	3.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			60.6%		ICU Level of Service	B
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	8	675	549	4	3	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.55	0.55
Hourly flow rate (vph)	10	833	686	5	5	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	691				1539	686
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	691				1539	686
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	97
cM capacity (veh/h)	899				127	451

Direction, Lane #	EB 1	WB 1	WB 2	SE 1
Volume Total	843	686	5	20
Volume Left	10	0	0	5
Volume Right	0	0	5	15
cSH	899	1700	1700	266
Volume to Capacity	0.01	0.40	0.00	0.08
Queue Length 95th (ft)	1	0	0	6
Control Delay (s)	0.3	0.0	0.0	19.6
Lane LOS	A			C
Approach Delay (s)	0.3	0.0		19.6
Approach LOS				C

Intersection Summary				
Average Delay		0.4		
Intersection Capacity Utilization		51.9%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+		+	+	
Volume (veh/h)	69	339	25	43	390	68	154	25	119	137	18	244
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.88	0.88	0.88	0.58	0.58	0.58
Hourly flow rate (vph)	77	377	28	44	402	70	175	28	135	236	31	421
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	472			404			1506	1105	391	1219	1084	437
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	472			404			1506	1105	391	1219	1084	437
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			96			0	85	80	0	84	32
cM capacity (veh/h)	1090			1160			26	189	660	101	193	617
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	481	516	339	236	452							
Volume Left	77	44	175	236	0							
Volume Right	28	70	135	0	421							
cSH	1090	1160	47	101	536							
Volume to Capacity	0.07	0.04	7.16	2.33	0.84							
Queue Length 95th (ft)	6	3	Err	527	219							
Control Delay (s)	2.0	1.1	Err	696.5	37.9							
Lane LOS	A	A	F	F	E							
Approach Delay (s)	2.0	1.1	Err	264.0								
Approach LOS			F	F								
Intersection Summary												
Average Delay			1763.3									
Intersection Capacity Utilization			81.0%		ICU Level of Service				D			
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	142	0	0	456	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	182	0	0	501	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	501	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	501	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	66	100	100			
cM capacity (veh/h)	533	1091	1630			
Direction, Lane #	EB 1	NB 1				
Volume Total	182	501				
Volume Left	182	0				
Volume Right	0	0				
cSH	533	1700				
Volume to Capacity	0.34	0.29				
Queue Length 95th (ft)	38	0				
Control Delay (s)	15.2	0.0				
Lane LOS	C					
Approach Delay (s)	15.2	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay		4.1				
Intersection Capacity Utilization		38.5%		ICU Level of Service	A	
Analysis Period (min)		15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↶	↷	↓
Volume (veh/h)	0	0	474	124	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	0	0	539	141	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	609	609			680	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	609	609			680	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	458	495			913	
Direction, Lane #	NB 1					
Volume Total	680					
Volume Left	0					
Volume Right	141					
cSH	1700					
Volume to Capacity	0.40					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			35.8%		ICU Level of Service A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+						+			+	
Volume (veh/h)	0	116	8	0	0	0	0	0	4	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.75	0.75	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	0	141	10	0	0	0	0	0	5	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			151			146	146	146	152	151	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			151			146	146	146	152	151	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	100
cM capacity (veh/h)	1630			1430			827	749	906	811	740	1085
Direction, Lane #												
	EB 1	NB 1	SB 1									
Volume Total	151	5	0									
Volume Left	0	0	0									
Volume Right	10	5	0									
cSH	1630	906	1700									
Volume to Capacity	0.00	0.01	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.0	9.0	0.0									
Lane LOS		A	A									
Approach Delay (s)	0.0	9.0	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			16.6%	ICU Level of Service	A							
Analysis Period (min)			15									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔				↔			↔	
Volume (veh/h)	5	10	96	0	0	0	0	83	79	9	314	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.71	0.71	0.71	0.52	0.52	0.52
Hourly flow rate (vph)	6	11	109	0	0	0	0	117	111	17	604	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	811	867	302	624	811	173	604			228		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCU, unblocked vol	811	867	302	624	811	173	604			228		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	98	96	84	100	100	100	100			99		
cM capacity (veh/h)	272	289	700	300	308	841	936			1330		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	6	120	0	228	219	403						
Volume Left	6	0	0	0	17	0						
Volume Right	0	109	0	111	0	0						
cSH	272	617	1700	1700	1330	1700						
Volume to Capacity	0.02	0.20	0.00	0.13	0.01	0.24						
Queue Length 95th (ft)	2	18	0	0	1	0						
Control Delay (s)	18.5	12.2	0.0	0.0	0.7	0.0						
Lane LOS	C	B	A		A							
Approach Delay (s)	12.5		0.0	0.0	0.3							
Approach LOS	B		A									
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			28.3%		ICU Level of Service				A			
Analysis Period (min)			15									



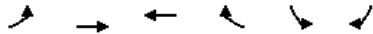
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↓			↑	↑↑	
Volume (veh/h)	4	112	0	38	39	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.70	0.70	0.73	0.73
Hourly flow rate (vph)	6	165	0	54	53	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108	27	53			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108	27	53			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	84	100			
cM capacity (veh/h)	884	1049	1422			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	171	54	27	27		
Volume Left	6	0	0	0		
Volume Right	165	0	0	0		
cSH	1042	1700	1700	1700		
Volume to Capacity	0.16	0.03	0.02	0.02		
Queue Length 95th (ft)	15	0	0	0		
Control Delay (s)	9.1	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.1	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization			17.2%	ICU Level of Service	A	
Analysis Period (min)			15			



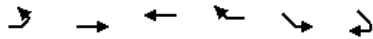
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	318	116	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.98	0.98	0.92	0.92
Hourly flow rate (vph)	0	0	324	118	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	384	384			443	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	384	384			443	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	619	664			1117	
Direction, Lane #	NB 1					
Volume Total	443					
Volume Left	0					
Volume Right	118					
cSH	1700					
Volume to Capacity	0.26					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			27.1%		ICU Level of Service A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	73	116	7	0	51	38	0	0	134	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.32	0.32	0.32	0.85	0.85	0.85	0.71	0.71	0.71
Hourly flow rate (vph)	0	0	83	362	22	0	60	45	0	0	189	24
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	376	365	106	342	377	45	213			45		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	376	365	106	342	377	45	213			45		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	100	91	30	96	100	95			100		
cM capacity (veh/h)	524	540	934	519	530	1019	1298			1540		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	83	384	105	126	87							
Volume Left	0	362	60	0	0							
Volume Right	83	0	0	0	24							
cSH	934	520	1298	1700	1700							
Volume to Capacity	0.09	0.74	0.05	0.07	0.05							
Queue Length 95th (ft)	7	156	4	0	0							
Control Delay (s)	9.2	29.1	4.7	0.0	0.0							
Lane LOS	A	D	A									
Approach Delay (s)	9.2	29.1	4.7	0.0								
Approach LOS	A	D										
Intersection Summary												
Average Delay			15.9									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	225	588	530	227	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	245	639	639	273	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	912				1904	775
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	912				1904	775
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	67				100	100
cM capacity (veh/h)	751				51	398
Direction, Lane #						
	EB 1	EB 2	WB 1			
Volume Total	245	639	912			
Volume Left	245	0	0			
Volume Right	0	0	273			
cSH	751	1700	1700			
Volume to Capacity	0.33	0.38	0.54			
Queue Length 95th (ft)	35	0	0			
Control Delay (s)	12.1	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	3.3		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			60.9%		ICU Level of Service	B
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	16	588	530	5	7	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.42	0.42
Hourly flow rate (vph)	17	639	639	6	17	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	645				1312	639
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	645				1312	639
tC, single (s)	4.1				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	98				90	95
cM capacity (veh/h)	945				167	467
Direction, Lane #	EB 1	WB 1	WB 2	SE 1		
Volume Total	657	639	6	38		
Volume Left	17	0	0	17		
Volume Right	0	0	6	21		
cSH	945	1700	1700	262		
Volume to Capacity	0.02	0.38	0.00	0.15		
Queue Length 95th (ft)	1	0	0	13		
Control Delay (s)	0.5	0.0	0.0	21.1		
Lane LOS	A			C		
Approach Delay (s)	0.5	0.0		21.1		
Approach LOS				C		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			53.8%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↓			↑	↑↑	
Volume (veh/h)	0	45	0	243	464	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	49	0	264	504	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	768	252	504			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	768	252	504			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	338	747	1056			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	49	264	252	252		
Volume Left	0	0	0	0		
Volume Right	49	0	0	0		
cSH	747	1700	1700	1700		
Volume to Capacity	0.07	0.16	0.15	0.15		
Queue Length 95th (ft)	5	0	0	0		
Control Delay (s)	10.2	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	10.2	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			22.8%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Volume (veh/h)	98	378	20	30	407	117	147	31	109	189	25	294
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.89	0.89	0.89	0.60	0.60	0.60
Hourly flow rate (vph)	122	472	25	33	452	130	165	35	122	315	42	490
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	582			498			1825	1379	485	1454	1326	517
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	582			498			1825	1379	485	1454	1326	517
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			97			0	72	79	0	68	11
cM capacity (veh/h)	977			1061			4	123	584	58	130	552
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	620	616	322	315	532							
Volume Left	122	33	165	315	0							
Volume Right	25	130	122	0	490							
cSH	977	1061	9	58	440							
Volume to Capacity	0.13	0.03	37.20	5.40	1.21							
Queue Length 95th (ft)	11	2	Err	Err	524							
Control Delay (s)	3.1	0.8	Err	Err	141.5							
Lane LOS	A	A	F	F	F							
Approach Delay (s)	3.1	0.8	Err	3809.0								
Approach LOS			F	F								
Intersection Summary												
Average Delay			2683.0									
Intersection Capacity Utilization			103.2%		ICU Level of Service				G			
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↓			↑		
Volume (veh/h)	141	0	0	466	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	191	0	0	561	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	561	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	561	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	61	100	100			
cM capacity (veh/h)	490	1088	1623			
Direction, Lane #	EB 1	NB 1				
Volume Total	191	561				
Volume Left	191	0				
Volume Right	0	0				
cSH	490	1700				
Volume to Capacity	0.39	0.33				
Queue Length 95th (ft)	45	0				
Control Delay (s)	16.9	0.0				
Lane LOS	C					
Approach Delay (s)	16.9	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay		4.3				
Intersection Capacity Utilization		39.0%		ICU Level of Service	A	
Analysis Period (min)		15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	431	175	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	0	0	519	211	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	625	625			730	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	625	625			730	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	449	485			874	
Direction, Lane #	NB 1					
Volume Total	730					
Volume Left	0					
Volume Right	211					
cSH	1700					
Volume to Capacity	0.43					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	36.7%					
ICU Level of Service	A					
Analysis Period (min)	15					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+						+			+	
Volume (veh/h)	5	161	9	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	206	12	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			218			225	225	212	225	231	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			218			225	225	212	225	231	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1630			1352			728	671	828	728	666	1085
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	224	0	0									
Volume Left	6	0	0									
Volume Right	12	0	0									
cSH	1630	1700	1700									
Volume to Capacity	0.00	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.2	0.0	0.0									
Lane LOS	A	A	A									
Approach Delay (s)	0.2	0.0	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			12.6%						A			
ICU Level of Service												
Analysis Period (min)			15									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕				↕			↕	
Volume (veh/h)	8	16	131	4	0	1	24	125	96	9	331	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.33	0.33	0.33	0.63	0.63	0.63	0.57	0.57	0.57
Hourly flow rate (vph)	10	21	168	12	0	3	38	198	152	16	581	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	966	1039	290	851	963	275	581			351		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	966	1039	290	851	963	275	581			351		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	95	91	76	93	100	100	96			99		
cM capacity (veh/h)	201	219	709	175	244	729	949			1183		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	199	15	389	306	290							
Volume Left	10	12	38	16	0							
Volume Right	168	3	152	0	0							
cSH	521	206	949	1183	1700							
Volume to Capacity	0.38	0.07	0.04	0.01	0.17							
Queue Length 95th (ft)	44	6	3	1	0							
Control Delay (s)	16.1	23.9	1.3	0.5	0.0							
Lane LOS	C	C	A	A								
Approach Delay (s)	16.1	23.9	1.3	0.3								
Approach LOS	C	C										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			Err%	ICU Level of Service			H					
Analysis Period (min)			15									



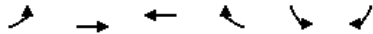
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	94	0	72	61	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	0.63	0.59	0.59	0.49	0.49
Hourly flow rate (vph)	2	149	0	122	124	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	247	62	124			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	247	62	124			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	85	100			
cM capacity (veh/h)	726	996	1344			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	151	122	62	62		
Volume Left	2	0	0	0		
Volume Right	149	0	0	0		
cSH	992	1700	1700	1700		
Volume to Capacity	0.15	0.07	0.04	0.04		
Queue Length 95th (ft)	13	0	0	0		
Control Delay (s)	9.3	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.3	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			16.3%	ICU Level of Service	A	
Analysis Period (min)			15			



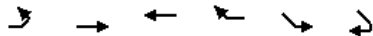
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	302	95	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.85	0.85	0.92	0.92
Hourly flow rate (vph)	0	0	355	112	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	411	411			467	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	411	411			467	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	597	641			1094	
Direction, Lane #	NB 1					
Volume Total	467					
Volume Left	0					
Volume Right	112					
cSH	1700					
Volume to Capacity	0.27					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			25.0%		ICU Level of Service A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (veh/h)	3	0	72	124	4	3	68	66	0	0	143	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.41	0.41	0.41	0.81	0.81	0.81	0.74	0.74	0.74
Hourly flow rate (vph)	4	0	90	302	10	7	84	81	0	0	193	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	463	451	105	436	459	81	209			81		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	463	451	105	436	459	81	209			81		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	7.0	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	99	100	90	29	98	99	94			100		
cM capacity (veh/h)	452	474	936	429	461	956	1295			1471		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	94	320	165	129	81							
Volume Left	4	302	84	0	0							
Volume Right	90	7	0	0	16							
cSH	898	435	1295	1700	1700							
Volume to Capacity	0.10	0.73	0.06	0.08	0.05							
Queue Length 95th (ft)	9	147	5	0	0							
Control Delay (s)	9.5	32.9	4.3	0.0	0.0							
Lane LOS	A	D	A									
Approach Delay (s)	9.5	32.9	4.3	0.0								
Approach LOS	A	D										
Intersection Summary												
Average Delay			15.4									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	233	667	570	229	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.92	0.92
Hourly flow rate (vph)	288	823	712	286	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	999				2254	856
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	999				2254	856
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	58				100	100
cM capacity (veh/h)	689				26	358
Direction, Lane #						
	EB 1	EB 2	WB 1			
Volume Total	288	823	999			
Volume Left	288	0	0			
Volume Right	0	0	286			
cSH	689	1700	1700			
Volume to Capacity	0.42	0.48	0.59			
Queue Length 95th (ft)	52	0	0			
Control Delay (s)	13.9	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	3.6		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			63.5%		ICU Level of Service	B
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	8	667	570	4	3	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.80	0.80	0.55	0.55
Hourly flow rate (vph)	10	823	712	5	5	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	718				1556	712
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	718				1556	712
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	97
cM capacity (veh/h)	879				124	436
Direction, Lane #	EB 1	WB 1	WB 2	SE 1		
Volume Total	833	712	5	20		
Volume Left	10	0	0	5		
Volume Right	0	0	5	15		
cSH	879	1700	1700	259		
Volume to Capacity	0.01	0.42	0.00	0.08		
Queue Length 95th (ft)	1	0	0	6		
Control Delay (s)	0.3	0.0	0.0	20.1		
Lane LOS	A			C		
Approach Delay (s)	0.3	0.0		20.1		
Approach LOS				C		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			51.5%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↓			↑	↑↑	
Volume (veh/h)	0	48	0	184	419	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	52	0	200	455	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	655	228	455			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	655	228	455			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	399	775	1102			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	52	200	228	228		
Volume Left	0	0	0	0		
Volume Right	52	0	0	0		
cSH	775	1700	1700	1700		
Volume to Capacity	0.07	0.12	0.13	0.13		
Queue Length 95th (ft)	5	0	0	0		
Control Delay (s)	10.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	10.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			21.6%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+		+	+	
Volume (veh/h)	69	330	25	43	384	88	154	30	119	162	23	278
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.88	0.88	0.88	0.58	0.58	0.58
Hourly flow rate (vph)	77	367	28	44	396	91	175	34	135	279	40	479
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	487			394			1563	1109	381	1216	1078	441
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	487			394			1563	1109	381	1216	1078	441
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			96			0	82	80	0	80	22
cM capacity (veh/h)	1076			1170			16	188	669	99	195	614
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	471	531	344	279	519							
Volume Left	77	44	175	279	0							
Volume Right	28	91	135	0	479							
cSH	1076	1170	30	99	527							
Volume to Capacity	0.07	0.04	11.64	2.81	0.98							
Queue Length 95th (ft)	6	3	Err	661	336							
Control Delay (s)	2.1	1.1	Err	909.0	63.4							
Lane LOS	A	A	F	F	F							
Approach Delay (s)	2.1	1.1	Err	359.3								
Approach LOS			F	F								
Intersection Summary												
Average Delay			1739.8									
Intersection Capacity Utilization			83.6%		ICU Level of Service				E			
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗		
Volume (veh/h)	148	0	0	492	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	190	0	0	541	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	541	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	541	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	62	100	100			
cM capacity (veh/h)	506	1091	1630			
Direction, Lane #						
	EB 1		NB 1			
Volume Total	190		541			
Volume Left	190		0			
Volume Right	0		0			
cSH	506		1700			
Volume to Capacity	0.38		0.32			
Queue Length 95th (ft)	43		0			
Control Delay (s)	16.3		0.0			
Lane LOS	C					
Approach Delay (s)	16.3		0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			40.8%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			
Volume (veh/h)	0	0	480	160	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	0	0	545	182	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	636	636			727	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	636	636			727	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	442	478			876	
Direction, Lane #	NB 1					
Volume Total	727					
Volume Left	0					
Volume Right	182					
cSH	1700					
Volume to Capacity	0.43					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			38.3%		ICU Level of Service A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+						+			+	
Volume (veh/h)	0	152	8	0	0	0	0	0	4	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.75	0.75	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	0	185	10	0	0	0	0	0	5	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			195			190	190	190	196	195	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			195			190	190	190	196	195	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	100
cM capacity (veh/h)	1630			1378			774	708	857	759	700	1085
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	195	5	0									
Volume Left	0	0	0									
Volume Right	10	5	0									
cSH	1630	857	1700									
Volume to Capacity	0.00	0.01	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.0	9.2	0.0									
Lane LOS		A	A									
Approach Delay (s)	0.0	9.2	0.0									
Approach LOS		A	A									
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			18.5%						A			
ICU Level of Service												
Analysis Period (min)			15									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕				↕			↕	
Volume (veh/h)	5	10	104	0	0	0	25	83	79	9	322	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.71	0.71	0.71	0.52	0.52	0.52
Hourly flow rate (vph)	6	11	118	0	0	0	35	117	111	17	619	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)							79					
pX, platoon unblocked												
vC, conflicting volume	897	952	310	711	897	173	619			228		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	897	952	310	711	897	173	619			228		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	98	95	83	100	100	100	96			99		
cM capacity (veh/h)	229	248	692	246	264	841	924			1330		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	135	0	263	327	310							
Volume Left	6	0	35	17	0							
Volume Right	118	0	111	0	0							
cSH	560	1700	924	1330	1700							
Volume to Capacity	0.24	0.00	0.04	0.01	0.18							
Queue Length 95th (ft)	23	0	3	1	0							
Control Delay (s)	13.5	0.0	1.6	0.5	0.0							
Lane LOS	B	A	A	A								
Approach Delay (s)	13.5	0.0	1.6	0.3								
Approach LOS	B	A										
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			37.0%	ICU Level of Service	A							
Analysis Period (min)			15									



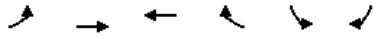
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↓			↑	↑↑	
Volume (veh/h)	4	112	0	38	39	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.70	0.70	0.73	0.73
Hourly flow rate (vph)	6	165	0	54	53	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108	27	53			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108	27	53			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	84	100			
cM capacity (veh/h)	884	1049	1422			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	171	54	27	27		
Volume Left	6	0	0	0		
Volume Right	165	0	0	0		
cSH	1042	1700	1700	1700		
Volume to Capacity	0.16	0.03	0.02	0.02		
Queue Length 95th (ft)	15	0	0	0		
Control Delay (s)	9.1	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.1	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization			17.2%	ICU Level of Service	A	
Analysis Period (min)			15			



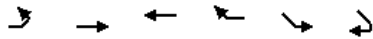
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↔			
Volume (veh/h)	0	0	324	116	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.98	0.98	0.92	0.92
Hourly flow rate (vph)	0	0	331	118	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	390	390			449	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	390	390			449	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	614	659			1111	
Direction, Lane #	NB 1					
Volume Total	449					
Volume Left	0					
Volume Right	118					
cSH	1700					
Volume to Capacity	0.26					
Queue Length 95th (ft)	0					
Control Delay (s)	0.0					
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			27.4%		ICU Level of Service A	
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (veh/h)	0	0	81	116	7	0	51	38	0	0	134	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.32	0.32	0.32	0.85	0.85	0.85	0.71	0.71	0.71
Hourly flow rate (vph)	0	0	92	362	22	0	60	45	0	0	189	24
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	376	365	106	351	377	45	213			45		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	376	365	106	351	377	45	213			45		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	100	90	28	96	100	95			100		
cM capacity (veh/h)	524	540	934	506	530	1019	1298			1540		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	92	384	105	126	87							
Volume Left	0	362	60	0	0							
Volume Right	92	0	0	0	24							
cSH	934	507	1298	1700	1700							
Volume to Capacity	0.10	0.76	0.05	0.07	0.05							
Queue Length 95th (ft)	8	164	4	0	0							
Control Delay (s)	9.3	31.0	4.7	0.0	0.0							
Lane LOS	A	D	A									
Approach Delay (s)	9.3	31.0	4.7	0.0								
Approach LOS	A	D										
Intersection Summary												
Average Delay			16.7									
Intersection Capacity Utilization			Err%	ICU Level of Service	H							
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	255	579	552	233	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	277	629	665	281	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	946				1989	805
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	946				1989	805
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	62				100	100
cM capacity (veh/h)	730				41	382
Direction, Lane #						
	EB 1	EB 2	WB 1			
Volume Total	277	629	946			
Volume Left	277	0	0			
Volume Right	0	0	281			
cSH	730	1700	1700			
Volume to Capacity	0.38	0.37	0.56			
Queue Length 95th (ft)	45	0	0			
Control Delay (s)	12.9	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	4.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			64.0%		ICU Level of Service	C
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	
Volume (veh/h)	16	579	552	5	7	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.42	0.42
Hourly flow rate (vph)	17	629	665	6	17	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	671				1329	665
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	671				1329	665
tC, single (s)	4.1				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	98				90	95
cM capacity (veh/h)	924				164	451
Direction, Lane #	EB 1	WB 1	WB 2	SE 1		
Volume Total	647	665	6	38		
Volume Left	17	0	0	17		
Volume Right	0	0	6	21		
cSH	924	1700	1700	255		
Volume to Capacity	0.02	0.39	0.00	0.15		
Queue Length 95th (ft)	1	0	0	13		
Control Delay (s)	0.5	0.0	0.0	21.6		
Lane LOS	A			C		
Approach Delay (s)	0.5	0.0		21.6		
Approach LOS				C		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			53.4%		ICU Level of Service	A
Analysis Period (min)			15			



Alternative Traffic Patterns - Vineyard Haven



Vanasse Hangen Brustlin, Inc.

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Memorandum

To: Martha's Vineyard Commission

Date: February 25, 2013

Project No.: 72452.00

From: Vanasse Hangen Brustlin, Inc (VHB)

Re: Vineyard Haven
Traffic Pattern

During preliminary discussions with the Martha's Vineyard Commission regarding the proposed Vineyard Haven Stop & Shop Redevelopment project, staff of the Martha's Vineyard Commission (MVC) had suggested that downtown Vineyard Haven traffic patterns have long been in question. The possibility of changing direction of flow is something that some think might be worth considering. As part of the preparation of the TIAS for the Stop & Shop Redevelopment project, VHB has taken a preliminary look at the existing circulation patterns in the area immediately surrounding the Stop & Shop facility. The area of consideration includes the existing downtown area consisting of Water Street, Union Street, Main Street (between State Road and Union Street) and Beach Road (between Main Street and Water Street). Under existing condition, traffic flow within this rectangular area is limited, in sections by one-way roads. This includes Main Street which is one way northbound along this section, Union Street which is one way eastbound, and Norton Lane which is one way in an eastbound direction. During preliminary discussions with the MVC, staff raised the question as to whether there would be any advantage to considering changing the direction of flow of Union Street or Norton Lane, and would such a change have a positive influence on the critical Five Corners intersection. While a formalized downtown study of potential circulation improvements has not been conducted as part of this assessment, limited general analysis has been considered and the general findings are presented in this document for further consideration by the MVC and the Town of Tisbury.

As part of this assessment, VHB has conducted a field inventory of the existing traffic and parking which existing today within the area described above. Figure 2 provides an overview of the existing travel patterns, parking, and general signage in the vicinity of the site. In general, the travel lanes along Main Street, Union Street, Water Street, and Norton Lane are narrow, ranging from approximately 9 feet to approximately 15 feet. Currently the primary way for vehicles traveling down Main Street (northbound) to reverse direction (head back to where they came) is to use Norton Lane or Union Street to gain access to Water Street, even though other paths exists through primarily residential neighborhoods. As part of the TIAS prepared for the Stop & Shop Redevelopment project, existing weekday evening peak hour and existing Saturday midday peak hour traffic counts were conducted in February 2013 and adjusted to represent peak season traffic conditions. Refer to Figures 4 and 5 in the TIAS for details of the existing peak season traffic conditions in the downtown Vineyard Haven area. Based on review of the traffic data, movement from Main Street to Water Street is fairly evenly distributed between Norton Lane and Union Street, particularly during the

Saturday midday peak hour period with moderate levels of traffic activity on both streets (ranging between 120 and 180 vehicles per peak hour). Under existing conditions, access from Water Street, the Stop & Shop Supermarket, and the Steam Ship Authority (SSA) to Main Street, West Chop and Tisbury in general is only available through a single path - Water Street southbound to the Five Corners intersection. This results in a high concentration of traffic flow through the Five Corners intersection at times.

To assess the potential benefits and detriments associated with potentially changing the flow of Norton Lane or Union Street, VHB has taken a preliminary look at the traffic volumes, potential benefits and hardships associated with consideration of traffic circulation changes to either roadway.

Union Street

Currently Union Street is the primary connecting street between Main Street and Water Street allowing eastbound only movement. Parking is allowed on the south side of Union Street with two-hour parking restrictions between 8 AM and 6 PM. There are several curb cuts along the north portion of the street including a parking lot adjacent to the Visitor Center Booth. Under future No-build and Build conditions associated with the proposed Stop & Shop Redevelopment project, traffic flow on Union Street will be constant with no change resulting from the proposed project. Union Street is primarily path for vehicles that use Main Street to reverse direction and head to other portions of the island, most specifically points east. Reversing the direction of Union Street does not seem to be plausible with Main Street being one way northbound and it serves as the primary connection between Main and Water Street. While a connection between Water Street and Main Street in a westbound direction would connect the Stop & Shop and the SSA to Main Street and the West Chop/Tisbury neighborhoods more directly without requiring travel through the Five Corners intersection, such a connection would likely be far better served further to the south from where Union Street meets Main Street. The primary commercial portion of Main Street is generally from State Road to Union Street and while there are some commercial facilities to the north of Union Street, access to the primary commercial area would not be available by reversing Union Street.

Norton Lane

Currently Norton Lane is a secondary street connecting Main Street and Water Street allowing eastbound only movement. Norton Lane is located mid-way along the Main Street commercial area and allows direct access to the municipal parking lot. Norton Lane is very narrow near its departure from Main Street with approximately 12 feet of pavement in this area. At its intersection with Water Street, Norton Lane consists of two lanes, a left turn lane and a right turn lane. Assuming that a connection between Water Street and Main Street, in an westbound direction were desirable to the MVC and the Town, consideration of reversing the direction of Norton Road would likely make more sense than Union Street because:

- It would allow connection between Water Street, including the SSA, Stop & Shop, and the municipal parking lot in the prime commercial portion of the Main Street, not on the far end like a Union Street would provide.
- Traffic oriented to Main Street, Tisbury, and West Chop would not have to travel through Five Corners coming from SSA, Stop & Shop, or the municipal parking lot. This would result in a reduction in traffic at Five Corners as described below.
- Union Street could accommodate the traffic currently using Norton Lane with only minor redirection.
- Change in direction of flow of Norton Lane is likely to result in a reduction in overall traffic flow at the Five Corners intersection.

Should the Town and the MVC agree with the potential benefits of changing the direction of flow on Norton Lane, a detailed, focused study of the downtown access and circulation should be performed to better understand the feasibility. We would expect that such an assessment would include evaluation of traffic redirection, operational conditions at key locations, geometric conditions/constraints etc. This effort would require a vehicle tracking study to assess the real traffic volume benefits to Five Corners that would be available.

