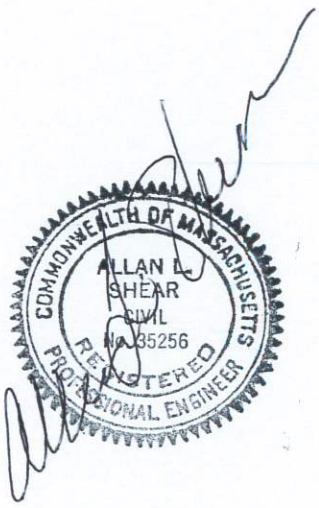
Proposed Residential Development
Greenbrier Phase II - Appendices

Seekonk,
Massachusetts

Prepared for: R.I. Seekonk Holdings LLC

Prepared by: Caputo and Wick Ltd.
1150 Pawtucket Avenue
Rumford, RI 02916

November 2021



APPENDIX A

Traffic Data

- ATRs Comparison Summary and Evaluation
- 2020 & 2021 Automatic Traffic Recorder (ATRs) Summaries
  - Classification Counts
  - Speed Data
- 2020 & 2021 Turning Movement Counts (TMCs) Summaries
- School Related Traffic Evaluation
- Intersections Adjusted 2021 TMCs Morning and Afternoon Peak Periods Sheets

24-Hr. Traffic Count Data Comparison Summary - ATRs

Location		October 2020	August 2021
		10/20/2020 (Tues)	8/25/2021 (Weds)
Fall River Ave. (Rte. 114A) Between County Street and Perry Avenue	24 Hr. Volumes	= 17,659 vpd	20,926 vpd
	DD (NB/SB)	= 52/48	50/50
	Dir. Volume	= 9,149 vpd / 8,510 vpd	10,477 vpd / 10,449 vpd
		10/21/2020 (Weds)	8/26/2021 (Thurs)
	24 Hr. Volumes	= 18,253 vpd	21,170 vpd
	DD (NB/SB)	= 51/49	52/48
	Dir. Volume	= 9,388 vpd / 8,865 vpd	10,929 vpd / 10,241 vpd
	Average ADT	= 17,956 vpd	21,048 vpd
	Average DD Vol.	= 9,269 vpd / 8,688 vpd	10,703 vpd / 10,345 vpd
	Average DD	= 52/48	51/49

2020 vs 2021
% Difference in traffic volumes = *[(21,048 – 17,956)/17,956] * 100%* = *17.2%*

Location		October 2020	August 2021
		10/20/2020 (Tues)	8/25/2021 (Weds)
Fall River Ave. (Rte. 114A) Between I-195 Ramps	24 Hr. Volumes	= 22,265 vpd	26,619 vpd
	DD (NB/SB)	= 46/54	46/54
	Dir. Volume	= 10,264 vpd/12,001 vpd	12,189 vpd / 14,430 vpd
		10/21/2020 (Weds)	8/26/2021 (Thurs)
	24 Hr. Volumes	= 22,718 vpd	25,748 vpd
	DD (NB/SB)	= 46/54	44/56
	Dir. Volume	= 10,482 vpd/12,236 vpd	11,449 vpd / 14,299 vpd
	Average ADT	= 22,492 vpd	26,184 vpd
	Average DD Vol.	= 10,373 vpd / 12,119 vpd	11,819 vpd / 14,365 vpd
	Average DD	= 46/54	45/55

2020 vs 2021
% Difference in traffic volumes = *[(26,184 – 22,492)/22,492] * 100%* = *16.4%*

24-Hr. Traffic Count Data Comparison Summary – ATRs (Cont.)

Nearest historic data to project site from Mass DOT Transportation Data Management System:

1. Fall River Avenue – south of Taunton Avenue (Route 44)

		2019 Data	***2020 Data***
AADT	=	13,621	10,786
DHV-30	=	1,217	1,087
K%	=	9%	10%
D%	=	57%/43%	55%/45%
Annual Growth	=	0%	-21%

2. Arcade Avenue – south of Taunton Avenue (Route 44)

		2019 Data	***2020 Data***
AADT	=	12,297	10,145
DHV-30	=	1,169	n/a
K%	=	10%	n/a
D%	=	57%/43%	n/a
Annual Growth	=	0%	-18%

Average decrease in traffic between 2019 and 2020 is approximately 20%

Additional ATRs conducted in 2020

Location			**October 2020**
			10/20/2020 (Tues)
Fall River Ave. (Rte. 114A) Between Clarke Street and Arcade Avenue	24 Hr. Volumes	=	17,820 vpd
	DD (NB/SB)	=	53/47
	Dir. Volume	=	9,397 vpd / 8,423 vpd
			10/21/2020 (Weds)
	24 Hr. Volumes	=	17,986 vpd
	DD (NB/SB)	=	52/48
	Dir. Volume	=	9,401 vpd / 8,585 vpd
	Average ADT	=	17,903 vpd
	Average DD Vol.	=	9,399 vpd / 8,504 vpd
	Average DD	=	52/48

Location			**October 2020**
			10/20/2020 (Tues)
County Street	24 Hr. Volumes	=	5,353 vpd

24-Hr. Traffic Count Data Comparison Summary – ATRs (Cont.)

East of Mill Road	DD (EB/WB)	=	46/54
	Dir. Volume	=	2,447 vpd/ 2,906 vpd
	10/21/2020 (Weds)		
	24 Hr. Volumes	=	5,596 vpd
	DD (EB/WB)	=	45/55
	Dir. Volume	=	2,527 vpd/ 3,069 vpd
	Average ADT	=	5,475 vpd
	Average DD Vol.	=	2,487 vpd / 2,988 vpd
	Average DD	=	46/54

Since the difference between the 2020 and the 2021 counts is approximately 17%, we increased the above two additional ATR counts by 17% as shown below.

Fall River Avenue between Clarke Street and Arcade Avenue:

Average ADT = 17,903 x 0.17 ≈ 3,044
Adjusted ADT = 20,947 vpd

County Street east of Mill Road:

Average ADT = 5,475 x 0.17 ≈ 931
Adjusted ADT = 6,406 vpd

Based on the available historic data, traffic was approximately 20% higher in 2019 (pre-COVID conditions) than in 2020. As indicated above, the 2021 counts are approximately 17% higher than the counts obtained in 2020. Therefore, the difference between 2019 and 2021 count data is approximately 3%. To be conservative, we have adjusted the 2021 counts by an additional 5%. The revised data is shown below:

Fall River Avenue

Between Clarke Street and Arcade Avenue	= 20,947 x 0.05 = 21,994 ≈ **22,000 ADT**
Between County Street and Perry Avenue	= 21,048 x 0.05 = 22,100 ADT
Between I-195 Ramps	= 26,184 x 0.05 = 27,493 ≈ **27,500 ADT**

County Street

East of Mill Road	= 6,406 x 0.05 = 6,726 ≈ **6,700 ADT**

Location Map: 207651 Seekonk, MA

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

PRECISION DATA INDUSTRIES, LLC

(2) 6:30am-6:30pm TMCs (A-B)
(2) 7-11am/ 2-6pm TMCs (C-D)
(4) 48HR (v/c/s) ATRs



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
Caputo & Wick	A. Novo		Tues 10/20 thru Wed 10/21/2020	207651	Seekonk, MA

Fall River Avenue
between County Street & Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-A

Count Date:
Tuesday, October 20, 2020

Volume

SB						NB						Combined					
Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min
12:00 AM	10		12:00 PM	139		12:00 AM	9		12:00 PM	125		12:00 AM	19		12:00 PM	264	
12:15 AM	9		12:15 PM	142		12:15 AM	12		12:15 PM	149		12:15 AM	21		12:15 PM	291	
12:30 AM	3		12:30 PM	151		12:30 AM	6		12:30 PM	115		12:30 AM	9		12:30 PM	266	
12:45 AM	6	28	12:45 PM	145	577	12:45 AM	5	32	12:45 PM	140	529	12:45 AM	11	60	12:45 PM	285	1106
1:00 AM	11		1:00 PM	150		1:00 AM	4		1:00 PM	127		1:00 AM	15		1:00 PM	277	
1:15 AM	5		1:15 PM	112		1:15 AM	10		1:15 PM	151		1:15 AM	15		1:15 PM	263	
1:30 AM	6		1:30 PM	145		1:30 AM	5		1:30 PM	155		1:30 AM	11		1:30 PM	300	
1:45 AM	3	25	1:45 PM	179	586	1:45 AM	4	23	1:45 PM	161	594	1:45 AM	7	48	1:45 PM	340	1180
2:00 AM	3		2:00 PM	168		2:00 AM	3		2:00 PM	159		2:00 AM	6		2:00 PM	327	
2:15 AM	6		2:15 PM	162		2:15 AM	7		2:15 PM	148		2:15 AM	13		2:15 PM	310	
2:30 AM	4		2:30 PM	143		2:30 AM	2		2:30 PM	165		2:30 AM	6		2:30 PM	308	
2:45 AM	3	16	2:45 PM	166	639	2:45 AM	4	16	2:45 PM	164	636	2:45 AM	7	32	2:45 PM	330	1275
3:00 AM	4		3:00 PM	159		3:00 AM	11		3:00 PM	177		3:00 AM	15		3:00 PM	336	
3:15 AM	5		3:15 PM	181		3:15 AM	15		3:15 PM	167		3:15 AM	20		3:15 PM	348	
3:30 AM	8		3:30 PM	161		3:30 AM	7		3:30 PM	220		3:30 AM	15		3:30 PM	381	
3:45 AM	9	26	3:45 PM	197	698	3:45 AM	8	41	3:45 PM	194	758	3:45 AM	17	67	3:45 PM	391	1456
4:00 AM	9		4:00 PM	226		4:00 AM	12		4:00 PM	216		4:00 AM	21		4:00 PM	442	
4:15 AM	13		4:15 PM	198		4:15 AM	11		4:15 PM	197		4:15 AM	24		4:15 PM	395	
4:30 AM	14		4:30 PM	218		4:30 AM	7		4:30 PM	210		4:30 AM	21		4:30 PM	428	
4:45 AM	23	59	4:45 PM	186	828	4:45 AM	18	48	4:45 PM	205	828	4:45 AM	41	107	4:45 PM	391	1656
5:00 AM	18		5:00 PM	170		5:00 AM	27		5:00 PM	213		5:00 AM	45		5:00 PM	383	
5:15 AM	37		5:15 PM	186		5:15 AM	34		5:15 PM	173		5:15 AM	71		5:15 PM	359	
5:30 AM	43		5:30 PM	193		5:30 AM	47		5:30 PM	175		5:30 AM	90		5:30 PM	368	
5:45 AM	46	144	5:45 PM	144	693	5:45 AM	80	188	5:45 PM	156	717	5:45 AM	126	332	5:45 PM	300	1410
6:00 AM	58		6:00 PM	151		6:00 AM	67		6:00 PM	130		6:00 AM	125		6:00 PM	281	
6:15 AM	77		6:15 PM	149		6:15 AM	105		6:15 PM	128		6:15 AM	182		6:15 PM	277	
6:30 AM	84		6:30 PM	123		6:30 AM	128		6:30 PM	140		6:30 AM	212		6:30 PM	263	
6:45 AM	102	321	6:45 PM	116	539	6:45 AM	140	440	6:45 PM	128	526	6:45 AM	242	761	6:45 PM	244	1065
7:00 AM	110		7:00 PM	94		7:00 AM	161		7:00 PM	97		7:00 AM	271		7:00 PM	191	
7:15 AM	111		7:15 PM	103		7:15 AM	167		7:15 PM	112		7:15 AM	278		7:15 PM	215	
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8:00 AM	137		8:00 PM	96		8:00 AM	139		8:00 PM	63		8:00 AM	276		8:00 PM	159	
8:15 AM	136		8:15 PM	59		8:15 AM	177		8:15 PM	66		8:15 AM	313		8:15 PM	125	
8:30 AM	111		8:30 PM	55		8:30 AM	168		8:30 PM	74		8:30 AM	279		8:30 PM	129	
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10:00 AM	97		10:00 PM	30		10:00 AM	121		10:00 PM	34		10:00 AM	218		10:00 PM	64	
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11:00 AM	134		11:00 PM	17		11:00 AM	122		11:00 PM	13		11:00 AM	256		11:00 PM	30	
11:15 AM	116		11:15 PM	17		11:15 AM	116		11:15 PM	19		11:15 AM	232		11:15 PM	36	
11:30 AM	126		11:30 PM	19		11:30 AM	153		11:30 PM	18		11:30 AM	279		11:30 PM	37	
11:45 AM	120	496	11:45 PM	11	64	11:45 AM	132	523	11:45 PM	13	63	11:45 AM	252	1019	11:45 PM	24	127
Total	3017			5493		Total	3564			5585		Total	6581			11078	
Percent	35.45%			64.55%		Percent	38.96%			61.04%		Percent	37.27%			62.73%	
Day Total			8510			Day Total			9149			Day Total			17659		
Peak Hour	11:45 AM			3:45 PM		Peak Hour	7:45 AM			4:00 PM		Peak Hour	7:30 AM			3:45 PM	
Volume	552			839		Volume	642			828		Volume	1168			1656	
P.H.F.	0.914			0.928		P.H.F.	0.907			0.958		P.H.F.	0.933			0.937	

Fall River Avenue
between County Street & Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-A

Count Date:
Wednesday, October 21, 2020

Volume

SB						NB						Combined					
Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min
12:00 AM	8		12:00 PM	155		12:00 AM	16		12:00 PM	131		12:00 AM	24		12:00 PM	286	
12:15 AM	7		12:15 PM	141		12:15 AM	20		12:15 PM	129		12:15 AM	27		12:15 PM	270	
12:30 AM	8		12:30 PM	152		12:30 AM	10		12:30 PM	153		12:30 AM	18		12:30 PM	305	
12:45 AM	6	29	12:45 PM	145	593	12:45 AM	10	56	12:45 PM	149	562	12:45 AM	16	85	12:45 PM	294	1155
1:00 AM	9		1:00 PM	124		1:00 AM	14		1:00 PM	157		1:00 AM	23		1:00 PM	281	
1:15 AM	10		1:15 PM	150		1:15 AM	10		1:15 PM	137		1:15 AM	20		1:15 PM	287	
1:30 AM	4		1:30 PM	127		1:30 AM	4		1:30 PM	160		1:30 AM	8		1:30 PM	287	
1:45 AM	3	26	1:45 PM	144	545	1:45 AM	8	36	1:45 PM	154	608	1:45 AM	11	62	1:45 PM	298	1153
2:00 AM	2		2:00 PM	159		2:00 AM	9		2:00 PM	187		2:00 AM	11		2:00 PM	346	
2:15 AM	4		2:15 PM	142		2:15 AM	3		2:15 PM	161		2:15 AM	7		2:15 PM	303	
2:30 AM	1		2:30 PM	168		2:30 AM	5		2:30 PM	165		2:30 AM	6		2:30 PM	333	
2:45 AM	3	10	2:45 PM	144	613	2:45 AM	4	21	2:45 PM	148	661	2:45 AM	7	31	2:45 PM	292	1274
3:00 AM	4		3:00 PM	165		3:00 AM	3		3:00 PM	187		3:00 AM	7		3:00 PM	352	
3:15 AM	6		3:15 PM	173		3:15 AM	10		3:15 PM	195		3:15 AM	16		3:15 PM	368	
3:30 AM	6		3:30 PM	190		3:30 AM	4		3:30 PM	175		3:30 AM	10		3:30 PM	365	
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4:15 AM	9		4:15 PM	221		4:15 AM	9		4:15 PM	196		4:15 AM	18		4:15 PM	417	
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4:45 AM	27	65	4:45 PM	203	864	4:45 AM	20	51	4:45 PM	192	767	4:45 AM	47	116	4:45 PM	395	1631
5:00 AM	16		5:00 PM	227		5:00 AM	27		5:00 PM	179		5:00 AM	43		5:00 PM	406	
5:15 AM	36		5:15 PM	198		5:15 AM	37		5:15 PM	195		5:15 AM	73		5:15 PM	393	
5:30 AM	42		5:30 PM	174		5:30 AM	41		5:30 PM	180		5:30 AM	83		5:30 PM	354	
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6:00 AM	60		6:00 PM	149		6:00 AM	73		6:00 PM	166		6:00 AM	133		6:00 PM	315	
6:15 AM	79		6:15 PM	144		6:15 AM	102		6:15 PM	151		6:15 AM	181		6:15 PM	295	
6:30 AM	107		6:30 PM	157		6:30 AM	132		6:30 PM	143		6:30 AM	239		6:30 PM	300	
6:45 AM	94	340	6:45 PM	135	585	6:45 AM	145	452	6:45 PM	115	575	6:45 AM	239	792	6:45 PM	250	1160
7:00 AM	111		7:00 PM	110		7:00 AM	144		7:00 PM	137		7:00 AM	255		7:00 PM	247	
7:15 AM	122		7:15 PM	100		7:15 AM	173		7:15 PM	104		7:15 AM	295		7:15 PM	204	
7:30 AM	134		7:30 PM	75		7:30 AM	157		7:30 PM	93		7:30 AM	291		7:30 PM	168	
7:45 AM	127	494	7:45 PM	80	365	7:45 AM	155	629	7:45 PM	84	418	7:45 AM	282	1123	7:45 PM	164	783
8:00 AM	142		8:00 PM	93		8:00 AM	145		8:00 PM	74		8:00 AM	287		8:00 PM	167	
8:15 AM	129		8:15 PM	85		8:15 AM	167		8:15 PM	79		8:15 AM	296		8:15 PM	164	
8:30 AM	130		8:30 PM	75		8:30 AM	136		8:30 PM	78		8:30 AM	266		8:30 PM	153	
8:45 AM	131	532	8:45 PM	45	298	8:45 AM	148	596	8:45 PM	82	313	8:45 AM	279	1128	8:45 PM	127	611
9:00 AM	118		9:00 PM	47		9:00 AM	126		9:00 PM	65		9:00 AM	244		9:00 PM	112	
9:15 AM	117		9:15 PM	47		9:15 AM	124		9:15 PM	60		9:15 AM	241		9:15 PM	107	
9:30 AM	116		9:30 PM	38		9:30 AM	133		9:30 PM	51		9:30 AM	249		9:30 PM	89	
9:45 AM	89	440	9:45 PM	38	170	9:45 AM	129	512	9:45 PM	45	221	9:45 AM	218	952	9:45 PM	83	391
10:00 AM	121		10:00 PM	29		10:00 AM	110		10:00 PM	50		10:00 AM	231		10:00 PM	79	
10:15 AM	120		10:15 PM	26		10:15 AM	124		10:15 PM	39		10:15 AM	244		10:15 PM	65	
10:30 AM	120		10:30 PM	25		10:30 AM	120		10:30 PM	16		10:30 AM	240		10:30 PM	41	
10:45 AM	131	492	10:45 PM	15	95	10:45 AM	135	489	10:45 PM	24	129	10:45 AM	266	981	10:45 PM	39	224
11:00 AM	123		11:00 PM	20		11:00 AM	141		11:00 PM	22		11:00 AM	264		11:00 PM	42	
11:15 AM	148		11:15 PM	16		11:15 AM	126		11:15 PM	19		11:15 AM	274		11:15 PM	35	
11:30 AM	147		11:30 PM	19		11:30 AM	153		11:30 PM	17		11:30 AM	300		11:30 PM	36	
11:45 AM	150	568	11:45 PM	12	67	11:45 AM	132	552	11:45 PM	12	70	11:45 AM	282	1120	11:45 PM	24	137
Total	3172			5693		Total	3584			5804		Total	6756			11497	
Percent	35.78%			64.22%		Percent	38.18%			61.82%		Percent	37.01%			62.99%	
Day Total			8865			Day Total			9388			Day Total			18253		
Peak Hour	11:15 AM			4:15 PM		Peak Hour	7:15 AM			3:45 PM		Peak Hour	7:30 AM			3:45 PM	
Volume	600			880		Volume	630			782		Volume	1156			1635	
P.H.F.	0.968			0.961		P.H.F.	0.910			0.944		P.H.F.	0.976			0.980	

Fall River Avenue
between County Street & Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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46 Morton Street, Framingham, MA 01702
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Email: datarequests@pdillc.com

PDI File #: 207651 ATR-A

Count Date
Tuesday, October 20, 2020

Classification (60-minute)

SB

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	21	4	0	2	0	0	0	1	0	0	0	0	28
1:00 AM	1	18	2	0	1	1	2	0	0	0	0	0	0	25
2:00 AM	0	13	0	0	1	0	1	1	0	0	0	0	0	16
3:00 AM	0	19	5	0	1	0	0	0	0	1	0	0	0	26
4:00 AM	0	40	12	0	4	2	0	0	1	0	0	0	0	59
5:00 AM	0	98	34	2	6	1	0	0	3	0	0	0	0	144
6:00 AM	0	230	64	4	13	3	0	4	3	0	0	0	0	321
7:00 AM	3	353	97	7	16	9	2	2	6	0	0	0	0	495
8:00 AM	5	359	89	9	20	9	0	5	3	0	0	0	0	499
9:00 AM	2	321	95	2	13	8	0	6	5	0	0	0	0	452
10:00 AM	3	344	69	4	16	10	0	5	5	0	0	0	0	456
11:00 AM	3	383	73	4	13	10	1	4	5	0	0	0	0	496
12:00 PM	3	443	83	3	26	5	1	7	6	0	0	0	0	577
1:00 PM	6	447	81	6	28	9	0	9	0	0	0	0	0	586
2:00 PM	6	486	110	8	13	9	0	4	2	0	1	0	0	639
3:00 PM	1	559	105	8	18	3	0	3	1	0	0	0	0	698
4:00 PM	15	638	123	4	28	14	0	1	5	0	0	0	0	828
5:00 PM	9	582	81	2	11	3	1	3	1	0	0	0	0	693
6:00 PM	3	457	61	1	11	5	0	1	0	0	0	0	0	539
7:00 PM	0	302	46	2	12	0	0	0	0	0	0	0	0	362
8:00 PM	0	228	28	0	5	1	0	0	1	0	0	0	0	263
9:00 PM	0	132	20	1	2	0	0	0	0	0	0	0	0	155
10:00 PM	0	86	3	0	0	0	0	0	0	0	0	0	0	89
11:00 PM	0	54	8	1	0	1	0	0	0	0	0	0	0	64
Total	60	6613	1293	68	260	103	8	55	48	1	1	0	0	8510
Percent	0.71%	77.71%	15.19%	0.80%	3.06%	1.21%	0.09%	0.65%	0.56%	0.01%	0.01%	0.00%	0.00%	
AM Peak	8:00 AM	11:00 AM	7:00 AM	8:00 AM	8:00 AM	10:00 AM	1:00 AM	9:00 AM	7:00 AM	3:00 AM				8:00 AM
Volume	5	383	97	9	20	10	2	6	6	1	0	0	0	499
PM Peak	4:00 PM	4:00 PM	4:00 PM	2:00 PM	1:00 PM	4:00 PM	12:00 PM	1:00 PM	12:00 PM		2:00 PM			4:00 PM
Volume	15	638	123	8	28	14	1	9	6	0	1	0	0	828

Cycles:	60	0.7%
Cars and Light Trucks:	7906	92.9%
Heavy Vehicles:	544	6.4%

Fall River Avenue
between County Street & Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-A

Count Date
Tuesday, October 20, 2020

Classification (60-minute)

NB

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	26	4	0	2	0	0	0	0	0	0	0	0	32
1:00 AM	0	15	6	0	2	0	0	0	0	0	0	0	0	23
2:00 AM	0	9	3	0	4	0	0	0	0	0	0	0	0	16
3:00 AM	1	23	9	0	4	3	0	1	0	0	0	0	0	41
4:00 AM	0	31	8	0	8	0	0	1	0	0	0	0	0	48
5:00 AM	1	109	43	4	25	1	0	0	5	0	0	0	0	188
6:00 AM	1	276	87	6	48	7	0	4	10	0	0	1	0	440
7:00 AM	7	433	96	8	64	16	1	3	5	0	0	0	0	633
8:00 AM	8	411	123	7	63	13	0	5	6	0	0	0	0	636
9:00 AM	5	321	91	3	48	7	0	6	5	0	0	0	0	486
10:00 AM	9	318	85	8	54	11	1	6	6	0	0	0	0	498
11:00 AM	5	363	84	6	49	6	0	7	3	0	0	0	0	523
12:00 PM	6	375	72	9	52	6	1	3	5	0	0	0	0	529
1:00 PM	5	416	90	5	55	9	1	10	3	0	0	0	0	594
2:00 PM	5	447	109	10	48	9	0	5	3	0	0	0	0	636
3:00 PM	7	538	133	10	53	9	0	4	3	1	0	0	0	758
4:00 PM	19	640	100	3	52	10	1	1	2	0	0	0	0	828
5:00 PM	7	573	79	2	45	5	0	3	2	0	0	0	1	717
6:00 PM	4	403	76	3	30	5	0	4	1	0	0	0	0	526
7:00 PM	4	308	57	0	20	3	0	0	4	0	0	0	0	396
8:00 PM	2	196	39	1	17	1	0	0	0	0	0	0	0	256
9:00 PM	0	140	32	0	10	0	0	1	0	0	0	0	0	183
10:00 PM	0	81	14	0	3	0	0	0	1	0	0	0	0	99
11:00 PM	0	53	5	0	4	0	0	0	1	0	0	0	0	63
PM Total	96	6505	1445	85	760	121	5	64	65	1	0	1	1	9149
Percent	1.05%	71.10%	15.79%	0.93%	8.31%	1.32%	0.05%	0.70%	0.71%	0.01%	0.00%	0.01%	0.01%	
AM Peak	10:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	6:00 AM			6:00 AM		8:00 AM
Volume	9	433	123	8	64	16	1	7	10	0	0	1	0	636
PM Peak	4:00 PM	4:00 PM	3:00 PM	2:00 PM	1:00 PM	4:00 PM	12:00 PM	1:00 PM	12:00 PM	3:00 PM			5:00 PM	4:00 PM
Volume	19	640	133	10	55	10	1	10	5	1	0	0	1	828

Cycles:	96	1.0%
Cars and Light Trucks:	7950	86.9%
Heavy Vehicles:	1103	12.1%

Fall River Avenue
between County Street & Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-A

Count Date
Tuesday, October 20, 2020

Classification (60-minute)

Combined

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	47	8	0	4	0	0	0	1	0	0	0	0	60
1:00 AM	1	33	8	0	3	1	2	0	0	0	0	0	0	48
2:00 AM	0	22	3	0	5	0	1	1	0	0	0	0	0	32
3:00 AM	1	42	14	0	5	3	0	1	0	1	0	0	0	67
4:00 AM	0	71	20	0	12	2	0	1	1	0	0	0	0	107
5:00 AM	1	207	77	6	31	2	0	0	8	0	0	0	0	332
6:00 AM	1	506	151	10	61	10	0	8	13	0	0	1	0	761
7:00 AM	10	786	193	15	80	25	3	5	11	0	0	0	0	1128
8:00 AM	13	770	212	16	83	22	0	10	9	0	0	0	0	1135
9:00 AM	7	642	186	5	61	15	0	12	10	0	0	0	0	938
10:00 AM	12	662	154	12	70	21	1	11	11	0	0	0	0	954
11:00 AM	8	746	157	10	62	16	1	11	8	0	0	0	0	1019
12:00 PM	9	818	155	12	78	11	2	10	11	0	0	0	0	1106
1:00 PM	11	863	171	11	83	18	1	19	3	0	0	0	0	1180
2:00 PM	11	933	219	18	61	18	0	9	5	0	1	0	0	1275
3:00 PM	8	1097	238	18	71	12	0	7	4	1	0	0	0	1456
4:00 PM	34	1278	223	7	80	24	1	2	7	0	0	0	0	1656
5:00 PM	16	1155	160	4	56	8	1	6	3	0	0	0	1	1410
6:00 PM	7	860	137	4	41	10	0	5	1	0	0	0	0	1065
7:00 PM	4	610	103	2	32	3	0	0	4	0	0	0	0	758
8:00 PM	2	424	67	1	22	2	0	0	1	0	0	0	0	519
9:00 PM	0	272	52	1	12	0	0	1	0	0	0	0	0	338
10:00 PM	0	167	17	0	3	0	0	0	1	0	0	0	0	188
11:00 PM	0	107	13	1	4	1	0	0	1	0	0	0	0	127
PM Total	156	13118	2738	153	1020	224	13	119	113	2	1	1	1	17659
Percent	0.88%	74.29%	15.50%	0.87%	5.78%	1.27%	0.07%	0.67%	0.64%	0.01%	0.01%	0.01%	0.01%	
AM Peak	8:00 AM	7:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	9:00 AM	6:00 AM	3:00 AM		6:00 AM		8:00 AM
Volume	13	786	212	16	83	25	3	12	13	1	0	1	0	1135
PM Peak	4:00 PM	4:00 PM	3:00 PM	2:00 PM	1:00 PM	4:00 PM	12:00 PM	1:00 PM	12:00 PM	3:00 PM	2:00 PM		5:00 PM	4:00 PM
Volume	34	1278	238	18	83	24	2	19	11	1	1	0	1	1656

Cycles:	156	0.9%
Cars and Light Trucks:	15856	89.8%
Heavy Vehicles:	1647	9.3%

Fall River Avenue
between County Street & Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-A

Count Date
Wednesday, October 21, 2020

Classification (60-minute)

SB

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	26	2	0	0	0	0	0	1	0	0	0	0	29
1:00 AM	0	22	1	0	2	1	0	0	0	0	0	0	0	26
2:00 AM	0	8	1	0	0	0	0	1	0	0	0	0	0	10
3:00 AM	0	20	8	0	0	0	0	0	0	0	0	0	0	28
4:00 AM	0	41	17	0	4	1	0	0	2	0	0	0	0	65
5:00 AM	0	96	33	4	9	4	0	0	2	0	0	0	0	148
6:00 AM	4	235	74	5	13	1	1	2	5	0	0	0	0	340
7:00 AM	4	358	96	5	16	11	1	2	1	0	0	0	0	494
8:00 AM	4	397	98	8	14	5	1	2	3	0	0	0	0	532
9:00 AM	1	328	79	4	15	3	0	3	6	0	0	1	0	440
10:00 AM	2	395	71	1	10	8	0	3	2	0	0	0	0	492
11:00 AM	3	449	86	5	11	4	2	4	4	0	0	0	0	568
12:00 PM	3	477	88	2	10	5	1	6	1	0	0	0	0	593
1:00 PM	9	424	70	8	17	5	2	4	6	0	0	0	0	545
2:00 PM	11	491	84	5	12	5	1	2	2	0	0	0	0	613
3:00 PM	8	560	105	4	27	14	0	1	0	0	1	0	0	720
4:00 PM	7	686	131	1	26	4	0	6	3	0	0	0	0	864
5:00 PM	6	661	91	0	9	5	1	2	3	0	0	0	0	778
6:00 PM	3	488	76	0	14	3	0	1	0	0	0	0	0	585
7:00 PM	5	308	41	0	7	1	1	0	2	0	0	0	0	365
8:00 PM	3	248	40	0	5	1	1	0	0	0	0	0	0	298
9:00 PM	0	148	20	0	1	0	1	0	0	0	0	0	0	170
10:00 PM	0	89	6	0	0	0	0	0	0	0	0	0	0	95
11:00 PM	0	58	8	0	0	1	0	0	0	0	0	0	0	67
Total	73	7013	1326	52	222	82	13	39	43	0	1	1	0	8865
Percent	0.82%	79.11%	14.96%	0.59%	2.50%	0.92%	0.15%	0.44%	0.49%	0.00%	0.01%	0.01%	0.00%	
AM Peak	6:00 AM	11:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	9:00 AM			9:00 AM		11:00 AM
Volume	4	449	98	8	16	11	2	4	6	0	0	1	0	568
PM Peak	2:00 PM	4:00 PM	4:00 PM	1:00 PM	3:00 PM	3:00 PM	1:00 PM	12:00 PM	1:00 PM		3:00 PM			4:00 PM
Volume	11	686	131	8	27	14	2	6	6	0	1	0	0	864

Cycles:	73	0.8%
Cars and Light Trucks:	8339	94.1%
Heavy Vehicles:	453	5.1%

Fall River Avenue
between County Street & Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-A

Count Date
Wednesday, October 21, 2020

Classification (60-minute)

NB

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	40	11	0	3	1	0	0	1	0	0	0	0	56
1:00 AM	0	23	9	1	1	1	0	1	0	0	0	0	0	36
2:00 AM	0	14	5	0	2	0	0	0	0	0	0	0	0	21
3:00 AM	0	13	2	0	4	0	0	1	0	0	0	0	0	20
4:00 AM	0	33	8	0	8	1	0	1	0	0	0	0	0	51
5:00 AM	0	99	41	1	25	0	0	1	3	0	0	0	0	170
6:00 AM	1	295	95	7	46	3	0	2	3	0	0	0	0	452
7:00 AM	2	459	91	9	52	7	0	4	5	0	0	0	0	629
8:00 AM	6	395	114	6	51	17	0	5	2	0	0	0	0	596
9:00 AM	5	356	78	6	55	6	0	2	4	0	0	0	0	512
10:00 AM	2	343	79	9	44	3	0	4	5	0	0	0	0	489
11:00 AM	2	389	91	5	53	8	1	1	2	0	0	0	0	552
12:00 PM	7	374	103	4	58	6	0	4	5	0	0	1	0	562
1:00 PM	7	415	111	8	49	7	2	7	2	0	0	0	0	608
2:00 PM	4	464	102	12	62	6	0	5	6	0	0	0	0	661
3:00 PM	1	571	126	2	53	4	0	5	2	0	0	0	0	764
4:00 PM	9	555	126	4	58	7	0	8	0	0	0	0	0	767
5:00 PM	10	567	74	1	49	5	1	6	3	0	0	0	0	716
6:00 PM	6	429	95	1	36	2	0	3	3	0	0	0	0	575
7:00 PM	4	326	61	0	23	2	0	0	2	0	0	0	0	418
8:00 PM	0	238	46	0	24	2	0	1	2	0	0	0	0	313
9:00 PM	0	179	34	0	6	1	0	0	1	0	0	0	0	221
10:00 PM	2	96	21	0	5	1	0	1	2	0	0	1	0	129
11:00 PM	0	57	9	0	2	1	0	1	0	0	0	0	0	70
PM Total	68	6730	1532	76	769	91	4	63	53	0	0	2	0	9388
Percent	0.72%	71.69%	16.32%	0.81%	8.19%	0.97%	0.04%	0.67%	0.56%	0.00%	0.00%	0.02%	0.00%	
AM Peak	8:00 AM	7:00 AM	8:00 AM	7:00 AM	9:00 AM	8:00 AM	11:00 AM	8:00 AM	7:00 AM					7:00 AM
Volume	6	459	114	9	55	17	1	5	5	0	0	0	0	629
PM Peak	5:00 PM	3:00 PM	3:00 PM	2:00 PM	2:00 PM	1:00 PM	1:00 PM	4:00 PM	2:00 PM			12:00 PM		4:00 PM
Volume	10	571	126	12	62	7	2	8	6	0	0	1	0	767

Cycles:	68	0.7%
Cars and Light Trucks:	8262	88.0%
Heavy Vehicles:	1058	11.3%

Fall River Avenue
between County Street & Perry Avenue
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Count Date
Wednesday, October 21, 2020

Classification (60-minute)

Combined

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	66	13	0	3	1	0	0	2	0	0	0	0	85
1:00 AM	0	45	10	1	3	2	0	1	0	0	0	0	0	62
2:00 AM	0	22	6	0	2	0	0	1	0	0	0	0	0	31
3:00 AM	0	33	10	0	4	0	0	1	0	0	0	0	0	48
4:00 AM	0	74	25	0	12	2	0	1	2	0	0	0	0	116
5:00 AM	0	195	74	5	34	4	0	1	5	0	0	0	0	318
6:00 AM	5	530	169	12	59	4	1	4	8	0	0	0	0	792
7:00 AM	6	817	187	14	68	18	1	6	6	0	0	0	0	1123
8:00 AM	10	792	212	14	65	22	1	7	5	0	0	0	0	1128
9:00 AM	6	684	157	10	70	9	0	5	10	0	0	1	0	952
10:00 AM	4	738	150	10	54	11	0	7	7	0	0	0	0	981
11:00 AM	5	838	177	10	64	12	3	5	6	0	0	0	0	1120
12:00 PM	10	851	191	6	68	11	1	10	6	0	0	1	0	1155
1:00 PM	16	839	181	16	66	12	4	11	8	0	0	0	0	1153
2:00 PM	15	955	186	17	74	11	1	7	8	0	0	0	0	1274
3:00 PM	9	1131	231	6	80	18	0	6	2	0	1	0	0	1484
4:00 PM	16	1241	257	5	84	11	0	14	3	0	0	0	0	1631
5:00 PM	16	1228	165	1	58	10	2	8	6	0	0	0	0	1494
6:00 PM	9	917	171	1	50	5	0	4	3	0	0	0	0	1160
7:00 PM	9	634	102	0	30	3	1	0	4	0	0	0	0	783
8:00 PM	3	486	86	0	29	3	1	1	2	0	0	0	0	611
9:00 PM	0	327	54	0	7	1	1	0	1	0	0	0	0	391
10:00 PM	2	185	27	0	5	1	0	1	2	0	0	1	0	224
11:00 PM	0	115	17	0	2	2	0	1	0	0	0	0	0	137
PM Total	141	13743	2858	128	991	173	17	102	96	0	1	3	0	18253
Percent	0.77%	75.29%	15.66%	0.70%	5.43%	0.95%	0.09%	0.56%	0.53%	0.00%	0.01%	0.02%	0.00%	
AM Peak	8:00 AM	11:00 AM	8:00 AM	7:00 AM	9:00 AM	8:00 AM	11:00 AM	8:00 AM	9:00 AM			9:00 AM		8:00 AM
Volume	10	838	212	14	70	22	3	7	10	0	0	1	0	1128
PM Peak	1:00 PM	4:00 PM	4:00 PM	2:00 PM	4:00 PM	3:00 PM	1:00 PM	4:00 PM	1:00 PM		3:00 PM	12:00 PM		4:00 PM
Volume	16	1241	257	17	84	18	4	14	8	0	1	1	0	1631

Cycles:	141	0.8%
Cars and Light Trucks:	16601	90.9%
Heavy Vehicles:	1511	8.3%

Fall River Avenue
between County Street & Perry Avenue
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Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	5	5	13	3	2	0	0	0	0	0	28	40.0	35.3
1:00 AM	0	0	0	6	7	8	2	1	1	0	0	0	0	25	39.4	34.3
2:00 AM	0	0	0	1	6	6	3	0	0	0	0	0	0	16	39.5	35.3
3:00 AM	0	0	0	4	7	9	3	3	0	0	0	0	0	26	42.3	36.5
4:00 AM	0	0	4	3	28	18	5	1	0	0	0	0	0	59	38.0	33.4
5:00 AM	0	1	0	8	72	53	8	2	0	0	0	0	0	144	37.0	34.2
6:00 AM	0	0	2	35	190	84	10	0	0	0	0	0	0	321	36.0	33.1
7:00 AM	2	4	26	132	234	91	6	0	0	0	0	0	0	495	35.0	31.0
8:00 AM	6	10	39	125	250	64	5	0	0	0	0	0	0	499	34.0	30.1
9:00 AM	5	8	43	178	188	29	1	0	0	0	0	0	0	452	33.0	29.0
10:00 AM	1	11	50	224	151	18	0	0	1	0	0	0	0	456	32.0	28.3
11:00 AM	1	0	51	216	195	32	1	0	0	0	0	0	0	496	33.0	29.1
12:00 PM	1	2	96	259	200	19	0	0	0	0	0	0	0	577	32.0	28.1
1:00 PM	0	1	42	173	291	66	13	0	0	0	0	0	0	586	34.0	30.5
2:00 PM	10	9	47	183	309	77	3	1	0	0	0	0	0	639	34.0	30.0
3:00 PM	8	9	46	213	337	80	5	0	0	0	0	0	0	698	34.0	29.9
4:00 PM	4	9	88	343	322	58	4	0	0	0	0	0	0	828	33.0	29.0
5:00 PM	4	5	84	251	299	48	2	0	0	0	0	0	0	693	33.0	29.0
6:00 PM	1	0	27	205	249	54	3	0	0	0	0	0	0	539	34.0	30.1
7:00 PM	0	0	18	96	192	52	3	1	0	0	0	0	0	362	35.0	31.0
8:00 PM	0	1	13	62	131	52	3	1	0	0	0	0	0	263	35.0	31.5
9:00 PM	0	0	0	29	76	46	3	1	0	0	0	0	0	155	36.0	32.9
10:00 PM	1	1	4	16	34	28	5	0	0	0	0	0	0	89	38.0	32.6
11:00 PM	0	0	0	5	33	20	6	0	0	0	0	0	0	64	37.0	33.9
Total	44	71	680	2772	3806	1025	97	13	2	0	0	0	0	8510	34.0	30.1
Percent	0.52%	0.83%	7.99%	32.57%	44.72%	12.04%	1.14%	0.15%	0.02%	0.00%	0.00%	0.00%	0.00%			
AM Peak	8:00 AM	10:00 AM	11:00 AM	10:00 AM	8:00 AM	7:00 AM	6:00 AM	3:00 AM	1:00 AM					8:00 AM		
Volume	6	11	51	224	250	91	10	3	1	0	0	0	0	499		
PM Peak	2:00 PM	2:00 PM	12:00 PM	4:00 PM	3:00 PM	3:00 PM	1:00 PM	2:00 PM						4:00 PM		
Volume	10	9	96	343	337	80	13	1	0	0	0	0	0	828		

15th Percentile:	26.0 MPH	Average Speed:	30.1 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	30.0 MPH	10 MPH Pace:	26 to 35 MPH	Number of Vehicles > 30 MPH:	4058
85th Percentile:	34.0 MPH	Number in Pace:	6661	Percent of Vehicles > 30 MPH:	47.7%
95th Percentile:	37.0 MPH	Percent in Pace:	78.3%		

Fall River Avenue
between County Street & Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-A

Count Date
Tuesday, October 20, 2020

Speed (60-minute)

NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	0	0	0	5	14	10	1	1	0	0	0	0	32	42.4	37.8
1:00 AM	0	0	0	2	6	8	4	1	2	0	0	0	0	23	42.4	37.3
2:00 AM	0	0	0	0	3	9	3	1	0	0	0	0	0	16	41.5	37.9
3:00 AM	0	0	0	6	10	9	10	3	1	2	0	0	0	41	43.0	37.3
4:00 AM	0	0	0	1	10	22	10	3	1	0	1	0	0	48	43.0	38.1
5:00 AM	1	0	0	7	58	80	32	8	2	0	0	0	0	188	41.0	36.3
6:00 AM	1	0	1	41	184	158	45	7	1	2	0	0	0	440	39.0	34.6
7:00 AM	5	7	38	151	262	137	32	1	0	0	0	0	0	633	36.0	31.5
8:00 AM	9	6	47	173	256	109	29	7	0	0	0	0	0	636	36.0	30.9
9:00 AM	13	29	66	165	121	66	21	5	0	0	0	0	0	486	35.0	28.7
10:00 AM	17	74	198	163	39	6	1	0	0	0	0	0	0	498	28.0	23.6
11:00 AM	6	67	201	174	60	14	1	0	0	0	0	0	0	523	29.0	24.4
12:00 PM	11	31	194	230	56	7	0	0	0	0	0	0	0	529	29.0	24.9
1:00 PM	14	13	60	144	238	102	23	0	0	0	0	0	0	594	36.0	30.2
2:00 PM	8	11	65	181	229	115	25	2	0	0	0	0	0	636	36.0	30.3
3:00 PM	29	52	129	200	218	106	23	1	0	0	0	0	0	758	35.0	28.1
4:00 PM	91	80	151	189	212	96	9	0	0	0	0	0	0	828	34.0	26.0
5:00 PM	122	85	112	159	150	68	20	1	0	0	0	0	0	717	34.0	24.7
6:00 PM	3	11	17	130	225	120	15	5	0	0	0	0	0	526	36.0	31.5
7:00 PM	1	16	15	78	156	106	22	2	0	0	0	0	0	396	37.0	31.9
8:00 PM	0	1	5	28	100	82	33	7	0	0	0	0	0	256	40.0	34.5
9:00 PM	0	1	1	17	68	65	24	5	2	0	0	0	0	183	40.0	35.1
10:00 PM	0	1	2	10	36	34	14	2	0	0	0	0	0	99	40.0	34.6
11:00 PM	0	1	0	4	20	25	10	3	0	0	0	0	0	63	41.0	35.9
Total	332	486	1302	2253	2722	1558	416	65	10	4	1	0	0	9149	36.0	29.2
Percent	3.63%	5.31%	14.23%	24.63%	29.75%	17.03%	4.55%	0.71%	0.11%	0.04%	0.01%	0.00%	0.00%			
AM Peak	10:00 AM	10:00 AM	11:00 AM	11:00 AM	7:00 AM	6:00 AM	6:00 AM	5:00 AM	1:00 AM	3:00 AM	4:00 AM			8:00 AM		
Volume	17	74	201	174	262	158	45	8	2	2	1	0	0	636		
PM Peak	5:00 PM	5:00 PM	12:00 PM	12:00 PM	1:00 PM	6:00 PM	8:00 PM	8:00 PM	9:00 PM					4:00 PM		
Volume	122	85	194	230	238	120	33	7	2	0	0	0	0	828		

15th Percentile:	22.0 MPH	Average Speed:	29.2 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	30.0 MPH	10 MPH Pace:	26 to 35 MPH	Number of Vehicles > 30 MPH:	4218
85th Percentile:	36.0 MPH	Number in Pace:	5067	Percent of Vehicles > 30 MPH:	46.1%
95th Percentile:	40.0 MPH	Percent in Pace:	55.4%		

Fall River Avenue
between County Street & Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-A

Count Date
Tuesday, October 20, 2020

Speed (60-minute)

Combined SB and NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	0	0	5	10	27	13	3	1	0	0	0	0	60	42.0	36.7
1:00 AM	0	0	0	8	13	16	6	2	3	0	0	0	0	48	41.0	35.7
2:00 AM	0	0	0	1	9	15	6	1	0	0	0	0	0	32	40.4	36.6
3:00 AM	0	0	0	10	17	18	13	6	1	2	0	0	0	67	43.0	37.0
4:00 AM	0	0	4	4	38	40	15	4	1	0	1	0	0	107	41.0	35.6
5:00 AM	1	1	0	15	130	133	40	10	2	0	0	0	0	332	40.0	35.4
6:00 AM	1	0	3	76	374	242	55	7	1	2	0	0	0	761	38.0	34.0
7:00 AM	7	11	64	283	496	228	38	1	0	0	0	0	0	1128	36.0	31.2
8:00 AM	15	16	86	298	506	173	34	7	0	0	0	0	0	1135	35.0	30.6
9:00 AM	18	37	109	343	309	95	22	5	0	0	0	0	0	938	34.0	28.9
10:00 AM	18	85	248	387	190	24	1	0	1	0	0	0	0	954	31.0	25.9
11:00 AM	7	67	252	390	255	46	2	0	0	0	0	0	0	1019	32.0	26.7
12:00 PM	12	33	290	489	256	26	0	0	0	0	0	0	0	1106	31.0	26.6
1:00 PM	14	14	102	317	529	168	36	0	0	0	0	0	0	1180	35.0	30.4
2:00 PM	18	20	112	364	538	192	28	3	0	0	0	0	0	1275	35.0	30.2
3:00 PM	37	61	175	413	555	186	28	1	0	0	0	0	0	1456	34.0	29.0
4:00 PM	95	89	239	532	534	154	13	0	0	0	0	0	0	1656	33.0	27.5
5:00 PM	126	90	196	410	449	116	22	1	0	0	0	0	0	1410	33.0	26.8
6:00 PM	4	11	44	335	474	174	18	5	0	0	0	0	0	1065	35.0	30.8
7:00 PM	1	16	33	174	348	158	25	3	0	0	0	0	0	758	36.0	31.5
8:00 PM	0	2	18	90	231	134	36	8	0	0	0	0	0	519	38.0	33.0
9:00 PM	0	1	1	46	144	111	27	6	2	0	0	0	0	338	38.0	34.1
10:00 PM	1	2	6	26	70	62	19	2	0	0	0	0	0	188	39.0	33.6
11:00 PM	0	1	0	9	53	45	16	3	0	0	0	0	0	127	39.1	34.9
Total	376	557	1982	5025	6528	2583	513	78	12	4	1	0	0	17659	35.0	29.6
Percent	2.13%	3.15%	11.22%	28.46%	36.97%	14.63%	2.91%	0.44%	0.07%	0.02%	0.01%	0.00%	0.00%			
AM Peak	9:00 AM	10:00 AM	11:00 AM	11:00 AM	8:00 AM	6:00 AM	6:00 AM	5:00 AM	1:00 AM	3:00 AM	4:00 AM			8:00 AM		
Volume	18	85	252	390	506	242	55	10	3	2	1	0	0	1135		
PM Peak	5:00 PM	5:00 PM	12:00 PM	4:00 PM	3:00 PM	2:00 PM	1:00 PM	8:00 PM	9:00 PM					4:00 PM		
Volume	126	90	290	532	555	192	36	8	2	0	0	0	0	1656		

15th Percentile:	24.0 MPH	Average Speed:	29.6 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	30.0 MPH	10 MPH Pace:	26 to 35 MPH	Number of Vehicles > 30 MPH:	8276
85th Percentile:	35.0 MPH	Number in Pace:	11728	Percent of Vehicles > 30 MPH:	46.9%
95th Percentile:	38.0 MPH	Percent in Pace:	66.4%		

Fall River Avenue
between County Street & Perry Avenue
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Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: 207651 ATR-A

Count Date
Wednesday, October 21, 2020

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	5	5	13	5	1	0	0	0	0	0	29	40.0	35.0
1:00 AM	0	0	4	3	9	7	2	0	0	1	0	0	0	26	38.0	33.1
2:00 AM	0	0	1	1	2	2	3	1	0	0	0	0	0	10	41.0	36.1
3:00 AM	0	0	1	4	11	5	4	3	0	0	0	0	0	28	41.0	34.8
4:00 AM	0	0	0	7	23	28	6	1	0	0	0	0	0	65	38.4	34.5
5:00 AM	0	1	0	21	68	48	9	1	0	0	0	0	0	148	38.0	33.5
6:00 AM	1	0	7	60	178	84	10	0	0	0	0	0	0	340	36.0	32.3
7:00 AM	10	11	34	135	195	99	10	0	0	0	0	0	0	494	35.0	30.3
8:00 AM	3	7	49	124	256	88	4	1	0	0	0	0	0	532	35.0	30.5
9:00 AM	0	1	8	102	228	98	3	0	0	0	0	0	0	440	35.0	31.9
10:00 AM	0	2	17	94	286	81	10	2	0	0	0	0	0	492	35.0	31.7
11:00 AM	0	0	9	154	311	86	6	1	0	1	0	0	0	568	35.0	31.3
12:00 PM	0	0	9	176	310	91	7	0	0	0	0	0	0	593	35.0	31.3
1:00 PM	3	0	28	113	283	107	11	0	0	0	0	0	0	545	35.0	31.6
2:00 PM	8	4	45	132	282	133	8	1	0	0	0	0	0	613	35.2	31.0
3:00 PM	0	2	40	190	369	107	10	1	0	0	0	0	1	720	35.0	31.0
4:00 PM	0	13	75	253	434	84	5	0	0	0	0	0	0	864	34.0	30.0
5:00 PM	0	8	29	265	399	71	6	0	0	0	0	0	0	778	34.0	30.4
6:00 PM	1	1	19	217	291	54	2	0	0	0	0	0	0	585	34.0	30.2
7:00 PM	0	2	12	118	197	34	2	0	0	0	0	0	0	365	34.0	30.5
8:00 PM	0	0	11	102	136	43	4	1	1	0	0	0	0	298	35.0	30.8
9:00 PM	1	1	4	27	97	34	5	1	0	0	0	0	0	170	35.0	32.1
10:00 PM	0	0	0	12	50	23	9	1	0	0	0	0	0	95	38.0	33.4
11:00 PM	0	0	0	15	22	25	4	1	0	0	0	0	0	67	37.0	33.3
Total	27	53	402	2330	4442	1445	145	17	1	2	0	0	1	8865	35.0	31.1
Percent	0.30%	0.60%	4.53%	26.28%	50.11%	16.30%	1.64%	0.19%	0.01%	0.02%	0.00%	0.00%	0.01%			
AM Peak	7:00 AM	7:00 AM	8:00 AM	11:00 AM	11:00 AM	7:00 AM	6:00 AM	3:00 AM		1:00 AM				11:00 AM		
Volume	10	11	49	154	311	99	10	3	0	1	0	0	0	568		
PM Peak	2:00 PM	4:00 PM	4:00 PM	5:00 PM	4:00 PM	2:00 PM	1:00 PM	2:00 PM	8:00 PM				3:00 PM	4:00 PM		
Volume	8	13	75	265	434	133	11	1	1	0	0	0	1	864		

15th Percentile:	27.0 MPH	Average Speed:	31.1 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	31.0 MPH	10 MPH Pace:	27 to 36 MPH	Number of Vehicles > 30 MPH:	5126
85th Percentile:	35.0 MPH	Number in Pace:	7246	Percent of Vehicles > 30 MPH:	57.8%
95th Percentile:	37.0 MPH	Percent in Pace:	81.7%		

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Wednesday, October 21, 2020

Speed (60-minute)

NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	5	16	21	6	4	3	0	0	0	0	56	42.8	36.4
1:00 AM	0	0	2	5	10	10	4	1	3	1	0	0	0	36	43.8	35.9
2:00 AM	0	0	0	2	7	9	2	0	1	0	0	0	0	21	39.0	35.8
3:00 AM	0	0	0	1	6	8	3	2	0	0	0	0	0	20	43.2	37.1
4:00 AM	0	0	0	1	11	27	9	2	0	0	1	0	0	51	42.0	37.3
5:00 AM	0	0	0	7	56	65	30	9	2	1	0	0	0	170	41.7	36.5
6:00 AM	0	0	11	44	173	163	57	3	1	0	0	0	0	452	39.0	34.5
7:00 AM	16	9	57	108	250	143	40	4	1	1	0	0	0	629	37.0	31.4
8:00 AM	6	37	44	89	232	136	44	6	1	1	0	0	0	596	38.0	31.5
9:00 AM	4	6	22	87	227	113	46	7	0	0	0	0	0	512	38.0	32.7
10:00 AM	0	4	16	88	209	138	32	2	0	0	0	0	0	489	37.0	32.8
11:00 AM	0	4	13	95	241	152	41	6	0	0	0	0	0	552	38.0	33.0
12:00 PM	4	2	25	117	230	148	34	2	0	0	0	0	0	562	37.0	32.4
1:00 PM	5	8	40	103	265	145	33	7	1	0	1	0	0	608	37.0	32.0
2:00 PM	1	15	25	142	262	170	46	0	0	0	0	0	0	661	37.0	32.2
3:00 PM	10	51	80	153	297	146	24	2	1	0	0	0	0	764	36.0	30.0
4:00 PM	17	39	109	190	278	116	17	1	0	0	0	0	0	767	35.0	29.1
5:00 PM	20	26	71	191	294	95	17	2	0	0	0	0	0	716	35.0	29.4
6:00 PM	2	5	34	170	233	109	19	3	0	0	0	0	0	575	36.0	31.1
7:00 PM	4	4	17	87	178	102	23	1	2	0	0	0	0	418	37.0	32.2
8:00 PM	0	3	5	53	127	89	27	7	1	0	0	1	0	313	38.0	33.5
9:00 PM	1	1	4	21	92	72	27	2	1	0	0	0	0	221	39.0	34.2
10:00 PM	3	1	2	6	47	39	21	9	1	0	0	0	0	129	42.0	35.3
11:00 PM	0	0	1	7	17	23	19	1	0	1	1	0	0	70	42.0	36.7
Total	93	215	579	1772	3758	2239	621	83	19	5	3	1	0	9388	37.0	31.9
Percent	0.99%	2.29%	6.17%	18.88%	40.03%	23.85%	6.61%	0.88%	0.20%	0.05%	0.03%	0.01%	0.00%			
AM Peak	7:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	5:00 AM	12:00 AM	1:00 AM	4:00 AM			7:00 AM		
Volume	16	37	57	108	250	163	57	9	3	1	1	0	0	629		
PM Peak	5:00 PM	3:00 PM	4:00 PM	5:00 PM	3:00 PM	2:00 PM	2:00 PM	10:00 PM	7:00 PM	11:00 PM	1:00 PM	8:00 PM		4:00 PM		
Volume	20	51	109	191	297	170	46	9	2	1	1	1	0	767		

15th Percentile:	27.0 MPH	Average Speed:	31.9 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	32.0 MPH	10 MPH Pace:	28 to 37 MPH	Number of Vehicles > 30 MPH:	6076
85th Percentile:	37.0 MPH	Number in Pace:	6310	Percent of Vehicles > 30 MPH:	64.7%
95th Percentile:	41.0 MPH	Percent in Pace:	67.2%		

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Site Code: TBA

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

PDI File #: 207651 ATR-A

Count Date
Wednesday, October 21, 2020

Speed (60-minute)

Combined SB and NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	10	21	34	11	5	3	0	0	0	0	85	41.0	36.0
1:00 AM	0	0	6	8	19	17	6	1	3	2	0	0	0	62	40.9	34.7
2:00 AM	0	0	1	3	9	11	5	1	1	0	0	0	0	31	41.0	35.9
3:00 AM	0	0	1	5	17	13	7	5	0	0	0	0	0	48	42.0	35.8
4:00 AM	0	0	0	8	34	55	15	3	0	0	1	0	0	116	40.0	35.7
5:00 AM	0	1	0	28	124	113	39	10	2	1	0	0	0	318	40.0	35.1
6:00 AM	1	0	18	104	351	247	67	3	1	0	0	0	0	792	38.0	33.6
7:00 AM	26	20	91	243	445	242	50	4	1	1	0	0	0	1123	36.0	30.9
8:00 AM	9	44	93	213	488	224	48	7	1	1	0	0	0	1128	36.0	31.0
9:00 AM	4	7	30	189	455	211	49	7	0	0	0	0	0	952	36.0	32.3
10:00 AM	0	6	33	182	495	219	42	4	0	0	0	0	0	981	36.0	32.2
11:00 AM	0	4	22	249	552	238	47	7	0	1	0	0	0	1120	36.0	32.2
12:00 PM	4	2	34	293	540	239	41	2	0	0	0	0	0	1155	36.0	31.8
1:00 PM	8	8	68	216	548	252	44	7	1	0	1	0	0	1153	36.0	31.8
2:00 PM	9	19	70	274	544	303	54	1	0	0	0	0	0	1274	36.0	31.6
3:00 PM	10	53	120	343	666	253	34	3	1	0	0	0	1	1484	35.0	30.5
4:00 PM	17	52	184	443	712	200	22	1	0	0	0	0	0	1631	34.0	29.6
5:00 PM	20	34	100	456	693	166	23	2	0	0	0	0	0	1494	34.0	29.9
6:00 PM	3	6	53	387	524	163	21	3	0	0	0	0	0	1160	35.0	30.7
7:00 PM	4	6	29	205	375	136	25	1	2	0	0	0	0	783	36.0	31.4
8:00 PM	0	3	16	155	263	132	31	8	2	0	0	1	0	611	37.0	32.2
9:00 PM	2	2	8	48	189	106	32	3	1	0	0	0	0	391	37.0	33.3
10:00 PM	3	1	2	18	97	62	30	10	1	0	0	0	0	224	40.0	34.5
11:00 PM	0	0	1	22	39	48	23	2	0	1	1	0	0	137	40.0	35.0
Total	120	268	981	4102	8200	3684	766	100	20	7	3	1	1	18253	36.0	31.5
Percent	0.66%	1.47%	5.37%	22.47%	44.92%	20.18%	4.20%	0.55%	0.11%	0.04%	0.02%	0.01%	0.01%			
AM Peak	7:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM	6:00 AM	6:00 AM	5:00 AM	12:00 AM	1:00 AM	4:00 AM			8:00 AM		
Volume	26	44	93	249	552	247	67	10	3	2	1	0	0	1128		
PM Peak	5:00 PM	3:00 PM	4:00 PM	5:00 PM	4:00 PM	2:00 PM	2:00 PM	10:00 PM	7:00 PM	11:00 PM	1:00 PM	8:00 PM	3:00 PM	4:00 PM		
Volume	20	53	184	456	712	303	54	10	2	1	1	1	1	1631		

15th Percentile:	27.0 MPH	Average Speed:	31.5 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	32.0 MPH	10 MPH Pace:	27 to 36 MPH	Number of Vehicles > 30 MPH:	11202
85th Percentile:	36.0 MPH	Number in Pace:	13430	Percent of Vehicles > 30 MPH:	61.4%
95th Percentile:	39.0 MPH	Percent in Pace:	73.6%		

Fall River Avenue between
Clarke Street & Arcade Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-B
Count Date: Tuesday, October 20, 2020

Volume

SB

Start Time:	15 min	60 min		15 min	60 min
12:00 AM	6		12:00 PM	145	
12:15 AM	5		12:15 PM	152	
12:30 AM	4		12:30 PM	151	
12:45 AM	11	26	12:45 PM	136	584
1:00 AM	7		1:00 PM	150	
1:15 AM	3		1:15 PM	134	
1:30 AM	4		1:30 PM	140	
1:45 AM	3	17	1:45 PM	153	577
2:00 AM	3		2:00 PM	163	
2:15 AM	4		2:15 PM	141	
2:30 AM	2		2:30 PM	153	
2:45 AM	4	13	2:45 PM	146	603
3:00 AM	2		3:00 PM	173	
3:15 AM	5		3:15 PM	157	
3:30 AM	5		3:30 PM	152	
3:45 AM	11	23	3:45 PM	202	684
4:00 AM	6		4:00 PM	226	
4:15 AM	14		4:15 PM	186	
4:30 AM	14		4:30 PM	198	
4:45 AM	23	57	4:45 PM	208	818
5:00 AM	23		5:00 PM	173	
5:15 AM	34		5:15 PM	201	
5:30 AM	48		5:30 PM	159	
5:45 AM	55	160	5:45 PM	139	672
6:00 AM	61		6:00 PM	141	
6:15 AM	71		6:15 PM	156	
6:30 AM	96		6:30 PM	120	
6:45 AM	112	340	6:45 PM	112	529
7:00 AM	117		7:00 PM	90	
7:15 AM	120		7:15 PM	86	
7:30 AM	163		7:30 PM	67	
7:45 AM	143	543	7:45 PM	80	323
8:00 AM	152		8:00 PM	56	
8:15 AM	134		8:15 PM	60	
8:30 AM	135		8:30 PM	47	
8:45 AM	130	551	8:45 PM	47	210
9:00 AM	114		9:00 PM	40	
9:15 AM	132		9:15 PM	31	
9:30 AM	119		9:30 PM	31	
9:45 AM	102	467	9:45 PM	21	123
10:00 AM	122		10:00 PM	26	
10:15 AM	97		10:15 PM	25	
10:30 AM	124		10:30 PM	22	
10:45 AM	126	469	10:45 PM	18	91
11:00 AM	125		11:00 PM	14	
11:15 AM	133		11:15 PM	15	
11:30 AM	131		11:30 PM	14	
11:45 AM	108	497	11:45 PM	3	46
Total	3163			5260	
Percent	37.55%			62.45%	
Day Total			8423		
Peak Hour	7:30 AM			4:00 PM	
Volume	592			818	
P.H.F.	0.908			0.905	

NB

Start Time:	15 min	60 min		15 min	60 min
12:00 AM	12		12:00 PM	143	
12:15 AM	12		12:15 PM	170	
12:30 AM	7		12:30 PM	129	
12:45 AM	6	37	12:45 PM	144	586
1:00 AM	5		1:00 PM	127	
1:15 AM	7		1:15 PM	158	
1:30 AM	2		1:30 PM	156	
1:45 AM	3	17	1:45 PM	155	596
2:00 AM	3		2:00 PM	159	
2:15 AM	5		2:15 PM	187	
2:30 AM	3		2:30 PM	167	
2:45 AM	3	14	2:45 PM	164	677
3:00 AM	12		3:00 PM	197	
3:15 AM	10		3:15 PM	205	
3:30 AM	4		3:30 PM	228	
3:45 AM	10	36	3:45 PM	197	827
4:00 AM	8		4:00 PM	194	
4:15 AM	10		4:15 PM	202	
4:30 AM	8		4:30 PM	230	
4:45 AM	16	42	4:45 PM	230	856
5:00 AM	23		5:00 PM	228	
5:15 AM	28		5:15 PM	211	
5:30 AM	52		5:30 PM	176	
5:45 AM	50	153	5:45 PM	206	821
6:00 AM	49		6:00 PM	148	
6:15 AM	95		6:15 PM	122	
6:30 AM	123		6:30 PM	148	
6:45 AM	136	403	6:45 PM	152	570
7:00 AM	136		7:00 PM	113	
7:15 AM	149		7:15 PM	104	
7:30 AM	128		7:30 PM	109	
7:45 AM	130	543	7:45 PM	98	424
8:00 AM	126		8:00 PM	85	
8:15 AM	146		8:15 PM	61	
8:30 AM	170		8:30 PM	59	
8:45 AM	132	574	8:45 PM	61	266
9:00 AM	139		9:00 PM	66	
9:15 AM	130		9:15 PM	72	
9:30 AM	123		9:30 PM	40	
9:45 AM	124	516	9:45 PM	34	212
10:00 AM	121		10:00 PM	33	
10:15 AM	127		10:15 PM	25	
10:30 AM	121		10:30 PM	19	
10:45 AM	145	514	10:45 PM	22	99
11:00 AM	113		11:00 PM	21	
11:15 AM	128		11:15 PM	22	
11:30 AM	167		11:30 PM	20	
11:45 AM	131	539	11:45 PM	12	75
Total	3388			6009	
Percent	36.05%			63.95%	
Day Total			9397		
Peak Hour	11:30 AM			4:30 PM	
Volume	611			899	
P.H.F.	0.899			0.977	

Combined

Start Time:	15 min	60 min		15 min	60 min
12:00 AM	18		12:00 PM	288	
12:15 AM	17		12:15 PM	322	
12:30 AM	11		12:30 PM	280	
12:45 AM	17	63	12:45 PM	280	1170
1:00 AM	12		1:00 PM	277	
1:15 AM	10		1:15 PM	292	
1:30 AM	6		1:30 PM	296	
1:45 AM	6	34	1:45 PM	308	1173
2:00 AM	6		2:00 PM	322	
2:15 AM	9		2:15 PM	328	
2:30 AM	5		2:30 PM	320	
2:45 AM	7	27	2:45 PM	310	1280
3:00 AM	14		3:00 PM	370	
3:15 AM	15		3:15 PM	362	
3:30 AM	9		3:30 PM	380	
3:45 AM	21	59	3:45 PM	399	1511
4:00 AM	14		4:00 PM	420	
4:15 AM	24		4:15 PM	388	
4:30 AM	22		4:30 PM	428	
4:45 AM	39	99	4:45 PM	438	1674
5:00 AM	46		5:00 PM	401	
5:15 AM	62		5:15 PM	412	
5:30 AM	100		5:30 PM	335	
5:45 AM	105	313	5:45 PM	345	1493
6:00 AM	110		6:00 PM	289	
6:15 AM	166		6:15 PM	278	
6:30 AM	219		6:30 PM	268	
6:45 AM	248	743	6:45 PM	264	1099
7:00 AM	253		7:00 PM	203	
7:15 AM	269		7:15 PM	190	
7:30 AM	291		7:30 PM	176	
7:45 AM	273	1086	7:45 PM	178	747
8:00 AM	278		8:00 PM	141	
8:15 AM	280		8:15 PM	121	
8:30 AM	305		8:30 PM	106	
8:45 AM	262	1125	8:45 PM	108	476
9:00 AM	253		9:00 PM	106	
9:15 AM	262		9:15 PM	103	
9:30 AM	242		9:30 PM	71	
9:45 AM	226	983	9:45 PM	55	335
10:00 AM	243		10:00 PM	59	
10:15 AM	224		10:15 PM	50	
10:30 AM	245		10:30 PM	41	
10:45 AM	271	983	10:45 PM	40	190
11:00 AM	238		11:00 PM	35	
11:15 AM	261		11:15 PM	37	
11:30 AM	298		11:30 PM	34	
11:45 AM	239	1036	11:45 PM	15	121
Total	6551			11269	
Percent	36.76%			63.24%	
Day Total			17820		
Peak Hour	11:30 AM			4:30 PM	
Volume	1147			1679	
P.H.F.	0.891			0.958	

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Clarke Street & Arcade Avenue
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SB						NB						Combined					
Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min
12:00 AM	3		12:00 PM	132		12:00 AM	12		12:00 PM	139		12:00 AM	15		12:00 PM	271	
12:15 AM	3		12:15 PM	154		12:15 AM	19		12:15 PM	146		12:15 AM	22		12:15 PM	300	
12:30 AM	11		12:30 PM	136		12:30 AM	14		12:30 PM	148		12:30 AM	25		12:30 PM	284	
12:45 AM	5	22	12:45 PM	144	566	12:45 AM	9	54	12:45 PM	161	594	12:45 AM	14	76	12:45 PM	305	1160
1:00 AM	8		1:00 PM	123		1:00 AM	13		1:00 PM	163		1:00 AM	21		1:00 PM	286	
1:15 AM	5		1:15 PM	140		1:15 AM	6		1:15 PM	157		1:15 AM	11		1:15 PM	297	
1:30 AM	2		1:30 PM	130		1:30 AM	3		1:30 PM	162		1:30 AM	5		1:30 PM	292	
1:45 AM	5	20	1:45 PM	144	537	1:45 AM	10	32	1:45 PM	175	657	1:45 AM	15	52	1:45 PM	319	1194
2:00 AM	2		2:00 PM	145		2:00 AM	7		2:00 PM	166		2:00 AM	9		2:00 PM	311	
2:15 AM	4		2:15 PM	151		2:15 AM	2		2:15 PM	166		2:15 AM	6		2:15 PM	317	
2:30 AM	1		2:30 PM	152		2:30 AM	5		2:30 PM	170		2:30 AM	6		2:30 PM	322	
2:45 AM	5	12	2:45 PM	129	577	2:45 AM	2	16	2:45 PM	154	656	2:45 AM	7	28	2:45 PM	283	1233
3:00 AM	3		3:00 PM	152		3:00 AM	5		3:00 PM	188		3:00 AM	8		3:00 PM	340	
3:15 AM	4		3:15 PM	179		3:15 AM	5		3:15 PM	228		3:15 AM	9		3:15 PM	407	
3:30 AM	5		3:30 PM	183		3:30 AM	6		3:30 PM	193		3:30 AM	11		3:30 PM	376	
3:45 AM	9	21	3:45 PM	204	718	3:45 AM	3	19	3:45 PM	203	812	3:45 AM	12	40	3:45 PM	407	1530
4:00 AM	9		4:00 PM	201		4:00 AM	4		4:00 PM	188		4:00 AM	13		4:00 PM	389	
4:15 AM	9		4:15 PM	192		4:15 AM	13		4:15 PM	164		4:15 AM	22		4:15 PM	356	
4:30 AM	17		4:30 PM	194		4:30 AM	9		4:30 PM	195		4:30 AM	26		4:30 PM	389	
4:45 AM	28	63	4:45 PM	182	769	4:45 AM	24	50	4:45 PM	204	751	4:45 AM	52	113	4:45 PM	386	1520
5:00 AM	20		5:00 PM	184		5:00 AM	21		5:00 PM	202		5:00 AM	41		5:00 PM	386	
5:15 AM	30		5:15 PM	181		5:15 AM	33		5:15 PM	204		5:15 AM	63		5:15 PM	385	
5:30 AM	43		5:30 PM	181		5:30 AM	43		5:30 PM	199		5:30 AM	86		5:30 PM	380	
5:45 AM	60	153	5:45 PM	171	717	5:45 AM	44	141	5:45 PM	185	790	5:45 AM	104	294	5:45 PM	356	1507
6:00 AM	56		6:00 PM	150		6:00 AM	50		6:00 PM	159		6:00 AM	106		6:00 PM	309	
6:15 AM	79		6:15 PM	146		6:15 AM	93		6:15 PM	150		6:15 AM	172		6:15 PM	296	
6:30 AM	109		6:30 PM	144		6:30 AM	104		6:30 PM	149		6:30 AM	213		6:30 PM	293	
6:45 AM	98	342	6:45 PM	121	561	6:45 AM	114	361	6:45 PM	145	603	6:45 AM	212	703	6:45 PM	266	1164
7:00 AM	101		7:00 PM	98		7:00 AM	142		7:00 PM	116		7:00 AM	243		7:00 PM	214	
7:15 AM	115		7:15 PM	89		7:15 AM	145		7:15 PM	108		7:15 AM	260		7:15 PM	197	
7:30 AM	160		7:30 PM	78		7:30 AM	133		7:30 PM	105		7:30 AM	293		7:30 PM	183	
7:45 AM	141	517	7:45 PM	73	338	7:45 AM	147	567	7:45 PM	93	422	7:45 AM	288	1084	7:45 PM	166	760
8:00 AM	143		8:00 PM	83		8:00 AM	144		8:00 PM	81		8:00 AM	287		8:00 PM	164	
8:15 AM	131		8:15 PM	67		8:15 AM	136		8:15 PM	81		8:15 AM	267		8:15 PM	148	
8:30 AM	151		8:30 PM	57		8:30 AM	126		8:30 PM	77		8:30 AM	277		8:30 PM	134	
8:45 AM	136	561	8:45 PM	40	247	8:45 AM	146	552	8:45 PM	89	328	8:45 AM	282	1113	8:45 PM	129	575
9:00 AM	105		9:00 PM	48		9:00 AM	104		9:00 PM	74		9:00 AM	209		9:00 PM	122	
9:15 AM	124		9:15 PM	38		9:15 AM	108		9:15 PM	57		9:15 AM	232		9:15 PM	95	
9:30 AM	110		9:30 PM	38		9:30 AM	133		9:30 PM	53		9:30 AM	243		9:30 PM	91	
9:45 AM	125	464	9:45 PM	28	152	9:45 AM	121	466	9:45 PM	36	220	9:45 AM	246	930	9:45 PM	64	372
10:00 AM	110		10:00 PM	26		10:00 AM	124		10:00 PM	52		10:00 AM	234		10:00 PM	78	
10:15 AM	120		10:15 PM	23		10:15 AM	128		10:15 PM	41		10:15 AM	248		10:15 PM	64	
10:30 AM	141		10:30 PM	21		10:30 AM	122		10:30 PM	20		10:30 AM	263		10:30 PM	41	
10:45 AM	128	499	10:45 PM	20	90	10:45 AM	133	507	10:45 PM	20	133	10:45 AM	261	1006	10:45 PM	40	223
11:00 AM	135		11:00 PM	14		11:00 AM	142		11:00 PM	24		11:00 AM	277		11:00 PM	38	
11:15 AM	135		11:15 PM	14		11:15 AM	143		11:15 PM	23		11:15 AM	278		11:15 PM	37	
11:30 AM	144		11:30 PM	19		11:30 AM	149		11:30 PM	25		11:30 AM	293		11:30 PM	44	
11:45 AM	171	585	11:45 PM	7	54	11:45 AM	148	582	11:45 PM	16	88	11:45 AM	319	1167	11:45 PM	23	142
Total	3259			5326		Total	3347			6054		Total	6606			11380	
Percent	37.96%			62.04%		Percent	35.60%			64.40%		Percent	36.73%			63.27%	
Day Total			8585			Day Total			9401			Day Total			17986		
Peak Hour	11:30 AM			3:45 PM		Peak Hour	11:00 AM			3:00 PM		Peak Hour	11:30 AM			3:15 PM	
Volume	601			791		Volume	582			812		Volume	1183			1579	
P.H.F.	0.879			0.969		P.H.F.	0.977			0.890		P.H.F.	0.927			0.970	

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PDI File #: 207651 ATR-B

Count Date
Tuesday, October 20, 2020

Classification (60-minute)

SB

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	21	4	0	0	0	0	0	1	0	0	0	0	26
1:00 AM	0	7	6	0	0	1	2	1	0	0	0	0	0	17
2:00 AM	0	8	3	0	1	0	1	0	0	0	0	0	0	13
3:00 AM	0	14	3	0	4	1	0	0	0	1	0	0	0	23
4:00 AM	0	34	13	1	8	0	0	0	1	0	0	0	0	57
5:00 AM	0	98	34	1	20	2	0	2	3	0	0	0	0	160
6:00 AM	2	214	62	3	48	4	0	3	4	0	0	0	0	340
7:00 AM	6	365	95	3	54	9	1	6	4	0	0	0	0	543
8:00 AM	6	388	69	10	58	10	1	6	2	0	0	1	0	551
9:00 AM	6	284	106	4	50	9	1	3	4	0	0	0	0	467
10:00 AM	5	316	79	3	50	8	0	4	4	0	0	0	0	469
11:00 AM	4	352	76	3	46	5	2	3	6	0	0	0	0	497
12:00 PM	7	398	101	4	53	11	1	7	2	0	0	0	0	584
1:00 PM	0	424	85	7	48	8	0	4	1	0	0	0	0	577
2:00 PM	5	430	101	7	44	9	1	4	2	0	0	0	0	603
3:00 PM	8	493	128	3	44	6	0	1	1	0	0	0	0	684
4:00 PM	6	596	124	2	72	11	1	2	3	1	0	0	0	818
5:00 PM	4	519	90	1	50	5	0	3	0	0	0	0	0	672
6:00 PM	2	401	80	2	36	6	0	2	0	0	0	0	0	529
7:00 PM	0	242	50	2	27	2	0	0	0	0	0	0	0	323
8:00 PM	1	171	30	0	7	0	0	0	1	0	0	0	0	210
9:00 PM	2	95	20	0	6	0	0	0	0	0	0	0	0	123
10:00 PM	0	81	7	0	3	0	0	0	0	0	0	0	0	91
11:00 PM	0	34	8	1	3	0	0	0	0	0	0	0	0	46
Total	64	5985	1374	57	732	107	11	51	39	2	0	1	0	8423
Percent	0.76%	71.06%	16.31%	0.68%	8.69%	1.27%	0.13%	0.61%	0.46%	0.02%	0.00%	0.01%	0.00%	
AM Peak	7:00 AM	8:00 AM	9:00 AM	8:00 AM	8:00 AM	8:00 AM	1:00 AM	7:00 AM	11:00 AM	3:00 AM		8:00 AM		8:00 AM
Volume	6	388	106	10	58	10	2	6	6	1	0	1	0	551
PM Peak	3:00 PM	4:00 PM	3:00 PM	1:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	4:00 PM				4:00 PM
Volume	8	596	128	7	72	11	1	7	3	1	0	0	0	818

Cycles:	64	0.8%
Cars and Light Trucks:	7359	87.4%
Heavy Vehicles:	1000	11.9%

Fall River Avenue between
Clarke Street & Arcade Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-B

Count Date
Tuesday, October 20, 2020

Classification (60-minute)

NB

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	1	30	5	0	1	0	0	0	0	0	0	0	0	37
1:00 AM	0	14	1	0	2	0	0	0	0	0	0	0	0	17
2:00 AM	0	9	3	0	2	0	0	0	0	0	0	0	0	14
3:00 AM	0	25	6	0	2	2	0	0	0	1	0	0	0	36
4:00 AM	0	26	10	0	4	1	0	1	0	0	0	0	0	42
5:00 AM	0	88	44	2	11	2	0	0	6	0	0	0	0	153
6:00 AM	3	277	81	7	15	6	0	2	11	0	0	1	0	403
7:00 AM	1	407	104	4	15	8	0	1	3	0	0	0	0	543
8:00 AM	5	402	118	6	24	8	0	5	5	1	0	0	0	574
9:00 AM	8	373	91	4	24	6	0	3	6	1	0	0	0	516
10:00 AM	3	349	99	4	35	5	3	6	10	0	0	0	0	514
11:00 AM	2	404	85	4	28	3	0	9	4	0	0	0	0	539
12:00 PM	3	442	98	7	25	4	1	3	3	0	0	0	0	586
1:00 PM	5	438	112	4	22	4	2	6	3	0	0	0	0	596
2:00 PM	6	514	118	11	16	5	0	3	4	0	0	0	0	677
3:00 PM	8	642	128	8	23	8	0	3	6	1	0	0	0	827
4:00 PM	5	687	128	3	21	3	0	6	3	0	0	0	0	856
5:00 PM	6	677	103	3	18	3	0	6	5	0	0	0	0	821
6:00 PM	2	480	65	3	11	4	0	3	2	0	0	0	0	570
7:00 PM	1	362	45	0	8	4	0	0	4	0	0	0	0	424
8:00 PM	1	220	37	1	6	1	0	0	0	0	0	0	0	266
9:00 PM	1	172	35	0	3	0	0	1	0	0	0	0	0	212
10:00 PM	0	88	10	0	0	0	0	0	1	0	0	0	0	99
11:00 PM	0	67	6	0	1	0	0	1	0	0	0	0	0	75
PM Total	61	7193	1532	71	317	77	6	59	76	4	0	1	0	9397
Percent	0.65%	76.55%	16.30%	0.76%	3.37%	0.82%	0.06%	0.63%	0.81%	0.04%	0.00%	0.01%	0.00%	
AM Peak	9:00 AM	7:00 AM	8:00 AM	6:00 AM	10:00 AM	7:00 AM	10:00 AM	11:00 AM	6:00 AM	3:00 AM		6:00 AM		8:00 AM
Volume	8	407	118	7	35	8	3	9	11	1	0	1	0	574
PM Peak	3:00 PM	4:00 PM	3:00 PM	2:00 PM	12:00 PM	3:00 PM	1:00 PM	1:00 PM	3:00 PM	3:00 PM				4:00 PM
Volume	8	687	128	11	25	8	2	6	6	1	0	0	0	856

Cycles:	61	0.6%
Cars and Light Trucks:	8725	92.8%
Heavy Vehicles:	611	6.5%

Fall River Avenue between
Clarke Street & Arcade Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-B

Count Date
Tuesday, October 20, 2020

Classification (60-minute)

Combined

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	1	51	9	0	1	0	0	0	1	0	0	0	0	63
1:00 AM	0	21	7	0	2	1	2	1	0	0	0	0	0	34
2:00 AM	0	17	6	0	3	0	1	0	0	0	0	0	0	27
3:00 AM	0	39	9	0	6	3	0	0	0	2	0	0	0	59
4:00 AM	0	60	23	1	12	1	0	1	1	0	0	0	0	99
5:00 AM	0	186	78	3	31	4	0	2	9	0	0	0	0	313
6:00 AM	5	491	143	10	63	10	0	5	15	0	0	1	0	743
7:00 AM	7	772	199	7	69	17	1	7	7	0	0	0	0	1086
8:00 AM	11	790	187	16	82	18	1	11	7	1	0	1	0	1125
9:00 AM	14	657	197	8	74	15	1	6	10	1	0	0	0	983
10:00 AM	8	665	178	7	85	13	3	10	14	0	0	0	0	983
11:00 AM	6	756	161	7	74	8	2	12	10	0	0	0	0	1036
12:00 PM	10	840	199	11	78	15	2	10	5	0	0	0	0	1170
1:00 PM	5	862	197	11	70	12	2	10	4	0	0	0	0	1173
2:00 PM	11	944	219	18	60	14	1	7	6	0	0	0	0	1280
3:00 PM	16	1135	256	11	67	14	0	4	7	1	0	0	0	1511
4:00 PM	11	1283	252	5	93	14	1	8	6	1	0	0	0	1674
5:00 PM	10	1196	193	4	68	8	0	9	5	0	0	0	0	1493
6:00 PM	4	881	145	5	47	10	0	5	2	0	0	0	0	1099
7:00 PM	1	604	95	2	35	6	0	0	4	0	0	0	0	747
8:00 PM	2	391	67	1	13	1	0	0	1	0	0	0	0	476
9:00 PM	3	267	55	0	9	0	0	1	0	0	0	0	0	335
10:00 PM	0	169	17	0	3	0	0	0	1	0	0	0	0	190
11:00 PM	0	101	14	1	4	0	0	1	0	0	0	0	0	121
PM Total	125	13178	2906	128	1049	184	17	110	115	6	0	2	0	17820
Percent	0.70%	73.95%	16.31%	0.72%	5.89%	1.03%	0.10%	0.62%	0.65%	0.03%	0.00%	0.01%	0.00%	
AM Peak	9:00 AM	8:00 AM	7:00 AM	8:00 AM	10:00 AM	8:00 AM	10:00 AM	11:00 AM	6:00 AM	3:00 AM		6:00 AM		8:00 AM
Volume	14	790	199	16	85	18	3	12	15	2	0	1	0	1125
PM Peak	3:00 PM	4:00 PM	3:00 PM	2:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	3:00 PM				4:00 PM
Volume	16	1283	256	18	93	15	2	10	7	1	0	0	0	1674

Cycles:	125	0.7%
Cars and Light Trucks:	16084	90.3%
Heavy Vehicles:	1611	9.0%

Fall River Avenue between
Clarke Street & Arcade Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-B

Count Date
Wednesday, October 21, 2020

Classification (60-minute)

SB

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	16	3	0	2	0	0	0	1	0	0	0	0	22
1:00 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
2:00 AM	0	7	4	0	0	0	0	1	0	0	0	0	0	12
3:00 AM	0	14	4	0	3	0	0	0	0	0	0	0	0	21
4:00 AM	0	38	14	1	8	1	0	0	1	0	0	0	0	63
5:00 AM	2	93	30	5	21	0	0	1	1	0	0	0	0	153
6:00 AM	3	212	59	6	54	2	1	3	2	0	0	0	0	342
7:00 AM	2	341	97	7	52	10	2	6	0	0	0	0	0	517
8:00 AM	5	379	100	8	50	6	2	7	3	1	0	0	0	561
9:00 AM	6	308	87	3	44	10	1	2	3	0	0	0	0	464
10:00 AM	3	353	79	2	47	7	0	6	2	0	0	0	0	499
11:00 AM	2	432	83	6	46	5	2	7	2	0	0	0	0	585
12:00 PM	4	402	96	2	47	8	1	6	0	0	0	0	0	566
1:00 PM	6	387	77	5	44	10	2	2	4	0	0	0	0	537
2:00 PM	6	418	97	3	39	7	2	4	1	0	0	0	0	577
3:00 PM	11	515	117	4	56	13	0	1	1	0	0	0	0	718
4:00 PM	15	575	107	1	56	9	3	2	1	0	0	0	0	769
5:00 PM	4	532	117	0	54	6	0	0	4	0	0	0	0	717
6:00 PM	7	408	81	0	58	4	0	2	1	0	0	0	0	561
7:00 PM	3	266	48	0	19	1	0	0	1	0	0	0	0	338
8:00 PM	1	197	33	0	14	2	0	0	0	0	0	0	0	247
9:00 PM	0	118	26	0	6	1	1	0	0	0	0	0	0	152
10:00 PM	0	76	10	0	4	0	0	0	0	0	0	0	0	90
11:00 PM	0	40	10	0	3	1	0	0	0	0	0	0	0	54
Total	80	6143	1382	53	728	103	17	50	28	1	0	0	0	8585
Percent	0.93%	71.56%	16.10%	0.62%	8.48%	1.20%	0.20%	0.58%	0.33%	0.01%	0.00%	0.00%	0.00%	
AM Peak	9:00 AM	11:00 AM	8:00 AM	8:00 AM	6:00 AM	7:00 AM	7:00 AM	8:00 AM	8:00 AM	8:00 AM				11:00 AM
Volume	6	432	100	8	54	10	2	7	3	1	0	0	0	585
PM Peak	4:00 PM	4:00 PM	3:00 PM	1:00 PM	6:00 PM	3:00 PM	4:00 PM	12:00 PM	1:00 PM					4:00 PM
Volume	15	575	117	5	58	13	3	6	4	0	0	0	0	769

Cycles:	80	0.9%
Cars and Light Trucks:	7525	87.7%
Heavy Vehicles:	980	11.4%

Fall River Avenue between
Clarke Street & Arcade Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-B

Count Date
Wednesday, October 21, 2020

Classification (60-minute)

NB

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	45	7	0	2	0	0	0	0	0	0	0	0	54
1:00 AM	1	26	2	1	2	0	0	0	0	0	0	0	0	32
2:00 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
3:00 AM	0	13	3	0	3	0	0	0	0	0	0	0	0	19
4:00 AM	1	35	11	0	2	1	0	0	0	0	0	0	0	50
5:00 AM	0	76	46	1	13	1	0	1	3	0	0	0	0	141
6:00 AM	3	251	81	5	13	4	0	0	4	0	0	0	0	361
7:00 AM	5	438	87	5	20	6	0	3	3	0	0	0	0	567
8:00 AM	1	409	102	7	19	7	0	2	5	0	0	0	0	552
9:00 AM	2	327	89	6	28	9	0	1	3	1	0	0	0	466
10:00 AM	2	372	96	5	18	5	0	4	5	0	0	0	0	507
11:00 AM	2	439	100	3	27	4	1	1	4	0	1	0	0	582
12:00 PM	7	431	106	4	28	8	0	5	5	0	0	0	0	594
1:00 PM	2	490	123	4	23	8	2	3	2	0	0	0	0	657
2:00 PM	7	493	107	10	19	8	0	6	6	0	0	0	0	656
3:00 PM	5	651	108	4	28	6	0	4	5	0	1	0	0	812
4:00 PM	15	587	104	4	25	7	0	7	2	0	0	0	0	751
5:00 PM	9	667	93	1	8	4	0	5	3	0	0	0	0	790
6:00 PM	9	481	89	1	15	2	0	4	2	0	0	0	0	603
7:00 PM	2	356	54	0	4	3	0	0	3	0	0	0	0	422
8:00 PM	0	277	46	0	2	1	0	1	1	0	0	0	0	328
9:00 PM	0	191	27	0	1	0	0	0	1	0	0	0	0	220
10:00 PM	1	110	15	0	2	1	0	0	3	0	0	1	0	133
11:00 PM	0	75	12	0	0	0	0	1	0	0	0	0	0	88
PM Total	74	7252	1511	61	303	85	3	48	60	1	2	1	0	9401
Percent	0.79%	77.14%	16.07%	0.65%	3.22%	0.90%	0.03%	0.51%	0.64%	0.01%	0.02%	0.01%	0.00%	
AM Peak	7:00 AM	11:00 AM	8:00 AM	8:00 AM	9:00 AM	9:00 AM	11:00 AM	10:00 AM	8:00 AM	9:00 AM	11:00 AM			11:00 AM
Volume	5	439	102	7	28	9	1	4	5	1	1	0	0	582
PM Peak	4:00 PM	5:00 PM	1:00 PM	2:00 PM	12:00 PM	12:00 PM	1:00 PM	4:00 PM	2:00 PM		3:00 PM	10:00 PM		3:00 PM
Volume	15	667	123	10	28	8	2	7	6	0	1	1	0	812

Cycles:	74	0.8%
Cars and Light Trucks:	8763	93.2%
Heavy Vehicles:	564	6.0%

Fall River Avenue between
Clarke Street & Arcade Avenue
City, State: Seekonk, MA
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PDI File #: 207651 ATR-B

Count Date
Wednesday, October 21, 2020

Classification (60-minute)

Combined

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	61	10	0	4	0	0	0	1	0	0	0	0	76
1:00 AM	1	42	5	1	3	0	0	0	0	0	0	0	0	52
2:00 AM	0	19	7	0	1	0	0	1	0	0	0	0	0	28
3:00 AM	0	27	7	0	6	0	0	0	0	0	0	0	0	40
4:00 AM	1	73	25	1	10	2	0	0	1	0	0	0	0	113
5:00 AM	2	169	76	6	34	1	0	2	4	0	0	0	0	294
6:00 AM	6	463	140	11	67	6	1	3	6	0	0	0	0	703
7:00 AM	7	779	184	12	72	16	2	9	3	0	0	0	0	1084
8:00 AM	6	788	202	15	69	13	2	9	8	1	0	0	0	1113
9:00 AM	8	635	176	9	72	19	1	3	6	1	0	0	0	930
10:00 AM	5	725	175	7	65	12	0	10	7	0	0	0	0	1006
11:00 AM	4	871	183	9	73	9	3	8	6	0	1	0	0	1167
12:00 PM	11	833	202	6	75	16	1	11	5	0	0	0	0	1160
1:00 PM	8	877	200	9	67	18	4	5	6	0	0	0	0	1194
2:00 PM	13	911	204	13	58	15	2	10	7	0	0	0	0	1233
3:00 PM	16	1166	225	8	84	19	0	5	6	0	1	0	0	1530
4:00 PM	30	1162	211	5	81	16	3	9	3	0	0	0	0	1520
5:00 PM	13	1199	210	1	62	10	0	5	7	0	0	0	0	1507
6:00 PM	16	889	170	1	73	6	0	6	3	0	0	0	0	1164
7:00 PM	5	622	102	0	23	4	0	0	4	0	0	0	0	760
8:00 PM	1	474	79	0	16	3	0	1	1	0	0	0	0	575
9:00 PM	0	309	53	0	7	1	1	0	1	0	0	0	0	372
10:00 PM	1	186	25	0	6	1	0	0	3	0	0	1	0	223
11:00 PM	0	115	22	0	3	1	0	1	0	0	0	0	0	142
PM Total	154	13395	2893	114	1031	188	20	98	88	2	2	1	0	17986
Percent	0.86%	74.47%	16.08%	0.63%	5.73%	1.05%	0.11%	0.54%	0.49%	0.01%	0.01%	0.01%	0.00%	
AM Peak	9:00 AM	11:00 AM	8:00 AM	8:00 AM	11:00 AM	9:00 AM	11:00 AM	10:00 AM	8:00 AM	8:00 AM	11:00 AM			11:00 AM
Volume	8	871	202	15	73	19	3	10	8	1	1	0	0	1167
PM Peak	4:00 PM	5:00 PM	3:00 PM	2:00 PM	3:00 PM	3:00 PM	1:00 PM	12:00 PM	2:00 PM		3:00 PM	10:00 PM		3:00 PM
Volume	30	1199	225	13	84	19	4	11	7	0	1	1	0	1530

Cycles:	154	0.9%
Cars and Light Trucks:	16288	90.6%
Heavy Vehicles:	1544	8.6%

Fall River Avenue between
Clarke Street & Arcade Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
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Count Date
Tuesday, October 20, 2020

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	8	8	6	2	2	0	0	0	0	26	43.8	38.5
1:00 AM	0	1	0	2	6	5	2	1	0	0	0	0	0	17	39.6	34.7
2:00 AM	0	0	0	1	4	2	4	2	0	0	0	0	0	13	44.2	38.0
3:00 AM	0	0	0	1	6	8	6	2	0	0	0	0	0	23	42.7	37.6
4:00 AM	0	0	0	4	11	25	14	3	0	0	0	0	0	57	42.6	37.0
5:00 AM	0	0	0	5	34	80	33	7	1	0	0	0	0	160	41.0	36.9
6:00 AM	0	0	1	19	105	166	44	5	0	0	0	0	0	340	39.0	35.6
7:00 AM	0	0	17	53	214	213	43	3	0	0	0	0	0	543	38.0	34.0
8:00 AM	0	0	25	37	207	240	38	3	1	0	0	0	0	551	38.0	34.2
9:00 AM	0	0	5	57	226	156	20	3	0	0	0	0	0	467	37.1	33.5
10:00 AM	10	0	8	41	176	202	28	3	1	0	0	0	0	469	38.0	33.9
11:00 AM	0	0	5	34	160	241	52	4	1	0	0	0	0	497	39.0	35.1
12:00 PM	0	0	8	55	242	247	29	3	0	0	0	0	0	584	38.0	34.2
1:00 PM	0	0	4	37	218	268	43	6	1	0	0	0	0	577	38.0	34.8
2:00 PM	0	0	5	38	249	247	59	5	0	0	0	0	0	603	39.0	34.8
3:00 PM	3	3	15	52	279	275	54	3	0	0	0	0	0	684	38.0	34.2
4:00 PM	18	17	52	61	368	263	38	1	0	0	0	0	0	818	37.0	32.3
5:00 PM	0	0	5	56	269	283	56	2	0	0	0	1	0	672	38.0	34.6
6:00 PM	0	0	3	41	208	223	52	1	1	0	0	0	0	529	38.8	34.6
7:00 PM	0	0	0	17	117	145	41	3	0	0	0	0	0	323	39.0	35.4
8:00 PM	0	0	1	7	61	93	45	2	0	0	0	1	0	210	40.0	36.4
9:00 PM	0	0	0	2	22	66	30	3	0	0	0	0	0	123	41.0	37.3
10:00 PM	0	0	0	2	26	47	14	2	0	0	0	0	0	91	40.0	36.3
11:00 PM	0	0	0	2	16	20	5	3	0	0	0	0	0	46	40.0	36.1
Total	31	21	154	624	3232	3523	756	72	8	0	0	2	0	8423	38.0	34.5
Percent	0.37%	0.25%	1.83%	7.41%	38.37%	41.83%	8.98%	0.85%	0.09%	0.00%	0.00%	0.02%	0.00%			
AM Peak	10:00 AM	1:00 AM	8:00 AM	9:00 AM	9:00 AM	11:00 AM	11:00 AM	5:00 AM	12:00 AM					8:00 AM		
Volume	10	1	25	57	226	241	52	7	2	0	0	0	0	551		
PM Peak	4:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM	5:00 PM	2:00 PM	1:00 PM	1:00 PM			5:00 PM		4:00 PM		
Volume	18	17	52	61	368	283	59	6	1	0	0	1	0	818		

15th Percentile:	31.0 MPH	Average Speed:	34.5 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	3425
85th Percentile:	38.0 MPH	Number in Pace:	6755	Percent of Vehicles > 35 MPH:	40.7%
95th Percentile:	41.0 MPH	Percent in Pace:	80.2%		

Fall River Avenue between
Clarke Street & Arcade Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-B

Count Date
Tuesday, October 20, 2020

Speed (60-minute)

NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	1	10	15	8	1	2	0	0	0	0	37	42.0	37.2
1:00 AM	0	0	0	0	4	6	5	1	0	1	0	0	0	17	43.2	39.2
2:00 AM	0	0	0	0	2	7	4	1	0	0	0	0	0	14	40.0	37.6
3:00 AM	0	0	0	2	11	11	8	3	1	0	0	0	0	36	43.8	37.2
4:00 AM	0	0	1	1	12	16	11	0	1	0	0	0	0	42	40.9	36.4
5:00 AM	0	0	0	7	61	56	23	5	0	1	0	0	0	153	40.0	35.9
6:00 AM	0	0	3	32	174	164	26	4	0	0	0	0	0	403	38.0	34.4
7:00 AM	0	1	25	82	250	165	19	1	0	0	0	0	0	543	37.0	32.8
8:00 AM	5	5	15	82	302	141	24	0	0	0	0	0	0	574	36.0	32.3
9:00 AM	0	0	13	100	274	117	11	1	0	0	0	0	0	516	36.0	32.1
10:00 AM	9	1	20	75	257	137	14	1	0	0	0	0	0	514	37.0	32.3
11:00 AM	2	2	5	55	246	200	28	1	0	0	0	0	0	539	38.0	33.8
12:00 PM	3	13	10	85	267	180	24	4	0	0	0	0	0	586	37.0	32.7
1:00 PM	0	3	15	82	300	179	17	0	0	0	0	0	0	596	36.0	32.9
2:00 PM	0	0	16	81	363	196	20	1	0	0	0	0	0	677	36.0	32.9
3:00 PM	2	15	53	157	356	226	18	0	0	0	0	0	0	827	36.0	31.7
4:00 PM	2	2	19	170	450	190	22	1	0	0	0	0	0	856	36.0	32.2
5:00 PM	2	6	27	179	401	184	21	1	0	0	0	0	0	821	36.0	31.8
6:00 PM	0	0	7	50	307	181	23	2	0	0	0	0	0	570	37.0	33.5
7:00 PM	0	11	8	48	184	146	25	2	0	0	0	0	0	424	37.6	33.3
8:00 PM	0	0	0	25	110	102	28	1	0	0	0	0	0	266	39.0	34.4
9:00 PM	0	0	2	17	68	98	25	1	1	0	0	0	0	212	39.0	35.1
10:00 PM	0	0	0	5	29	53	11	0	1	0	0	0	0	99	39.0	35.7
11:00 PM	0	0	0	6	21	31	14	2	1	0	0	0	0	75	40.0	36.2
Total	25	59	239	1342	4459	2801	429	34	7	2	0	0	0	9397	37.0	32.9
Percent	0.27%	0.63%	2.54%	14.28%	47.45%	29.81%	4.57%	0.36%	0.07%	0.02%	0.00%	0.00%	0.00%			
AM Peak	10:00 AM	8:00 AM	7:00 AM	9:00 AM	8:00 AM	11:00 AM	11:00 AM	5:00 AM	12:00 AM	1:00 AM				8:00 AM		
Volume	9	5	25	100	302	200	28	5	2	1	0	0	0	574		
PM Peak	12:00 PM	3:00 PM	3:00 PM	5:00 PM	4:00 PM	3:00 PM	8:00 PM	12:00 PM	9:00 PM					4:00 PM		
Volume	3	15	53	179	450	226	28	4	1	0	0	0	0	856		

15th Percentile:	29.0 MPH	Average Speed:	32.9 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	33.0 MPH	10 MPH Pace:	29 to 38 MPH	Number of Vehicles > 35 MPH:	2368
85th Percentile:	37.0 MPH	Number in Pace:	7469	Percent of Vehicles > 35 MPH:	25.2%
95th Percentile:	40.0 MPH	Percent in Pace:	79.5%		

Fall River Avenue between
Clarke Street & Arcade Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-B

Count Date
Tuesday, October 20, 2020

Speed (60-minute)

Combined SB and NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	1	18	23	14	3	4	0	0	0	0	63	42.7	37.7
1:00 AM	0	1	0	2	10	11	7	2	0	1	0	0	0	34	42.1	36.9
2:00 AM	0	0	0	1	6	9	8	3	0	0	0	0	0	27	44.0	37.8
3:00 AM	0	0	0	3	17	19	14	5	1	0	0	0	0	59	43.0	37.3
4:00 AM	0	0	1	5	23	41	25	3	1	0	0	0	0	99	41.3	36.7
5:00 AM	0	0	0	12	95	136	56	12	1	1	0	0	0	313	41.0	36.4
6:00 AM	0	0	4	51	279	330	70	9	0	0	0	0	0	743	39.0	34.9
7:00 AM	0	1	42	135	464	378	62	4	0	0	0	0	0	1086	37.0	33.4
8:00 AM	5	5	40	119	509	381	62	3	1	0	0	0	0	1125	37.0	33.2
9:00 AM	0	0	18	157	500	273	31	4	0	0	0	0	0	983	37.0	32.8
10:00 AM	19	1	28	116	433	339	42	4	1	0	0	0	0	983	38.0	33.0
11:00 AM	2	2	10	89	406	441	80	5	1	0	0	0	0	1036	38.0	34.4
12:00 PM	3	13	18	140	509	427	53	7	0	0	0	0	0	1170	37.0	33.5
1:00 PM	0	3	19	119	518	447	60	6	1	0	0	0	0	1173	38.0	33.8
2:00 PM	0	0	21	119	612	443	79	6	0	0	0	0	0	1280	38.0	33.8
3:00 PM	5	18	68	209	635	501	72	3	0	0	0	0	0	1511	37.0	32.8
4:00 PM	20	19	71	231	818	453	60	2	0	0	0	0	0	1674	36.0	32.2
5:00 PM	2	6	32	235	670	467	77	3	0	0	0	1	0	1493	37.0	33.1
6:00 PM	0	0	10	91	515	404	75	3	1	0	0	0	0	1099	38.0	34.0
7:00 PM	0	11	8	65	301	291	66	5	0	0	0	0	0	747	38.0	34.2
8:00 PM	0	0	1	32	171	195	73	3	0	0	0	1	0	476	40.0	35.3
9:00 PM	0	0	2	19	90	164	55	4	1	0	0	0	0	335	40.0	35.9
10:00 PM	0	0	0	7	55	100	25	2	1	0	0	0	0	190	39.0	36.0
11:00 PM	0	0	0	8	37	51	19	5	1	0	0	0	0	121	40.0	36.2
Total	56	80	393	1966	7691	6324	1185	106	15	2	0	2	0	17820	38.0	33.7
Percent	0.31%	0.45%	2.21%	11.03%	43.16%	35.49%	6.65%	0.59%	0.08%	0.01%	0.00%	0.01%	0.00%			
AM Peak	10:00 AM	8:00 AM	7:00 AM	9:00 AM	8:00 AM	11:00 AM	11:00 AM	5:00 AM	12:00 AM	1:00 AM				8:00 AM		
Volume	19	5	42	157	509	441	80	12	4	1	0	0	0	1125		
PM Peak	4:00 PM	4:00 PM	4:00 PM	5:00 PM	4:00 PM	3:00 PM	2:00 PM	12:00 PM	1:00 PM			5:00 PM		4:00 PM		
Volume	20	19	71	235	818	501	79	7	1	0	0	1	0	1674		

15th Percentile:	30.0 MPH	Average Speed:	33.7 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	34.0 MPH	10 MPH Pace:	29 to 38 MPH	Number of Vehicles > 35 MPH:	5793
85th Percentile:	38.0 MPH	Number in Pace:	14051	Percent of Vehicles > 35 MPH:	32.5%
95th Percentile:	40.0 MPH	Percent in Pace:	78.8%		

Fall River Avenue between
Clarke Street & Arcade Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-B

Count Date
Wednesday, October 21, 2020

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	7	9	2	3	0	1	0	0	0	22	45.6	38.5
1:00 AM	0	0	0	4	3	9	3	1	0	0	0	0	0	20	40.0	35.6
2:00 AM	0	0	2	1	2	2	3	2	0	0	0	0	0	12	44.1	36.1
3:00 AM	0	0	0	0	6	7	8	0	0	0	0	0	0	21	42.0	37.3
4:00 AM	0	0	2	2	14	24	19	2	0	0	0	0	0	63	41.0	36.9
5:00 AM	0	0	1	9	35	80	24	4	0	0	0	0	0	153	40.0	35.9
6:00 AM	0	0	3	16	132	154	32	5	0	0	0	0	0	342	39.0	35.0
7:00 AM	0	0	0	46	220	213	36	2	0	0	0	0	0	517	38.0	34.4
8:00 AM	0	0	7	42	240	221	47	4	0	0	0	0	0	561	38.0	34.4
9:00 AM	0	0	0	51	161	195	51	4	2	0	0	0	0	464	39.0	34.7
10:00 AM	0	0	0	41	198	202	54	4	0	0	0	0	0	499	39.0	34.8
11:00 AM	0	0	3	27	263	246	42	3	1	0	0	0	0	585	38.0	34.8
12:00 PM	0	0	6	33	223	246	57	1	0	0	0	0	0	566	38.0	34.7
1:00 PM	0	0	12	64	212	200	41	8	0	0	0	0	0	537	38.0	34.1
2:00 PM	0	0	10	35	216	256	54	4	2	0	0	0	0	577	39.0	34.8
3:00 PM	0	1	7	46	325	286	50	3	0	0	0	0	0	718	38.0	34.3
4:00 PM	143	28	79	37	238	210	31	3	0	0	0	0	0	769	37.0	27.8
5:00 PM	0	0	0	34	282	342	53	4	1	0	0	1	0	717	38.0	35.0
6:00 PM	0	0	1	29	244	236	44	4	3	0	0	0	0	561	38.0	34.7
7:00 PM	1	0	1	18	114	153	43	7	0	1	0	0	0	338	39.5	35.5
8:00 PM	0	0	6	16	70	118	26	8	3	0	0	0	0	247	39.1	35.6
9:00 PM	0	0	0	2	35	78	31	3	2	1	0	0	0	152	41.0	37.3
10:00 PM	0	0	0	3	19	46	18	4	0	0	0	0	0	90	41.7	37.0
11:00 PM	0	0	0	1	11	22	13	6	1	0	0	0	0	54	42.1	38.4
Total	144	29	140	557	3270	3555	782	89	15	3	0	1	0	8585	39.0	34.2
Percent	1.68%	0.34%	1.63%	6.49%	38.09%	41.41%	9.11%	1.04%	0.17%	0.03%	0.00%	0.01%	0.00%			
AM Peak			8:00 AM	9:00 AM	11:00 AM	11:00 AM	10:00 AM	6:00 AM	9:00 AM	12:00 AM				11:00 AM		
Volume	0	0	7	51	263	246	54	5	2	1	0	0	0	585		
PM Peak	4:00 PM	4:00 PM	4:00 PM	1:00 PM	3:00 PM	5:00 PM	12:00 PM	1:00 PM	6:00 PM	7:00 PM		5:00 PM		4:00 PM		
Volume	143	28	79	64	325	342	57	8	3	1	0	1	0	769		

15th Percentile:	31.0 MPH	Average Speed:	34.2 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	3507
85th Percentile:	39.0 MPH	Number in Pace:	6825	Percent of Vehicles > 35 MPH:	40.9%
95th Percentile:	41.0 MPH	Percent in Pace:	79.5%		

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Count Date
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Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	4	22	20	4	3	1	0	0	0	0	54	39.1	35.5
1:00 AM	0	0	0	3	15	7	5	2	0	0	0	0	0	32	40.0	35.0
2:00 AM	0	0	0	0	4	8	3	1	0	0	0	0	0	16	41.0	36.8
3:00 AM	0	0	0	0	6	6	6	1	0	0	0	0	0	19	42.3	37.6
4:00 AM	0	0	1	3	14	25	6	0	0	1	0	0	0	50	39.0	35.6
5:00 AM	0	0	0	5	41	66	25	3	1	0	0	0	0	141	40.0	36.2
6:00 AM	0	1	4	29	179	121	26	1	0	0	0	0	0	361	38.0	33.8
7:00 AM	3	0	16	47	241	224	33	3	0	0	0	0	0	567	38.0	33.9
8:00 AM	0	2	14	74	267	168	25	2	0	0	0	0	0	552	37.0	33.1
9:00 AM	6	6	22	63	192	158	18	1	0	0	0	0	0	466	37.0	32.5
10:00 AM	0	0	0	55	241	183	27	1	0	0	0	0	0	507	37.0	33.7
11:00 AM	0	0	9	70	274	198	30	1	0	0	0	0	0	582	37.0	33.5
12:00 PM	0	3	12	58	278	199	42	2	0	0	0	0	0	594	38.0	33.6
1:00 PM	0	3	11	59	290	263	30	1	0	0	0	0	0	657	37.0	33.8
2:00 PM	0	9	22	78	290	221	36	0	0	0	0	0	0	656	37.0	33.1
3:00 PM	2	0	19	109	396	260	25	1	0	0	0	0	0	812	37.0	32.9
4:00 PM	4	11	86	109	372	155	14	0	0	0	0	0	0	751	35.0	30.9
5:00 PM	0	0	8	139	385	222	34	2	0	0	0	0	0	790	37.0	32.9
6:00 PM	0	1	7	93	317	166	17	2	0	0	0	0	0	603	36.0	32.8
7:00 PM	0	0	2	47	182	170	20	1	0	0	0	0	0	422	37.0	33.9
8:00 PM	0	0	0	26	130	135	32	4	0	1	0	0	0	328	38.0	34.9
9:00 PM	0	0	0	8	76	110	23	2	1	0	0	0	0	220	39.0	35.6
10:00 PM	0	0	0	6	42	54	28	2	0	1	0	0	0	133	41.0	36.5
11:00 PM	0	0	0	3	20	41	19	4	1	0	0	0	0	88	41.0	37.0
Total	15	36	233	1088	4274	3180	528	40	4	3	0	0	0	9401	37.0	33.4
Percent	0.16%	0.38%	2.48%	11.57%	45.46%	33.83%	5.62%	0.43%	0.04%	0.03%	0.00%	0.00%	0.00%			
AM Peak	9:00 AM	9:00 AM	9:00 AM	8:00 AM	11:00 AM	7:00 AM	7:00 AM	12:00 AM	12:00 AM	4:00 AM				11:00 AM		
Volume	6	6	22	74	274	224	33	3	1	1	0	0	0	582		
PM Peak	4:00 PM	4:00 PM	4:00 PM	5:00 PM	3:00 PM	1:00 PM	12:00 PM	8:00 PM	9:00 PM	8:00 PM				3:00 PM		
Volume	4	11	86	139	396	263	42	4	1	1	0	0	0	812		

15th Percentile:	30.0 MPH	Average Speed:	33.4 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	34.0 MPH	10 MPH Pace:	29 to 38 MPH	Number of Vehicles > 35 MPH:	2808
85th Percentile:	37.0 MPH	Number in Pace:	7574	Percent of Vehicles > 35 MPH:	29.9%
95th Percentile:	40.0 MPH	Percent in Pace:	80.6%		

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Combined SB and NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	4	29	29	6	6	1	1	0	0	0	76	40.0	36.4
1:00 AM	0	0	0	7	18	16	8	3	0	0	0	0	0	52	40.0	35.3
2:00 AM	0	0	2	1	6	10	6	3	0	0	0	0	0	28	42.0	36.5
3:00 AM	0	0	0	0	12	13	14	1	0	0	0	0	0	40	42.2	37.5
4:00 AM	0	0	3	5	28	49	25	2	0	1	0	0	0	113	40.2	36.3
5:00 AM	0	0	1	14	76	146	49	7	1	0	0	0	0	294	40.0	36.1
6:00 AM	0	1	7	45	311	275	58	6	0	0	0	0	0	703	38.0	34.4
7:00 AM	3	0	16	93	461	437	69	5	0	0	0	0	0	1084	38.0	34.1
8:00 AM	0	2	21	116	507	389	72	6	0	0	0	0	0	1113	38.0	33.8
9:00 AM	6	6	22	114	353	353	69	5	2	0	0	0	0	930	38.0	33.6
10:00 AM	0	0	0	96	439	385	81	5	0	0	0	0	0	1006	38.0	34.3
11:00 AM	0	0	12	97	537	444	72	4	1	0	0	0	0	1167	38.0	34.1
12:00 PM	0	3	18	91	501	445	99	3	0	0	0	0	0	1160	38.0	34.2
1:00 PM	0	3	23	123	502	463	71	9	0	0	0	0	0	1194	38.0	33.9
2:00 PM	0	9	32	113	506	477	90	4	2	0	0	0	0	1233	38.0	33.9
3:00 PM	2	1	26	155	721	546	75	4	0	0	0	0	0	1530	37.0	33.6
4:00 PM	147	39	165	146	610	365	45	3	0	0	0	0	0	1520	36.0	29.3
5:00 PM	0	0	8	173	667	564	87	6	1	0	0	1	0	1507	37.0	33.9
6:00 PM	0	1	8	122	561	402	61	6	3	0	0	0	0	1164	37.0	33.7
7:00 PM	1	0	3	65	296	323	63	8	0	1	0	0	0	760	38.0	34.6
8:00 PM	0	0	6	42	200	253	58	12	3	1	0	0	0	575	39.0	35.2
9:00 PM	0	0	0	10	111	188	54	5	3	1	0	0	0	372	40.0	36.3
10:00 PM	0	0	0	9	61	100	46	6	0	1	0	0	0	223	41.0	36.7
11:00 PM	0	0	0	4	31	63	32	10	2	0	0	0	0	142	42.0	37.6
Total	159	65	373	1645	7544	6735	1310	129	19	6	0	1	0	17986	38.0	33.8
Percent	0.88%	0.36%	2.07%	9.15%	41.94%	37.45%	7.28%	0.72%	0.11%	0.03%	0.00%	0.01%	0.00%			
AM Peak	9:00 AM	9:00 AM	9:00 AM	8:00 AM	11:00 AM	11:00 AM	10:00 AM	5:00 AM	9:00 AM	12:00 AM				11:00 AM		
Volume	6	6	22	116	537	444	81	7	2	1	0	0	0	1167		
PM Peak	4:00 PM	4:00 PM	4:00 PM	5:00 PM	3:00 PM	5:00 PM	12:00 PM	8:00 PM	6:00 PM	7:00 PM		5:00 PM		3:00 PM		
Volume	147	39	165	173	721	564	99	12	3	1	0	1	0	1530		

15th Percentile:	30.0 MPH	Average Speed:	33.8 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	34.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	6315
85th Percentile:	38.0 MPH	Number in Pace:	14279	Percent of Vehicles > 35 MPH:	35.1%
95th Percentile:	41.0 MPH	Percent in Pace:	79.4%		

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-C

Count Date:
Tuesday, October 20, 2020

Volume

SB						NB						Combined					
Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min
12:00 AM	15		12:00 PM	184		12:00 AM	16		12:00 PM	173		12:00 AM	31		12:00 PM	357	
12:15 AM	15		12:15 PM	195		12:15 AM	8		12:15 PM	164		12:15 AM	23		12:15 PM	359	
12:30 AM	7		12:30 PM	204		12:30 AM	7		12:30 PM	159		12:30 AM	14		12:30 PM	363	
12:45 AM	6	43	12:45 PM	194	777	12:45 AM	13	44	12:45 PM	159	655	12:45 AM	19	87	12:45 PM	353	1432
1:00 AM	17		1:00 PM	210		1:00 AM	10		1:00 PM	187		1:00 AM	27		1:00 PM	397	
1:15 AM	10		1:15 PM	175		1:15 AM	12		1:15 PM	197		1:15 AM	22		1:15 PM	372	
1:30 AM	9		1:30 PM	197		1:30 AM	12		1:30 PM	171		1:30 AM	21		1:30 PM	368	
1:45 AM	5	41	1:45 PM	214	796	1:45 AM	7	41	1:45 PM	180	735	1:45 AM	12	82	1:45 PM	394	1531
2:00 AM	8		2:00 PM	224		2:00 AM	17		2:00 PM	180		2:00 AM	25		2:00 PM	404	
2:15 AM	5		2:15 PM	243		2:15 AM	10		2:15 PM	181		2:15 AM	15		2:15 PM	424	
2:30 AM	6		2:30 PM	215		2:30 AM	4		2:30 PM	208		2:30 AM	10		2:30 PM	423	
2:45 AM	3	22	2:45 PM	219	901	2:45 AM	5	36	2:45 PM	194	763	2:45 AM	8	58	2:45 PM	413	1664
3:00 AM	7		3:00 PM	208		3:00 AM	19		3:00 PM	217		3:00 AM	26		3:00 PM	425	
3:15 AM	8		3:15 PM	242		3:15 AM	15		3:15 PM	210		3:15 AM	23		3:15 PM	452	
3:30 AM	10		3:30 PM	239		3:30 AM	6		3:30 PM	209		3:30 AM	16		3:30 PM	448	
3:45 AM	13	38	3:45 PM	257	946	3:45 AM	10	50	3:45 PM	212	848	3:45 AM	23	88	3:45 PM	469	1794
4:00 AM	17		4:00 PM	317		4:00 AM	11		4:00 PM	207		4:00 AM	28		4:00 PM	524	
4:15 AM	8		4:15 PM	252		4:15 AM	7		4:15 PM	220		4:15 AM	15		4:15 PM	472	
4:30 AM	21		4:30 PM	295		4:30 AM	9		4:30 PM	214		4:30 AM	30		4:30 PM	509	
4:45 AM	30	76	4:45 PM	276	1140	4:45 AM	14	41	4:45 PM	197	838	4:45 AM	44	117	4:45 PM	473	1978
5:00 AM	26		5:00 PM	281		5:00 AM	23		5:00 PM	195		5:00 AM	49		5:00 PM	476	
5:15 AM	50		5:15 PM	312		5:15 AM	28		5:15 PM	210		5:15 AM	78		5:15 PM	522	
5:30 AM	66		5:30 PM	279		5:30 AM	37		5:30 PM	213		5:30 AM	103		5:30 PM	492	
5:45 AM	58	200	5:45 PM	232	1104	5:45 AM	41	129	5:45 PM	224	842	5:45 AM	99	329	5:45 PM	456	1946
6:00 AM	76		6:00 PM	193		6:00 AM	55		6:00 PM	160		6:00 AM	131		6:00 PM	353	
6:15 AM	104		6:15 PM	190		6:15 AM	78		6:15 PM	169		6:15 AM	182		6:15 PM	359	
6:30 AM	118		6:30 PM	177		6:30 AM	92		6:30 PM	191		6:30 AM	210		6:30 PM	368	
6:45 AM	138	436	6:45 PM	172	732	6:45 AM	85	310	6:45 PM	167	687	6:45 AM	223	746	6:45 PM	339	1419
7:00 AM	148		7:00 PM	133		7:00 AM	120		7:00 PM	151		7:00 AM	268		7:00 PM	284	
7:15 AM	167		7:15 PM	156		7:15 AM	113		7:15 PM	136		7:15 AM	280		7:15 PM	292	
7:30 AM	205		7:30 PM	108		7:30 AM	130		7:30 PM	133		7:30 AM	335		7:30 PM	241	
7:45 AM	227	747	7:45 PM	93	490	7:45 AM	121	484	7:45 PM	142	562	7:45 AM	348	1231	7:45 PM	235	1052
8:00 AM	197		8:00 PM	102		8:00 AM	110		8:00 PM	113		8:00 AM	307		8:00 PM	215	
8:15 AM	200		8:15 PM	72		8:15 AM	133		8:15 PM	111		8:15 AM	333		8:15 PM	183	
8:30 AM	148		8:30 PM	83		8:30 AM	148		8:30 PM	124		8:30 AM	296		8:30 PM	207	
8:45 AM	171	716	8:45 PM	78	335	8:45 AM	120	511	8:45 PM	69	417	8:45 AM	291	1227	8:45 PM	147	752
9:00 AM	164		9:00 PM	59		9:00 AM	124		9:00 PM	117		9:00 AM	288		9:00 PM	176	
9:15 AM	186		9:15 PM	40		9:15 AM	143		9:15 PM	89		9:15 AM	329		9:15 PM	129	
9:30 AM	173		9:30 PM	46		9:30 AM	125		9:30 PM	71		9:30 AM	298		9:30 PM	117	
9:45 AM	165	688	9:45 PM	43	188	9:45 AM	123	515	9:45 PM	51	328	9:45 AM	288	1203	9:45 PM	94	516
10:00 AM	137		10:00 PM	28		10:00 AM	134		10:00 PM	47		10:00 AM	271		10:00 PM	75	
10:15 AM	139		10:15 PM	37		10:15 AM	149		10:15 PM	36		10:15 AM	288		10:15 PM	73	
10:30 AM	211		10:30 PM	19		10:30 AM	123		10:30 PM	27		10:30 AM	334		10:30 PM	46	
10:45 AM	171	658	10:45 PM	21	105	10:45 AM	180	586	10:45 PM	27	137	10:45 AM	351	1244	10:45 PM	48	242
11:00 AM	178		11:00 PM	24		11:00 AM	140		11:00 PM	22		11:00 AM	318		11:00 PM	46	
11:15 AM	189		11:15 PM	19		11:15 AM	146		11:15 PM	30		11:15 AM	335		11:15 PM	49	
11:30 AM	180		11:30 PM	27		11:30 AM	165		11:30 PM	24		11:30 AM	345		11:30 PM	51	
11:45 AM	187	734	11:45 PM	18	88	11:45 AM	167	618	11:45 PM	11	87	11:45 AM	354	1352	11:45 PM	29	175
Total	4399			7602		Total	3365			6899		Total	7764			14501	
Percent	36.66%			63.34%		Percent	32.78%			67.22%		Percent	34.87%			65.13%	
Day Total			12001			Day Total			10264			Day Total			22265		
Peak Hour	7:30 AM			4:30 PM		Peak Hour	11:30 AM			3:45 PM		Peak Hour	11:45 AM			4:30 PM	
Volume	829			1164		Volume	669			853		Volume	1433			1980	
P.H.F.	0.913			0.933		P.H.F.	0.967			0.969		P.H.F.	0.987			0.948	

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-C

Count Date:
Wednesday, October 21, 2020

Volume

SB						NB						Combined					
Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min
12:00 AM	7		12:00 PM	211		12:00 AM	17		12:00 PM	146		12:00 AM	24		12:00 PM	357	
12:15 AM	10		12:15 PM	205		12:15 AM	11		12:15 PM	171		12:15 AM	21		12:15 PM	376	
12:30 AM	10		12:30 PM	193		12:30 AM	13		12:30 PM	173		12:30 AM	23		12:30 PM	366	
12:45 AM	8	35	12:45 PM	209	818	12:45 AM	14	55	12:45 PM	166	656	12:45 AM	22	90	12:45 PM	375	1474
1:00 AM	12		1:00 PM	187		1:00 AM	19		1:00 PM	179		1:00 AM	31		1:00 PM	366	
1:15 AM	12		1:15 PM	221		1:15 AM	10		1:15 PM	150		1:15 AM	22		1:15 PM	371	
1:30 AM	6		1:30 PM	189		1:30 AM	13		1:30 PM	172		1:30 AM	19		1:30 PM	361	
1:45 AM	9	39	1:45 PM	210	807	1:45 AM	6	48	1:45 PM	200	701	1:45 AM	15	87	1:45 PM	410	1508
2:00 AM	3		2:00 PM	225		2:00 AM	10		2:00 PM	186		2:00 AM	13		2:00 PM	411	
2:15 AM	4		2:15 PM	209		2:15 AM	6		2:15 PM	187		2:15 AM	10		2:15 PM	396	
2:30 AM	3		2:30 PM	231		2:30 AM	3		2:30 PM	198		2:30 AM	6		2:30 PM	429	
2:45 AM	5	15	2:45 PM	200	865	2:45 AM	5	24	2:45 PM	194	765	2:45 AM	10	39	2:45 PM	394	1630
3:00 AM	3		3:00 PM	194		3:00 AM	12		3:00 PM	255		3:00 AM	15		3:00 PM	449	
3:15 AM	6		3:15 PM	234		3:15 AM	3		3:15 PM	211		3:15 AM	9		3:15 PM	445	
3:30 AM	6		3:30 PM	244		3:30 AM	7		3:30 PM	217		3:30 AM	13		3:30 PM	461	
3:45 AM	11	26	3:45 PM	239	911	3:45 AM	7	29	3:45 PM	209	892	3:45 AM	18	55	3:45 PM	448	1803
4:00 AM	14		4:00 PM	256		4:00 AM	11		4:00 PM	222		4:00 AM	25		4:00 PM	478	
4:15 AM	11		4:15 PM	284		4:15 AM	8		4:15 PM	231		4:15 AM	19		4:15 PM	515	
4:30 AM	24		4:30 PM	288		4:30 AM	11		4:30 PM	211		4:30 AM	35		4:30 PM	499	
4:45 AM	34	83	4:45 PM	309	1137	4:45 AM	12	42	4:45 PM	207	871	4:45 AM	46	125	4:45 PM	516	2008
5:00 AM	22		5:00 PM	302		5:00 AM	24		5:00 PM	231		5:00 AM	46		5:00 PM	533	
5:15 AM	52		5:15 PM	273		5:15 AM	33		5:15 PM	234		5:15 AM	85		5:15 PM	507	
5:30 AM	51		5:30 PM	254		5:30 AM	48		5:30 PM	202		5:30 AM	99		5:30 PM	456	
5:45 AM	77	202	5:45 PM	252	1081	5:45 AM	39	144	5:45 PM	203	870	5:45 AM	116	346	5:45 PM	455	1951
6:00 AM	76		6:00 PM	215		6:00 AM	59		6:00 PM	179		6:00 AM	135		6:00 PM	394	
6:15 AM	93		6:15 PM	203		6:15 AM	57		6:15 PM	186		6:15 AM	150		6:15 PM	389	
6:30 AM	140		6:30 PM	216		6:30 AM	78		6:30 PM	188		6:30 AM	218		6:30 PM	404	
6:45 AM	135	444	6:45 PM	187	821	6:45 AM	92	286	6:45 PM	179	732	6:45 AM	227	730	6:45 PM	366	1553
7:00 AM	143		7:00 PM	144		7:00 AM	95		7:00 PM	216		7:00 AM	238		7:00 PM	360	
7:15 AM	157		7:15 PM	136		7:15 AM	85		7:15 PM	139		7:15 AM	242		7:15 PM	275	
7:30 AM	192		7:30 PM	117		7:30 AM	117		7:30 PM	157		7:30 AM	309		7:30 PM	274	
7:45 AM	232	724	7:45 PM	117	514	7:45 AM	139	436	7:45 PM	116	628	7:45 AM	371	1160	7:45 PM	233	1142
8:00 AM	199		8:00 PM	97		8:00 AM	109		8:00 PM	116		8:00 AM	308		8:00 PM	213	
8:15 AM	179		8:15 PM	95		8:15 AM	144		8:15 PM	124		8:15 AM	323		8:15 PM	219	
8:30 AM	171		8:30 PM	92		8:30 AM	149		8:30 PM	97		8:30 AM	320		8:30 PM	189	
8:45 AM	177	726	8:45 PM	67	351	8:45 AM	142	544	8:45 PM	117	454	8:45 AM	319	1270	8:45 PM	184	805
9:00 AM	180		9:00 PM	63		9:00 AM	117		9:00 PM	107		9:00 AM	297		9:00 PM	170	
9:15 AM	162		9:15 PM	46		9:15 AM	123		9:15 PM	102		9:15 AM	285		9:15 PM	148	
9:30 AM	155		9:30 PM	45		9:30 AM	119		9:30 PM	67		9:30 AM	274		9:30 PM	112	
9:45 AM	170	667	9:45 PM	57	211	9:45 AM	133	492	9:45 PM	67	343	9:45 AM	303	1159	9:45 PM	124	554
10:00 AM	166		10:00 PM	38		10:00 AM	117		10:00 PM	72		10:00 AM	283		10:00 PM	110	
10:15 AM	190		10:15 PM	37		10:15 AM	131		10:15 PM	56		10:15 AM	321		10:15 PM	93	
10:30 AM	183		10:30 PM	32		10:30 AM	133		10:30 PM	31		10:30 AM	316		10:30 PM	63	
10:45 AM	184	723	10:45 PM	25	132	10:45 AM	152	533	10:45 PM	31	190	10:45 AM	336	1256	10:45 PM	56	322
11:00 AM	186		11:00 PM	23		11:00 AM	167		11:00 PM	28		11:00 AM	353		11:00 PM	51	
11:15 AM	214		11:15 PM	19		11:15 AM	172		11:15 PM	27		11:15 AM	386		11:15 PM	46	
11:30 AM	206		11:30 PM	22		11:30 AM	160		11:30 PM	16		11:30 AM	366		11:30 PM	38	
11:45 AM	217	823	11:45 PM	17	81	11:45 AM	160	659	11:45 PM	17	88	11:45 AM	377	1482	11:45 PM	34	169
Total	4507			7729		Total	3292			7190		Total	7799			14919	
Percent	36.83%			63.17%		Percent	31.41%			68.59%		Percent	34.33%			65.67%	
Day Total			12236			Day Total			10482			Day Total			22718		
Peak Hour	11:15 AM			4:15 PM		Peak Hour	11:00 AM			3:00 PM		Peak Hour	11:15 AM			4:15 PM	
Volume	848			1183		Volume	659			892		Volume	1486			2063	
P.H.F.	0.977			0.957		P.H.F.	0.958			0.875		P.H.F.	0.962			0.968	

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-C

Count Date
Tuesday, October 20, 2020

Classification (60-minute)

SB														
Start Time:	Bicycle	Motorcycle	Car	Light Goods Van	Bus	Single Unit Truck	Articulated Truck							Total
12:00 AM	0	0	41	0	0	1	1	0	0	0	0	0	0	43
1:00 AM	0	0	40	0	0	0	1	0	0	0	0	0	0	41
2:00 AM	0	0	22	0	0	0	0	0	0	0	0	0	0	22
3:00 AM	0	0	31	0	0	5	2	0	0	0	0	0	0	38
4:00 AM	0	0	71	0	0	2	3	0	0	0	0	0	0	76
5:00 AM	0	0	190	2	0	3	5	0	0	0	0	0	0	200
6:00 AM	0	0	420	2	0	6	8	0	0	0	0	0	0	436
7:00 AM	0	0	691	19	4	16	17	0	0	0	0	0	0	747
8:00 AM	0	0	657	24	4	21	10	0	0	0	0	0	0	716
9:00 AM	0	0	632	17	1	24	14	0	0	0	0	0	0	688
10:00 AM	0	1	609	18	0	20	10	0	0	0	0	0	0	658
11:00 AM	0	0	682	18	0	19	15	0	0	0	0	0	0	734
12:00 PM	0	0	727	27	3	12	8	0	0	0	0	0	0	777
1:00 PM	0	0	745	28	5	9	9	0	0	0	0	0	0	796
2:00 PM	0	0	850	23	3	11	14	0	0	0	0	0	0	901
3:00 PM	0	0	902	22	5	13	4	0	0	0	0	0	0	946
4:00 PM	0	0	1084	25	1	18	12	0	0	0	0	0	0	1140
5:00 PM	0	0	1069	13	2	13	7	0	0	0	0	0	0	1104
6:00 PM	0	0	722	2	1	1	6	0	0	0	0	0	0	732
7:00 PM	0	0	479	6	1	3	1	0	0	0	0	0	0	490
8:00 PM	0	0	331	2	0	1	1	0	0	0	0	0	0	335
9:00 PM	0	0	186	1	0	0	1	0	0	0	0	0	0	188
10:00 PM	0	0	105	0	0	0	0	0	0	0	0	0	0	105
11:00 PM	0	0	86	0	0	0	2	0	0	0	0	0	0	88
Total	0	1	11372	249	30	198	151	0	0	0	0	0	0	12001
Percent	0.00%	0.01%	94.76%	2.07%	0.25%	1.65%	1.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
AM Peak		10:00 AM	7:00 AM	8:00 AM	7:00 AM	9:00 AM	7:00 AM							7:00 AM
Volume	0	1	691	24	4	24	17	0	0	0	0	0	0	747
PM Peak			4:00 PM	1:00 PM	1:00 PM	4:00 PM	2:00 PM							4:00 PM
Volume	0	0	1084	28	5	18	14	0	0	0	0	0	0	1140

Cycles:	1	0.0%
Cars and Light Trucks:	11621	96.8%
Heavy Vehicles:	379	3.2%

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-C

Count Date
Tuesday, October 20, 2020

Classification (60-minute)

NB														
Start Time:	Bicycle	Motorcycle	Car	Light Goods Van	Bus	Single Unit Truck	Articulated Truck							Total
12:00 AM	0	0	40	0	0	0	4	0	0	0	0	0	0	44
1:00 AM	0	0	39	0	0	0	2	0	0	0	0	0	0	41
2:00 AM	0	0	31	1	0	0	4	0	0	0	0	0	0	36
3:00 AM	0	0	36	0	1	3	10	0	0	0	0	0	0	50
4:00 AM	0	0	32	1	1	0	7	0	0	0	0	0	0	41
5:00 AM	1	0	106	0	0	5	17	0	0	0	0	0	0	129
6:00 AM	0	0	270	1	4	9	26	0	0	0	0	0	0	310
7:00 AM	0	0	426	10	2	18	28	0	0	0	0	0	0	484
8:00 AM	0	0	440	32	1	18	20	0	0	0	0	0	0	511
9:00 AM	0	0	444	25	0	32	14	0	0	0	0	0	0	515
10:00 AM	0	0	508	21	2	33	22	0	0	0	0	0	0	586
11:00 AM	0	0	568	17	0	17	16	0	0	0	0	0	0	618
12:00 PM	0	0	605	19	0	17	14	0	0	0	0	0	0	655
1:00 PM	0	0	687	16	4	15	13	0	0	0	0	0	0	735
2:00 PM	0	3	709	20	2	9	20	0	0	0	0	0	0	763
3:00 PM	0	0	801	22	1	9	15	0	0	0	0	0	0	848
4:00 PM	0	0	812	12	3	1	10	0	0	0	0	0	0	838
5:00 PM	0	0	820	7	1	7	7	0	0	0	0	0	0	842
6:00 PM	0	0	667	6	1	2	11	0	0	0	0	0	0	687
7:00 PM	0	0	550	2	0	0	10	0	0	0	0	0	0	562
8:00 PM	0	0	406	1	0	0	10	0	0	0	0	0	0	417
9:00 PM	0	0	318	0	0	1	9	0	0	0	0	0	0	328
10:00 PM	0	0	133	1	0	0	3	0	0	0	0	0	0	137
11:00 PM	0	0	87	0	0	0	0	0	0	0	0	0	0	87
PM Total	1	3	9535	214	23	196	292	0	0	0	0	0	0	10264
Percent	0.01%	0.03%	92.90%	2.08%	0.22%	1.91%	2.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
AM Peak	5:00 AM		11:00 AM	8:00 AM	6:00 AM	10:00 AM	7:00 AM							11:00 AM
Volume	1	0	568	32	4	33	28	0	0	0	0	0	0	618
PM Peak		2:00 PM	5:00 PM	3:00 PM	1:00 PM	12:00 PM	2:00 PM							3:00 PM
Volume	0	3	820	22	4	17	20	0	0	0	0	0	0	848

Cycles:	4	0.0%
Cars and Light Trucks:	9749	95.0%
Heavy Vehicles:	511	5.0%

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-C

Count Date
Tuesday, October 20, 2020

Classification (60-minute)

Combined

Start Time:	Bicycle	Motorcycle	Car	Light Goods Van	Bus	Single Unit Truck	Articulated Truck							Total
12:00 AM	0	0	81	0	0	1	5	0	0	0	0	0	0	87
1:00 AM	0	0	79	0	0	0	3	0	0	0	0	0	0	82
2:00 AM	0	0	53	1	0	0	4	0	0	0	0	0	0	58
3:00 AM	0	0	67	0	1	8	12	0	0	0	0	0	0	88
4:00 AM	0	0	103	1	1	2	10	0	0	0	0	0	0	117
5:00 AM	1	0	296	2	0	8	22	0	0	0	0	0	0	329
6:00 AM	0	0	690	3	4	15	34	0	0	0	0	0	0	746
7:00 AM	0	0	1117	29	6	34	45	0	0	0	0	0	0	1231
8:00 AM	0	0	1097	56	5	39	30	0	0	0	0	0	0	1227
9:00 AM	0	0	1076	42	1	56	28	0	0	0	0	0	0	1203
10:00 AM	0	1	1117	39	2	53	32	0	0	0	0	0	0	1244
11:00 AM	0	0	1250	35	0	36	31	0	0	0	0	0	0	1352
12:00 PM	0	0	1332	46	3	29	22	0	0	0	0	0	0	1432
1:00 PM	0	0	1432	44	9	24	22	0	0	0	0	0	0	1531
2:00 PM	0	3	1559	43	5	20	34	0	0	0	0	0	0	1664
3:00 PM	0	0	1703	44	6	22	19	0	0	0	0	0	0	1794
4:00 PM	0	0	1896	37	4	19	22	0	0	0	0	0	0	1978
5:00 PM	0	0	1889	20	3	20	14	0	0	0	0	0	0	1946
6:00 PM	0	0	1389	8	2	3	17	0	0	0	0	0	0	1419
7:00 PM	0	0	1029	8	1	3	11	0	0	0	0	0	0	1052
8:00 PM	0	0	737	3	0	1	11	0	0	0	0	0	0	752
9:00 PM	0	0	504	1	0	1	10	0	0	0	0	0	0	516
10:00 PM	0	0	238	1	0	0	3	0	0	0	0	0	0	242
11:00 PM	0	0	173	0	0	0	2	0	0	0	0	0	0	175
PM Total	1	4	20907	463	53	394	443	0	0	0	0	0	0	22265
Percent	0.00%	0.02%	93.90%	2.08%	0.24%	1.77%	1.99%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
AM Peak	5:00 AM	10:00 AM	11:00 AM	8:00 AM	7:00 AM	9:00 AM	7:00 AM							11:00 AM
Volume	1	1	1250	56	6	56	45	0	0	0	0	0	0	1352
PM Peak		2:00 PM	4:00 PM	12:00 PM	1:00 PM	12:00 PM	2:00 PM							4:00 PM
Volume	0	3	1896	46	9	29	34	0	0	0	0	0	0	1978

Cycles:	1	0.0%
Cars and Light Trucks:	20911	93.9%
Heavy Vehicles:	1353	6.1%

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-C

Count Date
Wednesday, October 21, 2020

Classification (60-minute)

SB

Start Time:	Bicycle	Motorcycle	Car	Light Goods Van	Bus	Single Unit Truck	Articulated Truck							Total
12:00 AM	0	0	35	0	0	0	0	0	0	0	0	0	0	35
1:00 AM	0	0	38	0	0	1	0	0	0	0	0	0	0	39
2:00 AM	0	0	15	0	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	0	26	0	0	0	0	0	0	0	0	0	0	26
4:00 AM	0	0	82	0	0	0	1	0	0	0	0	0	0	83
5:00 AM	0	0	194	1	1	4	2	0	0	0	0	0	0	202
6:00 AM	0	0	428	4	0	5	7	0	0	0	0	0	0	444
7:00 AM	0	1	664	24	3	27	5	0	0	0	0	0	0	724
8:00 AM	0	0	664	33	2	17	10	0	0	0	0	0	0	726
9:00 AM	0	0	625	16	0	16	10	0	0	0	0	0	0	667
10:00 AM	0	0	686	19	1	11	6	0	0	0	0	0	0	723
11:00 AM	0	0	765	25	2	19	12	0	0	0	0	0	0	823
12:00 PM	0	1	770	26	2	12	7	0	0	0	0	0	0	818
1:00 PM	0	1	758	27	3	12	6	0	0	0	0	0	0	807
2:00 PM	0	2	807	32	3	12	9	0	0	0	0	0	0	865
3:00 PM	2	3	844	38	4	12	8	0	0	0	0	0	0	911
4:00 PM	2	0	1084	18	1	20	12	0	0	0	0	0	0	1137
5:00 PM	0	1	1058	11	1	6	4	0	0	0	0	0	0	1081
6:00 PM	0	4	806	5	0	6	0	0	0	0	0	0	0	821
7:00 PM	0	2	507	1	0	3	1	0	0	0	0	0	0	514
8:00 PM	0	0	348	0	0	0	3	0	0	0	0	0	0	351
9:00 PM	0	0	211	0	0	0	0	0	0	0	0	0	0	211
10:00 PM	0	0	132	0	0	0	0	0	0	0	0	0	0	132
11:00 PM	0	0	81	0	0	0	0	0	0	0	0	0	0	81
Total	4	15	11628	280	23	183	103	0	0	0	0	0	0	12236
Percent	0.03%	0.12%	95.03%	2.29%	0.19%	1.50%	0.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
AM Peak		7:00 AM	11:00 AM	8:00 AM	7:00 AM	7:00 AM	11:00 AM							11:00 AM
Volume	0	1	765	33	3	27	12	0	0	0	0	0	0	823
PM Peak	3:00 PM	6:00 PM	4:00 PM	3:00 PM	3:00 PM	4:00 PM	4:00 PM							4:00 PM
Volume	2	4	1084	38	4	20	12	0	0	0	0	0	0	1137

Cycles:	19	0.2%
Cars and Light Trucks:	11908	97.3%
Heavy Vehicles:	309	2.5%

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-C

Count Date
Wednesday, October 21, 2020

Classification (60-minute)

NB

Start Time:	Bicycle	Motorcycle	Car	Light Goods Van	Bus	Single Unit Truck	Articulated Truck							Total
12:00 AM	0	0	54	1	0	0	0	0	0	0	0	0	0	55
1:00 AM	0	0	45	0	0	0	3	0	0	0	0	0	0	48
2:00 AM	0	0	23	0	0	0	1	0	0	0	0	0	0	24
3:00 AM	0	0	25	0	2	0	2	0	0	0	0	0	0	29
4:00 AM	0	0	40	0	0	0	2	0	0	0	0	0	0	42
5:00 AM	0	0	117	0	3	2	22	0	0	0	0	0	0	144
6:00 AM	0	0	258	2	8	3	15	0	0	0	0	0	0	286
7:00 AM	0	0	403	11	2	11	9	0	0	0	0	0	0	436
8:00 AM	0	0	470	31	1	28	14	0	0	0	0	0	0	544
9:00 AM	0	0	435	20	2	21	14	0	0	0	0	0	0	492
10:00 AM	0	0	476	22	2	15	18	0	0	0	0	0	0	533
11:00 AM	0	0	612	19	0	16	12	0	0	0	0	0	0	659
12:00 PM	0	1	625	9	2	11	8	0	0	0	0	0	0	656
1:00 PM	0	0	670	10	2	4	15	0	0	0	0	0	0	701
2:00 PM	0	0	718	10	2	14	21	0	0	0	0	0	0	765
3:00 PM	0	0	856	15	1	7	13	0	0	0	0	0	0	892
4:00 PM	2	3	825	8	1	22	10	0	0	0	0	0	0	871
5:00 PM	0	0	843	8	0	7	12	0	0	0	0	0	0	870
6:00 PM	0	1	720	2	1	1	7	0	0	0	0	0	0	732
7:00 PM	0	0	618	1	1	1	7	0	0	0	0	0	0	628
8:00 PM	0	1	443	1	0	0	9	0	0	0	0	0	0	454
9:00 PM	0	0	328	2	1	1	11	0	0	0	0	0	0	343
10:00 PM	0	0	174	5	1	0	10	0	0	0	0	0	0	190
11:00 PM	0	0	83	2	0	0	3	0	0	0	0	0	0	88
PM Total	2	6	9861	179	32	164	238	0	0	0	0	0	0	10482
Percent	0.02%	0.06%	94.08%	1.71%	0.31%	1.56%	2.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
AM Peak			11:00 AM	8:00 AM	6:00 AM	8:00 AM	5:00 AM							11:00 AM
Volume	0	0	612	31	8	28	22	0	0	0	0	0	0	659
PM Peak	4:00 PM	4:00 PM	3:00 PM	3:00 PM	12:00 PM	4:00 PM	2:00 PM							3:00 PM
Volume	2	3	856	15	2	22	21	0	0	0	0	0	0	892

Cycles:	8	0.1%
Cars and Light Trucks:	10040	95.8%
Heavy Vehicles:	434	4.1%

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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PDI File #: 207651 ATR-C

Count Date
Wednesday, October 21, 2020

Classification (60-minute)

Combined

Start Time:	Bicycle	Motorcycle	Car	Light Goods Van	Bus	Single Unit Truck	Articulated Truck							Total
12:00 AM	0	0	89	1	0	0	0	0	0	0	0	0	0	90
1:00 AM	0	0	83	0	0	1	3	0	0	0	0	0	0	87
2:00 AM	0	0	38	0	0	0	1	0	0	0	0	0	0	39
3:00 AM	0	0	51	0	2	0	2	0	0	0	0	0	0	55
4:00 AM	0	0	122	0	0	0	3	0	0	0	0	0	0	125
5:00 AM	0	0	311	1	4	6	24	0	0	0	0	0	0	346
6:00 AM	0	0	686	6	8	8	22	0	0	0	0	0	0	730
7:00 AM	0	1	1067	35	5	38	14	0	0	0	0	0	0	1160
8:00 AM	0	0	1134	64	3	45	24	0	0	0	0	0	0	1270
9:00 AM	0	0	1060	36	2	37	24	0	0	0	0	0	0	1159
10:00 AM	0	0	1162	41	3	26	24	0	0	0	0	0	0	1256
11:00 AM	0	0	1377	44	2	35	24	0	0	0	0	0	0	1482
12:00 PM	0	2	1395	35	4	23	15	0	0	0	0	0	0	1474
1:00 PM	0	1	1428	37	5	16	21	0	0	0	0	0	0	1508
2:00 PM	0	2	1525	42	5	26	30	0	0	0	0	0	0	1630
3:00 PM	2	3	1700	53	5	19	21	0	0	0	0	0	0	1803
4:00 PM	4	3	1909	26	2	42	22	0	0	0	0	0	0	2008
5:00 PM	0	1	1901	19	1	13	16	0	0	0	0	0	0	1951
6:00 PM	0	5	1526	7	1	7	7	0	0	0	0	0	0	1553
7:00 PM	0	2	1125	2	1	4	8	0	0	0	0	0	0	1142
8:00 PM	0	1	791	1	0	0	12	0	0	0	0	0	0	805
9:00 PM	0	0	539	2	1	1	11	0	0	0	0	0	0	554
10:00 PM	0	0	306	5	1	0	10	0	0	0	0	0	0	322
11:00 PM	0	0	164	2	0	0	3	0	0	0	0	0	0	169
PM Total	6	21	21489	459	55	347	341	0	0	0	0	0	0	22718
Percent	0.03%	0.09%	94.59%	2.02%	0.24%	1.53%	1.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
AM Peak		7:00 AM	11:00 AM	8:00 AM	6:00 AM	8:00 AM	5:00 AM							11:00 AM
Volume	0	1	1377	64	8	45	24	0	0	0	0	0	0	1482
PM Peak	4:00 PM	6:00 PM	4:00 PM	3:00 PM	1:00 PM	4:00 PM	2:00 PM							4:00 PM
Volume	4	5	1909	53	5	42	30	0	0	0	0	0	0	2008

Cycles:	6	0.0%
Cars and Light Trucks:	21510	94.7%
Heavy Vehicles:	1202	5.3%

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
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Count Date
Tuesday, October 20, 2020

Speed (60-minute)

SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	3	3	6	11	11	4	2	3	0	0	0	43	50.0	39.9
1:00 AM	4	3	4	4	9	10	5	0	1	0	1	0	0	41	41.7	32.5
2:00 AM	1	1	1	0	6	5	3	3	1	0	0	0	1	22	47.3	39.0
3:00 AM	5	0	1	3	8	5	6	5	4	0	1	0	0	38	48.7	36.3
4:00 AM	3	1	1	8	13	14	16	12	7	1	0	0	0	76	48.2	39.3
5:00 AM	2	1	4	10	45	49	44	32	10	0	0	1	2	200	47.9	40.7
6:00 AM	3	2	6	26	67	122	123	64	16	4	2	1	0	436	47.1	40.3
7:00 AM	6	6	23	59	163	243	191	43	7	5	1	0	0	747	44.0	37.9
8:00 AM	2	3	5	49	157	248	186	46	18	2	0	0	0	716	44.4	38.8
9:00 AM	6	8	19	80	205	225	113	22	8	0	1	0	1	688	42.3	36.4
10:00 AM	9	8	18	66	201	207	106	31	10	1	1	0	0	658	42.6	36.4
11:00 AM	14	4	13	79	243	233	116	24	6	2	0	0	0	734	42.3	36.1
12:00 PM	3	5	14	92	276	232	118	23	12	1	1	0	0	777	42.0	36.4
1:00 PM	6	0	3	91	261	245	146	37	7	0	0	0	0	796	42.6	36.9
2:00 PM	4	2	19	83	295	285	161	45	7	0	0	0	0	901	43.0	37.0
3:00 PM	3	3	6	101	267	296	187	71	7	3	1	1	0	946	43.8	37.8
4:00 PM	7	13	14	134	355	319	223	60	12	1	2	0	0	1140	43.3	36.9
5:00 PM	1	2	11	139	371	370	161	42	5	1	0	0	1	1104	42.0	36.5
6:00 PM	3	3	20	78	209	200	158	47	11	2	1	0	0	732	43.3	37.3
7:00 PM	3	4	5	63	157	126	84	32	12	4	0	0	0	490	44.0	37.2
8:00 PM	1	2	5	25	69	98	89	31	10	2	1	1	1	335	45.9	39.4
9:00 PM	2	2	4	11	32	50	50	27	7	2	1	0	0	188	46.7	40.0
10:00 PM	0	0	0	12	23	32	17	17	3	1	0	0	0	105	47.1	39.4
11:00 PM	0	0	1	6	19	27	23	2	8	2	0	0	0	88	45.1	39.8
Total	88	73	200	1222	3457	3652	2337	720	191	37	14	4	6	12001	43.7	37.4
Percent	0.73%	0.61%	1.67%	10.18%	28.81%	30.43%	19.47%	6.00%	1.59%	0.31%	0.12%	0.03%	0.05%			
AM Peak	11:00 AM	9:00 AM	7:00 AM	9:00 AM	11:00 AM	8:00 AM	7:00 AM	6:00 AM	8:00 AM	7:00 AM	6:00 AM	5:00 AM	5:00 AM	7:00 AM		
Volume	14	8	23	80	243	248	191	64	18	5	2	1	2	747		
PM Peak	4:00 PM	4:00 PM	6:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	3:00 PM	12:00 PM	7:00 PM	4:00 PM	3:00 PM	5:00 PM	4:00 PM		
Volume	7	13	20	139	371	370	223	71	12	4	2	1	1	1140		

15th Percentile:	31.4 MPH	Average Speed:	37.4 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	37.2 MPH	10 MPH Pace:	32 to 41 MPH	Number of Vehicles > 35 MPH:	7727
85th Percentile:	43.7 MPH	Number in Pace:	7697	Percent of Vehicles > 35 MPH:	64.4%
95th Percentile:	47.9 MPH	Percent in Pace:	64.1%		

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-C

Count Date
Tuesday, October 20, 2020

Speed (60-minute)

NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	3	0	1	12	13	6	8	0	1	0	0	0	0	44	41.4	33.5
1:00 AM	2	1	5	9	8	10	3	2	1	0	0	0	0	41	40.2	32.7
2:00 AM	1	0	2	6	9	11	3	3	1	0	0	0	0	36	43.0	35.6
3:00 AM	1	0	4	5	11	14	13	1	1	0	0	0	0	50	43.3	36.7
4:00 AM	2	1	1	6	8	13	6	4	0	0	0	0	0	41	41.9	35.4
5:00 AM	4	4	4	17	36	36	15	10	1	1	0	0	1	129	43.4	38.9
6:00 AM	8	7	10	34	86	81	52	19	8	5	0	0	0	310	43.9	36.4
7:00 AM	15	13	22	74	134	136	58	27	5	0	0	0	0	484	41.9	34.7
8:00 AM	8	6	18	115	208	96	42	12	4	1	0	0	1	511	39.3	34.5
9:00 AM	31	15	48	139	154	79	36	7	6	0	0	0	0	515	38.8	31.1
10:00 AM	12	22	49	152	195	89	50	14	3	0	0	0	0	586	39.4	32.2
11:00 AM	12	9	34	167	231	95	54	15	1	0	0	0	0	618	39.5	32.9
12:00 PM	13	5	25	208	238	102	43	16	4	0	0	0	1	655	38.8	32.9
1:00 PM	8	9	49	205	241	135	60	26	2	0	0	0	0	735	39.6	33.1
2:00 PM	10	9	56	229	258	134	49	16	1	0	0	0	1	763	38.9	32.6
3:00 PM	9	3	37	214	322	145	86	25	7	0	0	0	0	848	40.6	34.0
4:00 PM	16	4	24	183	316	179	82	29	3	2	0	0	0	838	40.6	34.1
5:00 PM	19	2	23	220	313	175	64	19	7	0	0	0	0	842	39.2	33.5
6:00 PM	14	6	20	127	272	154	65	16	8	4	0	1	0	687	40.4	34.5
7:00 PM	8	8	25	134	205	116	52	12	1	0	0	0	1	562	40.2	33.7
8:00 PM	1	1	12	60	173	116	37	15	1	0	1	0	0	417	40.2	35.1
9:00 PM	0	5	5	57	135	78	34	11	2	0	1	0	0	328	40.6	35.3
10:00 PM	1	1	3	30	53	29	11	6	1	1	1	0	0	137	39.9	35.0
11:00 PM	0	0	3	15	32	20	12	4	1	0	0	0	0	87	41.5	35.8
Total	198	131	480	2418	3651	2049	935	309	70	14	3	1	5	10264	40.2	33.8
Percent	1.93%	1.28%	4.68%	23.56%	35.57%	19.96%	9.11%	3.01%	0.68%	0.14%	0.03%	0.01%	0.05%			
AM Peak	9:00 AM	10:00 AM	10:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM			5:00 AM	11:00 AM		
Volume	31	22	49	167	231	136	58	27	8	5	0	0	1	618		
PM Peak	5:00 PM	1:00 PM	2:00 PM	2:00 PM	3:00 PM	4:00 PM	3:00 PM	4:00 PM	6:00 PM	6:00 PM	8:00 PM	6:00 PM	12:00 PM	3:00 PM		
Volume	19	9	56	229	322	179	86	29	8	4	1	1	1	848		

15th Percentile:	28.2 MPH	Average Speed:	33.8 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	33.4 MPH	10 MPH Pace:	29 to 38 MPH	Number of Vehicles > 35 MPH:	4117
85th Percentile:	40.2 MPH	Number in Pace:	6765	Percent of Vehicles > 35 MPH:	40.1%
95th Percentile:	45.0 MPH	Percent in Pace:	65.9%		

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-C

Count Date
Tuesday, October 20, 2020

Speed (60-minute)

Combined SB and NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	3	0	4	15	19	17	19	4	3	3	0	0	0	87	44.1	36.7
1:00 AM	6	4	9	13	17	20	8	2	2	0	1	0	0	82	41.5	32.6
2:00 AM	2	1	3	6	15	16	6	6	2	0	0	0	1	58	45.9	36.9
3:00 AM	6	0	5	8	19	19	19	6	5	0	1	0	0	88	45.7	36.6
4:00 AM	5	2	2	14	21	27	22	16	7	1	0	0	0	117	47.4	37.9
5:00 AM	6	5	8	27	81	85	59	42	11	1	0	1	3	329	46.9	40.0
6:00 AM	11	9	16	60	153	203	175	83	24	9	2	1	0	746	46.6	38.7
7:00 AM	21	19	45	133	297	379	249	70	12	5	1	0	0	1231	43.3	36.7
8:00 AM	10	9	23	164	365	344	228	58	22	3	0	0	1	1227	43.3	37.0
9:00 AM	37	23	67	219	359	304	149	29	14	0	1	0	1	1203	41.1	34.1
10:00 AM	21	30	67	218	396	296	156	45	13	1	1	0	0	1244	41.6	34.4
11:00 AM	26	13	47	246	474	328	170	39	7	2	0	0	0	1352	41.4	34.6
12:00 PM	16	10	39	300	514	334	161	39	16	1	1	0	1	1432	41.0	34.8
1:00 PM	14	9	52	296	502	380	206	63	9	0	0	0	0	1531	41.7	35.1
2:00 PM	14	11	75	312	553	419	210	61	8	0	0	0	1	1664	41.4	35.0
3:00 PM	12	6	43	315	589	441	273	96	14	3	1	1	0	1794	42.6	36.0
4:00 PM	23	17	38	317	671	498	305	89	15	3	2	0	0	1978	42.3	35.7
5:00 PM	20	4	34	359	684	545	225	61	12	1	0	0	1	1946	41.0	35.2
6:00 PM	17	9	40	205	481	354	223	63	19	6	1	1	0	1419	42.6	35.9
7:00 PM	11	12	30	197	362	242	136	44	13	4	0	0	1	1052	42.1	35.3
8:00 PM	2	3	17	85	242	214	126	46	11	2	2	1	1	752	43.7	37.0
9:00 PM	2	7	9	68	167	128	84	38	9	2	2	0	0	516	44.0	37.0
10:00 PM	1	1	3	42	76	61	28	23	4	2	1	0	0	242	44.8	36.9
11:00 PM	0	0	4	21	51	47	35	6	9	2	0	0	0	175	44.0	37.8
Total	286	204	680	3640	7108	5701	3272	1029	261	51	17	5	11	22265	42.3	35.7
Percent	1.28%	0.92%	3.05%	16.35%	31.92%	25.61%	14.70%	4.62%	1.17%	0.23%	0.08%	0.02%	0.05%			
AM Peak	9:00 AM	10:00 AM	9:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	6:00 AM	6:00 AM	5:00 AM	5:00 AM	11:00 AM		
Volume	37	30	67	246	474	379	249	83	24	9	2	1	3	1352		
PM Peak	4:00 PM	4:00 PM	2:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	3:00 PM	6:00 PM	6:00 PM	4:00 PM	3:00 PM	12:00 PM	4:00 PM		
Volume	23	17	75	359	684	545	305	96	19	6	2	1	1	1978		

15th Percentile:	29.7 MPH	Average Speed:	35.7 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.5 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	11844
85th Percentile:	42.3 MPH	Number in Pace:	13990	Percent of Vehicles > 35 MPH:	53.2%
95th Percentile:	46.7 MPH	Percent in Pace:	62.8%		

Fall River Avenue
between I-195 Ramps
City, State: Seekonk, MA
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Site Code: TBA

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

PDI File #: 207651 ATR-C

Count Date
Wednesday, October 21, 2020

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	0	0	1	5	11	7	6	1	2	0	0	1	35	49.5	48.3
1:00 AM	0	2	0	3	10	7	5	7	4	1	0	0	0	39	49.6	39.8
2:00 AM	1	0	2	1	3	2	3	2	1	0	0	0	0	15	47.6	36.6
3:00 AM	0	0	0	0	6	8	5	5	0	2	0	0	0	26	48.9	42.1
4:00 AM	2	1	4	2	9	19	26	12	5	3	0	0	0	83	49.2	40.4
5:00 AM	1	4	2	11	42	45	55	26	10	5	1	0	0	202	47.4	40.0
6:00 AM	1	0	6	41	93	115	113	43	23	6	1	1	1	444	47.3	39.7
7:00 AM	3	2	20	77	197	235	128	47	13	2	0	0	0	724	43.0	37.4
8:00 AM	2	1	7	48	203	227	171	50	13	0	2	2	0	726	44.4	38.6
9:00 AM	6	5	13	44	183	211	159	32	12	1	1	0	0	667	43.7	37.7
10:00 AM	5	2	9	84	255	210	132	20	5	1	0	0	0	723	42.6	36.5
11:00 AM	8	5	12	86	282	273	123	26	6	2	0	0	0	823	42.0	36.4
12:00 PM	2	1	6	81	304	256	123	33	10	2	0	0	0	818	42.2	36.9
1:00 PM	3	5	11	101	267	266	104	37	8	3	0	0	2	807	42.3	36.7
2:00 PM	2	2	19	77	259	272	156	52	15	10	1	0	0	865	43.7	37.7
3:00 PM	1	3	19	118	278	269	152	37	21	7	4	1	1	911	43.3	37.1
4:00 PM	6	4	17	121	374	365	188	50	10	1	1	0	0	1137	42.6	36.8
5:00 PM	0	2	19	137	312	376	176	43	15	0	1	0	0	1081	42.6	36.9
6:00 PM	2	3	15	108	239	242	161	41	7	3	0	0	0	821	43.3	37.0
7:00 PM	0	4	11	71	150	146	90	33	6	2	0	1	0	514	43.7	37.0
8:00 PM	1	1	7	29	98	110	70	24	6	4	0	0	1	351	44.8	38.1
9:00 PM	0	0	6	18	37	63	60	22	3	1	0	0	1	211	45.5	39.3
10:00 PM	1	0	1	6	32	32	35	15	5	3	1	0	1	132	47.1	40.4
11:00 PM	1	0	0	5	16	25	16	11	6	1	0	0	0	81	48.3	40.1
Total	49	47	206	1270	3654	3785	2258	674	205	62	13	5	8	12236	43.7	37.4
Percent	0.40%	0.38%	1.68%	10.38%	29.86%	30.93%	18.45%	5.51%	1.68%	0.51%	0.11%	0.04%	0.07%			
AM Peak	11:00 AM	9:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	8:00 AM	6:00 AM	6:00 AM	8:00 AM	8:00 AM	12:00 AM	11:00 AM		
Volume	8	5	20	86	282	273	171	50	23	6	2	2	1	823		
PM Peak	4:00 PM	1:00 PM	2:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM	2:00 PM	3:00 PM	2:00 PM	3:00 PM	3:00 PM	1:00 PM	4:00 PM		
Volume	6	5	19	137	374	376	188	52	21	10	4	1	2	1137		

15th Percentile:	31.6 MPH	Average Speed:	37.4 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	37.2 MPH	10 MPH Pace:	32 to 41 MPH	Number of Vehicles > 35 MPH:	7820
85th Percentile:	43.7 MPH	Number in Pace:	7989	Percent of Vehicles > 35 MPH:	63.9%
95th Percentile:	47.9 MPH	Percent in Pace:	65.3%		

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Wednesday, October 21, 2020

Speed (60-minute)

NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	1	2	6	13	19	6	5	0	1	1	0	0	55	43.5	37.2
1:00 AM	0	0	4	3	19	12	6	2	0	1	1	0	0	48	42.3	36.2
2:00 AM	0	0	1	3	8	5	5	2	0	0	0	0	0	24	42.5	36.4
3:00 AM	0	0	1	4	9	11	3	1	0	0	0	0	0	29	40.7	35.7
4:00 AM	0	0	2	8	16	12	3	0	0	1	0	0	0	42	40.4	34.8
5:00 AM	0	6	8	28	36	40	18	1	3	2	0	2	0	144	41.2	35.3
6:00 AM	1	3	6	37	86	83	46	19	2	0	0	0	3	286	43.3	37.2
7:00 AM	9	4	8	70	165	104	48	23	3	2	0	0	0	436	42.2	35.1
8:00 AM	14	3	36	126	192	113	31	18	10	0	0	0	1	544	40.0	33.5
9:00 AM	8	3	35	124	175	106	36	4	0	0	0	0	1	492	39.2	33.1
10:00 AM	23	11	39	117	193	103	41	6	0	0	0	0	0	533	38.8	32.1
11:00 AM	11	17	58	163	231	110	50	19	0	0	0	0	0	659	39.2	32.6
12:00 PM	11	5	41	158	241	123	55	16	4	2	0	0	0	656	39.8	33.4
1:00 PM	9	5	23	178	268	144	48	20	6	0	0	0	0	701	39.4	33.8
2:00 PM	15	10	50	189	279	127	67	21	5	0	1	1	0	765	39.8	33.1
3:00 PM	16	5	29	191	319	189	89	42	9	3	0	0	0	892	41.2	34.6
4:00 PM	14	11	22	160	287	222	119	30	2	3	1	0	0	871	41.5	34.9
5:00 PM	17	10	24	171	341	175	92	27	12	0	1	0	0	870	41.1	34.3
6:00 PM	22	5	40	170	253	146	66	24	5	1	0	0	0	732	40.1	33.3
7:00 PM	8	7	27	138	249	127	52	17	1	1	1	0	0	628	39.6	33.7
8:00 PM	2	8	9	96	190	85	45	15	2	2	0	0	0	454	40.4	34.5
9:00 PM	7	3	5	65	119	74	40	26	1	1	0	0	2	343	42.1	35.8
10:00 PM	0	3	8	19	63	48	36	9	4	0	0	0	0	190	42.6	36.5
11:00 PM	0	0	3	8	20	34	18	2	0	1	1	1	0	88	43.5	38.0
Total	188	120	481	2232	3772	2212	1020	349	69	21	7	4	7	10482	40.6	34.1
Percent	1.79%	1.14%	4.59%	21.29%	35.99%	21.10%	9.73%	3.33%	0.66%	0.20%	0.07%	0.04%	0.07%			
AM Peak	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	11:00 AM	7:00 AM	8:00 AM	5:00 AM	12:00 AM	5:00 AM	6:00 AM	11:00 AM		
Volume	23	17	58	163	231	113	50	23	10	2	1	2	3	659		
PM Peak	6:00 PM	4:00 PM	2:00 PM	3:00 PM	5:00 PM	4:00 PM	4:00 PM	3:00 PM	5:00 PM	3:00 PM	2:00 PM	2:00 PM	9:00 PM	3:00 PM		
Volume	22	11	50	191	341	222	119	42	12	3	1	1	2	892		

15th Percentile:	28.5 MPH	Average Speed:	34.1 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	33.9 MPH	10 MPH Pace:	29 to 38 MPH	Number of Vehicles > 35 MPH:	4416
85th Percentile:	40.6 MPH	Number in Pace:	6892	Percent of Vehicles > 35 MPH:	42.1%
95th Percentile:	45.2 MPH	Percent in Pace:	65.8%		

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Speed (60-minute)

Combined SB and NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	2	1	2	7	18	30	13	11	1	3	1	0	1	90	46.9	41.5
1:00 AM	0	2	4	6	29	19	11	9	4	2	1	0	0	87	46.4	37.8
2:00 AM	1	0	3	4	11	7	8	4	1	0	0	0	0	39	45.3	36.5
3:00 AM	0	0	1	4	15	19	8	6	0	2	0	0	0	55	45.9	38.7
4:00 AM	2	1	6	10	25	31	29	12	5	4	0	0	0	125	47.1	38.5
5:00 AM	1	10	10	39	78	85	73	27	13	7	1	2	0	346	45.9	38.1
6:00 AM	2	3	12	78	179	198	159	62	25	6	1	1	4	730	45.4	38.7
7:00 AM	12	6	28	147	362	339	176	70	16	4	0	0	0	1160	42.8	36.5
8:00 AM	16	4	43	174	395	340	202	68	23	0	2	2	1	1270	43.0	36.4
9:00 AM	14	8	48	168	358	317	195	36	12	1	1	0	1	1159	42.0	35.7
10:00 AM	28	13	48	201	448	313	173	26	5	1	0	0	0	1256	41.4	34.6
11:00 AM	19	22	70	249	513	383	173	45	6	2	0	0	0	1482	41.0	34.7
12:00 PM	13	6	47	239	545	379	178	49	14	4	0	0	0	1474	41.4	35.4
1:00 PM	12	10	34	279	535	410	152	57	14	3	0	0	2	1508	41.0	35.3
2:00 PM	17	12	69	266	538	399	223	73	20	10	2	1	0	1630	42.3	35.5
3:00 PM	17	8	48	309	597	458	241	79	30	10	4	1	1	1803	42.3	35.9
4:00 PM	20	15	39	281	661	587	307	80	12	4	2	0	0	2008	42.3	36.0
5:00 PM	17	12	43	308	653	551	268	70	27	0	2	0	0	1951	42.0	35.7
6:00 PM	24	8	55	278	492	388	227	65	12	4	0	0	0	1553	42.3	35.3
7:00 PM	8	11	38	209	399	273	142	50	7	3	1	1	0	1142	41.9	35.2
8:00 PM	3	9	16	125	288	195	115	39	8	6	0	0	1	805	42.9	36.1
9:00 PM	7	3	11	83	156	137	100	48	4	2	0	0	3	554	44.0	37.1
10:00 PM	1	3	9	25	95	80	71	24	9	3	1	0	1	322	44.8	38.1
11:00 PM	1	0	3	13	36	59	34	13	6	2	1	1	0	169	44.5	39.0
Total	237	167	687	3502	7426	5997	3278	1023	274	83	20	9	15	22718	42.3	35.9
Percent	1.04%	0.74%	3.02%	15.42%	32.69%	26.40%	14.43%	4.50%	1.21%	0.37%	0.09%	0.04%	0.07%			
AM Peak	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	6:00 AM	5:00 AM	8:00 AM	5:00 AM	6:00 AM	11:00 AM		
Volume	28	22	70	249	513	383	202	70	25	7	2	2	4	1482		
PM Peak	6:00 PM	4:00 PM	2:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM	3:00 PM	2:00 PM	3:00 PM	2:00 PM	9:00 PM	4:00 PM		
Volume	24	15	69	309	661	587	307	80	30	10	4	1	3	2008		

15th Percentile:	29.8 MPH	Average Speed:	35.9 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.7 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	12236
85th Percentile:	42.3 MPH	Number in Pace:	14460	Percent of Vehicles > 35 MPH:	53.9%
95th Percentile:	46.9 MPH	Percent in Pace:	63.6%		

County Street
east of Mill Road
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-D

Count Date:
Tuesday, October 20, 2020

Volume

WB						EB						Combined					
Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min	Start Time:	15 min	60 min		15 min	60 min
12:00 AM	1		12:00 PM	40		12:00 AM	3		12:00 PM	35		12:00 AM	4		12:00 PM	75	
12:15 AM	3		12:15 PM	46		12:15 AM	1		12:15 PM	30		12:15 AM	4		12:15 PM	76	
12:30 AM	1		12:30 PM	47		12:30 AM	2		12:30 PM	30		12:30 AM	3		12:30 PM	77	
12:45 AM	1	6	12:45 PM	53	186	12:45 AM	3	9	12:45 PM	48	143	12:45 AM	4	15	12:45 PM	101	329
1:00 AM	0		1:00 PM	46		1:00 AM	2		1:00 PM	43		1:00 AM	2		1:00 PM	89	
1:15 AM	0		1:15 PM	49		1:15 AM	1		1:15 PM	40		1:15 AM	1		1:15 PM	89	
1:30 AM	1		1:30 PM	57		1:30 AM	0		1:30 PM	44		1:30 AM	1		1:30 PM	101	
1:45 AM	0	1	1:45 PM	58	210	1:45 AM	2	5	1:45 PM	40	167	1:45 AM	2	6	1:45 PM	98	377
2:00 AM	1		2:00 PM	52		2:00 AM	1		2:00 PM	65		2:00 AM	2		2:00 PM	117	
2:15 AM	1		2:15 PM	43		2:15 AM	0		2:15 PM	47		2:15 AM	1		2:15 PM	90	
2:30 AM	1		2:30 PM	48		2:30 AM	0		2:30 PM	40		2:30 AM	1		2:30 PM	88	
2:45 AM	2	5	2:45 PM	53	196	2:45 AM	1	2	2:45 PM	55	207	2:45 AM	3	7	2:45 PM	108	403
3:00 AM	1		3:00 PM	63		3:00 AM	2		3:00 PM	50		3:00 AM	3		3:00 PM	113	
3:15 AM	1		3:15 PM	56		3:15 AM	1		3:15 PM	60		3:15 AM	2		3:15 PM	116	
3:30 AM	2		3:30 PM	64		3:30 AM	2		3:30 PM	65		3:30 AM	4		3:30 PM	129	
3:45 AM	0	4	3:45 PM	54	237	3:45 AM	0	5	3:45 PM	70	245	3:45 AM	0	9	3:45 PM	124	482
4:00 AM	1		4:00 PM	51		4:00 AM	1		4:00 PM	57		4:00 AM	2		4:00 PM	108	
4:15 AM	7		4:15 PM	54		4:15 AM	1		4:15 PM	76		4:15 AM	8		4:15 PM	130	
4:30 AM	3		4:30 PM	49		4:30 AM	0		4:30 PM	68		4:30 AM	3		4:30 PM	117	
4:45 AM	7	18	4:45 PM	61	215	4:45 AM	5	7	4:45 PM	67	268	4:45 AM	12	25	4:45 PM	128	483
5:00 AM	12		5:00 PM	59		5:00 AM	1		5:00 PM	59		5:00 AM	13		5:00 PM	118	
5:15 AM	13		5:15 PM	54		5:15 AM	4		5:15 PM	74		5:15 AM	17		5:15 PM	128	
5:30 AM	16		5:30 PM	63		5:30 AM	5		5:30 PM	61		5:30 AM	21		5:30 PM	124	
5:45 AM	11	52	5:45 PM	38	214	5:45 AM	7	17	5:45 PM	49	243	5:45 AM	18	69	5:45 PM	87	457
6:00 AM	27		6:00 PM	49		6:00 AM	6		6:00 PM	51		6:00 AM	33		6:00 PM	100	
6:15 AM	26		6:15 PM	33		6:15 AM	12		6:15 PM	31		6:15 AM	38		6:15 PM	64	
6:30 AM	59		6:30 PM	51		6:30 AM	8		6:30 PM	42		6:30 AM	67		6:30 PM	93	
6:45 AM	46	158	6:45 PM	21	154	6:45 AM	18	44	6:45 PM	36	160	6:45 AM	64	202	6:45 PM	57	314
7:00 AM	59		7:00 PM	30		7:00 AM	21		7:00 PM	51		7:00 AM	80		7:00 PM	81	
7:15 AM	62		7:15 PM	22		7:15 AM	31		7:15 PM	39		7:15 AM	93		7:15 PM	61	
7:30 AM	78		7:30 PM	29		7:30 AM	31		7:30 PM	24		7:30 AM	109		7:30 PM	53	
7:45 AM	78	277	7:45 PM	21	102	7:45 AM	20	103	7:45 PM	24	138	7:45 AM	98	380	7:45 PM	45	240
8:00 AM	57		8:00 PM	22		8:00 AM	26		8:00 PM	20		8:00 AM	83		8:00 PM	42	
8:15 AM	68		8:15 PM	13		8:15 AM	34		8:15 PM	22		8:15 AM	102		8:15 PM	35	
8:30 AM	55		8:30 PM	16		8:30 AM	29		8:30 PM	26		8:30 AM	84		8:30 PM	42	
8:45 AM	54	234	8:45 PM	9	60	8:45 AM	37	126	8:45 PM	23	91	8:45 AM	91	360	8:45 PM	32	151
9:00 AM	48		9:00 PM	4		9:00 AM	24		9:00 PM	11		9:00 AM	72		9:00 PM	15	
9:15 AM	42		9:15 PM	11		9:15 AM	20		9:15 PM	14		9:15 AM	62		9:15 PM	25	
9:30 AM	44		9:30 PM	5		9:30 AM	25		9:30 PM	7		9:30 AM	69		9:30 PM	12	
9:45 AM	43	177	9:45 PM	8	28	9:45 AM	26	95	9:45 PM	15	47	9:45 AM	69	272	9:45 PM	23	75
10:00 AM	33		10:00 PM	5		10:00 AM	29		10:00 PM	14		10:00 AM	62		10:00 PM	19	
10:15 AM	37		10:15 PM	6		10:15 AM	31		10:15 PM	11		10:15 AM	68		10:15 PM	17	
10:30 AM	46		10:30 PM	7		10:30 AM	37		10:30 PM	5		10:30 AM	83		10:30 PM	12	
10:45 AM	61	177	10:45 PM	6	24	10:45 AM	39	136	10:45 PM	7	37	10:45 AM	100	313	10:45 PM	13	61
11:00 AM	37		11:00 PM	6		11:00 AM	32		11:00 PM	5		11:00 AM	69		11:00 PM	11	
11:15 AM	38		11:15 PM	1		11:15 AM	40		11:15 PM	7		11:15 AM	78		11:15 PM	8	
11:30 AM	35		11:30 PM	1		11:30 AM	31		11:30 PM	6		11:30 AM	66		11:30 PM	7	
11:45 AM	50	160	11:45 PM	3	11	11:45 AM	29	132	11:45 PM	2	20	11:45 AM	79	292	11:45 PM	5	31
Total	1269			1637		Total	681			1766		Total	1950			3403	
Percent	43.67%			56.33%		Percent	27.83%			72.17%		Percent	36.43%			63.57%	
Day Total			2906			Day Total			2447			Day Total			5353		
Peak Hour	7:30 AM			3:00 PM		Peak Hour	10:30 AM			3:45 PM		Peak Hour	7:30 AM			4:45 PM	
Volume	281			237		Volume	148			271		Volume	392			498	
P.H.F.	0.901			0.926		P.H.F.	0.925			0.891		P.H.F.	0.899			0.973	

County Street
east of Mill Road
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Site Code: TBA

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

PDI File #: 207651 ATR-D

Count Date:
Wednesday, October 21, 2020

Volume

WB

Start Time:	15 min	60 min		15 min	60 min
12:00 AM	1		12:00 PM	42	
12:15 AM	1		12:15 PM	50	
12:30 AM	1		12:30 PM	52	
12:45 AM	1	4	12:45 PM	41	185
1:00 AM	0		1:00 PM	41	
1:15 AM	2		1:15 PM	56	
1:30 AM	0		1:30 PM	52	
1:45 AM	1	3	1:45 PM	46	195
2:00 AM	2		2:00 PM	48	
2:15 AM	0		2:15 PM	38	
2:30 AM	1		2:30 PM	45	
2:45 AM	0	3	2:45 PM	58	189
3:00 AM	1		3:00 PM	65	
3:15 AM	1		3:15 PM	47	
3:30 AM	1		3:30 PM	61	
3:45 AM	1	4	3:45 PM	62	235
4:00 AM	3		4:00 PM	71	
4:15 AM	5		4:15 PM	66	
4:30 AM	4		4:30 PM	62	
4:45 AM	9	21	4:45 PM	70	269
5:00 AM	7		5:00 PM	85	
5:15 AM	10		5:15 PM	82	
5:30 AM	10		5:30 PM	69	
5:45 AM	22	49	5:45 PM	53	289
6:00 AM	18		6:00 PM	46	
6:15 AM	31		6:15 PM	46	
6:30 AM	43		6:30 PM	53	
6:45 AM	54	146	6:45 PM	37	182
7:00 AM	56		7:00 PM	30	
7:15 AM	65		7:15 PM	27	
7:30 AM	76		7:30 PM	24	
7:45 AM	71	268	7:45 PM	18	99
8:00 AM	59		8:00 PM	12	
8:15 AM	57		8:15 PM	23	
8:30 AM	65		8:30 PM	16	
8:45 AM	69	250	8:45 PM	18	69
9:00 AM	44		9:00 PM	17	
9:15 AM	41		9:15 PM	10	
9:30 AM	52		9:30 PM	6	
9:45 AM	43	180	9:45 PM	8	41
10:00 AM	43		10:00 PM	3	
10:15 AM	36		10:15 PM	10	
10:30 AM	47		10:30 PM	5	
10:45 AM	42	168	10:45 PM	8	26
11:00 AM	38		11:00 PM	4	
11:15 AM	59		11:15 PM	2	
11:30 AM	46		11:30 PM	0	
11:45 AM	41	184	11:45 PM	4	10
Total	1280			1789	
Percent	41.71%			58.29%	
Day Total			3069		
Peak Hour	7:15 AM			4:45 PM	
Volume	271			306	
P.H.F.	0.891			0.900	

EB

Start Time:	15 min	60 min		15 min	60 min
12:00 AM	6		12:00 PM	39	
12:15 AM	3		12:15 PM	39	
12:30 AM	1		12:30 PM	49	
12:45 AM	2	12	12:45 PM	46	173
1:00 AM	1		1:00 PM	37	
1:15 AM	1		1:15 PM	31	
1:30 AM	2		1:30 PM	42	
1:45 AM	0	4	1:45 PM	37	147
2:00 AM	0		2:00 PM	44	
2:15 AM	0		2:15 PM	43	
2:30 AM	3		2:30 PM	49	
2:45 AM	0	3	2:45 PM	72	208
3:00 AM	1		3:00 PM	61	
3:15 AM	1		3:15 PM	45	
3:30 AM	1		3:30 PM	60	
3:45 AM	2	5	3:45 PM	59	225
4:00 AM	1		4:00 PM	73	
4:15 AM	3		4:15 PM	64	
4:30 AM	2		4:30 PM	61	
4:45 AM	1	7	4:45 PM	66	264
5:00 AM	1		5:00 PM	55	
5:15 AM	3		5:15 PM	64	
5:30 AM	5		5:30 PM	78	
5:45 AM	6	15	5:45 PM	49	246
6:00 AM	11		6:00 PM	44	
6:15 AM	5		6:15 PM	60	
6:30 AM	15		6:30 PM	47	
6:45 AM	15	46	6:45 PM	47	198
7:00 AM	19		7:00 PM	37	
7:15 AM	28		7:15 PM	38	
7:30 AM	26		7:30 PM	38	
7:45 AM	38	111	7:45 PM	25	138
8:00 AM	24		8:00 PM	31	
8:15 AM	26		8:15 PM	26	
8:30 AM	25		8:30 PM	19	
8:45 AM	24	99	8:45 PM	18	94
9:00 AM	35		9:00 PM	23	
9:15 AM	30		9:15 PM	16	
9:30 AM	27		9:30 PM	15	
9:45 AM	35	127	9:45 PM	8	62
10:00 AM	34		10:00 PM	12	
10:15 AM	31		10:15 PM	8	
10:30 AM	36		10:30 PM	5	
10:45 AM	31	132	10:45 PM	5	30
11:00 AM	41		11:00 PM	5	
11:15 AM	44		11:15 PM	5	
11:30 AM	41		11:30 PM	2	
11:45 AM	39	165	11:45 PM	4	16
Total	726			1801	
Percent	28.73%			71.27%	
Day Total			2527		
Peak Hour	11:45 AM			4:00 PM	
Volume	166			264	
P.H.F.	0.847			0.904	

Combined

Start Time:	15 min	60 min		15 min	60 min
12:00 AM	7		12:00 PM	81	
12:15 AM	4		12:15 PM	89	
12:30 AM	2		12:30 PM	101	
12:45 AM	3	16	12:45 PM	87	358
1:00 AM	1		1:00 PM	78	
1:15 AM	3		1:15 PM	87	
1:30 AM	2		1:30 PM	94	
1:45 AM	1	7	1:45 PM	83	342
2:00 AM	2		2:00 PM	92	
2:15 AM	0		2:15 PM	81	
2:30 AM	4		2:30 PM	94	
2:45 AM	0	6	2:45 PM	130	397
3:00 AM	2		3:00 PM	126	
3:15 AM	2		3:15 PM	92	
3:30 AM	2		3:30 PM	121	
3:45 AM	3	9	3:45 PM	121	460
4:00 AM	4		4:00 PM	144	
4:15 AM	8		4:15 PM	130	
4:30 AM	6		4:30 PM	123	
4:45 AM	10	28	4:45 PM	136	533
5:00 AM	8		5:00 PM	140	
5:15 AM	13		5:15 PM	146	
5:30 AM	15		5:30 PM	147	
5:45 AM	28	64	5:45 PM	102	535
6:00 AM	29		6:00 PM	90	
6:15 AM	36		6:15 PM	106	
6:30 AM	58		6:30 PM	100	
6:45 AM	69	192	6:45 PM	84	380
7:00 AM	75		7:00 PM	67	
7:15 AM	93		7:15 PM	65	
7:30 AM	102		7:30 PM	62	
7:45 AM	109	379	7:45 PM	43	237
8:00 AM	83		8:00 PM	43	
8:15 AM	83		8:15 PM	49	
8:30 AM	90		8:30 PM	35	
8:45 AM	93	349	8:45 PM	36	163
9:00 AM	79		9:00 PM	40	
9:15 AM	71		9:15 PM	26	
9:30 AM	79		9:30 PM	21	
9:45 AM	78	307	9:45 PM	16	103
10:00 AM	77		10:00 PM	15	
10:15 AM	67		10:15 PM	18	
10:30 AM	83		10:30 PM	10	
10:45 AM	73	300	10:45 PM	13	56
11:00 AM	79		11:00 PM	9	
11:15 AM	103		11:15 PM	7	
11:30 AM	87		11:30 PM	2	
11:45 AM	80	349	11:45 PM	8	26
Total	2006			3590	
Percent	35.85%			64.15%	
Day Total			5596		
Peak Hour	7:15 AM			4:45 PM	
Volume	387			569	
P.H.F.	0.888			0.968	

County Street
east of Mill Road
City, State: Seekonk, MA
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Site Code: TBA

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

PDI File #: 207651 ATR-D

Count Date
Tuesday, October 20, 2020

Classification (60-minute)

WB

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	9	7	1	0	1	0	0	0	0	0	0	0	18
5:00 AM	1	27	15	1	4	2	0	0	2	0	0	0	0	52
6:00 AM	0	111	40	1	5	1	0	0	0	0	0	0	0	158
7:00 AM	1	203	60	2	7	3	0	1	0	0	0	0	0	277
8:00 AM	0	182	44	1	4	1	0	2	0	0	0	0	0	234
9:00 AM	0	133	35	2	3	2	0	1	1	0	0	0	0	177
10:00 AM	0	136	32	1	6	1	0	1	0	0	0	0	0	177
11:00 AM	0	129	29	0	2	0	0	0	0	0	0	0	0	160
12:00 PM	1	132	38	0	11	1	1	2	0	0	0	0	0	186
1:00 PM	1	164	37	1	5	1	0	1	0	0	0	0	0	210
2:00 PM	1	152	33	0	4	5	0	0	1	0	0	0	0	196
3:00 PM	3	186	40	3	5	0	0	0	0	0	0	0	0	237
4:00 PM	1	180	28	0	5	0	0	0	1	0	0	0	0	215
5:00 PM	0	172	32	1	8	1	0	0	0	0	0	0	0	214
6:00 PM	0	127	24	0	3	0	0	0	0	0	0	0	0	154
7:00 PM	0	84	15	0	3	0	0	0	0	0	0	0	0	102
8:00 PM	0	55	3	0	2	0	0	0	0	0	0	0	0	60
9:00 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	28
10:00 PM	0	20	4	0	0	0	0	0	0	0	0	0	0	24
11:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Total	9	2249	524	14	77	19	1	8	5	0	0	0	0	2906
Percent	0.31%	77.39%	18.03%	0.48%	2.65%	0.65%	0.03%	0.28%	0.17%	0.00%	0.00%	0.00%	0.00%	
AM Peak	5:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM		8:00 AM	5:00 AM					7:00 AM
Volume	1	203	60	2	7	3	0	2	2	0	0	0	0	277
PM Peak	3:00 PM	3:00 PM	3:00 PM	3:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	2:00 PM					3:00 PM
Volume	3	186	40	3	11	5	1	2	1	0	0	0	0	237

Cycles:	9	0.3%
Cars and Light Trucks:	2773	95.4%
Heavy Vehicles:	124	4.3%

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EB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	3	0	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	3	1	1	2	0	0	0	0	0	0	0	0	7
5:00 AM	0	9	3	0	5	0	0	0	0	0	0	0	0	17
6:00 AM	0	23	12	1	5	0	0	3	0	0	0	0	0	44
7:00 AM	0	63	25	0	12	1	0	2	0	0	0	0	0	103
8:00 AM	0	68	35	2	17	1	0	3	0	0	0	0	0	126
9:00 AM	0	42	32	1	17	0	0	3	0	0	0	0	0	95
10:00 AM	0	78	40	1	16	1	0	0	0	0	0	0	0	136
11:00 AM	0	76	33	0	21	1	0	1	0	0	0	0	0	132
12:00 PM	0	87	37	0	16	0	2	1	0	0	0	0	0	143
1:00 PM	0	100	45	1	17	2	0	2	0	0	0	0	0	167
2:00 PM	1	122	54	2	25	2	0	1	0	0	0	0	0	207
3:00 PM	2	153	57	2	28	2	0	1	0	0	0	0	0	245
4:00 PM	1	158	73	0	33	2	0	1	0	0	0	0	0	268
5:00 PM	0	143	71	0	29	0	0	0	0	0	0	0	0	243
6:00 PM	0	96	48	0	16	0	0	0	0	0	0	0	0	160
7:00 PM	0	77	47	0	14	0	0	0	0	0	0	0	0	138
8:00 PM	0	60	25	0	6	0	0	0	0	0	0	0	0	91
9:00 PM	0	32	12	0	3	0	0	0	0	0	0	0	0	47
10:00 PM	0	24	9	0	4	0	0	0	0	0	0	0	0	37
11:00 PM	0	13	6	0	1	0	0	0	0	0	0	0	0	20
PM Total	4	1440	670	11	290	12	2	18	0	0	0	0	0	2447
Percent	0.16%	58.85%	27.38%	0.45%	11.85%	0.49%	0.08%	0.74%	0.00%	0.00%	0.00%	0.00%	0.00%	
AM Peak		10:00 AM	10:00 AM	8:00 AM	11:00 AM	7:00 AM		6:00 AM						10:00 AM
Volume	0	78	40	2	21	1	0	3	0	0	0	0	0	136
PM Peak	3:00 PM	4:00 PM	4:00 PM	2:00 PM	4:00 PM	1:00 PM	12:00 PM	1:00 PM						4:00 PM
Volume	2	158	73	2	33	2	2	2	0	0	0	0	0	268

Cycles:	4	0.2%
Cars and Light Trucks:	2110	86.2%
Heavy Vehicles:	333	13.6%

County Street
east of Mill Road
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-D

Count Date
Tuesday, October 20, 2020

Classification (60-minute)

Combined

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	4	4	0	1	0	0	0	0	0	0	0	0	9
4:00 AM	0	12	8	2	2	1	0	0	0	0	0	0	0	25
5:00 AM	1	36	18	1	9	2	0	0	2	0	0	0	0	69
6:00 AM	0	134	52	2	10	1	0	3	0	0	0	0	0	202
7:00 AM	1	266	85	2	19	4	0	3	0	0	0	0	0	380
8:00 AM	0	250	79	3	21	2	0	5	0	0	0	0	0	360
9:00 AM	0	175	67	3	20	2	0	4	1	0	0	0	0	272
10:00 AM	0	214	72	2	22	2	0	1	0	0	0	0	0	313
11:00 AM	0	205	62	0	23	1	0	1	0	0	0	0	0	292
12:00 PM	1	219	75	0	27	1	3	3	0	0	0	0	0	329
1:00 PM	1	264	82	2	22	3	0	3	0	0	0	0	0	377
2:00 PM	2	274	87	2	29	7	0	1	1	0	0	0	0	403
3:00 PM	5	339	97	5	33	2	0	1	0	0	0	0	0	482
4:00 PM	2	338	101	0	38	2	0	1	1	0	0	0	0	483
5:00 PM	0	315	103	1	37	1	0	0	0	0	0	0	0	457
6:00 PM	0	223	72	0	19	0	0	0	0	0	0	0	0	314
7:00 PM	0	161	62	0	17	0	0	0	0	0	0	0	0	240
8:00 PM	0	115	28	0	8	0	0	0	0	0	0	0	0	151
9:00 PM	0	55	17	0	3	0	0	0	0	0	0	0	0	75
10:00 PM	0	44	13	0	4	0	0	0	0	0	0	0	0	61
11:00 PM	0	24	6	0	1	0	0	0	0	0	0	0	0	31
PM Total	13	3689	1194	25	367	31	3	26	5	0	0	0	0	5353
Percent	0.24%	68.91%	22.31%	0.47%	6.86%	0.58%	0.06%	0.49%	0.09%	0.00%	0.00%	0.00%	0.00%	
AM Peak	5:00 AM	7:00 AM	7:00 AM	8:00 AM	11:00 AM	7:00 AM		8:00 AM	5:00 AM					7:00 AM
Volume	1	266	85	3	23	4	0	5	2	0	0	0	0	380
PM Peak	3:00 PM	3:00 PM	5:00 PM	3:00 PM	4:00 PM	2:00 PM	12:00 PM	12:00 PM	2:00 PM					4:00 PM
Volume	5	339	103	5	38	7	3	3	1	0	0	0	0	483

Cycles:	13	0.2%
Cars and Light Trucks:	4883	91.2%
Heavy Vehicles:	457	8.5%

County Street
east of Mill Road
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-D

Count Date
Wednesday, October 21, 2020

Classification (60-minute)

WB

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	14	7	0	0	0	0	0	0	0	0	0	0	21
5:00 AM	0	25	15	1	5	2	0	0	1	0	0	0	0	49
6:00 AM	0	95	40	0	9	2	0	0	0	0	0	0	0	146
7:00 AM	1	190	62	2	6	6	0	1	0	0	0	0	0	268
8:00 AM	0	195	47	1	6	1	0	0	0	0	0	0	0	250
9:00 AM	0	140	33	0	5	1	0	1	0	0	0	0	0	180
10:00 AM	1	132	31	0	2	2	0	0	0	0	0	0	0	168
11:00 AM	2	140	37	0	4	0	0	1	0	0	0	0	0	184
12:00 PM	0	153	27	0	5	0	0	0	0	0	0	0	0	185
1:00 PM	1	147	39	2	4	0	0	2	0	0	0	0	0	195
2:00 PM	2	150	29	2	5	0	0	1	0	0	0	0	0	189
3:00 PM	1	186	36	1	10	1	0	0	0	0	0	0	0	235
4:00 PM	3	216	43	1	4	0	0	2	0	0	0	0	0	269
5:00 PM	4	237	42	0	6	0	0	0	0	0	0	0	0	289
6:00 PM	1	144	33	0	3	1	0	0	0	0	0	0	0	182
7:00 PM	0	84	14	0	1	0	0	0	0	0	0	0	0	99
8:00 PM	0	62	6	0	1	0	0	0	0	0	0	0	0	69
9:00 PM	1	37	3	0	0	0	0	0	0	0	0	0	0	41
10:00 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
11:00 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
Total	17	2392	548	10	77	16	0	8	1	0	0	0	0	3069
Percent	0.55%	77.94%	17.86%	0.33%	2.51%	0.52%	0.00%	0.26%	0.03%	0.00%	0.00%	0.00%	0.00%	
AM Peak	11:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM		7:00 AM	5:00 AM					7:00 AM
Volume	2	195	62	2	9	6	0	1	1	0	0	0	0	268
PM Peak	5:00 PM	5:00 PM	4:00 PM	1:00 PM	3:00 PM	3:00 PM		1:00 PM						5:00 PM
Volume	4	237	43	2	10	1	0	2	0	0	0	0	0	289

Cycles:	17	0.6%
Cars and Light Trucks:	2940	95.8%
Heavy Vehicles:	112	3.6%

County Street
east of Mill Road
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Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: 207651 ATR-D

Count Date
Wednesday, October 21, 2020

Classification (60-minute)

EB

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	6	5	0	1	0	0	0	0	0	0	0	0	12
1:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	2	2	0	3	0	0	0	0	0	0	0	0	7
5:00 AM	0	6	4	0	5	0	0	0	0	0	0	0	0	15
6:00 AM	0	23	15	0	7	0	0	1	0	0	0	0	0	46
7:00 AM	0	66	28	1	16	0	0	0	0	0	0	0	0	111
8:00 AM	0	52	29	1	16	0	1	0	0	0	0	0	0	99
9:00 AM	1	76	33	1	14	0	0	2	0	0	0	0	0	127
10:00 AM	0	84	33	0	13	1	0	1	0	0	0	0	0	132
11:00 AM	0	99	46	0	19	1	0	0	0	0	0	0	0	165
12:00 PM	1	113	35	2	21	0	0	1	0	0	0	0	0	173
1:00 PM	0	87	43	1	13	1	0	2	0	0	0	0	0	147
2:00 PM	2	122	52	3	26	2	0	1	0	0	0	0	0	208
3:00 PM	1	131	57	1	31	2	0	2	0	0	0	0	0	225
4:00 PM	2	169	62	0	31	0	0	0	0	0	0	0	0	264
5:00 PM	0	144	73	0	27	1	0	1	0	0	0	0	0	246
6:00 PM	0	127	50	1	20	0	0	0	0	0	0	0	0	198
7:00 PM	0	85	35	0	18	0	0	0	0	0	0	0	0	138
8:00 PM	0	58	20	0	16	0	0	0	0	0	0	0	0	94
9:00 PM	0	46	15	0	1	0	0	0	0	0	0	0	0	62
10:00 PM	0	19	9	0	2	0	0	0	0	0	0	0	0	30
11:00 PM	0	11	3	0	2	0	0	0	0	0	0	0	0	16
PM Total	7	1532	652	11	305	8	1	11	0	0	0	0	0	2527
Percent	0.28%	60.63%	25.80%	0.44%	12.07%	0.32%	0.04%	0.44%	0.00%	0.00%	0.00%	0.00%	0.00%	
AM Peak	9:00 AM	11:00 AM	11:00 AM	7:00 AM	11:00 AM	10:00 AM	8:00 AM	9:00 AM						11:00 AM
Volume	1	99	46	1	19	1	1	2	0	0	0	0	0	165
PM Peak	2:00 PM	4:00 PM	5:00 PM	2:00 PM	3:00 PM	2:00 PM		1:00 PM						4:00 PM
Volume	2	169	73	3	31	2	0	2	0	0	0	0	0	264

Cycles:	7	0.3%
Cars and Light Trucks:	2184	86.4%
Heavy Vehicles:	336	13.3%

County Street
east of Mill Road
City, State: Seekonk, MA
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Site Code: TBA

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

PDI File #: 207651 ATR-D

Count Date
Wednesday, October 21, 2020

Classification (60-minute)

Combined

Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	10	5	0	1	0	0	0	0	0	0	0	0	16
1:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
2:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
3:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
4:00 AM	0	16	9	0	3	0	0	0	0	0	0	0	0	28
5:00 AM	0	31	19	1	10	2	0	0	1	0	0	0	0	64
6:00 AM	0	118	55	0	16	2	0	1	0	0	0	0	0	192
7:00 AM	1	256	90	3	22	6	0	1	0	0	0	0	0	379
8:00 AM	0	247	76	2	22	1	1	0	0	0	0	0	0	349
9:00 AM	1	216	66	1	19	1	0	3	0	0	0	0	0	307
10:00 AM	1	216	64	0	15	3	0	1	0	0	0	0	0	300
11:00 AM	2	239	83	0	23	1	0	1	0	0	0	0	0	349
12:00 PM	1	266	62	2	26	0	0	1	0	0	0	0	0	358
1:00 PM	1	234	82	3	17	1	0	4	0	0	0	0	0	342
2:00 PM	4	272	81	5	31	2	0	2	0	0	0	0	0	397
3:00 PM	2	317	93	2	41	3	0	2	0	0	0	0	0	460
4:00 PM	5	385	105	1	35	0	0	2	0	0	0	0	0	533
5:00 PM	4	381	115	0	33	1	0	1	0	0	0	0	0	535
6:00 PM	1	271	83	1	23	1	0	0	0	0	0	0	0	380
7:00 PM	0	169	49	0	19	0	0	0	0	0	0	0	0	237
8:00 PM	0	120	26	0	17	0	0	0	0	0	0	0	0	163
9:00 PM	1	83	18	0	1	0	0	0	0	0	0	0	0	103
10:00 PM	0	43	11	0	2	0	0	0	0	0	0	0	0	56
11:00 PM	0	20	3	0	3	0	0	0	0	0	0	0	0	26
PM Total	24	3924	1200	21	382	24	1	19	1	0	0	0	0	5596
Percent	0.43%	70.12%	21.44%	0.38%	6.83%	0.43%	0.02%	0.34%	0.02%	0.00%	0.00%	0.00%	0.00%	
AM Peak	11:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM	8:00 AM	9:00 AM	5:00 AM					7:00 AM
Volume	2	256	90	3	23	6	1	3	1	0	0	0	0	379
PM Peak	4:00 PM	4:00 PM	5:00 PM	2:00 PM	3:00 PM	3:00 PM		1:00 PM						5:00 PM
Volume	5	385	115	5	41	3	0	4	0	0	0	0	0	535

Cycles:	24	0.4%
Cars and Light Trucks:	5124	91.6%
Heavy Vehicles:	448	8.0%

County Street
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Speed (60-minute)

WB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	2	2	2	0	0	0	0	0	0	6	41.5	37.3
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	32.0	32.0
2:00 AM	0	0	0	1	1	2	1	0	0	0	0	0	0	5	39.4	34.6
3:00 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	4	41.6	37.5
4:00 AM	0	0	0	1	5	7	3	2	0	0	0	0	0	18	41.5	36.8
5:00 AM	0	1	0	2	18	21	10	0	0	0	0	0	0	52	40.0	35.5
6:00 AM	0	0	1	6	57	78	15	1	0	0	0	0	0	158	39.0	35.3
7:00 AM	0	0	0	5	80	145	46	1	0	0	0	0	0	277	40.0	36.2
8:00 AM	0	0	0	5	52	132	41	4	0	0	0	0	0	234	40.0	36.7
9:00 AM	0	0	0	4	63	88	20	1	1	0	0	0	0	177	39.0	35.8
10:00 AM	0	0	0	3	45	94	32	3	0	0	0	0	0	177	40.0	36.6
11:00 AM	0	0	1	7	38	94	17	3	0	0	0	0	0	160	39.0	35.9
12:00 PM	0	0	0	3	64	88	29	2	0	0	0	0	0	186	40.0	36.0
1:00 PM	0	0	0	4	59	114	27	6	0	0	0	0	0	210	40.0	36.3
2:00 PM	0	0	0	2	57	112	23	2	0	0	0	0	0	196	39.0	36.0
3:00 PM	0	0	0	7	65	118	45	2	0	0	0	0	0	237	40.6	36.3
4:00 PM	0	0	0	1	52	113	45	4	0	0	0	0	0	215	40.9	37.1
5:00 PM	0	0	0	3	66	108	35	1	1	0	0	0	0	214	40.0	36.3
6:00 PM	0	0	0	6	46	85	16	1	0	0	0	0	0	154	39.0	35.6
7:00 PM	0	0	0	3	48	38	12	1	0	0	0	0	0	102	39.0	35.0
8:00 PM	0	0	0	1	17	32	9	1	0	0	0	0	0	60	40.0	36.2
9:00 PM	0	0	0	4	9	7	6	1	1	0	0	0	0	28	42.0	36.1
10:00 PM	0	0	0	1	9	7	6	1	0	0	0	0	0	24	41.0	36.3
11:00 PM	0	0	0	0	6	5	0	0	0	0	0	0	0	11	37.0	34.3
Total	0	1	2	69	861	1491	442	37	3	0	0	0	0	2906	40.0	36.1
Percent	0.00%	0.03%	0.07%	2.37%	29.63%	51.31%	15.21%	1.27%	0.10%	0.00%	0.00%	0.00%	0.00%			
AM Peak		5:00 AM	6:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM	9:00 AM					7:00 AM		
Volume	0	1	1	7	80	145	46	4	1	0	0	0	0	277		
PM Peak				3:00 PM	5:00 PM	3:00 PM	3:00 PM	1:00 PM	5:00 PM					3:00 PM		
Volume	0	0	0	7	66	118	45	6	1	0	0	0	0	237		

15th Percentile:	33.0 MPH	Average Speed:	36.1 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	32 to 41 MPH	Number of Vehicles > 35 MPH:	1613
85th Percentile:	40.0 MPH	Number in Pace:	2465	Percent of Vehicles > 35 MPH:	55.5%
95th Percentile:	42.0 MPH	Percent in Pace:	84.8%		

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City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 207651 ATR-D

Count Date
Tuesday, October 20, 2020

Speed (60-minute)

EB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	5	2	2	0	0	0	0	9	50.6	45.7
1:00 AM	0	0	0	0	2	1	1	1	0	0	0	0	0	5	42.4	38.2
2:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	2	54.8	52.0
3:00 AM	0	0	0	0	0	3	1	1	0	0	0	0	0	5	42.0	39.4
4:00 AM	0	0	0	0	1	1	3	2	0	0	0	0	0	7	47.1	40.6
5:00 AM	0	0	0	0	2	10	4	1	0	0	0	0	0	17	42.6	37.9
6:00 AM	0	0	0	2	13	17	6	5	1	0	0	0	0	44	43.6	37.0
7:00 AM	0	0	0	1	16	54	31	1	0	0	0	0	0	103	42.0	37.9
8:00 AM	0	0	0	2	30	55	35	3	1	0	0	0	0	126	41.0	37.4
9:00 AM	0	0	0	1	23	39	24	8	0	0	0	0	0	95	42.0	37.8
10:00 AM	0	0	0	1	14	61	43	13	4	0	0	0	0	136	44.0	39.4
11:00 AM	0	0	0	1	17	64	43	7	0	0	0	0	0	132	42.0	38.5
12:00 PM	0	0	0	0	30	62	35	12	2	2	0	0	0	143	44.0	38.6
1:00 PM	0	0	0	0	24	68	49	19	5	2	0	0	0	167	45.0	39.6
2:00 PM	0	0	0	5	34	81	60	25	2	0	0	0	0	207	44.0	38.7
3:00 PM	0	0	0	6	25	111	74	27	2	0	0	0	0	245	43.4	38.9
4:00 PM	0	0	2	3	33	121	80	26	3	0	0	0	0	268	44.0	38.8
5:00 PM	0	0	0	3	32	109	83	14	1	1	0	0	0	243	43.0	38.6
6:00 PM	0	0	0	2	30	73	46	7	2	0	0	0	0	160	41.0	37.8
7:00 PM	0	0	0	1	24	60	42	10	1	0	0	0	0	138	43.0	38.5
8:00 PM	0	0	0	1	15	34	31	5	2	2	1	0	0	91	43.5	39.3
9:00 PM	0	0	0	0	14	19	9	4	1	0	0	0	0	47	42.0	37.7
10:00 PM	0	0	0	2	5	16	4	5	5	0	0	0	0	37	48.2	39.9
11:00 PM	0	0	0	1	6	6	5	0	2	0	0	0	0	20	43.2	38.2
Total	0	0	2	32	390	1065	714	199	36	8	1	0	0	2447	43.0	38.6
Percent	0.00%	0.00%	0.08%	1.31%	15.94%	43.52%	29.18%	8.13%	1.47%	0.33%	0.04%	0.00%	0.00%			
AM Peak				6:00 AM	8:00 AM	11:00 AM	10:00 AM	10:00 AM	10:00 AM	2:00 AM				10:00 AM		
Volume	0	0	0	2	30	64	43	13	4	1	0	0	0	136		
PM Peak			4:00 PM	3:00 PM	2:00 PM	4:00 PM	5:00 PM	3:00 PM	1:00 PM	12:00 PM	8:00 PM			4:00 PM		
Volume	0	0	2	6	34	121	83	27	5	2	1	0	0	268		

15th Percentile:	34.0 MPH	Average Speed:	38.6 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	38.0 MPH	10 MPH Pace:	34 to 43 MPH	Number of Vehicles > 35 MPH:	1836
85th Percentile:	43.0 MPH	Number in Pace:	1810	Percent of Vehicles > 35 MPH:	75.0%
95th Percentile:	46.0 MPH	Percent in Pace:	74.0%		

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Speed (60-minute)

Combined WB and EB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	2	2	7	2	2	0	0	0	0	15	49.0	42.3
1:00 AM	0	0	0	0	3	1	1	1	0	0	0	0	0	6	41.5	37.2
2:00 AM	0	0	0	1	1	2	1	1	0	1	0	0	0	7	48.8	39.6
3:00 AM	0	0	0	0	1	4	3	1	0	0	0	0	0	9	41.8	38.6
4:00 AM	0	0	0	1	6	8	6	4	0	0	0	0	0	25	43.8	37.8
5:00 AM	0	1	0	2	20	31	14	1	0	0	0	0	0	69	41.0	36.1
6:00 AM	0	0	1	8	70	95	21	6	1	0	0	0	0	202	39.0	35.7
7:00 AM	0	0	0	6	96	199	77	2	0	0	0	0	0	380	40.0	36.7
8:00 AM	0	0	0	7	82	187	76	7	1	0	0	0	0	360	40.0	36.9
9:00 AM	0	0	0	5	86	127	44	9	1	0	0	0	0	272	40.4	36.5
10:00 AM	0	0	0	4	59	155	75	16	4	0	0	0	0	313	42.0	37.8
11:00 AM	0	0	1	8	55	158	60	10	0	0	0	0	0	292	41.0	37.0
12:00 PM	0	0	0	3	94	150	64	14	2	2	0	0	0	329	42.0	37.1
1:00 PM	0	0	0	4	83	182	76	25	5	2	0	0	0	377	42.0	37.7
2:00 PM	0	0	0	7	91	193	83	27	2	0	0	0	0	403	42.0	37.4
3:00 PM	0	0	0	13	90	229	119	29	2	0	0	0	0	482	42.0	37.7
4:00 PM	0	0	2	4	85	234	125	30	3	0	0	0	0	483	42.0	38.0
5:00 PM	0	0	0	6	98	217	118	15	2	1	0	0	0	457	41.0	37.5
6:00 PM	0	0	0	8	76	158	62	8	2	0	0	0	0	314	41.0	36.7
7:00 PM	0	0	0	4	72	98	54	11	1	0	0	0	0	240	41.0	37.0
8:00 PM	0	0	0	2	32	66	40	6	2	2	1	0	0	151	42.0	38.0
9:00 PM	0	0	0	4	23	26	15	5	2	0	0	0	0	75	42.0	37.1
10:00 PM	0	0	0	3	14	23	10	6	5	0	0	0	0	61	45.0	38.5
11:00 PM	0	0	0	1	12	11	5	0	2	0	0	0	0	31	42.0	36.8
Total	0	1	4	101	1251	2556	1156	236	39	8	1	0	0	5353	41.0	37.3
Percent	0.00%	0.02%	0.07%	1.89%	23.37%	47.75%	21.60%	4.41%	0.73%	0.15%	0.02%	0.00%	0.00%			
AM Peak		5:00 AM	6:00 AM	6:00 AM	7:00 AM	7:00 AM	7:00 AM	10:00 AM	10:00 AM	2:00 AM				7:00 AM		
Volume	0	1	1	8	96	199	77	16	4	1	0	0	0	380		
PM Peak			4:00 PM	3:00 PM	5:00 PM	4:00 PM	4:00 PM	4:00 PM	1:00 PM	12:00 PM	8:00 PM			4:00 PM		
Volume	0	0	2	13	98	234	125	30	5	2	1	0	0	483		

15th Percentile:	33.0 MPH	Average Speed:	37.3 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	37.0 MPH	10 MPH Pace:	32 to 41 MPH	Number of Vehicles > 35 MPH:	3449
85th Percentile:	41.0 MPH	Number in Pace:	4206	Percent of Vehicles > 35 MPH:	64.4%
95th Percentile:	45.0 MPH	Percent in Pace:	78.6%		

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Speed (60-minute)

WB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	2	1	1	0	0	0	0	0	4	45.8	40.8
1:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	3	39.0	36.7
2:00 AM	0	0	1	0	1	1	0	0	0	0	0	0	0	3	37.5	31.7
3:00 AM	0	0	0	0	2	1	1	0	0	0	0	0	0	4	38.3	35.3
4:00 AM	0	1	0	3	5	5	5	1	1	0	0	0	0	21	43.0	35.9
5:00 AM	0	0	0	4	17	24	4	0	0	0	0	0	0	49	39.0	35.2
6:00 AM	0	0	0	11	58	59	16	2	0	0	0	0	0	146	39.0	35.0
7:00 AM	0	0	0	8	68	139	51	2	0	0	0	0	0	268	40.0	36.5
8:00 AM	0	0	0	4	49	136	57	3	1	0	0	0	0	250	40.0	37.2
9:00 AM	0	0	0	1	45	93	35	5	1	0	0	0	0	180	40.0	36.9
10:00 AM	0	0	0	7	45	79	31	4	1	1	0	0	0	168	41.0	36.5
11:00 AM	0	2	1	5	53	85	30	6	2	0	0	0	0	184	41.0	36.3
12:00 PM	0	0	1	6	46	97	33	2	0	0	0	0	0	185	40.0	36.5
1:00 PM	1	0	0	4	53	89	45	3	0	0	0	0	0	195	41.0	36.8
2:00 PM	0	0	0	4	42	104	37	2	0	0	0	0	0	189	40.0	36.8
3:00 PM	0	0	0	4	73	123	33	2	0	0	0	0	0	235	39.0	36.1
4:00 PM	0	0	0	9	62	145	48	4	1	0	0	0	0	269	40.0	36.7
5:00 PM	1	0	4	13	84	138	46	3	0	0	0	0	0	289	40.0	35.6
6:00 PM	0	0	0	4	71	80	21	5	1	0	0	0	0	182	39.0	35.7
7:00 PM	0	0	0	7	37	43	8	4	0	0	0	0	0	99	39.0	35.4
8:00 PM	0	0	0	4	29	23	12	0	1	0	0	0	0	69	41.6	35.9
9:00 PM	0	0	0	5	12	19	5	0	0	0	0	0	0	41	39.0	35.0
10:00 PM	0	0	0	2	8	6	8	2	0	0	0	0	0	26	42.5	37.0
11:00 PM	0	0	0	0	3	4	3	0	0	0	0	0	0	10	41.3	36.6
Total	2	3	7	105	864	1497	530	51	9	1	0	0	0	3069	40.0	36.3
Percent	0.07%	0.10%	0.23%	3.42%	28.15%	48.78%	17.27%	1.66%	0.29%	0.03%	0.00%	0.00%	0.00%			
AM Peak		11:00 AM	2:00 AM	6:00 AM	7:00 AM	7:00 AM	8:00 AM	11:00 AM	11:00 AM	10:00 AM				7:00 AM		
Volume	0	2	1	11	68	139	57	6	2	1	0	0	0	268		
PM Peak	1:00 PM		5:00 PM	5:00 PM	5:00 PM	4:00 PM	4:00 PM	6:00 PM	4:00 PM					5:00 PM		
Volume	1	0	4	13	84	145	48	5	1	0	0	0	0	289		

15th Percentile:	33.0 MPH	Average Speed:	36.3 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	32 to 41 MPH	Number of Vehicles > 35 MPH:	1769
85th Percentile:	40.0 MPH	Number in Pace:	2498	Percent of Vehicles > 35 MPH:	57.6%
95th Percentile:	43.0 MPH	Percent in Pace:	81.4%		

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Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	2	5	3	1	1	0	0	0	0	12	45.4	39.4
1:00 AM	0	0	0	0	1	0	2	1	0	0	0	0	0	4	45.1	41.3
2:00 AM	0	0	0	0	1	0	0	2	0	0	0	0	0	3	45.7	41.7
3:00 AM	0	0	0	0	0	4	0	0	0	0	0	1	0	5	51.0	44.2
4:00 AM	0	0	1	0	1	2	1	1	1	0	0	0	0	7	48.4	39.1
5:00 AM	0	0	0	1	1	8	5	0	0	0	0	0	0	15	41.8	37.9
6:00 AM	0	0	0	2	13	16	13	2	0	0	0	0	0	46	43.0	37.1
7:00 AM	0	0	0	0	15	47	37	11	1	0	0	0	0	111	43.0	39.0
8:00 AM	0	0	2	3	26	34	28	6	0	0	0	0	0	99	42.0	37.4
9:00 AM	1	0	1	0	16	56	37	14	2	0	0	0	0	127	44.0	38.7
10:00 AM	0	0	0	2	15	64	44	6	1	0	0	0	0	132	42.0	38.5
11:00 AM	0	0	0	2	25	79	42	12	4	0	1	0	0	165	43.0	38.7
12:00 PM	0	0	0	2	22	67	61	17	2	0	2	0	0	173	44.0	39.4
1:00 PM	0	0	0	0	16	51	59	18	3	0	0	0	0	147	44.0	40.0
2:00 PM	0	0	0	1	18	93	72	22	2	0	0	0	0	208	44.0	39.6
3:00 PM	0	0	0	8	30	91	74	21	1	0	0	0	0	225	43.4	38.7
4:00 PM	0	0	0	1	20	97	113	32	1	0	0	0	0	264	43.6	40.0
5:00 PM	0	0	0	1	22	127	83	12	1	0	0	0	0	246	43.0	39.0
6:00 PM	0	0	0	2	40	96	46	13	1	0	0	0	0	198	42.0	37.8
7:00 PM	0	0	0	2	24	63	36	10	3	0	0	0	0	138	43.0	38.5
8:00 PM	0	0	0	4	20	42	18	9	1	0	0	0	0	94	42.1	37.5
9:00 PM	0	0	0	3	7	16	25	9	2	0	0	0	0	62	45.0	39.9
10:00 PM	0	0	0	1	6	10	8	2	3	0	0	0	0	30	46.3	39.0
11:00 PM	0	0	0	0	3	1	8	3	1	0	0	0	0	16	45.0	41.9
Total	1	0	4	35	344	1069	815	224	31	0	3	1	0	2527	43.0	38.9
Percent	0.04%	0.00%	0.16%	1.39%	13.61%	42.30%	32.25%	8.86%	1.23%	0.00%	0.12%	0.04%	0.00%			
AM Peak	9:00 AM		8:00 AM	8:00 AM	8:00 AM	11:00 AM	10:00 AM	9:00 AM	11:00 AM		11:00 AM	3:00 AM		11:00 AM		
Volume	1	0	2	3	26	79	44	14	4	0	1	1	0	165		
PM Peak				3:00 PM	6:00 PM	5:00 PM	4:00 PM	4:00 PM	1:00 PM		12:00 PM			4:00 PM		
Volume	0	0	0	8	40	127	113	32	3	0	2	0	0	264		

15th Percentile:	34.0 MPH	Average Speed:	38.9 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	39.0 MPH	10 MPH Pace:	34 to 43 MPH	Number of Vehicles > 35 MPH:	1975
85th Percentile:	43.0 MPH	Number in Pace:	1896	Percent of Vehicles > 35 MPH:	78.2%
95th Percentile:	47.0 MPH	Percent in Pace:	75.0%		

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12:00 AM	0	0	0	0	2	7	4	2	1	0	0	0	0	16	47.0	39.8
1:00 AM	0	0	0	0	2	2	2	1	0	0	0	0	0	7	44.2	39.3
2:00 AM	0	0	1	0	2	1	0	2	0	0	0	0	0	6	45.3	36.7
3:00 AM	0	0	0	0	2	5	1	0	0	0	0	1	0	9	40.6	40.2
4:00 AM	0	1	1	3	6	7	6	2	2	0	0	0	0	28	44.0	36.7
5:00 AM	0	0	0	5	18	32	9	0	0	0	0	0	0	64	39.0	35.8
6:00 AM	0	0	0	13	71	75	29	4	0	0	0	0	0	192	40.0	35.5
7:00 AM	0	0	0	8	83	186	88	13	1	0	0	0	0	379	41.0	37.2
8:00 AM	0	0	2	7	75	170	85	9	1	0	0	0	0	349	41.0	37.3
9:00 AM	1	0	1	1	61	149	72	19	3	0	0	0	0	307	41.0	37.6
10:00 AM	0	0	0	9	60	143	75	10	2	1	0	0	0	300	42.0	37.4
11:00 AM	0	2	1	7	78	164	72	18	6	0	1	0	0	349	42.0	37.4
12:00 PM	0	0	1	8	68	164	94	19	2	0	2	0	0	358	42.0	37.9
1:00 PM	1	0	0	4	69	140	104	21	3	0	0	0	0	342	42.9	38.2
2:00 PM	0	0	0	5	60	197	109	24	2	0	0	0	0	397	43.0	38.3
3:00 PM	0	0	0	12	103	214	107	23	1	0	0	0	0	460	42.0	37.4
4:00 PM	0	0	0	10	82	242	161	36	2	0	0	0	0	533	42.0	38.3
5:00 PM	1	0	4	14	106	265	129	15	1	0	0	0	0	535	42.0	37.1
6:00 PM	0	0	0	6	111	176	67	18	2	0	0	0	0	380	41.0	36.8
7:00 PM	0	0	0	9	61	106	44	14	3	0	0	0	0	237	42.0	37.2
8:00 PM	0	0	0	8	49	65	30	9	2	0	0	0	0	163	42.0	36.9
9:00 PM	0	0	0	8	19	35	30	9	2	0	0	0	0	103	43.0	37.9
10:00 PM	0	0	0	3	14	16	16	4	3	0	0	0	0	56	43.8	38.1
11:00 PM	0	0	0	0	6	5	11	3	1	0	0	0	0	26	44.3	39.8
Total	3	3	11	140	1208	2566	1345	275	40	1	3	1	0	5596	42.0	37.5
Percent	0.05%	0.05%	0.20%	2.50%	21.59%	45.85%	24.04%	4.91%	0.71%	0.02%	0.05%	0.02%	0.00%			
AM Peak	9:00 AM	11:00 AM	8:00 AM	6:00 AM	7:00 AM	7:00 AM	7:00 AM	9:00 AM	11:00 AM	10:00 AM	11:00 AM	3:00 AM		7:00 AM		
Volume	1	2	2	13	83	186	88	19	6	1	1	1	0	379		
PM Peak	1:00 PM		5:00 PM	5:00 PM	6:00 PM	5:00 PM	4:00 PM	4:00 PM	1:00 PM		12:00 PM			5:00 PM		
Volume	1	0	4	14	111	265	161	36	3	0	2	0	0	535		

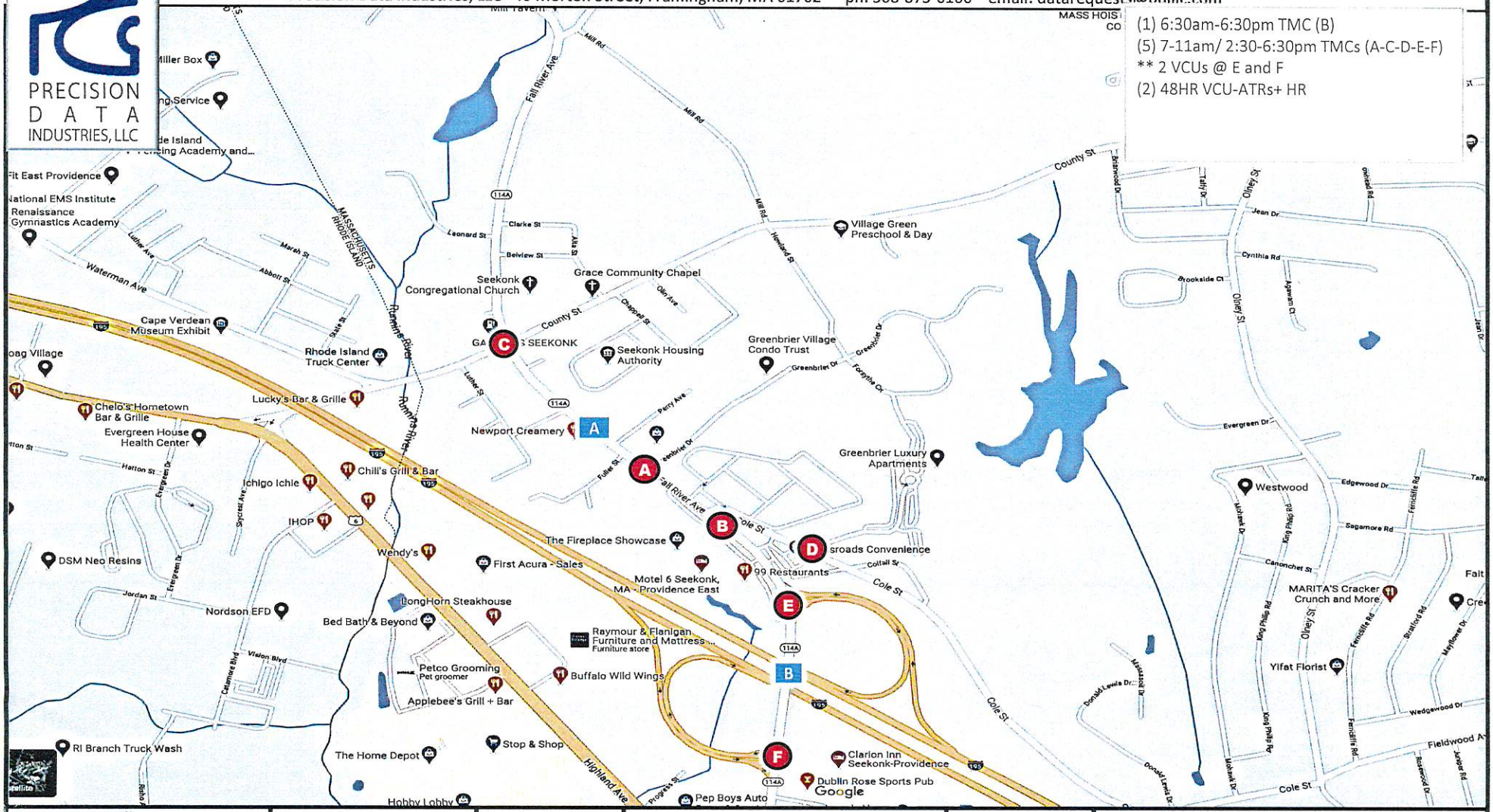
15th Percentile:	33.0 MPH	Average Speed:	37.5 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	37.0 MPH	10 MPH Pace:	33 to 42 MPH	Number of Vehicles > 35 MPH:	3744
85th Percentile:	42.0 MPH	Number in Pace:	4312	Percent of Vehicles > 35 MPH:	66.9%
95th Percentile:	45.0 MPH	Percent in Pace:	77.1%		

Location Map: 218108 Seekonk, MA

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

PRECISION DATA INDUSTRIES, LLC

(1) 6:30am-6:30pm TMC (B)
(5) 7-11am/ 2:30-6:30pm TMCs (A-C-D-E-F)
** 2 VCUs @ E and F
(2) 48HR VCU-ATRs+ HR



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
Caputo & Wick	A. Novo		Wed 8/25 thru Thurs 8/26/2021	218108	Seekonk, MA

Fall Rver Avenue (Route 114A)
north of Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

Count Date: **Wednesday, August 25, 2021**
Direction: **NB**

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

PDI File #: 218108 ATR-A

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	10	0	0	0	10
12:15 AM	0	0	19	0	0	0	19
12:30 AM	0	0	14	0	0	0	14
12:45 AM	0	0	10	0	0	0	10
1:00 AM	0	0	10	0	0	0	10
1:15 AM	0	0	8	0	0	0	8
1:30 AM	0	0	12	0	0	0	12
1:45 AM	0	3	3	0	0	0	6
2:00 AM	0	0	8	0	1	0	9
2:15 AM	0	0	4	0	0	0	4
2:30 AM	0	0	6	0	0	0	6
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	5	0	0	0	5
3:30 AM	0	0	5	0	1	0	6
3:45 AM	0	0	5	0	2	0	7
4:00 AM	0	0	11	0	1	0	12
4:15 AM	0	0	10	0	2	0	12
4:30 AM	0	0	16	0	1	0	17
4:45 AM	0	0	25	0	2	1	28
5:00 AM	0	0	29	0	1	1	31
5:15 AM	0	0	47	0	0	1	48
5:30 AM	0	1	54	0	0	1	56
5:45 AM	0	0	54	0	2	0	56
6:00 AM	0	0	66	0	4	1	71
6:15 AM	0	0	101	0	2	2	105
6:30 AM	0	0	131	0	7	1	139
6:45 AM	0	1	132	0	8	2	143
7:00 AM	0	1	131	1	3	3	139
7:15 AM	0	0	186	0	9	3	198
7:30 AM	0	1	170	1	5	3	180
7:45 AM	0	0	187	0	6	4	197
8:00 AM	0	0	121	0	14	1	136
8:15 AM	0	0	128	0	7	1	136
8:30 AM	0	1	154	0	3	2	160
8:45 AM	0	0	153	0	5	1	159
9:00 AM	0	1	121	0	5	3	130
9:15 AM	0	0	130	0	5	1	136
9:30 AM	0	1	115	0	8	2	126
9:45 AM	0	0	131	0	13	3	147
10:00 AM	0	0	102	0	9	1	112
10:15 AM	0	0	120	0	6	2	128
10:30 AM	0	0	114	0	6	1	121
10:45 AM	0	0	129	0	9	2	140
11:00 AM	0	1	124	0	7	2	134
11:15 AM	0	0	116	0	5	2	123
11:30 AM	0	0	142	0	5	1	148
11:45 AM	0	0	127	0	3	1	131
AM Total	**0**	**11**	**3499**	**2**	**167**	**49**	**3728**
Percentage	**0.00%**	**0.30%**	**93.86%**	**0.05%**	**4.48%**	**1.31%**	
AM Peak	**12:00 AM**	**1:00 AM**	**7:00 AM**	**6:45 AM**	**9:30 AM**	**7:00 AM**	**7:00 AM**
Volume	**0**	**3**	**674**	**2**	**36**	**13**	**714**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	135	0	5	2	142
12:15 PM	0	0	152	0	7	3	162
12:30 PM	0	0	158	0	3	2	163
12:45 PM	0	1	140	0	0	1	142
1:00 PM	0	0	138	0	5	2	145
1:15 PM	0	1	145	1	6	0	153
1:30 PM	0	0	154	1	6	1	162
1:45 PM	0	0	128	0	5	4	137
2:00 PM	0	0	132	1	6	6	145
2:15 PM	0	3	163	0	3	4	173
2:30 PM	0	0	158	0	3	3	164
2:45 PM	0	1	186	0	2	2	191
3:00 PM	0	0	160	0	5	3	168
3:15 PM	0	1	191	0	10	3	205
3:30 PM	0	0	215	0	3	0	218
3:45 PM	0	0	209	0	2	1	212
4:00 PM	0	0	208	0	5	2	215
4:15 PM	0	1	187	0	4	4	196
4:30 PM	0	0	209	0	2	1	212
4:45 PM	0	1	206	0	4	2	213
5:00 PM	0	2	217	0	4	1	224
5:15 PM	0	4	210	0	0	1	215
5:30 PM	0	2	209	0	1	3	215
5:45 PM	0	1	220	0	1	2	224
6:00 PM	0	1	184	0	3	2	190
6:15 PM	0	0	157	1	2	2	162
6:30 PM	0	4	169	0	1	1	175
6:45 PM	0	1	126	0	2	1	130
7:00 PM	0	2	133	0	2	0	137
7:15 PM	0	0	137	0	0	2	139
7:30 PM	0	4	116	0	1	1	122
7:45 PM	0	2	147	0	4	0	153
8:00 PM	0	2	141	0	1	0	144
8:15 PM	0	1	143	0	2	1	147
8:30 PM	0	1	100	0	2	0	103
8:45 PM	0	1	124	0	2	0	127
9:00 PM	0	4	116	0	2	1	123
9:15 PM	0	0	102	0	0	1	103
9:30 PM	0	2	61	0	0	0	63
9:45 PM	2	0	61	0	1	0	64
10:00 PM	0	2	62	0	0	0	64
10:15 PM	0	1	41	0	0	0	42
10:30 PM	0	0	34	0	1	0	35
10:45 PM	0	0	34	0	1	0	35
11:00 PM	0	0	23	0	0	0	23
11:15 PM	0	1	37	0	0	1	39
11:30 PM	0	0	22	0	0	0	22
11:45 PM	0	0	10	0	1	0	11
PM Total	**2**	**47**	**6510**	**4**	**120**	**66**	**6749**
Percentage	**0.03%**	**0.70%**	**96.46%**	**0.06%**	**1.78%**	**0.98%**	
PM Peak	**9:00 PM**	**4:45 PM**	**5:00 PM**	**1:15 PM**	**1:15 PM**	**1:45 PM**	**5:00 PM**
Volume	**2**	**9**	**856**	**3**	**23**	**17**	**878**
Day Total	**2**	**58**	**10009**	**6**	**287**	**115**	**10477**
Percentage	**0.02%**	**0.55%**	**95.53%**	**0.06%**	**2.74%**	**1.10%**	

Fall Rver Avenue (Route 114A)
north of Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 218108 ATR-A

Count Date: Thursday, August 26, 2021
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	17	0	0	1	18
12:15 AM	0	0	23	0	1	1	25
12:30 AM	0	0	8	0	0	1	9
12:45 AM	0	0	7	0	0	0	7
1:00 AM	0	0	12	0	0	0	12
1:15 AM	0	0	11	0	2	0	13
1:30 AM	0	0	8	0	0	0	8
1:45 AM	0	0	9	0	1	0	10
2:00 AM	0	0	7	0	0	0	7
2:15 AM	0	0	4	0	0	0	4
2:30 AM	0	0	8	0	0	0	8
2:45 AM	0	1	8	0	0	0	9
3:00 AM	0	0	4	0	0	1	5
3:15 AM	0	0	6	0	3	0	9
3:30 AM	0	0	9	0	0	0	9
3:45 AM	0	0	8	0	1	0	9
4:00 AM	0	0	14	0	2	0	16
4:15 AM	0	0	12	0	2	0	14
4:30 AM	0	0	14	0	4	1	19
4:45 AM	0	0	31	0	2	0	33
5:00 AM	0	0	22	0	0	0	22
5:15 AM	0	1	37	0	0	0	38
5:30 AM	0	0	49	0	1	0	50
5:45 AM	0	0	53	0	3	3	59
6:00 AM	0	0	58	1	2	2	63
6:15 AM	0	0	80	0	6	0	86
6:30 AM	0	0	111	0	4	4	119
6:45 AM	0	2	117	0	6	4	129
7:00 AM	0	0	138	0	4	3	145
7:15 AM	0	0	158	1	2	4	165
7:30 AM	0	1	156	1	6	3	167
7:45 AM	0	1	178	0	3	1	183
8:00 AM	0	1	143	1	3	1	149
8:15 AM	0	0	144	0	1	2	147
8:30 AM	0	0	163	0	7	4	174
8:45 AM	0	0	116	0	3	1	120
9:00 AM	0	0	112	1	5	0	118
9:15 AM	0	0	126	0	2	2	130
9:30 AM	0	0	119	0	7	2	128
9:45 AM	0	0	124	0	10	1	135
10:00 AM	0	0	117	0	9	4	130
10:15 AM	0	0	111	0	4	2	117
10:30 AM	0	0	102	0	6	2	110
10:45 AM	0	0	137	0	5	3	145
11:00 AM	0	0	129	0	4	0	133
11:15 AM	0	0	139	0	5	1	145
11:30 AM	0	0	130	0	11	5	146
11:45 AM	0	0	122	0	8	1	131
AM Total	**0**	**7**	**3411**	**5**	**145**	**60**	**3628**
Percentage	**0.00%**	**0.19%**	**94.02%**	**0.14%**	**4.00%**	**1.65%**	
AM Peak	**12:00 AM**	**6:45 AM**	**7:15 AM**	**7:15 AM**	**9:30 AM**	**6:30 AM**	**7:15 AM**
Volume	**0**	**3**	**635**	**3**	**30**	**15**	**664**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	146	0	3	2	151
12:15 PM	0	1	168	0	8	4	181
12:30 PM	0	0	149	0	7	6	162
12:45 PM	0	1	145	0	6	5	157
1:00 PM	0	0	155	0	6	4	165
1:15 PM	0	0	144	0	8	2	154
1:30 PM	0	0	171	2	11	4	188
1:45 PM	0	2	158	0	8	1	169
2:00 PM	0	0	151	0	9	3	163
2:15 PM	0	0	163	0	7	1	171
2:30 PM	0	0	137	0	8	1	146
2:45 PM	0	0	179	0	10	4	193
3:00 PM	0	1	215	0	6	2	224
3:15 PM	0	1	214	1	7	1	224
3:30 PM	0	1	199	0	5	3	208
3:45 PM	0	2	218	0	3	1	224
4:00 PM	0	0	199	0	4	1	204
4:15 PM	1	0	203	0	3	1	208
4:30 PM	0	1	201	0	6	1	209
4:45 PM	0	1	206	1	3	3	214
5:00 PM	0	2	226	0	1	2	231
5:15 PM	0	2	221	0	1	1	225
5:30 PM	0	0	214	0	4	1	219
5:45 PM	0	0	189	0	3	0	192
6:00 PM	0	0	232	0	3	4	239
6:15 PM	0	1	235	0	4	2	242
6:30 PM	0	1	218	0	2	2	223
6:45 PM	0	3	209	0	2	2	216
7:00 PM	0	0	217	0	3	1	221
7:15 PM	0	2	206	0	1	0	209
7:30 PM	0	1	153	0	0	1	155
7:45 PM	0	0	118	0	0	2	120
8:00 PM	0	0	148	0	1	1	150
8:15 PM	0	4	110	0	1	0	115
8:30 PM	0	0	111	0	3	0	114
8:45 PM	0	1	79	0	1	0	81
9:00 PM	0	2	100	0	1	0	103
9:15 PM	0	0	90	0	0	1	91
9:30 PM	0	0	75	0	3	0	78
9:45 PM	0	1	59	0	1	0	61
10:00 PM	0	1	59	0	0	0	60
10:15 PM	0	1	45	0	1	0	47
10:30 PM	0	1	39	0	2	0	42
10:45 PM	0	1	35	0	1	0	37
11:00 PM	0	0	27	0	0	0	27
11:15 PM	0	0	39	0	0	1	40
11:30 PM	0	0	26	0	0	0	26
11:45 PM	0	0	22	0	0	0	22
PM Total	**1**	**35**	**7023**	**4**	**167**	**71**	**7301**
Percentage	**0.01%**	**0.48%**	**96.19%**	**0.05%**	**2.29%**	**0.97%**	
PM Peak	**3:30 PM**	**8:15 PM**	**6:00 PM**	**12:45 PM**	**1:15 PM**	**12:15 PM**	**6:00 PM**
Volume	**1**	**7**	**894**	**2**	**36**	**19**	**920**
Day Total	**1**	**42**	**10434**	**9**	**312**	**131**	**10929**
Percentage	**0.01%**	**0.38%**	**95.47%**	**0.08%**	**2.85%**	**1.20%**	

Fall Rver Avenue (Route 114A)
north of Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 218108 ATR-A

Count Date: Wednesday, August 25, 2021
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	9	0	1	0	10
12:15 AM	0	0	14	0	0	0	14
12:30 AM	5	0	11	0	1	0	17
12:45 AM	0	0	11	0	0	0	11
1:00 AM	0	1	11	0	0	0	12
1:15 AM	0	1	3	0	0	0	4
1:30 AM	0	0	9	0	2	0	11
1:45 AM	0	0	4	0	1	0	5
2:00 AM	0	0	5	0	0	0	5
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	7	0	0	0	7
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	2	0	0	1	3
3:15 AM	0	0	11	0	0	0	11
3:30 AM	0	0	7	0	1	0	8
3:45 AM	0	0	10	0	0	0	10
4:00 AM	0	0	9	0	1	1	11
4:15 AM	0	0	13	0	1	0	14
4:30 AM	0	0	18	0	2	2	22
4:45 AM	0	0	21	0	3	0	24
5:00 AM	0	1	15	0	0	0	16
5:15 AM	0	1	35	0	0	1	37
5:30 AM	1	0	39	0	2	1	43
5:45 AM	0	0	46	0	1	0	47
6:00 AM	0	0	57	0	3	0	60
6:15 AM	0	1	79	0	1	1	82
6:30 AM	0	0	99	0	3	1	103
6:45 AM	0	0	126	0	4	2	132
7:00 AM	0	1	113	0	9	1	124
7:15 AM	0	1	141	0	8	0	150
7:30 AM	0	0	143	0	7	2	152
7:45 AM	0	0	140	1	10	1	152
8:00 AM	0	2	142	1	10	5	160
8:15 AM	0	2	143	0	7	5	157
8:30 AM	0	0	124	0	5	2	131
8:45 AM	0	0	122	0	8	0	130
9:00 AM	0	0	138	0	0	3	141
9:15 AM	0	0	137	0	7	3	147
9:30 AM	0	1	134	0	6	3	144
9:45 AM	0	1	147	0	6	2	156
10:00 AM	0	1	138	1	5	3	148
10:15 AM	0	0	159	0	8	3	170
10:30 AM	0	0	150	0	7	1	158
10:45 AM	0	0	143	1	9	2	155
11:00 AM	0	0	155	0	4	2	161
11:15 AM	0	1	154	0	4	3	162
11:30 AM	0	0	152	0	6	1	159
11:45 AM	0	0	149	0	5	0	154
AM Total	**6**	**15**	**3498**	**4**	**158**	**52**	**3733**
Percentage	**0.16%**	**0.40%**	**93.70%**	**0.11%**	**4.23%**	**1.39%**	
AM Peak	**12:00 AM**	**7:30 AM**	**11:00 AM**	**7:15 AM**	**7:15 AM**	**7:30 AM**	**10:15 AM**
Volume	**5**	**4**	**610**	**2**	**35**	**13**	**644**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	149	0	9	4	162
12:15 PM	0	0	151	0	5	5	161
12:30 PM	0	0	147	0	6	2	155
12:45 PM	0	1	149	0	5	1	156
1:00 PM	0	0	155	0	8	1	164
1:15 PM	0	0	158	0	5	3	166
1:30 PM	0	0	142	0	9	4	155
1:45 PM	0	1	164	0	5	0	170
2:00 PM	0	3	189	1	2	0	195
2:15 PM	0	0	168	0	4	1	173
2:30 PM	0	1	171	0	3	0	175
2:45 PM	0	0	179	0	4	3	186
3:00 PM	0	0	201	0	7	0	208
3:15 PM	0	1	213	1	6	2	223
3:30 PM	0	2	190	0	3	1	196
3:45 PM	0	3	176	1	6	2	188
4:00 PM	0	1	199	0	5	1	206
4:15 PM	0	2	214	0	4	1	221
4:30 PM	0	0	223	0	5	0	228
4:45 PM	0	0	194	0	9	1	204
5:00 PM	0	0	203	0	4	0	207
5:15 PM	0	2	199	0	2	2	205
5:30 PM	0	1	215	0	2	1	219
5:45 PM	0	0	197	0	2	2	201
6:00 PM	0	1	201	0	1	0	203
6:15 PM	0	0	172	0	0	1	173
6:30 PM	0	1	154	0	2	0	157
6:45 PM	0	8	155	0	1	1	165
7:00 PM	0	1	142	0	1	1	145
7:15 PM	0	0	158	0	0	0	158
7:30 PM	0	1	147	0	0	1	149
7:45 PM	0	4	132	0	1	0	137
8:00 PM	0	1	128	1	1	0	131
8:15 PM	0	1	122	0	0	1	124
8:30 PM	0	0	99	0	0	0	99
8:45 PM	0	1	89	0	1	0	91
9:00 PM	0	1	68	0	0	0	69
9:15 PM	0	0	76	0	0	0	76
9:30 PM	0	1	43	0	1	0	45
9:45 PM	1	0	52	0	0	0	53
10:00 PM	0	1	39	0	0	1	41
10:15 PM	0	0	38	0	1	0	39
10:30 PM	0	3	39	0	0	0	42
10:45 PM	0	1	14	0	0	1	16
11:00 PM	0	0	29	0	0	0	29
11:15 PM	0	0	17	0	0	1	18
11:30 PM	0	0	21	0	0	0	21
11:45 PM	0	0	11	0	0	0	11
PM Total	**1**	**44**	**6492**	**4**	**130**	**45**	**6716**
Percentage	**0.01%**	**0.66%**	**96.66%**	**0.06%**	**1.94%**	**0.67%**	
PM Peak	**9:00 PM**	**6:00 PM**	**4:15 PM**	**3:00 PM**	**12:45 PM**	**12:00 PM**	**4:15 PM**
Volume	**1**	**10**	**834**	**2**	**27**	**12**	**860**
Day Total	**7**	**59**	**9990**	**8**	**288**	**97**	**10449**
Percentage	**0.07%**	**0.56%**	**95.61%**	**0.08%**	**2.76%**	**0.93%**	

Fall Rver Avenue (Route 114A)
north of Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

Count Date: Thursday, August 26, 2021
Direction: SB

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

PDI File #: 218108 ATR-A

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	15	0	0	0	15
12:15 AM	0	0	9	0	0	0	9
12:30 AM	0	0	12	0	0	0	12
12:45 AM	0	0	8	0	0	0	8
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	6	0	0	1	7
1:45 AM	0	0	5	0	1	0	6
2:00 AM	0	0	4	0	0	0	4
2:15 AM	0	0	6	0	1	0	7
2:30 AM	0	0	3	0	0	0	3
2:45 AM	0	0	5	0	1	1	7
3:00 AM	0	0	7	0	0	1	8
3:15 AM	0	0	5	0	1	0	6
3:30 AM	0	0	7	0	0	0	7
3:45 AM	0	0	9	0	2	0	11
4:00 AM	0	0	6	0	1	1	8
4:15 AM	0	0	11	0	1	0	12
4:30 AM	0	0	19	0	4	1	24
4:45 AM	0	0	26	0	1	0	27
5:00 AM	0	0	20	0	2	0	22
5:15 AM	0	1	31	0	0	1	33
5:30 AM	0	0	42	1	1	1	45
5:45 AM	0	0	56	0	1	2	59
6:00 AM	0	0	48	0	2	0	50
6:15 AM	0	0	85	0	4	2	91
6:30 AM	0	0	86	0	3	2	91
6:45 AM	0	0	121	0	6	2	129
7:00 AM	0	0	115	0	4	1	120
7:15 AM	0	0	125	1	8	0	134
7:30 AM	0	0	124	0	3	3	130
7:45 AM	0	1	136	0	5	1	143
8:00 AM	0	1	153	2	4	0	160
8:15 AM	0	1	132	0	3	1	137
8:30 AM	0	0	131	0	5	3	139
8:45 AM	0	2	138	1	8	2	151
9:00 AM	0	0	143	1	6	0	150
9:15 AM	0	0	117	0	7	1	125
9:30 AM	0	0	147	0	9	1	157
9:45 AM	0	0	128	0	7	0	135
10:00 AM	0	0	130	0	8	1	139
10:15 AM	0	1	156	0	5	3	165
10:30 AM	0	1	145	0	6	4	156
10:45 AM	0	0	158	0	7	3	168
11:00 AM	0	1	157	0	9	2	169
11:15 AM	0	0	153	0	6	1	160
11:30 AM	0	0	144	0	6	2	152
11:45 AM	0	0	153	0	8	3	164
AM Total	**0**	**9**	**3442**	**6**	**156**	**47**	**3660**
Percentage	**0.00%**	**0.25%**	**94.04%**	**0.16%**	**4.26%**	**1.28%**	
AM Peak	**12:00 AM**	**8:00 AM**	**10:15 AM**	**7:15 AM**	**9:15 AM**	**10:15 AM**	**10:15 AM**
Volume	**0**	**4**	**616**	**3**	**31**	**12**	**658**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	150	0	3	1	154
12:15 PM	0	0	154	0	8	3	165
12:30 PM	0	0	163	0	4	4	171
12:45 PM	0	0	175	0	8	2	185
1:00 PM	0	1	158	0	3	6	168
1:15 PM	0	0	150	0	4	2	156
1:30 PM	0	1	140	0	3	4	148
1:45 PM	0	1	156	0	5	3	165
2:00 PM	0	0	172	1	3	0	176
2:15 PM	0	1	151	1	6	0	159
2:30 PM	0	2	151	0	8	2	163
2:45 PM	0	1	189	0	6	1	197
3:00 PM	0	3	209	1	7	0	220
3:15 PM	0	1	189	1	2	1	194
3:30 PM	0	1	190	0	2	1	194
3:45 PM	1	1	200	0	4	0	206
4:00 PM	0	0	185	0	5	2	192
4:15 PM	0	0	191	0	4	1	196
4:30 PM	0	1	223	0	5	2	231
4:45 PM	0	0	207	0	3	3	213
5:00 PM	0	0	197	0	2	1	200
5:15 PM	0	0	200	0	2	3	205
5:30 PM	0	1	189	0	4	4	198
5:45 PM	0	2	207	0	1	1	211
6:00 PM	0	0	153	0	3	0	156
6:15 PM	0	2	171	0	2	3	178
6:30 PM	0	1	153	1	3	0	158
6:45 PM	0	1	137	0	1	1	140
7:00 PM	0	3	157	0	3	1	164
7:15 PM	0	0	135	0	1	0	136
7:30 PM	0	0	124	0	2	0	126
7:45 PM	0	1	133	0	0	1	135
8:00 PM	0	1	121	0	1	0	123
8:15 PM	0	0	114	0	0	1	115
8:30 PM	0	0	84	0	0	2	86
8:45 PM	0	1	80	0	0	0	81
9:00 PM	0	1	82	0	0	0	83
9:15 PM	0	1	57	0	1	0	59
9:30 PM	0	0	78	0	0	1	79
9:45 PM	0	0	51	0	0	0	51
10:00 PM	0	2	45	0	0	1	48
10:15 PM	0	0	48	0	0	0	48
10:30 PM	0	0	34	0	0	1	35
10:45 PM	0	0	24	0	0	0	24
11:00 PM	0	0	32	0	0	0	32
11:15 PM	0	0	18	0	0	0	18
11:30 PM	0	0	26	0	0	0	26
11:45 PM	0	0	13	0	0	0	13
PM Total	**1**	**31**	**6366**	**5**	**119**	**59**	**6581**
Percentage	**0.02%**	**0.47%**	**96.73%**	**0.08%**	**1.81%**	**0.90%**	
PM Peak	**3:00 PM**	**2:15 PM**	**4:30 PM**	**1:30 PM**	**2:15 PM**	**12:15 PM**	**4:30 PM**
Volume	**1**	**7**	**827**	**2**	**27**	**15**	**849**
Day Total	**1**	**40**	**9808**	**11**	**275**	**106**	**10241**
Percentage	**0.01%**	**0.39%**	**95.77%**	**0.11%**	**2.69%**	**1.04%**	

Fall Rver Avenue (Route 114A)
north of Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File # **218108 ATR-A**

Direction: **NB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/25/21		08/26/21												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	10	142	18	151	0	0	0	0	0	0	0	0	0	0	14	147
12:15	19	162	25	181	0	0	0	0	0	0	0	0	0	0	22	172
12:30	14	163	9	162	0	0	0	0	0	0	0	0	0	0	12	163
12:45	10	142	7	157	0	0	0	0	0	0	0	0	0	0	9	150
1:00	10	145	12	165	0	0	0	0	0	0	0	0	0	0	11	155
1:15	8	153	13	154	0	0	0	0	0	0	0	0	0	0	11	154
1:30	12	162	8	188	0	0	0	0	0	0	0	0	0	0	10	175
1:45	6	137	10	169	0	0	0	0	0	0	0	0	0	0	8	153
2:00	9	145	7	163	0	0	0	0	0	0	0	0	0	0	8	154
2:15	4	173	4	171	0	0	0	0	0	0	0	0	0	0	4	172
2:30	6	164	8	146	0	0	0	0	0	0	0	0	0	0	7	155
2:45	2	191	9	193	0	0	0	0	0	0	0	0	0	0	6	192
3:00	1	168	5	224	0	0	0	0	0	0	0	0	0	0	3	196
3:15	5	205	9	224	0	0	0	0	0	0	0	0	0	0	7	215
3:30	6	218	9	208	0	0	0	0	0	0	0	0	0	0	8	213
3:45	7	212	9	224	0	0	0	0	0	0	0	0	0	0	8	218
4:00	12	215	16	204	0	0	0	0	0	0	0	0	0	0	14	210
4:15	12	196	14	208	0	0	0	0	0	0	0	0	0	0	13	202
4:30	17	212	19	209	0	0	0	0	0	0	0	0	0	0	18	211
4:45	28	213	33	214	0	0	0	0	0	0	0	0	0	0	31	214
5:00	31	224	22	231	0	0	0	0	0	0	0	0	0	0	27	228
5:15	48	215	38	225	0	0	0	0	0	0	0	0	0	0	43	220
5:30	56	215	50	219	0	0	0	0	0	0	0	0	0	0	53	217
5:45	56	224	59	192	0	0	0	0	0	0	0	0	0	0	58	208
6:00	71	190	63	239	0	0	0	0	0	0	0	0	0	0	67	215
6:15	105	162	86	242	0	0	0	0	0	0	0	0	0	0	96	202
6:30	139	175	119	223	0	0	0	0	0	0	0	0	0	0	129	199
6:45	143	130	129	216	0	0	0	0	0	0	0	0	0	0	136	173
7:00	139	137	145	221	0	0	0	0	0	0	0	0	0	0	142	179
7:15	198	139	165	209	0	0	0	0	0	0	0	0	0	0	182	174
7:30	180	122	167	155	0	0	0	0	0	0	0	0	0	0	174	139
7:45	197	153	183	120	0	0	0	0	0	0	0	0	0	0	190	137
8:00	136	144	149	150	0	0	0	0	0	0	0	0	0	0	143	147
8:15	136	147	147	115	0	0	0	0	0	0	0	0	0	0	142	131
8:30	160	103	174	114	0	0	0	0	0	0	0	0	0	0	167	109
8:45	159	127	120	81	0	0	0	0	0	0	0	0	0	0	140	104
9:00	130	123	118	103	0	0	0	0	0	0	0	0	0	0	124	113
9:15	136	103	130	91	0	0	0	0	0	0	0	0	0	0	133	97
9:30	126	63	128	78	0	0	0	0	0	0	0	0	0	0	127	71
9:45	147	64	135	61	0	0	0	0	0	0	0	0	0	0	141	63
10:00	112	64	130	60	0	0	0	0	0	0	0	0	0	0	121	62
10:15	128	42	117	47	0	0	0	0	0	0	0	0	0	0	123	45
10:30	121	35	110	42	0	0	0	0	0	0	0	0	0	0	116	39
10:45	140	35	145	37	0	0	0	0	0	0	0	0	0	0	143	36
11:00	134	23	133	27	0	0	0	0	0	0	0	0	0	0	134	25
11:15	123	39	145	40	0	0	0	0	0	0	0	0	0	0	134	40
11:30	148	22	146	26	0	0	0	0	0	0	0	0	0	0	147	24
11:45	131	11	131	22	0	0	0	0	0	0	0	0	0	0	131	17
Total	**3728**	**6749**	**3628**	**7301**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3678**	**7025**
Day Total	**10477**		**10929**		**0**		**0**		**0**		**0**		**0**		**10703**	
Peak HR	**7:00 AM**	**5:00 PM**	**7:15 AM**	**6:00 PM**											**7:15 AM**	**4:45 PM**
Volume	**714**	**878**	**664**	**920**											**688**	**878**

Fall Rver Avenue (Route 114A)
north of Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File # **218108 ATR-A**

Direction: **SB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/25/21		08/26/21												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	10	162	15	154	0	0	0	0	0	0	0	0	0	0	13	158
12:15	14	161	9	165	0	0	0	0	0	0	0	0	0	0	12	163
12:30	17	155	12	171	0	0	0	0	0	0	0	0	0	0	15	163
12:45	11	156	8	185	0	0	0	0	0	0	0	0	0	0	10	171
1:00	12	164	3	168	0	0	0	0	0	0	0	0	0	0	8	166
1:15	4	166	2	156	0	0	0	0	0	0	0	0	0	0	3	161
1:30	11	155	7	148	0	0	0	0	0	0	0	0	0	0	9	152
1:45	5	170	6	165	0	0	0	0	0	0	0	0	0	0	6	168
2:00	5	195	4	176	0	0	0	0	0	0	0	0	0	0	5	186
2:15	1	173	7	159	0	0	0	0	0	0	0	0	0	0	4	166
2:30	7	175	3	163	0	0	0	0	0	0	0	0	0	0	5	169
2:45	2	186	7	197	0	0	0	0	0	0	0	0	0	0	5	192
3:00	3	208	8	220	0	0	0	0	0	0	0	0	0	0	6	214
3:15	11	223	6	194	0	0	0	0	0	0	0	0	0	0	9	209
3:30	8	196	7	194	0	0	0	0	0	0	0	0	0	0	8	195
3:45	10	188	11	206	0	0	0	0	0	0	0	0	0	0	11	197
4:00	11	206	8	192	0	0	0	0	0	0	0	0	0	0	10	199
4:15	14	221	12	196	0	0	0	0	0	0	0	0	0	0	13	209
4:30	22	228	24	231	0	0	0	0	0	0	0	0	0	0	23	230
4:45	24	204	27	213	0	0	0	0	0	0	0	0	0	0	26	209
5:00	16	207	22	200	0	0	0	0	0	0	0	0	0	0	19	204
5:15	37	205	33	205	0	0	0	0	0	0	0	0	0	0	35	205
5:30	43	219	45	198	0	0	0	0	0	0	0	0	0	0	44	209
5:45	47	201	59	211	0	0	0	0	0	0	0	0	0	0	53	206
6:00	60	203	50	156	0	0	0	0	0	0	0	0	0	0	55	180
6:15	82	173	91	178	0	0	0	0	0	0	0	0	0	0	87	176
6:30	103	157	91	158	0	0	0	0	0	0	0	0	0	0	97	158
6:45	132	165	129	140	0	0	0	0	0	0	0	0	0	0	131	153
7:00	124	145	120	164	0	0	0	0	0	0	0	0	0	0	122	155
7:15	150	158	134	136	0	0	0	0	0	0	0	0	0	0	142	147
7:30	152	149	130	126	0	0	0	0	0	0	0	0	0	0	141	138
7:45	152	137	143	135	0	0	0	0	0	0	0	0	0	0	148	136
8:00	160	131	160	123	0	0	0	0	0	0	0	0	0	0	160	127
8:15	157	124	137	115	0	0	0	0	0	0	0	0	0	0	147	120
8:30	131	99	139	86	0	0	0	0	0	0	0	0	0	0	135	93
8:45	130	91	151	81	0	0	0	0	0	0	0	0	0	0	141	86
9:00	141	69	150	83	0	0	0	0	0	0	0	0	0	0	146	76
9:15	147	76	125	59	0	0	0	0	0	0	0	0	0	0	136	68
9:30	144	45	157	79	0	0	0	0	0	0	0	0	0	0	151	62
9:45	156	53	135	51	0	0	0	0	0	0	0	0	0	0	146	52
10:00	148	41	139	48	0	0	0	0	0	0	0	0	0	0	144	45
10:15	170	39	165	48	0	0	0	0	0	0	0	0	0	0	168	44
10:30	158	42	156	35	0	0	0	0	0	0	0	0	0	0	157	39
10:45	155	16	168	24	0	0	0	0	0	0	0	0	0	0	162	20
11:00	161	29	169	32	0	0	0	0	0	0	0	0	0	0	165	31
11:15	162	18	160	18	0	0	0	0	0	0	0	0	0	0	161	18
11:30	159	21	152	26	0	0	0	0	0	0	0	0	0	0	156	24
11:45	154	11	164	13	0	0	0	0	0	0	0	0	0	0	159	12
Total	**3733**	**6716**	**3660**	**6581**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3697**	**6649**
Day Total	**10449**		**10241**		**0**		**0**		**0**		**0**		**0**		**10345**	
Peak HR	**10:15 AM**	**4:15 PM**	**10:15 AM**	**4:30 PM**											**10:15 AM**	**4:15 PM**
Volume	**644**	**860**	**658**	**849**											**651**	**850**

Fall River Avenue (Route 114A)
north of Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 218108 ATR-A

Count Date
Wednesday, August 25, 2021

Speed (60-minute)

NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	4	13	18	15	2	0	0	0	0	0	52	42.4	37.0
1:00 AM	0	0	0	5	10	15	5	2	0	0	0	0	0	37	40.6	35.8
2:00 AM	0	0	1	1	6	6	6	0	0	0	0	0	0	20	40.2	35.6
3:00 AM	0	0	0	0	6	8	4	1	0	0	0	0	0	19	42.0	37.3
4:00 AM	0	0	0	5	24	27	11	3	0	0	0	0	0	70	40.0	35.9
5:00 AM	0	3	1	9	57	89	30	8	1	0	0	0	0	198	40.0	36.0
6:00 AM	1	3	5	41	147	185	66	13	2	0	0	0	0	463	40.0	35.3
7:00 AM	1	11	17	133	272	196	48	3	0	0	1	0	0	682	37.0	32.9
8:00 AM	5	11	25	95	220	179	60	1	0	0	0	0	0	596	38.0	32.9
9:00 AM	0	6	17	76	250	162	24	1	1	0	0	0	0	537	37.0	32.8
10:00 AM	11	23	22	77	202	122	30	1	0	0	0	0	0	488	37.0	31.4
11:00 AM	5	10	22	134	219	129	28	1	0	0	0	0	0	548	37.0	31.6
12:00 PM	7	15	27	137	256	118	30	10	1	0	0	0	0	601	36.0	31.5
1:00 PM	4	24	42	164	224	100	11	8	0	1	0	0	0	578	36.0	30.4
2:00 PM	56	121	74	47	48	23	4	1	1	1	0	0	0	376	31.8	22.2
3:00 PM	14	61	91	219	231	79	10	0	3	0	0	0	0	708	34.0	28.4
4:00 PM	55	183	150	86	30	5	1	0	0	0	0	0	0	510	27.0	20.7
5:00 PM	64	198	167	93	41	16	1	2	1	0	0	0	0	583	27.0	21.3
6:00 PM	6	11	34	137	235	177	30	1	0	0	0	0	0	631	37.0	31.8
7:00 PM	6	9	24	92	254	127	32	6	0	0	0	0	0	550	36.7	32.1
8:00 PM	2	6	14	127	243	108	16	2	0	0	0	0	0	518	36.0	31.8
9:00 PM	2	1	4	41	150	130	27	1	1	0	0	0	0	357	38.0	33.8
10:00 PM	0	0	1	8	62	80	22	2	3	1	0	0	0	179	40.0	35.8
11:00 PM	0	0	2	4	27	40	17	5	1	0	0	0	0	96	41.0	36.5
Total	239	696	740	1735	3227	2139	528	74	15	3	1	0	0	9397	37.0	30.5
Percent	2.54%	7.41%	7.87%	18.46%	34.34%	22.76%	5.62%	0.79%	0.16%	0.03%	0.01%	0.00%	0.00%			
AM Peak	10:00 AM	10:00 AM	8:00 AM	11:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	6:00 AM		7:00 AM			7:00 AM		
Volume	11	23	25	134	272	196	66	13	2	0	1	0	0	682		
PM Peak	5:00 PM	5:00 PM	5:00 PM	3:00 PM	12:00 PM	6:00 PM	7:00 PM	12:00 PM	3:00 PM	1:00 PM				3:00 PM		
Volume	64	198	167	219	256	177	32	10	3	1	0	0	0	708		

15th Percentile:	23.0 MPH	Average Speed:	30.5 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	32.0 MPH	10 MPH Pace:	28 to 37 MPH	Number of Vehicles > 30 MPH:	5454
85th Percentile:	37.0 MPH	Number in Pace:	5766	Percent of Vehicles > 30 MPH:	58.0%
95th Percentile:	40.0 MPH	Percent in Pace:	61.4%		

Fall River Avenue (Route 114A)
north of Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 218108 ATR-A

Count Date
Wednesday, August 25, 2021

Speed (60-minute)

SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	2	0	2	8	21	10	4	1	0	0	0	0	48	42.0	36.8
1:00 AM	0	0	1	2	8	10	4	4	2	1	0	0	0	32	45.7	38.2
2:00 AM	0	1	2	0	7	2	2	1	0	0	0	0	0	15	40.5	33.0
3:00 AM	0	0	0	0	10	14	4	4	0	0	0	0	0	32	44.0	38.0
4:00 AM	0	2	3	5	22	28	12	4	0	0	0	0	0	76	40.8	35.0
5:00 AM	0	0	0	6	28	77	29	1	1	1	0	0	0	143	40.0	36.7
6:00 AM	2	3	8	19	105	183	60	5	0	0	0	0	0	385	40.0	35.5
7:00 AM	0	1	4	31	208	262	65	4	0	0	0	0	0	575	39.0	35.2
8:00 AM	2	2	3	53	237	223	46	5	1	0	0	0	0	572	39.0	34.4
9:00 AM	1	1	13	78	209	241	38	4	0	0	0	0	0	585	38.0	33.9
10:00 AM	0	0	13	72	286	218	27	0	1	0	0	0	0	617	37.0	33.4
11:00 AM	0	3	8	79	330	193	16	1	0	0	0	0	0	630	37.0	33.0
12:00 PM	2	10	12	96	290	168	43	1	0	0	0	0	0	622	37.0	32.8
1:00 PM	0	0	13	130	291	161	30	1	0	0	0	0	0	626	37.0	32.6
2:00 PM	1	3	42	178	299	171	24	1	0	0	0	0	0	719	36.0	31.7
3:00 PM	1	3	18	118	314	256	39	1	0	0	0	0	0	750	37.0	33.1
4:00 PM	0	4	22	191	383	192	21	4	0	0	0	0	0	817	36.0	32.1
5:00 PM	2	4	22	178	365	174	30	2	0	0	0	0	0	777	36.0	32.1
6:00 PM	2	3	10	72	321	213	35	2	1	0	0	0	0	659	37.0	33.3
7:00 PM	0	7	21	95	279	152	14	1	0	0	0	0	0	569	36.0	32.3
8:00 PM	1	3	30	118	199	79	15	0	0	1	0	0	0	446	35.0	31.1
9:00 PM	0	1	1	16	119	86	14	2	0	0	0	0	0	239	37.0	34.0
10:00 PM	0	2	0	5	54	56	22	1	0	0	0	0	0	140	40.0	35.3
11:00 PM	0	1	0	6	20	35	18	1	0	1	0	0	0	82	41.0	36.3
Total	14	56	246	1550	4392	3215	618	54	7	4	0	0	0	10156	37.0	33.2
Percent	0.14%	0.55%	2.42%	15.26%	43.25%	31.66%	6.09%	0.53%	0.07%	0.04%	0.00%	0.00%	0.00%			
AM Peak	6:00 AM	6:00 AM	9:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	6:00 AM	1:00 AM	1:00 AM				11:00 AM		
Volume	2	3	13	79	330	262	65	5	2	1	0	0	0	630		
PM Peak	12:00 PM	12:00 PM	2:00 PM	4:00 PM	4:00 PM	3:00 PM	12:00 PM	4:00 PM	6:00 PM	8:00 PM				4:00 PM		
Volume	2	10	42	191	383	256	43	4	1	1	0	0	0	817		

15th Percentile:	29.0 MPH	Average Speed:	33.2 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	33.0 MPH	10 MPH Pace:	29 to 38 MPH	Number of Vehicles > 30 MPH:	7670
85th Percentile:	37.0 MPH	Number in Pace:	7800	Percent of Vehicles > 30 MPH:	75.5%
95th Percentile:	40.0 MPH	Percent in Pace:	76.8%		

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

Fall River Avenue (Route 114A)
north of Perry Avenue
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

PDI File #: 218108 ATR-A

Count Date
Wednesday, August 25, 2021

Speed (60-minute)

Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	2	0	6	21	39	25	6	1	0	0	0	0	100	42.0	36.9
1:00 AM	0	0	1	7	18	25	9	6	2	1	0	0	0	69	42.8	36.9
2:00 AM	0	1	3	1	13	8	8	1	0	0	0	0	0	35	40.9	34.5
3:00 AM	0	0	0	0	16	22	8	5	0	0	0	0	0	51	43.5	37.8
4:00 AM	0	2	3	10	46	55	23	7	0	0	0	0	0	146	40.3	35.4
5:00 AM	0	3	1	15	85	166	59	9	2	1	0	0	0	341	40.0	36.3
6:00 AM	3	6	13	60	252	368	126	18	2	0	0	0	0	848	40.0	35.4
7:00 AM	1	12	21	164	480	458	113	7	0	0	1	0	0	1257	38.0	34.0
8:00 AM	7	13	28	148	457	402	106	6	1	0	0	0	0	1168	38.0	33.7
9:00 AM	1	7	30	154	459	403	62	5	1	0	0	0	0	1122	38.0	33.4
10:00 AM	11	23	35	149	488	340	57	1	1	0	0	0	0	1105	37.0	32.5
11:00 AM	5	13	30	213	549	322	44	2	0	0	0	0	0	1178	37.0	32.4
12:00 PM	9	25	39	233	546	286	73	11	1	0	0	0	0	1223	37.0	32.2
1:00 PM	4	24	55	294	515	261	41	9	0	1	0	0	0	1204	36.0	31.5
2:00 PM	57	124	116	225	347	194	28	2	1	1	0	0	0	1095	36.0	28.5
3:00 PM	15	64	109	337	545	335	49	1	3	0	0	0	0	1458	36.0	30.8
4:00 PM	55	187	172	277	413	197	22	4	0	0	0	0	0	1327	35.0	27.7
5:00 PM	66	202	189	271	406	190	31	4	1	0	0	0	0	1360	35.0	27.5
6:00 PM	8	14	44	209	556	390	65	3	1	0	0	0	0	1290	37.0	32.6
7:00 PM	6	16	45	187	533	279	46	7	0	0	0	0	0	1119	36.0	32.2
8:00 PM	3	9	44	245	442	187	31	2	0	1	0	0	0	964	36.0	31.5
9:00 PM	2	2	5	57	269	216	41	3	1	0	0	0	0	596	38.0	33.9
10:00 PM	0	2	1	13	116	136	44	3	3	1	0	0	0	319	40.0	35.6
11:00 PM	0	1	2	10	47	75	35	6	1	1	0	0	0	178	41.0	36.4
Total	253	752	986	3285	7619	5354	1146	128	22	7	1	0	0	19553	37.0	31.9
Percent	1.29%	3.85%	5.04%	16.80%	38.97%	27.38%	5.86%	0.65%	0.11%	0.04%	0.01%	0.00%	0.00%			
AM Peak	10:00 AM	10:00 AM	10:00 AM	11:00 AM	11:00 AM	7:00 AM	6:00 AM	6:00 AM	1:00 AM	1:00 AM	7:00 AM			7:00 AM		
Volume	11	23	35	213	549	458	126	18	2	1	1	0	0	1257		
PM Peak	5:00 PM	5:00 PM	5:00 PM	3:00 PM	6:00 PM	6:00 PM	12:00 PM	12:00 PM	3:00 PM	1:00 PM				3:00 PM		
Volume	66	202	189	337	556	390	73	11	3	1	0	0	0	1458		

15th Percentile:	27.0 MPH	Average Speed:	31.9 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	33.0 MPH	10 MPH Pace:	28 to 37 MPH	Number of Vehicles > 30 MPH:	13124
85th Percentile:	37.0 MPH	Number in Pace:	13528	Percent of Vehicles > 30 MPH:	67.1%
95th Percentile:	40.0 MPH	Percent in Pace:	69.2%		

Fall River Avenue (Route 114A)
north of Perry Avenue
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Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 218108 ATR-A

Count Date
Thursday, August 26, 2021

Speed (60-minute)

NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	2	17	27	9	3	1	0	0	0	0	60	41.0	36.2
1:00 AM	0	0	1	8	8	16	11	1	0	0	0	0	0	45	40.0	35.5
2:00 AM	0	0	1	0	8	12	5	1	1	0	0	0	0	28	41.0	36.6
3:00 AM	0	0	1	4	6	13	6	2	0	0	0	0	0	32	41.7	36.0
4:00 AM	1	1	0	3	22	36	18	4	0	0	0	0	0	85	41.0	36.3
5:00 AM	0	0	2	11	53	66	29	8	1	0	0	0	0	170	40.0	36.0
6:00 AM	2	4	2	26	113	183	62	11	1	0	0	0	0	404	40.0	35.6
7:00 AM	2	17	23	81	264	205	49	5	0	0	0	0	0	646	38.0	33.0
8:00 AM	1	4	13	83	263	176	47	4	0	0	0	0	0	591	38.0	33.4
9:00 AM	3	11	20	91	197	153	42	4	1	0	0	0	0	522	38.0	32.7
10:00 AM	7	8	21	77	224	146	24	1	1	0	0	0	0	509	37.0	32.2
11:00 AM	3	9	37	111	240	120	26	1	0	0	0	0	0	547	37.0	31.6
12:00 PM	9	17	45	182	237	98	23	1	0	0	0	0	0	612	35.0	30.5
1:00 PM	5	18	56	190	283	92	8	1	0	0	0	0	0	653	35.0	30.0
2:00 PM	45	134	86	88	75	27	4	2	0	0	0	0	0	461	32.0	23.3
3:00 PM	40	105	154	201	187	41	2	1	0	0	0	0	0	731	32.0	25.7
4:00 PM	55	215	181	63	8	2	0	0	0	0	0	0	0	524	24.0	19.7
5:00 PM	55	163	155	83	75	65	22	1	0	0	0	0	0	619	34.0	24.0
6:00 PM	40	141	161	149	135	64	6	0	0	0	0	0	0	696	32.0	25.0
7:00 PM	46	113	88	110	147	58	5	1	0	0	0	0	0	568	33.0	25.6
8:00 PM	0	11	12	72	235	105	22	2	0	0	0	0	0	459	36.3	32.2
9:00 PM	0	4	6	46	153	108	17	6	2	0	0	0	0	342	37.0	33.5
10:00 PM	0	2	0	10	72	80	21	3	2	0	0	0	0	190	39.0	35.2
11:00 PM	0	0	0	11	49	41	13	4	0	0	0	0	0	118	39.0	35.2
Total	314	977	1066	1702	3071	1934	471	67	10	0	0	0	0	9612	37.0	29.5
Percent	3.27%	10.16%	11.09%	17.71%	31.95%	20.12%	4.90%	0.70%	0.10%	0.00%	0.00%	0.00%	0.00%			
AM Peak	10:00 AM	7:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	12:00 AM					7:00 AM		
Volume	7	17	37	111	264	205	62	11	1	0	0	0	0	646		
PM Peak	4:00 PM	4:00 PM	4:00 PM	3:00 PM	1:00 PM	9:00 PM	12:00 PM	9:00 PM	9:00 PM					3:00 PM		
Volume	55	215	181	201	283	108	23	6	2	0	0	0	0	731		

15th Percentile:	20.0 MPH	Average Speed:	29.5 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	31.0 MPH	10 MPH Pace:	28 to 37 MPH	Number of Vehicles > 30 MPH:	5045
85th Percentile:	37.0 MPH	Number in Pace:	5411	Percent of Vehicles > 30 MPH:	52.5%
95th Percentile:	40.0 MPH	Percent in Pace:	56.3%		

Fall River Avenue (Route 114A)
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PDI File #: 218108 ATR-A

Count Date
Thursday, August 26, 2021

Speed (60-minute)

SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	3	9	23	6	3	0	0	1	0	1	46	42.5	38.2
1:00 AM	0	0	1	1	5	7	3	3	0	0	0	0	0	20	42.6	36.8
2:00 AM	0	0	1	3	13	0	5	0	0	0	0	0	0	22	40.9	33.2
3:00 AM	0	0	0	2	8	10	10	4	0	0	0	0	0	34	44.0	38.1
4:00 AM	0	2	1	4	13	36	13	3	1	0	0	0	0	73	41.0	36.2
5:00 AM	0	0	0	9	65	74	10	6	0	0	0	0	0	164	38.0	35.1
6:00 AM	2	2	6	32	105	174	52	1	0	0	0	0	0	374	39.0	34.9
7:00 AM	0	3	9	27	170	261	57	9	0	0	0	0	0	536	39.0	35.3
8:00 AM	2	5	7	50	205	259	61	3	0	0	0	1	0	593	39.0	34.6
9:00 AM	0	2	7	71	215	205	57	3	1	0	0	0	0	561	38.0	34.2
10:00 AM	0	1	8	82	295	185	34	5	1	1	0	1	0	613	37.0	33.5
11:00 AM	0	4	11	96	312	190	21	1	0	0	0	0	0	635	37.0	32.8
12:00 PM	0	1	16	93	316	206	41	2	1	0	0	0	0	676	37.0	33.3
1:00 PM	1	5	16	87	299	184	32	2	0	0	0	0	0	626	37.0	33.0
2:00 PM	1	10	36	141	318	147	19	4	1	0	0	0	0	677	36.0	31.7
3:00 PM	0	4	24	142	340	213	42	3	0	0	0	0	0	768	37.0	32.6
4:00 PM	0	6	30	193	345	189	33	2	0	0	0	0	0	798	36.0	31.9
5:00 PM	1	3	21	138	343	220	29	3	0	0	0	0	0	758	37.0	32.6
6:00 PM	1	2	9	129	283	186	33	2	0	0	0	0	1	646	37.0	32.8
7:00 PM	0	4	16	97	267	148	13	1	1	1	0	1	0	549	36.0	32.5
8:00 PM	0	7	21	86	181	94	16	2	0	0	0	0	0	407	36.1	31.8
9:00 PM	2	3	3	33	116	96	23	0	0	0	0	0	0	276	38.0	33.5
10:00 PM	0	0	1	12	55	64	22	3	0	0	0	0	0	157	40.0	35.3
11:00 PM	0	0	0	6	35	34	14	2	0	0	0	0	0	91	40.0	35.5
Total	10	64	244	1537	4313	3205	646	67	6	2	1	3	2	10100	38.0	33.3
Percent	0.10%	0.63%	2.42%	15.22%	42.70%	31.73%	6.40%	0.66%	0.06%	0.02%	0.01%	0.03%	0.02%			
AM Peak	6:00 AM	8:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM	4:00 AM	10:00 AM	12:00 AM	8:00 AM	12:00 AM	11:00 AM		
Volume	2	5	11	96	312	261	61	9	1	1	1	1	1	635		
PM Peak	9:00 PM	2:00 PM	2:00 PM	4:00 PM	4:00 PM	5:00 PM	3:00 PM	2:00 PM	12:00 PM	7:00 PM		7:00 PM	6:00 PM	4:00 PM		
Volume	2	10	36	193	345	220	42	4	1	1	0	1	1	798		

15th Percentile:	29.0 MPH	Average Speed:	33.3 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	33.0 MPH	10 MPH Pace:	29 to 38 MPH	Number of Vehicles > 30 MPH:	7629
85th Percentile:	38.0 MPH	Number in Pace:	7742	Percent of Vehicles > 30 MPH:	75.5%
95th Percentile:	40.0 MPH	Percent in Pace:	76.7%		

Fall River Avenue (Route 114A)
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Count Date
Thursday, August 26, 2021

Speed (60-minute)

Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	5	26	50	15	6	1	0	1	0	1	106	41.0	37.0
1:00 AM	0	0	2	9	13	23	14	4	0	0	0	0	0	65	40.4	35.9
2:00 AM	0	0	2	3	21	12	10	1	1	0	0	0	0	50	41.0	35.1
3:00 AM	0	0	1	6	14	23	16	6	0	0	0	0	0	66	43.3	37.1
4:00 AM	1	3	1	7	35	72	31	7	1	0	0	0	0	158	41.0	36.3
5:00 AM	0	0	2	20	118	140	39	14	1	0	0	0	0	334	40.0	35.6
6:00 AM	4	6	8	58	218	357	114	12	1	0	0	0	0	778	40.0	35.3
7:00 AM	2	20	32	108	434	466	106	14	0	0	0	0	0	1182	38.0	34.0
8:00 AM	3	9	20	133	468	435	108	7	0	0	0	1	0	1184	38.6	34.0
9:00 AM	3	13	27	162	412	358	99	7	2	0	0	0	0	1083	38.0	33.5
10:00 AM	7	9	29	159	519	331	58	6	2	1	0	1	0	1122	37.0	32.9
11:00 AM	3	13	48	207	552	310	47	2	0	0	0	0	0	1182	37.0	32.2
12:00 PM	9	18	61	275	553	304	64	3	1	0	0	0	0	1288	37.0	32.0
1:00 PM	6	23	72	277	582	276	40	3	0	0	0	0	0	1279	36.0	31.5
2:00 PM	46	144	122	229	393	174	23	6	1	0	0	0	0	1138	35.0	28.3
3:00 PM	40	109	178	343	527	254	44	4	0	0	0	0	0	1499	36.0	29.3
4:00 PM	55	221	211	256	353	191	33	2	0	0	0	0	0	1322	35.0	27.1
5:00 PM	56	166	176	221	418	285	51	4	0	0	0	0	0	1377	36.0	28.8
6:00 PM	41	143	170	278	418	250	39	2	0	0	0	0	1	1342	36.0	28.7
7:00 PM	46	117	104	207	414	206	18	2	1	1	0	1	0	1117	36.0	29.0
8:00 PM	0	18	33	158	416	199	38	4	0	0	0	0	0	866	36.3	32.0
9:00 PM	2	7	9	79	269	204	40	6	2	0	0	0	0	618	38.0	33.5
10:00 PM	0	2	1	22	127	144	43	6	2	0	0	0	0	347	39.0	35.2
11:00 PM	0	0	0	17	84	75	27	6	0	0	0	0	0	209	40.0	35.3
Total	324	1041	1310	3239	7384	5139	1117	134	16	2	1	3	2	19712	37.0	31.4
Percent	1.64%	5.28%	6.65%	16.43%	37.46%	26.07%	5.67%	0.68%	0.08%	0.01%	0.01%	0.02%	0.01%			
AM Peak	10:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	6:00 AM	5:00 AM	9:00 AM	10:00 AM	12:00 AM	8:00 AM	12:00 AM	8:00 AM		
Volume	7	20	48	207	552	466	114	14	2	1	1	1	1	1184		
PM Peak	5:00 PM	4:00 PM	4:00 PM	3:00 PM	1:00 PM	12:00 PM	12:00 PM	2:00 PM	9:00 PM	7:00 PM		7:00 PM	6:00 PM	3:00 PM		
Volume	56	221	211	343	582	304	64	6	2	1	0	1	1	1499		

15th Percentile:	25.0 MPH	Average Speed:	31.4 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	32.0 MPH	10 MPH Pace:	28 to 37 MPH	Number of Vehicles > 30 MPH:	12674
85th Percentile:	37.0 MPH	Number in Pace:	13079	Percent of Vehicles > 30 MPH:	64.3%
95th Percentile:	40.0 MPH	Percent in Pace:	66.4%		

Fall River Avenue (Route 114A)
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

PDI File #: 218108 ATR-B

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

Count Date: **Wednesday, August 25, 2021**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	21	0	0	2	23
12:15 AM	0	0	25	0	1	0	26
12:30 AM	0	0	16	0	1	1	18
12:45 AM	0	0	11	0	0	1	12
1:00 AM	0	0	12	0	0	0	12
1:15 AM	0	0	6	0	0	2	8
1:30 AM	0	0	19	0	0	1	20
1:45 AM	0	1	9	0	0	1	11
2:00 AM	0	0	10	0	0	2	12
2:15 AM	0	0	5	0	0	2	7
2:30 AM	0	0	9	0	0	3	12
2:45 AM	0	0	8	0	0	0	8
3:00 AM	0	0	6	0	1	0	7
3:15 AM	0	0	7	0	5	1	13
3:30 AM	0	0	7	0	5	4	16
3:45 AM	0	0	9	0	1	1	11
4:00 AM	0	0	15	0	2	3	20
4:15 AM	0	0	8	0	1	1	10
4:30 AM	0	0	8	0	1	1	10
4:45 AM	0	0	17	0	1	0	18
5:00 AM	0	0	20	0	3	2	25
5:15 AM	0	0	26	0	4	0	30
5:30 AM	0	1	36	0	6	2	45
5:45 AM	0	0	40	0	5	1	46
6:00 AM	0	0	43	0	7	0	50
6:15 AM	0	0	57	0	4	4	65
6:30 AM	0	0	80	0	7	5	92
6:45 AM	0	0	92	0	9	6	107
7:00 AM	0	0	92	1	10	8	111
7:15 AM	0	0	90	0	10	3	103
7:30 AM	0	0	112	0	11	2	125
7:45 AM	0	0	100	0	10	6	116
8:00 AM	0	0	113	0	16	4	133
8:15 AM	0	0	133	0	7	2	142
8:30 AM	0	1	113	1	7	1	123
8:45 AM	0	0	128	0	5	2	135
9:00 AM	0	0	125	0	5	4	134
9:15 AM	0	0	126	0	5	4	135
9:30 AM	0	0	120	0	24	1	145
9:45 AM	0	0	152	0	17	3	172
10:00 AM	0	0	96	0	10	5	111
10:15 AM	0	0	129	0	5	7	141
10:30 AM	0	0	152	0	2	5	159
10:45 AM	0	0	159	0	7	5	171
11:00 AM	0	1	155	0	5	6	167
11:15 AM	0	1	147	0	10	4	162
11:30 AM	0	0	199	0	3	1	203
11:45 AM	0	0	156	0	7	0	163
AM Total	**0**	**5**	**3219**	**2**	**240**	**119**	**3585**
Percentage	**0.00%**	**0.14%**	**89.79%**	**0.06%**	**6.69%**	**3.32%**	
AM Peak	**12:00 AM**	**10:30 AM**	**10:45 AM**	**6:15 AM**	**9:15 AM**	**6:15 AM**	**10:45 AM**
Volume	**0**	**2**	**660**	**1**	**56**	**23**	**703**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	179	0	3	1	184
12:15 PM	0	2	232	0	5	2	241
12:30 PM	0	0	193	0	6	1	200
12:45 PM	0	1	194	0	3	3	201
1:00 PM	0	0	179	0	5	4	188
1:15 PM	0	0	156	0	10	0	166
1:30 PM	0	2	200	0	5	2	209
1:45 PM	0	0	201	0	5	8	214
2:00 PM	0	2	185	0	4	2	193
2:15 PM	0	1	194	0	5	7	207
2:30 PM	0	0	203	1	5	3	212
2:45 PM	1	0	211	0	8	3	223
3:00 PM	2	1	226	0	9	4	242
3:15 PM	0	1	223	0	3	3	230
3:30 PM	0	0	198	0	4	0	202
3:45 PM	0	0	191	0	2	0	193
4:00 PM	0	0	225	0	5	2	232
4:15 PM	0	0	227	0	7	3	237
4:30 PM	0	0	189	0	0	2	191
4:45 PM	0	1	192	0	1	0	194
5:00 PM	0	2	205	0	1	0	208
5:15 PM	0	1	211	0	3	2	217
5:30 PM	0	1	194	0	1	0	196
5:45 PM	0	1	180	1	0	1	183
6:00 PM	0	0	185	0	2	2	189
6:15 PM	0	1	169	1	3	0	174
6:30 PM	0	1	215	0	0	2	218
6:45 PM	0	1	172	0	5	2	180
7:00 PM	0	2	173	0	3	2	180
7:15 PM	0	0	167	1	0	1	169
7:30 PM	0	1	188	0	3	2	194
7:45 PM	0	1	180	0	2	4	187
8:00 PM	0	2	180	0	2	1	185
8:15 PM	0	1	226	0	4	2	233
8:30 PM	0	0	181	0	0	1	182
8:45 PM	0	0	280	1	1	4	286
9:00 PM	0	7	295	0	3	3	308
9:15 PM	0	0	230	1	1	1	233
9:30 PM	0	2	157	0	1	2	162
9:45 PM	2	0	105	0	1	3	111
10:00 PM	0	1	106	0	2	4	113
10:15 PM	0	0	74	0	0	1	75
10:30 PM	0	0	58	0	0	6	64
10:45 PM	0	0	52	0	0	2	54
11:00 PM	0	0	49	0	1	1	51
11:15 PM	0	1	45	0	0	2	48
11:30 PM	0	0	22	0	0	2	24
11:45 PM	0	0	21	0	0	0	21
PM Total	**5**	**38**	**8318**	**6**	**134**	**103**	**8604**
Percentage	**0.06%**	**0.44%**	**96.68%**	**0.07%**	**1.56%**	**1.20%**	
PM Peak	**2:15 PM**	**8:45 PM**	**8:30 PM**	**5:30 PM**	**2:15 PM**	**1:45 PM**	**8:15 PM**
Volume	**3**	**9**	**986**	**2**	**27**	**20**	**1009**
Day Total	**5**	**43**	**11537**	**8**	**374**	**222**	**12189**
Percentage	**0.04%**	**0.35%**	**94.65%**	**0.07%**	**3.07%**	**1.82%**	

Fall River Avenue (Route 114A)
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 218108 ATR-B

Count Date: Thursday, August 26, 2021
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	25	0	0	4	29
12:15 AM	0	0	25	0	1	1	27
12:30 AM	0	0	14	0	0	1	15
12:45 AM	0	0	13	0	0	2	15
1:00 AM	0	0	13	0	2	0	15
1:15 AM	0	1	10	0	0	1	12
1:30 AM	0	0	14	0	0	0	14
1:45 AM	0	0	9	0	1	1	11
2:00 AM	0	0	8	0	0	6	14
2:15 AM	0	0	6	0	1	3	10
2:30 AM	0	0	7	0	0	0	7
2:45 AM	0	1	10	0	0	2	13
3:00 AM	0	0	8	1	0	1	10
3:15 AM	0	0	6	1	6	3	16
3:30 AM	0	0	9	0	3	0	12
3:45 AM	0	0	13	0	1	0	14
4:00 AM	0	0	15	0	3	1	19
4:15 AM	0	0	6	0	1	0	7
4:30 AM	0	0	9	0	5	0	14
4:45 AM	0	0	14	0	4	0	18
5:00 AM	0	0	24	0	0	1	25
5:15 AM	0	0	29	0	3	1	33
5:30 AM	0	0	41	0	14	1	56
5:45 AM	0	0	36	0	10	4	50
6:00 AM	0	0	41	1	5	1	48
6:15 AM	0	0	54	0	10	1	65
6:30 AM	0	0	73	0	4	2	79
6:45 AM	0	0	67	0	9	5	81
7:00 AM	0	0	97	0	7	3	107
7:15 AM	0	0	90	1	12	6	109
7:30 AM	0	1	114	0	4	6	125
7:45 AM	0	0	91	0	11	7	109
8:00 AM	0	1	119	0	10	6	136
8:15 AM	0	0	114	0	9	6	129
8:30 AM	0	0	120	0	6	6	132
8:45 AM	0	1	103	0	6	2	112
9:00 AM	0	0	117	1	6	1	125
9:15 AM	0	2	117	0	3	3	125
9:30 AM	0	0	120	0	13	2	135
9:45 AM	0	1	128	1	20	5	155
10:00 AM	0	0	131	0	11	3	145
10:15 AM	0	0	152	1	6	4	163
10:30 AM	0	0	153	0	10	5	168
10:45 AM	0	0	173	0	1	2	176
11:00 AM	0	0	174	0	8	3	185
11:15 AM	0	0	191	0	9	3	203
11:30 AM	0	1	150	1	6	4	162
11:45 AM	0	0	185	0	5	3	193
AM Total	**0**	**9**	**3238**	**8**	**246**	**122**	**3623**
Percentage	**0.00%**	**0.25%**	**89.37%**	**0.22%**	**6.79%**	**3.37%**	
AM Peak	**12:00 AM**	**8:30 AM**	**11:00 AM**	**2:30 AM**	**9:30 AM**	**7:15 AM**	**11:00 AM**
Volume	**0**	**3**	**700**	**2**	**50**	**25**	**743**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	202	0	3	1	206
12:15 PM	0	1	211	0	7	4	223
12:30 PM	0	2	178	0	7	6	193
12:45 PM	0	0	195	0	7	6	208
1:00 PM	0	0	196	0	4	3	203
1:15 PM	0	0	196	0	11	1	208
1:30 PM	0	0	201	0	4	1	206
1:45 PM	0	1	189	0	5	2	197
2:00 PM	0	1	197	0	2	4	204
2:15 PM	0	0	213	0	6	1	220
2:30 PM	0	1	206	0	2	3	212
2:45 PM	0	0	201	0	7	5	213
3:00 PM	0	1	218	0	5	3	227
3:15 PM	0	1	198	0	4	4	207
3:30 PM	0	0	179	0	5	0	184
3:45 PM	0	1	215	1	1	2	220
4:00 PM	0	0	206	0	1	1	208
4:15 PM	1	0	195	0	3	0	199
4:30 PM	0	0	192	0	2	3	197
4:45 PM	0	1	190	0	2	0	193
5:00 PM	0	2	205	1	1	1	210
5:15 PM	0	0	195	0	2	0	197
5:30 PM	0	0	168	0	6	0	174
5:45 PM	0	0	179	0	1	3	183
6:00 PM	0	1	183	0	2	3	189
6:15 PM	0	1	175	0	2	2	180
6:30 PM	0	0	139	0	1	3	143
6:45 PM	0	1	155	0	0	2	158
7:00 PM	0	0	146	1	3	3	153
7:15 PM	0	3	165	0	0	2	170
7:30 PM	0	2	166	0	1	1	170
7:45 PM	0	0	159	0	0	2	161
8:00 PM	1	1	193	0	0	0	195
8:15 PM	0	3	168	0	1	1	173
8:30 PM	0	0	145	0	0	3	148
8:45 PM	0	1	127	0	1	3	132
9:00 PM	0	1	163	0	2	0	166
9:15 PM	0	0	135	0	0	2	137
9:30 PM	0	2	112	0	2	2	118
9:45 PM	0	0	95	0	1	6	102
10:00 PM	0	0	96	0	1	0	97
10:15 PM	0	1	59	1	2	7	70
10:30 PM	0	0	48	0	1	0	49
10:45 PM	0	1	48	0	0	1	50
11:00 PM	0	0	62	0	1	4	67
11:15 PM	0	0	41	0	0	2	43
11:30 PM	0	0	28	0	0	5	33
11:45 PM	0	0	28	0	1	1	30
PM Total	**2**	**30**	**7561**	**4**	**120**	**109**	**7826**
Percentage	**0.03%**	**0.38%**	**96.61%**	**0.05%**	**1.53%**	**1.39%**	
PM Peak	**3:30 PM**	**6:45 PM**	**2:15 PM**	**3:00 PM**	**12:30 PM**	**12:15 PM**	**2:15 PM**
Volume	**1**	**6**	**838**	**1**	**29**	**19**	**872**
Day Total	**2**	**39**	**10799**	**12**	**366**	**231**	**11449**
Percentage	**0.02%**	**0.34%**	**94.32%**	**0.10%**	**3.20%**	**2.02%**	

Fall River Avenue (Route 114A)
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

Count Date: **Wednesday, August 25, 2021**
Direction: **SB**

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

PDI File #: 218108 ATR-B

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	18	0	0	0	18
12:15 AM	0	0	13	0	1	1	15
12:30 AM	0	0	16	0	1	0	17
12:45 AM	0	0	9	0	0	1	10
1:00 AM	4	0	14	0	0	0	18
1:15 AM	0	0	5	0	2	0	7
1:30 AM	0	0	11	0	2	0	13
1:45 AM	0	0	4	0	0	0	4
2:00 AM	0	1	9	0	1	0	11
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	6	0	0	1	7
2:45 AM	0	0	7	0	0	0	7
3:00 AM	0	0	3	0	0	2	5
3:15 AM	0	0	8	0	1	2	11
3:30 AM	0	0	11	0	1	1	13
3:45 AM	0	0	15	0	0	0	15
4:00 AM	0	0	11	0	1	3	15
4:15 AM	0	0	19	0	1	0	20
4:30 AM	0	0	23	0	2	2	27
4:45 AM	0	0	26	0	3	1	30
5:00 AM	0	1	22	0	1	0	24
5:15 AM	0	1	43	0	2	0	46
5:30 AM	0	0	49	0	2	1	52
5:45 AM	0	0	62	0	1	1	64
6:00 AM	0	0	73	0	6	0	79
6:15 AM	0	2	95	0	8	1	106
6:30 AM	0	0	122	0	2	2	126
6:45 AM	0	0	160	0	6	2	168
7:00 AM	0	2	141	0	5	4	152
7:15 AM	0	2	176	0	7	0	185
7:30 AM	0	1	212	0	10	2	225
7:45 AM	0	0	222	0	12	2	236
8:00 AM	0	1	213	1	12	4	231
8:15 AM	0	2	226	0	9	3	240
8:30 AM	0	0	184	0	7	3	194
8:45 AM	0	0	186	0	12	1	199
9:00 AM	0	0	178	0	4	2	184
9:15 AM	0	0	202	0	5	2	209
9:30 AM	0	0	200	0	6	3	209
9:45 AM	0	0	200	0	5	2	207
10:00 AM	0	1	192	1	7	1	202
10:15 AM	0	1	223	0	8	4	236
10:30 AM	0	0	206	0	14	1	221
10:45 AM	0	0	193	0	10	3	206
11:00 AM	0	0	216	1	3	3	223
11:15 AM	0	2	201	0	4	7	214
11:30 AM	0	0	210	0	4	2	216
11:45 AM	0	0	215	1	9	0	225
AM Total	**4**	**17**	**4853**	**4**	**197**	**70**	**5145**
Percentage	**0.08%**	**0.33%**	**94.32%**	**0.08%**	**3.83%**	**1.36%**	
AM Peak	**12:15 AM**	**6:45 AM**	**7:30 AM**	**11:00 AM**	**7:30 AM**	**10:45 AM**	**7:30 AM**
Volume	**4**	**5**	**873**	**2**	**43**	**15**	**932**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	211	0	7	7	226
12:15 PM	0	1	211	0	6	6	224
12:30 PM	0	0	225	0	9	1	235
12:45 PM	0	1	223	0	7	1	232
1:00 PM	0	0	224	0	10	3	237
1:15 PM	0	0	232	0	6	4	242
1:30 PM	0	0	216	0	8	4	228
1:45 PM	0	1	237	0	7	1	246
2:00 PM	0	1	240	1	8	1	251
2:15 PM	1	1	230	0	5	2	239
2:30 PM	0	1	239	0	4	1	245
2:45 PM	0	0	253	0	7	5	265
3:00 PM	0	1	266	0	8	1	276
3:15 PM	0	3	291	1	6	2	303
3:30 PM	0	1	258	0	3	3	265
3:45 PM	0	2	246	0	9	4	261
4:00 PM	0	1	264	0	5	2	272
4:15 PM	0	0	289	0	4	2	295
4:30 PM	0	1	301	0	9	0	311
4:45 PM	0	0	293	0	7	1	301
5:00 PM	0	0	287	0	5	2	294
5:15 PM	0	1	305	0	1	2	309
5:30 PM	0	1	379	0	3	1	384
5:45 PM	0	1	318	0	3	2	324
6:00 PM	0	1	266	0	2	2	271
6:15 PM	0	1	234	0	2	1	238
6:30 PM	0	1	220	0	4	3	228
6:45 PM	0	7	224	0	1	3	235
7:00 PM	0	0	173	0	2	4	179
7:15 PM	0	0	184	0	1	2	187
7:30 PM	0	1	162	0	3	1	167
7:45 PM	0	2	173	0	3	0	178
8:00 PM	0	2	171	1	1	1	176
8:15 PM	0	1	135	0	0	2	138
8:30 PM	0	0	122	0	0	1	123
8:45 PM	0	1	106	0	1	0	108
9:00 PM	0	1	87	0	0	1	89
9:15 PM	0	1	94	0	0	0	95
9:30 PM	0	0	68	0	0	0	68
9:45 PM	0	0	55	1	0	1	57
10:00 PM	0	0	51	0	0	1	52
10:15 PM	0	0	45	0	0	0	45
10:30 PM	0	3	50	0	0	0	53
10:45 PM	0	0	25	0	1	2	28
11:00 PM	0	0	40	0	0	0	40
11:15 PM	0	0	25	0	0	1	26
11:30 PM	0	0	24	0	0	0	24
11:45 PM	0	0	15	0	0	0	15
PM Total	**1**	**41**	**8987**	**4**	**168**	**84**	**9285**
Percentage	**0.01%**	**0.44%**	**96.79%**	**0.04%**	**1.81%**	**0.90%**	
PM Peak	**1:30 PM**	**6:00 PM**	**5:00 PM**	**1:15 PM**	**12:15 PM**	**12:00 PM**	**5:00 PM**
Volume	**1**	**10**	**1289**	**1**	**32**	**15**	**1311**
Day Total	**5**	**58**	**13840**	**8**	**365**	**154**	**14430**
Percentage	**0.03%**	**0.40%**	**95.91%**	**0.06%**	**2.53%**	**1.07%**	

Fall River Avenue (Route 114A)
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

Count Date: Thursday, August 26, 2021
Direction: SB

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

PDI File #: 218108 ATR-B

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	11	0	0	0	11
12:15 AM	0	0	14	0	0	0	14
12:30 AM	0	0	18	0	0	0	18
12:45 AM	0	0	9	0	0	0	9
1:00 AM	0	0	4	0	0	0	4
1:15 AM	0	0	6	0	0	1	7
1:30 AM	0	0	8	0	0	0	8
1:45 AM	0	0	10	0	1	0	11
2:00 AM	0	0	4	0	0	0	4
2:15 AM	0	1	7	0	1	2	11
2:30 AM	0	0	7	0	0	0	7
2:45 AM	0	0	9	0	1	0	10
3:00 AM	0	0	6	0	0	1	7
3:15 AM	0	0	6	0	0	0	6
3:30 AM	0	0	10	0	0	2	12
3:45 AM	0	0	14	0	2	0	16
4:00 AM	0	0	7	0	1	1	9
4:15 AM	0	0	15	0	2	0	17
4:30 AM	0	0	20	0	2	0	22
4:45 AM	0	0	35	0	3	0	38
5:00 AM	0	0	32	0	2	0	34
5:15 AM	0	1	41	0	1	2	45
5:30 AM	0	0	57	1	2	1	61
5:45 AM	0	0	66	0	1	1	68
6:00 AM	0	0	74	0	3	1	78
6:15 AM	0	0	105	0	3	2	110
6:30 AM	0	0	112	0	8	2	122
6:45 AM	0	0	142	0	10	3	155
7:00 AM	0	1	161	0	5	1	168
7:15 AM	0	2	185	0	7	1	195
7:30 AM	0	0	174	0	4	3	181
7:45 AM	0	1	204	0	5	0	210
8:00 AM	0	1	204	1	7	2	215
8:15 AM	0	1	204	0	6	1	212
8:30 AM	0	0	180	0	8	2	190
8:45 AM	0	1	206	1	8	2	218
9:00 AM	0	0	188	2	6	1	197
9:15 AM	0	0	159	0	10	1	170
9:30 AM	0	1	201	0	11	2	215
9:45 AM	0	0	207	0	6	4	217
10:00 AM	0	0	187	0	5	1	193
10:15 AM	0	1	224	0	4	3	232
10:30 AM	0	1	214	0	6	4	225
10:45 AM	0	1	206	0	6	4	217
11:00 AM	0	1	218	1	11	4	235
11:15 AM	0	0	201	0	5	4	210
11:30 AM	0	0	213	0	9	2	224
11:45 AM	0	0	223	0	5	3	231
AM Total	**0**	**14**	**4808**	**6**	**177**	**64**	**5069**
Percentage	**0.00%**	**0.28%**	**94.85%**	**0.12%**	**3.49%**	**1.26%**	
AM Peak	**12:00 AM**	**7:00 AM**	**10:15 AM**	**8:15 AM**	**8:45 AM**	**10:30 AM**	**10:15 AM**
Volume	**0**	**4**	**862**	**3**	**35**	**16**	**909**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	218	0	8	1	227
12:15 PM	0	0	228	0	14	3	245
12:30 PM	0	0	233	0	5	5	243
12:45 PM	0	0	240	0	10	6	256
1:00 PM	0	1	219	0	5	6	231
1:15 PM	0	0	228	1	4	4	237
1:30 PM	0	1	204	0	5	6	216
1:45 PM	0	1	216	0	8	5	230
2:00 PM	0	0	222	0	3	1	226
2:15 PM	0	1	213	0	7	1	222
2:30 PM	0	1	225	0	7	4	237
2:45 PM	0	2	266	0	6	2	276
3:00 PM	0	4	268	1	9	3	285
3:15 PM	0	0	255	1	4	0	260
3:30 PM	0	1	238	0	2	1	242
3:45 PM	1	1	280	0	4	3	289
4:00 PM	0	0	271	0	6	2	279
4:15 PM	0	0	306	0	6	0	312
4:30 PM	0	3	303	0	6	1	313
4:45 PM	0	0	304	0	3	4	311
5:00 PM	0	0	298	0	3	0	301
5:15 PM	0	0	288	0	5	3	296
5:30 PM	0	1	290	0	1	5	297
5:45 PM	0	2	279	0	1	1	283
6:00 PM	0	0	254	0	2	2	258
6:15 PM	0	2	272	0	0	1	275
6:30 PM	0	1	256	1	3	4	265
6:45 PM	0	1	211	0	1	0	213
7:00 PM	0	2	224	0	3	1	230
7:15 PM	0	0	193	0	2	2	197
7:30 PM	0	0	155	0	0	1	156
7:45 PM	0	1	171	0	0	0	172
8:00 PM	0	0	144	0	1	0	145
8:15 PM	0	0	132	0	1	1	134
8:30 PM	0	0	124	0	0	1	125
8:45 PM	0	1	100	0	0	0	101
9:00 PM	0	0	94	0	0	0	94
9:15 PM	0	0	74	0	0	0	74
9:30 PM	0	0	83	0	1	1	85
9:45 PM	0	0	70	0	1	0	71
10:00 PM	0	1	63	0	1	1	66
10:15 PM	0	1	52	0	0	0	53
10:30 PM	0	0	45	0	1	1	47
10:45 PM	0	0	34	0	0	2	36
11:00 PM	0	0	40	0	0	0	40
11:15 PM	0	0	21	0	0	0	21
11:30 PM	0	0	33	0	0	1	34
11:45 PM	0	0	22	0	1	1	24
PM Total	**1**	**29**	**8959**	**4**	**150**	**87**	**9230**
Percentage	**0.01%**	**0.31%**	**97.06%**	**0.04%**	**1.63%**	**0.94%**	
PM Peak	**3:00 PM**	**2:15 PM**	**4:15 PM**	**2:30 PM**	**12:00 PM**	**12:45 PM**	**4:15 PM**
Volume	**1**	**8**	**1211**	**2**	**37**	**22**	**1237**
Day Total	**1**	**43**	**13767**	**10**	**327**	**151**	**14299**
Percentage	**0.01%**	**0.30%**	**96.28%**	**0.07%**	**2.29%**	**1.06%**	

Fall River Avenue (Route 114A)
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File # **218108 ATR-B**

Direction: **NB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/25/21		08/26/21												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	23	184	29	206	0	0	0	0	0	0	0	0	0	0	26	195
12:15	26	241	27	223	0	0	0	0	0	0	0	0	0	0	27	232
12:30	18	200	15	193	0	0	0	0	0	0	0	0	0	0	17	197
12:45	12	201	15	208	0	0	0	0	0	0	0	0	0	0	14	205
1:00	12	188	15	203	0	0	0	0	0	0	0	0	0	0	14	196
1:15	8	166	12	208	0	0	0	0	0	0	0	0	0	0	10	187
1:30	20	209	14	206	0	0	0	0	0	0	0	0	0	0	17	208
1:45	11	214	11	197	0	0	0	0	0	0	0	0	0	0	11	206
2:00	12	193	14	204	0	0	0	0	0	0	0	0	0	0	13	199
2:15	7	207	10	220	0	0	0	0	0	0	0	0	0	0	9	214
2:30	12	212	7	212	0	0	0	0	0	0	0	0	0	0	10	212
2:45	8	223	13	213	0	0	0	0	0	0	0	0	0	0	11	218
3:00	7	242	10	227	0	0	0	0	0	0	0	0	0	0	9	235
3:15	13	230	16	207	0	0	0	0	0	0	0	0	0	0	15	219
3:30	16	202	12	184	0	0	0	0	0	0	0	0	0	0	14	193
3:45	11	193	14	220	0	0	0	0	0	0	0	0	0	0	13	207
4:00	20	232	19	208	0	0	0	0	0	0	0	0	0	0	20	220
4:15	10	237	7	199	0	0	0	0	0	0	0	0	0	0	9	218
4:30	10	191	14	197	0	0	0	0	0	0	0	0	0	0	12	194
4:45	18	194	18	193	0	0	0	0	0	0	0	0	0	0	18	194
5:00	25	208	25	210	0	0	0	0	0	0	0	0	0	0	25	209
5:15	30	217	33	197	0	0	0	0	0	0	0	0	0	0	32	207
5:30	45	196	56	174	0	0	0	0	0	0	0	0	0	0	51	185
5:45	46	183	50	183	0	0	0	0	0	0	0	0	0	0	48	183
6:00	50	189	48	189	0	0	0	0	0	0	0	0	0	0	49	189
6:15	65	174	65	180	0	0	0	0	0	0	0	0	0	0	65	177
6:30	92	218	79	143	0	0	0	0	0	0	0	0	0	0	86	181
6:45	107	180	81	158	0	0	0	0	0	0	0	0	0	0	94	169
7:00	111	180	107	153	0	0	0	0	0	0	0	0	0	0	109	167
7:15	103	169	109	170	0	0	0	0	0	0	0	0	0	0	106	170
7:30	125	194	125	170	0	0	0	0	0	0	0	0	0	0	125	182
7:45	116	187	109	161	0	0	0	0	0	0	0	0	0	0	113	174
8:00	133	185	136	195	0	0	0	0	0	0	0	0	0	0	135	190
8:15	142	233	129	173	0	0	0	0	0	0	0	0	0	0	136	203
8:30	123	182	132	148	0	0	0	0	0	0	0	0	0	0	128	165
8:45	135	286	112	132	0	0	0	0	0	0	0	0	0	0	124	209
9:00	134	308	125	166	0	0	0	0	0	0	0	0	0	0	130	237
9:15	135	233	125	137	0	0	0	0	0	0	0	0	0	0	130	185
9:30	145	162	135	118	0	0	0	0	0	0	0	0	0	0	140	140
9:45	172	111	155	102	0	0	0	0	0	0	0	0	0	0	164	107
10:00	111	113	145	97	0	0	0	0	0	0	0	0	0	0	128	105
10:15	141	75	163	70	0	0	0	0	0	0	0	0	0	0	152	73
10:30	159	64	168	49	0	0	0	0	0	0	0	0	0	0	164	57
10:45	171	54	176	50	0	0	0	0	0	0	0	0	0	0	174	52
11:00	167	51	185	67	0	0	0	0	0	0	0	0	0	0	176	59
11:15	162	48	203	43	0	0	0	0	0	0	0	0	0	0	183	46
11:30	203	24	162	33	0	0	0	0	0	0	0	0	0	0	183	29
11:45	163	21	193	30	0	0	0	0	0	0	0	0	0	0	178	26
Total	**3585**	**8604**	**3623**	**7826**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3604**	**8215**
Day Total	**12189**		**11449**		**0**		**0**		**0**		**0**		**0**		**11819**	
Peak HR	**10:45 AM**	**8:15 PM**	**11:00 AM**	**2:15 PM**											**11:00 AM**	**2:30 PM**
Volume	**703**	**1009**	**743**	**872**											**719**	**883**

Fall River Avenue (Route 114A)
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File # **218108 ATR-B**

Direction: **SB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/25/21		08/26/21												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	18	226	11	227	0	0	0	0	0	0	0	0	0	0	15	227
12:15	15	224	14	245	0	0	0	0	0	0	0	0	0	0	15	235
12:30	17	235	18	243	0	0	0	0	0	0	0	0	0	0	18	239
12:45	10	232	9	256	0	0	0	0	0	0	0	0	0	0	10	244
1:00	18	237	4	231	0	0	0	0	0	0	0	0	0	0	11	234
1:15	7	242	7	237	0	0	0	0	0	0	0	0	0	0	7	240
1:30	13	228	8	216	0	0	0	0	0	0	0	0	0	0	11	222
1:45	4	246	11	230	0	0	0	0	0	0	0	0	0	0	8	238
2:00	11	251	4	226	0	0	0	0	0	0	0	0	0	0	8	239
2:15	3	239	11	222	0	0	0	0	0	0	0	0	0	0	7	231
2:30	7	245	7	237	0	0	0	0	0	0	0	0	0	0	7	241
2:45	7	265	10	276	0	0	0	0	0	0	0	0	0	0	9	271
3:00	5	276	7	285	0	0	0	0	0	0	0	0	0	0	6	281
3:15	11	303	6	260	0	0	0	0	0	0	0	0	0	0	9	282
3:30	13	265	12	242	0	0	0	0	0	0	0	0	0	0	13	254
3:45	15	261	16	289	0	0	0	0	0	0	0	0	0	0	16	275
4:00	15	272	9	279	0	0	0	0	0	0	0	0	0	0	12	276
4:15	20	295	17	312	0	0	0	0	0	0	0	0	0	0	19	304
4:30	27	311	22	313	0	0	0	0	0	0	0	0	0	0	25	312
4:45	30	301	38	311	0	0	0	0	0	0	0	0	0	0	34	306
5:00	24	294	34	301	0	0	0	0	0	0	0	0	0	0	29	298
5:15	46	309	45	296	0	0	0	0	0	0	0	0	0	0	46	303
5:30	52	384	61	297	0	0	0	0	0	0	0	0	0	0	57	341
5:45	64	324	68	283	0	0	0	0	0	0	0	0	0	0	66	304
6:00	79	271	78	258	0	0	0	0	0	0	0	0	0	0	79	265
6:15	106	238	110	275	0	0	0	0	0	0	0	0	0	0	108	257
6:30	126	228	122	265	0	0	0	0	0	0	0	0	0	0	124	247
6:45	168	235	155	213	0	0	0	0	0	0	0	0	0	0	162	224
7:00	152	179	168	230	0	0	0	0	0	0	0	0	0	0	160	205
7:15	185	187	195	197	0	0	0	0	0	0	0	0	0	0	190	192
7:30	225	167	181	156	0	0	0	0	0	0	0	0	0	0	203	162
7:45	236	178	210	172	0	0	0	0	0	0	0	0	0	0	223	175
8:00	231	176	215	145	0	0	0	0	0	0	0	0	0	0	223	161
8:15	240	138	212	134	0	0	0	0	0	0	0	0	0	0	226	136
8:30	194	123	190	125	0	0	0	0	0	0	0	0	0	0	192	124
8:45	199	108	218	101	0	0	0	0	0	0	0	0	0	0	209	105
9:00	184	89	197	94	0	0	0	0	0	0	0	0	0	0	191	92
9:15	209	95	170	74	0	0	0	0	0	0	0	0	0	0	190	85
9:30	209	68	215	85	0	0	0	0	0	0	0	0	0	0	212	77
9:45	207	57	217	71	0	0	0	0	0	0	0	0	0	0	212	64
10:00	202	52	193	66	0	0	0	0	0	0	0	0	0	0	198	59
10:15	236	45	232	53	0	0	0	0	0	0	0	0	0	0	234	49
10:30	221	53	225	47	0	0	0	0	0	0	0	0	0	0	223	50
10:45	206	28	217	36	0	0	0	0	0	0	0	0	0	0	212	32
11:00	223	40	235	40	0	0	0	0	0	0	0	0	0	0	229	40
11:15	214	26	210	21	0	0	0	0	0	0	0	0	0	0	212	24
11:30	216	24	224	34	0	0	0	0	0	0	0	0	0	0	220	29
11:45	225	15	231	24	0	0	0	0	0	0	0	0	0	0	228	20
Total	**5145**	**9285**	**5069**	**9230**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5107**	**9258**
Day Total	**14430**		**14299**		**0**		**0**		**0**		**0**		**0**		**14365**	
Peak HR	**7:30 AM**	**5:00 PM**	**10:15 AM**	**4:15 PM**											**10:15 AM**	**4:45 PM**
Volume	**932**	**1311**	**909**	**1237**											**898**	**1247**

Fall River Avenue (Route 114A)
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 218108 ATR-B

Count Date
Wednesday, August 25, 2021

Speed (60-minute)

SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	1	3	11	16	12	9	2	2	1	0	0	58	46.9	39.2
1:00 AM	0	0	1	1	6	11	9	6	2	1	0	0	0	37	46.0	39.4
2:00 AM	0	0	1	2	9	4	7	2	2	1	0	0	0	28	45.9	37.7
3:00 AM	0	1	1	7	8	10	11	5	2	0	0	0	0	45	44.4	36.4
4:00 AM	0	0	1	6	19	32	22	7	4	0	0	0	0	91	43.5	37.7
5:00 AM	0	0	1	9	38	59	56	13	2	2	0	1	0	181	44.0	38.1
6:00 AM	0	1	7	29	113	150	116	25	5	1	0	0	0	447	43.0	36.8
7:00 AM	2	3	8	61	202	235	143	44	12	0	0	1	0	711	43.0	36.4
8:00 AM	0	0	4	65	275	240	96	29	5	2	0	0	0	716	40.0	35.3
9:00 AM	0	0	3	55	275	234	100	17	5	0	1	0	0	690	40.0	35.3
10:00 AM	0	0	6	61	296	269	88	17	4	2	0	0	0	743	39.0	35.1
11:00 AM	0	0	7	51	296	325	99	14	0	0	0	0	0	792	39.0	35.1
12:00 PM	1	1	12	50	344	256	112	13	7	2	0	0	0	798	40.0	35.0
1:00 PM	0	0	2	78	291	309	137	12	3	0	0	0	0	832	40.0	35.3
2:00 PM	2	1	8	80	333	324	94	27	2	1	0	0	0	872	39.0	34.9
3:00 PM	0	4	7	67	392	324	93	24	7	1	0	0	0	919	39.0	34.8
4:00 PM	1	1	5	97	420	324	125	16	0	1	0	0	0	990	39.0	34.6
5:00 PM	2	0	11	110	512	322	103	15	2	1	0	0	0	1078	38.0	34.1
6:00 PM	0	5	8	61	279	297	149	37	4	1	1	0	0	842	41.0	35.8
7:00 PM	0	1	4	48	215	223	108	19	4	1	0	0	0	623	41.0	35.5
8:00 PM	1	1	5	62	206	157	69	7	2	1	0	0	0	511	40.0	34.4
9:00 PM	1	0	1	21	98	115	55	6	1	1	0	0	0	299	40.0	35.7
10:00 PM	1	0	0	3	52	65	38	12	4	0	0	0	0	175	42.9	37.1
11:00 PM	0	0	1	5	31	22	36	7	1	0	1	0	0	104	43.0	37.5
Total	11	20	105	1032	4721	4323	1878	383	82	21	4	2	0	12582	40.0	35.3
Percent	0.09%	0.16%	0.83%	8.20%	37.52%	34.36%	14.93%	3.04%	0.65%	0.17%	0.03%	0.02%	0.00%			
AM Peak	7:00 AM	7:00 AM	7:00 AM	8:00 AM	10:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	12:00 AM	12:00 AM	5:00 AM		11:00 AM		
Volume	2	3	8	65	296	325	143	44	12	2	1	1	0	792		
PM Peak	2:00 PM	6:00 PM	12:00 PM	5:00 PM	5:00 PM	2:00 PM	6:00 PM	6:00 PM	12:00 PM	12:00 PM	6:00 PM			5:00 PM		
Volume	2	5	12	110	512	324	149	37	7	2	1	0	0	1078		

15th Percentile:	31.0 MPH	Average Speed:	35.3 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	5603
85th Percentile:	40.0 MPH	Number in Pace:	9044	Percent of Vehicles > 35 MPH:	44.5%
95th Percentile:	44.0 MPH	Percent in Pace:	71.9%		

Fall River Avenue (Route 114A)
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 218108 ATR-B

Count Date
Wednesday, August 25, 2021

Speed (60-minute)

NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	3	21	37	17	4	1	0	0	0	0	83	41.0	36.9
1:00 AM	0	0	0	2	17	12	13	5	0	1	0	0	0	50	44.0	37.6
2:00 AM	0	0	0	1	8	9	14	8	0	0	0	0	0	40	46.0	39.7
3:00 AM	0	0	0	2	14	19	10	3	0	1	0	0	0	49	41.8	36.9
4:00 AM	0	0	0	5	14	21	13	9	0	1	0	0	0	63	44.7	37.4
5:00 AM	0	1	0	4	41	54	40	10	0	0	0	0	0	150	42.0	37.1
6:00 AM	0	1	1	25	65	107	94	21	0	1	0	0	0	315	43.0	37.2
7:00 AM	0	2	13	60	118	133	89	9	2	1	0	0	0	427	41.0	35.1
8:00 AM	1	3	13	39	154	201	78	14	4	1	0	0	0	508	40.0	35.3
9:00 AM	0	1	15	58	170	214	69	16	0	0	0	0	1	544	40.0	34.8
10:00 AM	1	2	9	33	190	226	68	11	1	0	0	0	0	541	39.0	35.0
11:00 AM	0	5	16	100	215	235	59	6	3	1	0	0	0	640	39.0	33.9
12:00 PM	4	3	18	79	241	267	90	20	0	0	0	0	0	722	40.0	34.6
1:00 PM	1	2	16	74	220	253	94	14	4	1	0	0	0	679	40.0	34.9
2:00 PM	1	2	10	79	275	245	84	24	1	1	0	0	0	722	40.0	34.6
3:00 PM	0	4	20	72	229	303	88	18	3	0	0	0	0	737	39.0	34.9
4:00 PM	0	3	30	111	217	255	102	8	3	0	0	0	0	729	40.0	34.1
5:00 PM	1	26	61	130	220	171	50	7	1	0	0	0	0	667	38.0	31.8
6:00 PM	2	8	18	83	240	252	70	13	2	0	0	0	0	688	39.0	34.1
7:00 PM	0	1	6	79	259	236	85	9	4	0	0	0	0	679	39.0	34.6
8:00 PM	0	0	8	108	318	229	83	15	6	0	0	0	0	767	39.0	34.3
9:00 PM	1	1	21	130	297	203	61	21	5	1	1	0	0	742	38.0	33.7
10:00 PM	0	1	3	21	89	112	63	11	4	1	1	0	0	306	41.0	36.3
11:00 PM	0	0	0	11	30	55	36	8	1	0	0	0	0	141	42.0	37.1
Total	12	66	278	1309	3662	3849	1470	284	45	11	2	0	1	10989	40.0	34.6
Percent	0.11%	0.60%	2.53%	11.91%	33.32%	35.03%	13.38%	2.58%	0.41%	0.10%	0.02%	0.00%	0.01%			
AM Peak	8:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	6:00 AM	6:00 AM	8:00 AM	1:00 AM			9:00 AM	11:00 AM		
Volume	1	5	16	100	215	235	94	21	4	1	0	0	1	640		
PM Peak	12:00 PM	5:00 PM	5:00 PM	5:00 PM	8:00 PM	3:00 PM	4:00 PM	2:00 PM	8:00 PM	1:00 PM	9:00 PM			8:00 PM		
Volume	4	26	61	130	318	303	102	24	6	1	1	0	0	767		

15th Percentile:	29.0 MPH	Average Speed:	34.6 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	4754
85th Percentile:	40.0 MPH	Number in Pace:	7528	Percent of Vehicles > 35 MPH:	43.3%
95th Percentile:	43.0 MPH	Percent in Pace:	68.5%		

Fall River Avenue (Route 114A)
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 218108 ATR-B

Count Date
Wednesday, August 25, 2021

Speed (60-minute)

Combined SB and NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	1	6	32	53	29	13	3	2	1	0	0	141	44.0	37.8
1:00 AM	0	0	1	3	23	23	22	11	2	2	0	0	0	87	45.0	38.4
2:00 AM	0	0	1	3	17	13	21	10	2	1	0	0	0	68	46.0	38.9
3:00 AM	0	1	1	9	22	29	21	8	2	1	0	0	0	94	43.0	36.6
4:00 AM	0	0	1	11	33	53	35	16	4	1	0	0	0	154	44.0	37.5
5:00 AM	0	1	1	13	79	113	96	23	2	2	0	1	0	331	43.0	37.6
6:00 AM	0	2	8	54	178	257	210	46	5	2	0	0	0	762	43.0	37.0
7:00 AM	2	5	21	121	320	368	232	53	14	1	0	1	0	1138	42.0	35.9
8:00 AM	1	3	17	104	429	441	174	43	9	3	0	0	0	1224	40.0	35.3
9:00 AM	0	1	18	113	445	448	169	33	5	0	1	0	1	1234	40.0	35.1
10:00 AM	1	2	15	94	486	495	156	28	5	2	0	0	0	1284	39.0	35.0
11:00 AM	0	5	23	151	511	560	158	20	3	1	0	0	0	1432	39.0	34.6
12:00 PM	5	4	30	129	585	523	202	33	7	2	0	0	0	1520	40.0	34.8
1:00 PM	1	2	18	152	511	562	231	26	7	1	0	0	0	1511	40.0	35.1
2:00 PM	3	3	18	159	608	569	178	51	3	2	0	0	0	1594	39.0	34.8
3:00 PM	0	8	27	139	621	627	181	42	10	1	0	0	0	1656	39.0	34.8
4:00 PM	1	4	35	208	637	579	227	24	3	1	0	0	0	1719	39.0	34.4
5:00 PM	3	26	72	240	732	493	153	22	3	1	0	0	0	1745	38.0	33.2
6:00 PM	2	13	26	144	519	549	219	50	6	1	1	0	0	1530	40.0	35.0
7:00 PM	0	2	10	127	474	459	193	28	8	1	0	0	0	1302	40.0	35.1
8:00 PM	1	1	13	170	524	386	152	22	8	1	0	0	0	1278	39.0	34.3
9:00 PM	2	1	22	151	395	318	116	27	6	2	1	0	0	1041	39.0	34.3
10:00 PM	1	1	3	24	141	177	101	23	8	1	1	0	0	481	42.0	36.6
11:00 PM	0	0	1	16	61	77	72	15	2	0	1	0	0	245	42.0	37.2
Total	23	86	383	2341	8383	8172	3348	667	127	32	6	2	1	23571	40.0	35.0
Percent	0.10%	0.36%	1.62%	9.93%	35.56%	34.67%	14.20%	2.83%	0.54%	0.14%	0.03%	0.01%	0.00%			
AM Peak	7:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM	12:00 AM	5:00 AM	9:00 AM	11:00 AM		
Volume	2	5	23	151	511	560	232	53	14	3	1	1	1	1432		
PM Peak	12:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	3:00 PM	1:00 PM	2:00 PM	3:00 PM	12:00 PM	6:00 PM			5:00 PM		
Volume	5	26	72	240	732	627	231	51	10	2	1	0	0	1745		

15th Percentile:	30.0 MPH	Average Speed:	35.0 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	10357
85th Percentile:	40.0 MPH	Number in Pace:	16555	Percent of Vehicles > 35 MPH:	43.9%
95th Percentile:	44.0 MPH	Percent in Pace:	70.2%		

Fall River Avenue (Route 114A)
between I-195 Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA

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

PDI File #: 218108 ATR-B

Count Date
Thursday, August 26, 2021

Speed (60-minute)

SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	2	15	13	17	3	1	1	0	0	0	52	43.4	37.9
1:00 AM	0	0	0	1	9	7	8	4	1	0	0	0	0	30	44.7	38.0
2:00 AM	0	0	2	3	13	8	6	0	0	0	0	0	0	32	40.0	34.1
3:00 AM	1	0	0	3	9	10	10	7	1	1	0	0	0	42	45.0	38.1
4:00 AM	1	0	2	5	21	24	26	9	1	0	0	0	0	89	44.0	37.3
5:00 AM	0	0	2	11	41	75	53	15	4	1	0	0	0	202	43.0	37.7
6:00 AM	0	0	3	25	117	148	119	30	3	1	0	0	0	446	42.0	37.1
7:00 AM	1	0	3	34	238	250	108	30	7	2	0	0	0	673	41.0	36.1
8:00 AM	0	0	5	42	272	295	104	17	3	0	0	0	0	738	40.0	35.4
9:00 AM	1	1	2	59	243	254	121	16	1	0	0	0	0	698	40.0	35.4
10:00 AM	4	0	6	83	260	250	112	18	4	0	0	0	0	737	40.0	34.9
11:00 AM	0	3	13	69	314	279	96	9	4	1	0	0	0	788	39.0	34.6
12:00 PM	2	2	10	82	352	264	108	20	2	1	1	0	0	844	40.0	34.6
1:00 PM	1	1	6	67	317	265	99	16	4	0	0	0	0	776	40.0	34.8
2:00 PM	0	1	10	46	315	291	133	29	2	0	0	0	0	827	41.0	35.6
3:00 PM	1	1	8	69	420	294	85	20	3	3	1	0	0	905	39.0	34.5
4:00 PM	0	1	5	97	451	357	88	17	3	0	0	0	0	1019	39.0	34.4
5:00 PM	0	0	1	76	415	372	98	23	4	2	0	0	0	991	39.0	34.8
6:00 PM	0	1	6	71	344	276	102	11	6	0	0	0	0	817	39.0	34.8
7:00 PM	0	1	4	44	252	241	119	25	3	1	0	0	0	690	41.0	35.7
8:00 PM	0	0	0	39	205	139	79	12	2	1	1	0	0	478	41.0	35.3
9:00 PM	1	0	0	21	97	104	63	17	2	0	0	0	0	305	42.0	36.3
10:00 PM	1	0	1	11	44	56	62	15	1	1	0	0	0	192	43.0	37.5
11:00 PM	0	0	1	8	31	36	30	10	1	0	0	0	0	117	43.0	37.2
Total	14	12	90	968	4795	4308	1846	373	63	16	3	0	0	12488	40.0	35.3
Percent	0.11%	0.10%	0.72%	7.75%	38.40%	34.50%	14.78%	2.99%	0.50%	0.13%	0.02%	0.00%	0.00%			
AM Peak	10:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	8:00 AM	9:00 AM	6:00 AM	7:00 AM	7:00 AM				11:00 AM		
Volume	4	3	13	83	314	295	121	30	7	2	0	0	0	788		
PM Peak	12:00 PM	12:00 PM	12:00 PM	4:00 PM	4:00 PM	5:00 PM	2:00 PM	2:00 PM	6:00 PM	3:00 PM	12:00 PM			4:00 PM		
Volume	2	2	10	97	451	372	133	29	6	3	1	0	0	1019		

15th Percentile:	31.0 MPH	Average Speed:	35.3 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	5510
85th Percentile:	40.0 MPH	Number in Pace:	9103	Percent of Vehicles > 35 MPH:	44.1%
95th Percentile:	44.0 MPH	Percent in Pace:	72.9%		

Fall River Avenue (Route 114A)
between I-195 Ramps
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Site Code: TBA

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Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 218108 ATR-B

Count Date
Thursday, August 26, 2021

Speed (60-minute)

NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	5	22	31	24	2	2	1	0	0	0	87	42.0	37.3
1:00 AM	0	0	2	5	9	21	12	2	2	1	0	0	0	54	43.0	37.4
2:00 AM	0	0	0	3	7	17	16	4	0	1	0	0	0	48	44.0	38.6
3:00 AM	0	0	0	7	13	23	7	1	1	0	0	0	0	52	40.4	35.7
4:00 AM	0	0	0	2	8	34	10	5	0	0	0	0	0	59	43.3	37.8
5:00 AM	0	1	3	14	54	49	35	12	1	0	0	0	0	169	41.0	36.0
6:00 AM	1	2	7	24	77	97	58	16	3	0	0	0	0	285	42.0	35.9
7:00 AM	0	4	11	39	119	147	88	21	5	0	0	0	0	434	42.0	35.8
8:00 AM	2	2	9	50	148	193	56	17	1	0	1	0	0	479	40.0	35.0
9:00 AM	0	2	3	54	176	188	67	15	1	0	0	0	0	506	40.0	35.0
10:00 AM	0	2	23	55	201	228	67	15	3	0	0	0	0	594	39.0	34.6
11:00 AM	0	1	16	107	218	234	71	7	1	0	0	0	0	655	39.0	33.9
12:00 PM	0	6	21	80	239	261	95	11	1	0	0	0	0	714	39.1	34.5
1:00 PM	0	1	13	87	254	265	64	16	3	0	0	0	0	703	39.0	34.4
2:00 PM	2	7	15	58	259	299	95	16	3	0	0	0	0	754	40.0	34.8
3:00 PM	1	3	20	80	272	285	135	17	1	1	0	0	0	815	40.0	35.0
4:00 PM	2	6	35	100	260	225	70	10	2	0	0	0	0	710	39.0	33.5
5:00 PM	1	7	26	88	227	233	85	16	2	0	0	0	0	685	39.4	34.3
6:00 PM	1	4	24	73	189	210	80	7	0	0	0	0	0	588	39.0	34.2
7:00 PM	1	7	15	76	175	223	88	10	1	3	0	0	0	599	40.0	34.6
8:00 PM	1	0	6	47	193	242	102	11	2	0	0	0	0	604	40.0	35.5
9:00 PM	0	1	13	37	123	213	85	22	4	0	0	0	0	498	41.0	36.0
10:00 PM	0	0	0	13	57	108	72	8	4	0	1	0	0	263	41.7	37.2
11:00 PM	0	0	3	8	36	78	38	12	2	0	1	0	0	178	42.0	37.1
Total	12	56	265	1112	3336	3904	1520	273	45	7	3	0	0	10533	40.0	34.9
Percent	0.11%	0.53%	2.52%	10.56%	31.67%	37.06%	14.43%	2.59%	0.43%	0.07%	0.03%	0.00%	0.00%			
AM Peak	8:00 AM	7:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	12:00 AM	8:00 AM			11:00 AM		
Volume	2	4	23	107	218	234	88	21	5	1	1	0	0	655		
PM Peak	2:00 PM	2:00 PM	4:00 PM	4:00 PM	3:00 PM	2:00 PM	3:00 PM	9:00 PM	9:00 PM	7:00 PM	10:00 PM			3:00 PM		
Volume	2	7	35	100	272	299	135	22	4	3	1	0	0	815		

15th Percentile:	30.0 MPH	Average Speed:	34.9 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	4864
85th Percentile:	40.0 MPH	Number in Pace:	7315	Percent of Vehicles > 35 MPH:	46.2%
95th Percentile:	43.0 MPH	Percent in Pace:	69.4%		

Fall River Avenue (Route 114A)
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PDI File #: 218108 ATR-B

Count Date
Thursday, August 26, 2021

Speed (60-minute)

Combined SB and NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	7	37	44	41	5	3	2	0	0	0	139	43.0	37.5
1:00 AM	0	0	2	6	18	28	20	6	3	1	0	0	0	84	43.0	37.6
2:00 AM	0	0	2	6	20	25	22	4	0	1	0	0	0	80	42.0	36.8
3:00 AM	1	0	0	10	22	33	17	8	2	1	0	0	0	94	43.0	36.8
4:00 AM	1	0	2	7	29	58	36	14	1	0	0	0	0	148	44.0	37.5
5:00 AM	0	1	5	25	95	124	88	27	5	1	0	0	0	371	42.0	36.9
6:00 AM	1	2	10	49	194	245	177	46	6	1	0	0	0	731	42.0	36.7
7:00 AM	1	4	14	73	357	397	196	51	12	2	0	0	0	1107	41.0	36.0
8:00 AM	2	2	14	92	420	488	160	34	4	0	1	0	0	1217	40.0	35.3
9:00 AM	1	3	5	113	419	442	188	31	2	0	0	0	0	1204	40.0	35.2
10:00 AM	4	2	29	138	461	478	179	33	7	0	0	0	0	1331	40.0	34.8
11:00 AM	0	4	29	176	532	513	167	16	5	1	0	0	0	1443	39.0	34.3
12:00 PM	2	8	31	162	591	525	203	31	3	1	1	0	0	1558	40.0	34.6
1:00 PM	1	2	19	154	571	530	163	32	7	0	0	0	0	1479	39.0	34.6
2:00 PM	2	8	25	104	574	590	228	45	5	0	0	0	0	1581	40.0	35.2
3:00 PM	2	4	28	149	692	579	220	37	4	4	1	0	0	1720	40.0	34.7
4:00 PM	2	7	40	197	711	582	158	27	5	0	0	0	0	1729	39.0	34.0
5:00 PM	1	7	27	164	642	605	183	39	6	2	0	0	0	1676	39.0	34.6
6:00 PM	1	5	30	144	533	486	182	18	6	0	0	0	0	1405	39.0	34.5
7:00 PM	1	8	19	120	427	464	207	35	4	4	0	0	0	1289	40.0	35.2
8:00 PM	1	0	6	86	398	381	181	23	4	1	1	0	0	1082	41.0	35.4
9:00 PM	1	1	13	58	220	317	148	39	6	0	0	0	0	803	41.0	36.1
10:00 PM	1	0	1	24	101	164	134	23	5	1	1	0	0	455	42.0	37.3
11:00 PM	0	0	4	16	67	114	68	22	3	0	1	0	0	295	43.0	37.2
Total	26	68	355	2080	8131	8212	3366	646	108	23	6	0	0	23021	40.0	35.1
Percent	0.11%	0.30%	1.54%	9.04%	35.32%	35.67%	14.62%	2.81%	0.47%	0.10%	0.03%	0.00%	0.00%			
AM Peak	10:00 AM	7:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	12:00 AM	8:00 AM			11:00 AM		
Volume	4	4	29	176	532	513	196	51	12	2	1	0	0	1443		
PM Peak	12:00 PM	12:00 PM	4:00 PM	4:00 PM	4:00 PM	5:00 PM	2:00 PM	2:00 PM	1:00 PM	3:00 PM	12:00 PM			4:00 PM		
Volume	2	8	40	197	711	605	228	45	7	4	1	0	0	1729		

15th Percentile:	30.0 MPH	Average Speed:	35.1 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	10374
85th Percentile:	40.0 MPH	Number in Pace:	16369	Percent of Vehicles > 35 MPH:	45.1%
95th Percentile:	43.0 MPH	Percent in Pace:	71.1%		

Location Map: 207651 Seekonk, MA

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

PRECISION DATA INDUSTRIES, LLC

(2) 6:30am-6:30pm TMCs (A-B)
(2) 7-11am/ 2-6pm TMCs (C-D)
(4) 48HR (v/c/s) ATRs



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
Caputo & Wick	A. Novo		Tues 10/20 thru Wed 10/21/2020	207651	Seekonk, MA

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	89	0	0	89	3	0	4	0	7	0	126	0	0	126	0	0	0	0	0	222
6:45 AM	0	105	0	0	105	0	0	4	0	4	2	144	1	0	147	1	0	0	0	1	257
Total	0	194	0	0	194	3	0	8	0	11	2	270	1	0	273	1	0	0	0	1	479
7:00 AM	0	105	3	0	108	0	0	4	0	4	2	159	0	0	161	0	0	0	0	0	273
7:15 AM	0	115	0	0	115	2	0	5	0	7	1	160	0	0	161	0	0	0	0	0	283
7:30 AM	0	153	0	0	153	2	0	10	0	12	0	153	0	0	153	0	0	0	0	0	318
7:45 AM	0	130	1	0	131	3	0	3	0	6	1	157	0	0	158	0	0	0	0	0	295
Total	0	503	4	0	507	7	0	22	0	29	4	629	0	0	633	0	0	0	0	0	1169
8:00 AM	0	134	0	0	134	1	0	8	0	9	2	141	0	0	143	0	0	0	0	0	286
8:15 AM	0	143	0	1	144	2	0	2	0	4	3	180	0	0	183	0	0	0	0	0	331
8:30 AM	2	115	0	0	117	0	0	4	0	4	5	167	1	0	173	0	0	0	0	0	294
8:45 AM	1	119	1	0	121	3	0	9	0	12	1	160	0	0	161	0	0	0	0	0	294
Total	3	511	1	1	516	6	0	23	0	29	11	648	1	0	660	0	0	0	0	0	1205
9:00 AM	0	108	0	0	108	2	0	3	0	5	1	132	2	0	135	0	0	0	0	0	248
9:15 AM	3	145	1	0	149	0	0	3	0	3	3	126	0	0	129	2	0	0	0	2	283
9:30 AM	1	105	3	0	109	0	0	2	0	2	2	108	0	0	110	0	0	0	0	0	221
9:45 AM	0	115	0	0	115	3	0	4	0	7	1	109	1	0	111	0	0	0	0	0	233
Total	4	473	4	0	481	5	0	12	0	17	7	475	3	0	485	2	0	0	0	2	985
10:00 AM	2	102	0	0	104	0	0	1	0	1	5	117	0	0	122	0	0	0	0	0	227
10:15 AM	0	88	1	0	89	2	0	4	0	6	4	125	0	0	129	1	0	0	0	1	225
10:30 AM	0	160	0	0	160	1	0	3	0	4	2	101	0	0	103	0	0	0	0	0	267
10:45 AM	0	124	1	0	125	0	0	2	0	2	4	150	0	0	154	0	1	0	0	1	282
Total	2	474	2	0	478	3	0	10	0	13	15	493	0	0	508	1	1	0	0	2	1001
11:00 AM	0	139	1	0	140	2	0	3	0	5	6	113	0	0	119	0	0	0	0	0	264
11:15 AM	1	119	0	0	120	0	0	3	0	3	2	119	0	0	121	0	0	0	0	0	244
11:30 AM	2	133	3	0	138	1	0	1	0	2	2	152	2	0	156	0	0	0	0	0	296
11:45 AM	1	121	2	0	124	0	0	5	0	5	2	128	0	0	130	0	0	0	0	0	259
Total	4	512	6	0	522	3	0	12	0	15	12	512	2	0	526	0	0	0	0	0	1063
12:00 PM	1	146	5	0	152	0	0	2	0	2	5	127	0	0	132	1	0	1	0	2	288
12:15 PM	0	158	2	0	160	0	0	5	0	5	2	150	0	0	152	0	0	0	0	0	317
12:30 PM	0	158	4	0	162	0	0	3	0	3	2	122	0	0	124	0	0	0	0	0	289
12:45 PM	2	136	4	0	142	2	0	3	0	5	3	132	1	0	136	0	0	0	0	0	283
Total	3	598	15	0	616	2	0	13	0	15	12	531	1	0	544	1	0	1	0	2	1177
1:00 PM	2	149	2	0	153	1	0	2	0	3	1	124	0	0	125	0	0	0	0	0	281
1:15 PM	0	120	1	0	121	3	0	1	0	4	3	148	0	0	151	0	0	1	0	1	277
1:30 PM	0	146	2	0	148	2	0	2	0	4	2	155	0	0	157	1	0	0	0	1	310
1:45 PM	2	175	1	0	178	2	0	3	0	5	7	157	0	0	164	0	0	0	0	0	347
Total	4	590	6	0	600	8	0	8	0	16	13	584	0	0	597	1	0	1	0	2	1215
2:00 PM	0	181	2	0	183	1	0	4	0	5	1	157	0	0	158	0	0	0	0	0	346
2:15 PM	0	169	1	0	170	2	0	3	0	5	3	157	0	0	160	2	0	1	0	3	338
2:30 PM	0	150	2	0	152	2	0	3	0	5	4	162	0	0	166	1	0	0	0	1	324
2:45 PM	1	159	2	0	162	2	0	5	0	7	6	165	0	0	171	0	0	0	0	0	340
Total	1	659	7	0	667	7	0	15	0	22	14	641	0	0	655	3	0	1	0	4	1348
3:00 PM	0	162	3	0	165	3	0	6	0	9	3	180	0	0	183	2	0	0	0	2	359
3:15 PM	0	183	2	0	185	0	0	4	0	4	12	165	0	0	177	0	0	1	0	1	367
3:30 PM	0	173	3	0	176	0	0	0	0	0	6	215	0	0	221	0	0	0	0	0	397
3:45 PM	2	199	2	0	203	2	1	1	0	4	6	194	0	0	200	0	0	0	0	0	407
Total	2	717	10	0	729	5	1	11	0	17	27	754	0	0	781	2	0	1	0	3	1530
4:00 PM	1	244	0	0	245	0	0	2	0	2	8	214	1	0	223	0	0	0	0	0	470
4:15 PM	1	202	5	0	208	2	0	4	0	6	9	187	1	0	197	0	0	0	0	0	411
4:30 PM	2	231	2	0	235	0	0	1	0	1	13	218	1	0	232	1	0	0	0	1	469
4:45 PM	0	207	0	0	207	0	0	2	0	2	6	228	0	0	234	1	0	0	0	1	444
Total	4	884	7	0	895	2	0	9	0	11	36	847	3	0	886	2	0	0	0	2	1794
5:00 PM	4	206	2	0	212	3	0	3	0	6	6	212	0	0	218	0	0	0	0	0	436
5:15 PM	1	215	5	0	221	0	0	8	0	8	18	194	1	0	213	2	0	0	0	2	444
5:30 PM	3	190	5	0	198	5	0	4	0	9	10	175	0	0	185	1	0	0	0	1	393
5:45 PM	1	148	3	0	152	2	0	5	0	7	12	159	2	0	173	0	1	3	0	4	336

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	9	759	15	0	783	10	0	20	0	30	46	740	3	0	789	3	1	3	0	7	1609
6:00 PM	0	150	4	0	154	2	0	2	0	4	5	118	1	0	124	1	0	1	0	2	284
6:15 PM	0	148	5	0	153	3	0	2	0	5	10	132	0	0	142	1	0	0	0	1	301
Total	0	298	9	0	307	5	0	4	0	9	15	250	1	0	266	2	0	1	0	3	585
Grand Total	36	7172	86	1	7295	66	1	167	0	234	214	7374	15	0	7603	18	2	8	0	28	15160
Approach %	0.5	98.3	1.2	0.0		28.2	0.4	71.4	0.0		2.8	97.0	0.2	0.0		64.3	7.1	28.6	0.0		
Total %	0.2	47.3	0.6	0.0	48.1	0.4	0.0	1.1	0.0	1.5	1.4	48.6	0.1	0.0	50.2	0.1	0.0	0.1	0.0	0.2	
Exiting Leg Total					7449					302					7357					52	15160
Cars	33	6819	85	1	6938	65	1	165	0	231	207	6962	15	0	7184	18	2	8	0	28	14381
% Cars	91.7	95.1	98.8	100.0	95.1	98.5	100.0	98.8	0.0	98.7	96.7	94.4	100.0	0.0	94.5	100.0	100.0	100.0	0.0	100.0	94.9
Exiting Leg Total					7036					294					7002					49	14381
Heavy Vehicles	3	353	1	0	357	1	0	2	0	3	7	412	0	0	419	0	0	0	0	0	779
% Heavy Vehicles	8.3	4.9	1.2	0.0	4.9	1.5	0.0	1.2	0.0	1.3	3.3	5.6	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	5.1
Exiting Leg Total					413					8					355					3	779

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

7:30 AM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	153	0	0	153	2	0	10	0	12	0	153	0	0	153	0	0	0	0	0	318
7:45 AM	0	130	1	0	131	3	0	3	0	6	1	157	0	0	158	0	0	0	0	0	295
8:00 AM	0	134	0	0	134	1	0	8	0	9	2	141	0	0	143	0	0	0	0	0	286
8:15 AM	0	143	0	1	144	2	0	2	0	4	3	180	0	0	183	0	0	0	0	0	331
Total Volume	0	560	1	1	562	8	0	23	0	31	6	631	0	0	637	0	0	0	0	0	1230
% Approach Total	0.0	99.6	0.2	0.2		25.8	0.0	74.2	0.0		0.9	99.1	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.915	0.250	0.250	0.918	0.667	0.000	0.575	0.000	0.646	0.500	0.876	0.000	0.000	0.870	0.000	0.000	0.000	0.000	0.000	0.929
Cars	0	518	1	1	520	8	0	23	0	31	5	588	0	0	593	0	0	0	0	0	1144
Cars %	0.0	92.5	100.0	100.0	92.5	100.0	0.0	100.0	0.0	100.0	83.3	93.2	0.0	0.0	93.1	0.0	0.0	0.0	0.0	0.0	93.0
Heavy Vehicles	0	42	0	0	42	0	0	0	0	0	1	43	0	0	44	0	0	0	0	0	86
Heavy Vehicles %	0.0	7.5	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	16.7	6.8	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	7.0
Cars Enter Leg	0	518	1	1	520	8	0	23	0	31	5	588	0	0	593	0	0	0	0	0	1144
Heavy Enter Leg	0	42	0	0	42	0	0	0	0	0	1	43	0	0	44	0	0	0	0	0	86
Total Entering Leg	0	560	1	1	562	8	0	23	0	31	6	631	0	0	637	0	0	0	0	0	1230
Cars Exiting Leg					597					6					541					0	1144
Heavy Exiting Leg					43					1					42					0	86
Total Exiting Leg					640					7					583					0	1230

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:45 PM	2	175	1	0	178	2	0	3	0	5	7	157	0	0	164	0	0	0	0	0	347
2:00 PM	0	181	2	0	183	1	0	4	0	5	1	157	0	0	158	0	0	0	0	0	346
2:15 PM	0	169	1	0	170	2	0	3	0	5	3	157	0	0	160	2	0	1	0	3	338
2:30 PM	0	150	2	0	152	2	0	3	0	5	4	162	0	0	166	1	0	0	0	1	324
Total Volume	2	675	6	0	683	7	0	13	0	20	15	633	0	0	648	3	0	1	0	4	1355
% Approach Total	0.3	98.8	0.9	0.0		35.0	0.0	65.0	0.0		2.3	97.7	0.0	0.0		75.0	0.0	25.0	0.0		
PHF	0.250	0.932	0.750	0.000	0.933	0.875	0.000	0.813	0.000	1.000	0.536	0.977	0.000	0.000	0.976	0.375	0.000	0.250	0.000	0.333	0.976
Cars	1	645	6	0	652	7	0	13	0	20	15	597	0	0	612	3	0	1	0	4	1288
Cars %	50.0	95.6	100.0	0.0	95.5	100.0	0.0	100.0	0.0	100.0	100.0	94.3	0.0	0.0	94.4	100.0	0.0	100.0	0.0	100.0	95.1
Heavy Vehicles	1	30	0	0	31	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	67
Heavy Vehicles %	50.0	4.4	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	4.9
Cars Enter Leg	1	645	6	0	652	7	0	13	0	20	15	597	0	0	612	3	0	1	0	4	1288
Heavy Enter Leg	1	30	0	0	31	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	67
Total Entering Leg	2	675	6	0	683	7	0	13	0	20	15	633	0	0	648	3	0	1	0	4	1355
Cars Exiting Leg					605					21					661					1	1288
Heavy Exiting Leg					36					0					30					1	67
Total Exiting Leg					641					21					691					2	1355

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:																					
4:00 PM																					
4:00 PM	1	244	0	0	245	0	0	2	0	2	8	214	1	0	223	0	0	0	0	0	470
4:15 PM	1	202	5	0	208	2	0	4	0	6	9	187	1	0	197	0	0	0	0	0	411
4:30 PM	2	231	2	0	235	0	0	1	0	1	13	218	1	0	232	1	0	0	0	1	469
4:45 PM	0	207	0	0	207	0	0	2	0	2	6	228	0	0	234	1	0	0	0	1	444
Total Volume	4	884	7	0	895	2	0	9	0	11	36	847	3	0	886	2	0	0	0	2	1794
% Approach Total	0.4	98.8	0.8	0.0		18.2	0.0	81.8	0.0		4.1	95.6	0.3	0.0		100.0	0.0	0.0	0.0		
PHF	0.500	0.906	0.350	0.000	0.913	0.250	0.000	0.563	0.000	0.458	0.692	0.929	0.750	0.000	0.947	0.500	0.000	0.000	0.000	0.500	0.954
Cars	4	846	7	0	857	2	0	8	0	10	35	827	3	0	865	2	0	0	0	2	1734
Cars %	100.0	95.7	100.0	0.0	95.8	100.0	0.0	88.9	0.0	90.9	97.2	97.6	100.0	0.0	97.6	100.0	0.0	0.0	0.0	100.0	96.7
Heavy Vehicles	0	38	0	0	38	0	0	1	0	1	1	20	0	0	21	0	0	0	0	0	60
Heavy Vehicles %	0.0	4.3	0.0	0.0	4.2	0.0	0.0	11.1	0.0	9.1	2.8	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	3.3
Cars Enter Leg	4	846	7	0	857	2	0	8	0	10	35	827	3	0	865	2	0	0	0	2	1734
Heavy Enter Leg	0	38	0	0	38	0	0	1	0	1	1	20	0	0	21	0	0	0	0	0	60
Total Entering Leg	4	884	7	0	895	2	0	9	0	11	36	847	3	0	886	2	0	0	0	2	1794
Cars Exiting Leg					829					42					856					7	1734
Heavy Exiting Leg					20					1					39					0	60
Total Exiting Leg					849					43					895					7	1794

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Cars

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	85	0	0	85	3	0	4	0	7	0	118	0	0	118	0	0	0	0	0	210
6:45 AM	0	99	0	0	99	0	0	4	0	4	2	137	1	0	140	1	0	0	0	1	244
Total	0	184	0	0	184	3	0	8	0	11	2	255	1	0	258	1	0	0	0	1	454
7:00 AM	0	99	3	0	102	0	0	4	0	4	2	151	0	0	153	0	0	0	0	0	259
7:15 AM	0	110	0	0	110	2	0	5	0	7	1	155	0	0	156	0	0	0	0	0	273
7:30 AM	0	138	0	0	138	2	0	10	0	12	0	139	0	0	139	0	0	0	0	0	289
7:45 AM	0	124	1	0	125	3	0	3	0	6	1	148	0	0	149	0	0	0	0	0	280
Total	0	471	4	0	475	7	0	22	0	29	4	593	0	0	597	0	0	0	0	0	1101
8:00 AM	0	125	0	0	125	1	0	8	0	9	2	134	0	0	136	0	0	0	0	0	270
8:15 AM	0	131	0	1	132	2	0	2	0	4	2	167	0	0	169	0	0	0	0	0	305
8:30 AM	2	104	0	0	106	0	0	4	0	4	5	159	1	0	165	0	0	0	0	0	275
8:45 AM	1	112	1	0	114	3	0	9	0	12	1	148	0	0	149	0	0	0	0	0	275
Total	3	472	1	1	477	6	0	23	0	29	10	608	1	0	619	0	0	0	0	0	1125
9:00 AM	0	99	0	0	99	2	0	3	0	5	1	121	2	0	124	0	0	0	0	0	228
9:15 AM	2	135	1	0	138	0	0	3	0	3	3	117	0	0	120	2	0	0	0	2	263
9:30 AM	0	98	3	0	101	0	0	2	0	2	2	95	0	0	97	0	0	0	0	0	200
9:45 AM	0	111	0	0	111	3	0	4	0	7	1	100	1	0	102	0	0	0	0	0	220
Total	2	443	4	0	449	5	0	12	0	17	7	433	3	0	443	2	0	0	0	2	911
10:00 AM	2	93	0	0	95	0	0	1	0	1	5	103	0	0	108	0	0	0	0	0	204
10:15 AM	0	86	1	0	87	2	0	4	0	6	3	114	0	0	117	1	0	0	0	1	211
10:30 AM	0	147	0	0	147	1	0	3	0	4	1	93	0	0	94	0	0	0	0	0	245
10:45 AM	0	115	1	0	116	0	0	2	0	2	4	138	0	0	142	0	1	0	0	1	261
Total	2	441	2	0	445	3	0	10	0	13	13	448	0	0	461	1	1	0	0	2	921
11:00 AM	0	126	0	0	126	2	0	3	0	5	6	105	0	0	111	0	0	0	0	0	242
11:15 AM	1	114	0	0	115	0	0	2	0	2	2	108	0	0	110	0	0	0	0	0	227
11:30 AM	2	127	3	0	132	1	0	1	0	2	2	139	2	0	143	0	0	0	0	0	277
11:45 AM	1	113	2	0	116	0	0	5	0	5	2	122	0	0	124	0	0	0	0	0	245
Total	4	480	5	0	489	3	0	11	0	14	12	474	2	0	488	0	0	0	0	0	991
12:00 PM	1	135	5	0	141	0	0	2	0	2	5	122	0	0	127	1	0	1	0	2	272
12:15 PM	0	150	2	0	152	0	0	5	0	5	2	142	0	0	144	0	0	0	0	0	301
12:30 PM	0	145	4	0	149	0	0	3	0	3	1	113	0	0	114	0	0	0	0	0	266
12:45 PM	2	133	4	0	139	2	0	3	0	5	3	118	1	0	122	0	0	0	0	0	266
Total	3	563	15	0	581	2	0	13	0	15	11	495	1	0	507	1	0	1	0	2	1105
1:00 PM	2	140	2	0	144	1	0	2	0	3	1	116	0	0	117	0	0	0	0	0	264
1:15 PM	0	115	1	0	116	2	0	1	0	3	3	136	0	0	139	0	0	1	0	1	259
1:30 PM	0	137	2	0	139	2	0	2	0	4	2	148	0	0	150	1	0	0	0	1	294
1:45 PM	1	164	1	0	166	2	0	3	0	5	7	146	0	0	153	0	0	0	0	0	324
Total	3	556	6	0	565	7	0	8	0	15	13	546	0	0	559	1	0	1	0	2	1141
2:00 PM	0	174	2	0	176	1	0	4	0	5	1	148	0	0	149	0	0	0	0	0	330
2:15 PM	0	164	1	0	165	2	0	3	0	5	3	147	0	0	150	2	0	1	0	3	323
2:30 PM	0	143	2	0	145	2	0	3	0	5	4	156	0	0	160	1	0	0	0	1	311
2:45 PM	1	152	2	0	155	2	0	5	0	7	6	156	0	0	162	0	0	0	0	0	324
Total	1	633	7	0	641	7	0	15	0	22	14	607	0	0	621	3	0	1	0	4	1288
3:00 PM	0	154	3	0	157	3	0	6	0	9	3	171	0	0	174	2	0	0	0	2	342
3:15 PM	0	179	2	0	181	0	0	4	0	4	11	157	0	0	168	0	0	1	0	1	354
3:30 PM	0	165	3	0	168	0	0	0	0	0	6	207	0	0	213	0	0	0	0	0	381
3:45 PM	2	192	2	0	196	2	1	1	0	4	6	184	0	0	190	0	0	0	0	0	390
Total	2	690	10	0	702	5	1	11	0	17	26	719	0	0	745	2	0	1	0	3	1467
4:00 PM	1	236	0	0	237	0	0	2	0	2	7	206	1	0	214	0	0	0	0	0	453
4:15 PM	1	191	5	0	197	2	0	3	0	5	9	184	1	0	194	0	0	0	0	0	396
4:30 PM	2	220	2	0	224	0	0	1	0	1	13	214	1	0	228	1	0	0	0	1	454
4:45 PM	0	199	0	0	199	0	0	2	0	2	6	223	0	0	229	1	0	0	0	1	431
Total	4	846	7	0	857	2	0	8	0	10	35	827	3	0	865	2	0	0	0	2	1734
5:00 PM	4	204	2	0	210	3	0	3	0	6	6	202	0	0	208	0	0	0	0	0	424
5:15 PM	1	210	5	0	216	0	0	8	0	8	18	186	1	0	205	2	0	0	0	2	431
5:30 PM	3	186	5	0	194	5	0	4	0	9	10	169	0	0	179	1	0	0	0	1	383
5:45 PM	1	144	3	0	148	2	0	5	0	7	12	156	2	0	170	0	1	3	0	4	329

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Cars

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	9	744	15	0	768	10	0	20	0	30	46	713	3	0	762	3	1	3	0	7	1567
6:00 PM	0	149	4	0	153	2	0	2	0	4	5	113	1	0	119	1	0	1	0	2	278
6:15 PM	0	147	5	0	152	3	0	2	0	5	9	131	0	0	140	1	0	0	0	1	298
Total	0	296	9	0	305	5	0	4	0	9	14	244	1	0	259	2	0	1	0	3	576
Grand Total	33	6819	85	1	6938	65	1	165	0	231	207	6962	15	0	7184	18	2	8	0	28	14381
Approach %	0.5	98.3	1.2	0.0		28.1	0.4	71.4	0.0		2.9	96.9	0.2	0.0		64.3	7.1	28.6	0.0		
Total %	0.2	47.4	0.6	0.0	48.2	0.5	0.0	1.1	0.0	1.6	1.4	48.4	0.1	0.0	50.0	0.1	0.0	0.1	0.0	0.2	
Exiting Leg Total					7036					294					7002					49	14381

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

7:30 AM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	138	0	0	138	2	0	10	0	12	0	139	0	0	139	0	0	0	0	0	289
7:45 AM	0	124	1	0	125	3	0	3	0	6	1	148	0	0	149	0	0	0	0	0	280
8:00 AM	0	125	0	0	125	1	0	8	0	9	2	134	0	0	136	0	0	0	0	0	270
8:15 AM	0	131	0	1	132	2	0	2	0	4	2	167	0	0	169	0	0	0	0	0	305
Total Volume	0	518	1	1	520	8	0	23	0	31	5	588	0	0	593	0	0	0	0	0	1144
% Approach Total	0.0	99.6	0.2	0.2		25.8	0.0	74.2	0.0		0.8	99.2	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.938	0.250	0.250	0.942	0.667	0.000	0.575	0.000	0.646	0.625	0.880	0.000	0.000	0.877	0.000	0.000	0.000	0.000	0.000	0.938
Entering Leg	0	518	1	1	520	8	0	23	0	31	5	588	0	0	593	0	0	0	0	0	1144
Exiting Leg					597					6					541					0	1144
Total					1117					37					1134					0	2288

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:45 PM	1	164	1	0	166	2	0	3	0	5	7	146	0	0	153	0	0	0	0	0	324
2:00 PM	0	174	2	0	176	1	0	4	0	5	1	148	0	0	149	0	0	0	0	0	330
2:15 PM	0	164	1	0	165	2	0	3	0	5	3	147	0	0	150	2	0	1	0	3	323
2:30 PM	0	143	2	0	145	2	0	3	0	5	4	156	0	0	160	1	0	0	0	1	311
Total Volume	1	645	6	0	652	7	0	13	0	20	15	597	0	0	612	3	0	1	0	4	1288
% Approach Total	0.2	98.9	0.9	0.0		35.0	0.0	65.0	0.0		2.5	97.5	0.0	0.0		75.0	0.0	25.0	0.0		
PHF	0.250	0.927	0.750	0.000	0.926	0.875	0.000	0.813	0.000	1.000	0.536	0.957	0.000	0.000	0.956	0.375	0.000	0.250	0.000	0.333	0.976
Entering Leg	1	645	6	0	652	7	0	13	0	20	15	597	0	0	612	3	0	1	0	4	1288
Exiting Leg					605					21					661					1	1288
Total					1257					41					1273					5	2576

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

4:30 PM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	2	220	2	0	224	0	0	1	0	1	13	214	1	0	228	1	0	0	0	1	454
4:45 PM	0	199	0	0	199	0	0	2	0	2	6	223	0	0	229	1	0	0	0	1	431
5:00 PM	4	204	2	0	210	3	0	3	0	6	6	202	0	0	208	0	0	0	0	0	424
5:15 PM	1	210	5	0	216	0	0	8	0	8	18	186	1	0	205	2	0	0	0	2	431
Total Volume	7	833	9	0	849	3	0	14	0	17	43	825	2	0	870	4	0	0	0	4	1740
% Approach Total	0.8	98.1	1.1	0.0		17.6	0.0	82.4	0.0		4.9	94.8	0.2	0.0		100.0	0.0	0.0	0.0		
PHF	0.438	0.947	0.450	0.000	0.948	0.250	0.000	0.438	0.000	0.531	0.597	0.925	0.500	0.000	0.950	0.500	0.000	0.000	0.000	0.500	0.958
Entering Leg	7	833	9	0	849	3	0	14	0	17	43	825	2	0	870	4	0	0	0	4	1740
Exiting Leg					828					52					851					9	1740
Total					1677					69					1721					13	3480

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
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Class:

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

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

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
6:45 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
Total	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	25
7:00 AM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
7:15 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
7:30 AM	0	15	0	0	15	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	29
7:45 AM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
Total	0	32	0	0	32	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	68
8:00 AM	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16
8:15 AM	0	12	0	0	12	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	26
8:30 AM	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	19
8:45 AM	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	19
Total	0	39	0	0	39	0	0	0	0	0	1	40	0	0	41	0	0	0	0	0	80
9:00 AM	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	20
9:15 AM	1	10	0	0	11	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	20
9:30 AM	1	7	0	0	8	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	21
9:45 AM	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
Total	2	30	0	0	32	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	74
10:00 AM	0	9	0	0	9	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	23
10:15 AM	0	2	0	0	2	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	14
10:30 AM	0	13	0	0	13	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	22
10:45 AM	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	21
Total	0	33	0	0	33	0	0	0	0	0	2	45	0	0	47	0	0	0	0	0	80
11:00 AM	0	13	1	0	14	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	22
11:15 AM	0	5	0	0	5	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	17
11:30 AM	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	19
11:45 AM	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
Total	0	32	1	0	33	0	0	1	0	1	0	38	0	0	38	0	0	0	0	0	72
12:00 PM	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	16
12:15 PM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
12:30 PM	0	13	0	0	13	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	23
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	17
Total	0	35	0	0	35	0	0	0	0	0	1	36	0	0	37	0	0	0	0	0	72
1:00 PM	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
1:15 PM	0	5	0	0	5	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	18
1:30 PM	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16
1:45 PM	1	11	0	0	12	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	23
Total	1	34	0	0	35	1	0	0	0	1	0	38	0	0	38	0	0	0	0	0	74
2:00 PM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
2:15 PM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
2:30 PM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
2:45 PM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
Total	0	26	0	0	26	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	60
3:00 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17
3:15 PM	0	4	0	0	4	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	13
3:30 PM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
3:45 PM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17
Total	0	27	0	0	27	0	0	0	0	0	1	35	0	0	36	0	0	0	0	0	63
4:00 PM	0	8	0	0	8	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	17
4:15 PM	0	11	0	0	11	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	15
4:30 PM	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	15
4:45 PM	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13
Total	0	38	0	0	38	0	0	1	0	1	1	20	0	0	21	0	0	0	0	0	60
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12
5:15 PM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
5:30 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**

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

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

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	15	0	0	15	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	42
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
6:15 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
Total	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	9
Grand Total	3	353	1	0	357	1	0	2	0	3	7	412	0	0	419	0	0	0	0	0	779
Approach %	0.8	98.9	0.3	0.0		33.3	0.0	66.7	0.0		1.7	98.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.4	45.3	0.1	0.0	45.8	0.1	0.0	0.3	0.0	0.4	0.9	52.9	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					413					8					355					3	779
Buses	1	29	0	0	30	0	0	0	0	0	1	32	0	0	33	0	0	0	0	0	63
% Buses	33.3	8.2	0.0	0.0	8.4	0.0	0.0	0.0	0.0	0.0	14.3	7.8	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	8.1
Exiting Leg Total					32					1					29					1	63
Single-Unit Trucks	2	241	1	0	244	1	0	2	0	3	6	261	0	0	267	0	0	0	0	0	514
% Single-Unit	66.7	68.3	100.0	0.0	68.3	100.0	0.0	100.0	0.0	100.0	85.7	63.3	0.0	0.0	63.7	0.0	0.0	0.0	0.0	0.0	66.0
Exiting Leg Total					262					7					243					2	514
Articulated Trucks	0	83	0	0	83	0	0	0	0	0	0	119	0	0	119	0	0	0	0	0	202
% Articulated	0.0	23.5	0.0	0.0	23.2	0.0	0.0	0.0	0.0	0.0	0.0	28.9	0.0	0.0	28.4	0.0	0.0	0.0	0.0	0.0	25.9
Exiting Leg Total					119					0					83					0	202

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

7:30 AM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	15	0	0	15	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	29
7:45 AM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
8:00 AM	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16
8:15 AM	0	12	0	0	12	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	26
Total Volume	0	42	0	0	42	0	0	0	0	0	1	43	0	0	44	0	0	0	0	0	86
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		2.3	97.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.700	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.250	0.768	0.000	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.741
Buses	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	9
Buses %	0.0	9.5	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	100.0	9.3	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	10.5
Single-Unit Trucks	0	27	0	0	27	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	52
Single-Unit %	0.0	64.3	0.0	0.0	64.3	0.0	0.0	0.0	0.0	0.0	0.0	58.1	0.0	0.0	56.8	0.0	0.0	0.0	0.0	0.0	60.5
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	25
Articulated %	0.0	26.2	0.0	0.0	26.2	0.0	0.0	0.0	0.0	0.0	0.0	32.6	0.0	0.0	31.8	0.0	0.0	0.0	0.0	0.0	29.1
Buses	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	9
Single-Unit Trucks	0	27	0	0	27	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	52
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	25
Total Entering Leg	0	42	0	0	42	0	0	0	0	0	1	43	0	0	44	0	0	0	0	0	86
Buses					4					1					4					0	9
Single-Unit Trucks					25					0					27					0	52
Articulated Trucks					14					0					11					0	25
Total Exiting Leg					43					1					42					0	86

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

10:30 AM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:30 AM	0	13	0	0	13	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	22
10:45 AM	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	21
11:00 AM	0	13	1	0	14	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	22
11:15 AM	0	5	0	0	5	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	17
Total Volume	0	40	1	0	41	0	0	1	0	1	1	39	0	0	40	0	0	0	0	0	82
% Approach Total	0.0	97.6	2.4	0.0		0.0	0.0	100.0	0.0		2.5	97.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.769	0.250	0.000	0.732	0.000	0.000	0.250	0.000	0.250	0.250	0.813	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.932
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	1.2

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**

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

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

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Single-Unit Trucks	0	29	1	0	30	0	0	1	0	1	1	25	0	0	26	0	0	0	0	0	57
Single-Unit %	0.0	72.5	100.0	0.0	73.2	0.0	0.0	100.0	0.0	100.0	100.0	64.1	0.0	0.0	65.0	0.0	0.0	0.0	0.0	0.0	69.5
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	24
Articulated %	0.0	27.5	0.0	0.0	26.8	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	32.5	0.0	0.0	0.0	0.0	0.0	29.3
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Single-Unit Trucks	0	29	1	0	30	0	0	1	0	1	1	25	0	0	26	0	0	0	0	0	57
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	24
Total Entering Leg	0	40	1	0	41	0	0	1	0	1	1	39	0	0	40	0	0	0	0	0	82
Buses					1					0					0					0	1
Single-Unit Trucks					25					2					30					0	57
Articulated Trucks					13					0					11					0	24
Total Exiting Leg					39					2					41					0	82

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

3:30 PM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:30 PM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
3:45 PM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17
4:00 PM	0	8	0	0	8	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	17
4:15 PM	0	11	0	0	11	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	15
Total Volume	0	34	0	0	34	0	0	1	0	1	1	29	0	0	30	0	0	0	0	0	65
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		3.3	96.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.773	0.000	0.000	0.773	0.000	0.000	0.250	0.000	0.250	0.250	0.725	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.956
Buses	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Buses %	0.0	11.8	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	7.7
Single-Unit Trucks	0	26	0	0	26	0	0	1	0	1	1	20	0	0	21	0	0	0	0	0	48
Single-Unit %	0.0	76.5	0.0	0.0	76.5	0.0	0.0	100.0	0.0	100.0	100.0	69.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0	73.8
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
Articulated %	0.0	11.8	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	27.6	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	18.5
Buses	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Single-Unit Trucks	0	26	0	0	26	0	0	1	0	1	1	20	0	0	21	0	0	0	0	0	48
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
Total Entering Leg	0	34	0	0	34	0	0	1	0	1	1	29	0	0	30	0	0	0	0	0	65
Buses					1					0					4					0	5
Single-Unit Trucks					20					1					27					0	48
Articulated Trucks					8					0					4					0	12
Total Exiting Leg					29					1					35					0	65

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Buses

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	0	6	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	9
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:30 AM	0	0	0	0	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	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:45 PM	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
2:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
3:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Buses

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	29	0	0	30	0	0	0	0	0	1	32	0	0	33	0	0	0	0	0	63
Approach %	3.3	96.7	0.0	0.0		0.0	0.0	0.0	0.0		3.0	97.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	1.6	46.0	0.0	0.0	47.6	0.0	0.0	0.0	0.0	0.0	1.6	50.8	0.0	0.0	52.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					32					1					29					1	63

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

6:45 AM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Volume	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
Exiting Leg					7					0					4					0	11
Total					11					0					11					0	22

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:30 PM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:45 PM	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	1	6	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
% Approach Total	14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.375	0.000	0.000	0.350	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	1	6	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
Exiting Leg					7					0					6					1	14
Total					14					0					13					1	28

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

2:45 PM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.650
Entering Leg	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13
Exiting Leg					5					0					8					0	13
Total					13					0					13					0	26

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Single-Unit Trucks

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
6:45 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
7:30 AM	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11
Total	0	17	0	0	17	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	33
8:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
8:15 AM	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
8:30 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
Total	0	25	0	0	25	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	51
9:00 AM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
9:15 AM	1	10	0	0	11	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	18
9:30 AM	1	5	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
9:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	2	23	0	0	25	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	54
10:00 AM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
10:15 AM	0	2	0	0	2	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	12
10:30 AM	0	10	0	0	10	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	16
10:45 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
Total	0	23	0	0	23	0	0	0	0	0	2	31	0	0	33	0	0	0	0	0	56
11:00 AM	0	10	1	0	11	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17
11:15 AM	0	3	0	0	3	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	11
11:30 AM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
11:45 AM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
Total	0	24	1	0	25	0	0	1	0	1	0	24	0	0	24	0	0	0	0	0	50
12:00 PM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
12:15 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
12:30 PM	0	10	0	0	10	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	17
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12
Total	0	24	0	0	24	0	0	0	0	0	1	26	0	0	27	0	0	0	0	0	51
1:00 PM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
1:15 PM	0	3	0	0	3	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	12
1:30 PM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
1:45 PM	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
Total	0	22	0	0	22	1	0	0	0	1	0	29	0	0	29	0	0	0	0	0	52
2:00 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
2:15 PM	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
2:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
2:45 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
Total	0	18	0	0	18	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	42
3:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
3:15 PM	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	9
3:30 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
3:45 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
Total	0	18	0	0	18	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	38
4:00 PM	0	6	0	0	6	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	13
4:15 PM	0	9	0	0	9	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	13
4:30 PM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	27	0	0	27	0	0	1	0	1	1	14	0	0	15	0	0	0	0	0	43
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
5:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
5:30 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
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Count Date: **Tuesday, October 20, 2020**
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Single-Unit Trucks

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	13	0	0	13	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	27
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
6:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
Grand Total	2	241	1	0	244	1	0	2	0	3	6	261	0	0	267	0	0	0	0	0	514
Approach %	0.8	98.8	0.4	0.0		33.3	0.0	66.7	0.0		2.2	97.8	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.4	46.9	0.2	0.0	47.5	0.2	0.0	0.4	0.0	0.6	1.2	50.8	0.0	0.0	51.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					262					7					243					2	514

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

8:45 AM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
9:00 AM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
9:15 AM	1	10	0	0	11	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	18
9:30 AM	1	5	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
Total Volume	2	24	0	0	26	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	60
% Approach Total	7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.600	0.000	0.000	0.591	0.000	0.000	0.000	0.000	0.000	0.000	0.850	0.000	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.833
Entering Leg	2	24	0	0	26	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	60
Exiting Leg					34					0					24					2	60
Total					60					0					58					2	120

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

10:15 AM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:15 AM	0	2	0	0	2	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	12
10:30 AM	0	10	0	0	10	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	16
10:45 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
11:00 AM	0	10	1	0	11	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17
Total Volume	0	28	1	0	29	0	0	0	0	0	2	27	0	0	29	0	0	0	0	0	58
% Approach Total	0.0	96.6	3.4	0.0		0.0	0.0	0.0	0.0		6.9	93.1	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.700	0.250	0.000	0.659	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.000	0.000	0.725	0.000	0.000	0.000	0.000	0.000	0.853
Entering Leg	0	28	1	0	29	0	0	0	0	0	2	27	0	0	29	0	0	0	0	0	58
Exiting Leg					27					3					28					0	58
Total					56					3					57					0	116

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

3:45 PM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:45 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
4:00 PM	0	6	0	0	6	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	13
4:15 PM	0	9	0	0	9	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	13
4:30 PM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
Total Volume	0	28	0	0	28	0	0	1	0	1	1	19	0	0	20	0	0	0	0	0	49
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		5.0	95.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.778	0.000	0.000	0.778	0.000	0.000	0.250	0.000	0.250	0.250	0.679	0.000	0.000	0.714	0.000	0.000	0.000	0.000	0.000	0.942
Entering Leg	0	28	0	0	28	0	0	1	0	1	1	19	0	0	20	0	0	0	0	0	49
Exiting Leg					19					1					29					0	49
Total					47					2					49					0	98

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Articulated Trucks

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
6:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	24
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	8	0	0	8	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	20
9:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
9:30 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	19
10:00 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
10:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	0	10	0	0	10	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	23
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	21
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	20
1:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
1:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
2:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
3:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	14
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Articulated Trucks

	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	13
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Grand Total	0	83	0	0	83	0	0	0	0	0	0	119	0	0	119	0	0	0	0	0	202
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	41.1	0.0	0.0	41.1	0.0	0.0	0.0	0.0	0.0	0.0	58.9	0.0	0.0	58.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					119					0					83					0	202

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

6:45 AM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Total Volume	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	27
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.675
Entering Leg	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	27
Exiting Leg					15					0					12					0	27
Total					27					0					27					0	54

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

10:45 AM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total Volume	0	9	0	0	9	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	25
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.781
Entering Leg	0	9	0	0	9	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	25
Exiting Leg					16					0					9					0	25
Total					25					0					25					0	50

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

4:30 PM	Fall River Avenue (Route 114A) from North					Greenbriar Drive from East					Fall River Avenue (Route 114A) from South					Plaza Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total Volume	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	18
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	18
Exiting Leg					10					0					8					0	18
Total					18					0					18					0	36

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Fall River Avenue (Route 114A) from North							Greenbriar Drive from East							Fall River Avenue (Route 114A) from South							Plaza Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Fall River Avenue (Route 114A) from North							Greenbriar Drive from East							Fall River Avenue (Route 114A) from South							Plaza Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							1							0	1

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

6:30 AM	Fall River Avenue (Route 114A) from North							Greenbriar Drive from East							Fall River Avenue (Route 114A) from South							Plaza Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

11:00 AM	Fall River Avenue (Route 114A) from North							Greenbriar Drive from East							Fall River Avenue (Route 114A) from South							Plaza Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							1							0							1							0	2

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

2:00 PM	Fall River Avenue (Route 114A) from North							Greenbriar Drive from East							Fall River Avenue (Route 114A) from South							Plaza Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Pedestrians

	Fall River Avenue (Route 114A) from North							Greenbriar Drive from East							Fall River Avenue (Route 114A) from South							Plaza Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **207651 A**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Greenbriar Drive W: Plaza Driveway**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Pedestrians

	Fall River Avenue (Route 114A) from North							Greenbriar Drive from East							Fall River Avenue (Route 114A) from South							Plaza Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0	0	0	0	0	0		0	0	0	0	66.7	33.3		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	66.7	33.3	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							6							0							0	6

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

7:15 AM	Fall River Avenue (Route 114A) from North							Greenbriar Drive from East							Fall River Avenue (Route 114A) from South							Plaza Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							1							0							0	1
Total							0							2							0							0	2

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

12:15 PM	Fall River Avenue (Route 114A) from North							Greenbriar Drive from East							Fall River Avenue (Route 114A) from South							Plaza Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg							0							3							0							0	3
Total							0							6							0							0	6

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

2:00 PM	Fall River Avenue (Route 114A) from North							Greenbriar Drive from East							Fall River Avenue (Route 114A) from South							Plaza Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							1							0							0	1
Total							0							2							0							0	2

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	89	2	0	91	7	0	15	0	22	6	122	0	0	128	0	0	0	0	0	241
6:45 AM	0	108	3	0	111	8	0	18	0	26	3	141	0	0	144	1	0	0	0	1	282
Total	0	197	5	0	202	15	0	33	0	48	9	263	0	0	272	1	0	0	0	1	523
7:00 AM	0	105	5	0	110	6	0	16	0	22	9	153	1	0	163	0	0	0	0	0	295
7:15 AM	0	112	6	0	118	5	0	9	0	14	11	156	0	0	167	0	0	0	0	0	299
7:30 AM	0	155	6	0	161	9	1	16	0	26	9	147	1	0	157	0	0	0	0	0	344
7:45 AM	0	124	9	0	133	9	0	22	0	31	12	140	0	0	152	1	0	0	0	1	317
Total	0	496	26	0	522	29	1	63	0	93	41	596	2	0	639	1	0	0	0	1	1255
8:00 AM	0	145	2	0	147	9	0	10	0	19	11	131	0	0	142	0	0	0	0	0	308
8:15 AM	2	136	5	0	143	6	0	19	0	25	16	173	1	1	191	0	0	1	0	1	360
8:30 AM	0	107	13	0	120	7	0	7	0	14	9	167	0	0	176	1	0	0	0	1	311
8:45 AM	0	116	14	0	130	17	0	21	0	38	3	140	1	0	144	1	0	0	0	1	313
Total	2	504	34	0	540	39	0	57	0	96	39	611	2	1	653	2	0	1	0	3	1292
9:00 AM	0	106	4	0	110	9	0	14	0	23	11	125	0	0	136	0	0	0	0	0	269
9:15 AM	0	138	6	0	144	5	0	11	0	16	14	123	1	0	138	2	0	0	0	2	300
9:30 AM	0	108	3	0	111	5	0	17	0	22	10	108	0	0	118	1	0	0	0	1	252
9:45 AM	0	112	7	0	119	10	0	8	0	18	11	107	2	0	120	1	0	0	0	1	258
Total	0	464	20	0	484	29	0	50	0	79	46	463	3	0	512	4	0	0	0	4	1079
10:00 AM	0	98	4	0	102	4	0	7	0	11	4	115	0	0	119	3	0	1	0	4	236
10:15 AM	0	88	6	0	94	8	0	10	0	18	7	120	2	0	129	2	0	0	0	2	243
10:30 AM	0	151	4	0	155	6	0	13	0	19	12	97	1	0	110	0	0	0	0	0	284
10:45 AM	0	113	10	0	123	4	0	15	0	19	15	152	2	0	169	2	0	0	0	2	313
Total	0	450	24	0	474	22	0	45	0	67	38	484	5	0	527	7	0	1	0	8	1076
11:00 AM	0	134	10	0	144	7	0	6	0	13	15	113	2	0	130	1	0	0	0	1	288
11:15 AM	0	117	5	0	122	7	0	12	0	19	15	114	0	0	129	4	0	0	0	4	274
11:30 AM	1	119	8	0	128	7	2	9	0	18	11	154	1	0	166	2	0	0	0	2	314
11:45 AM	2	116	8	0	126	8	0	12	0	20	8	120	0	0	128	4	1	0	0	5	279
Total	3	486	31	0	520	29	2	39	0	70	49	501	3	0	553	11	1	0	0	12	1155
12:00 PM	1	131	9	0	141	4	0	10	0	14	10	128	0	0	138	1	0	0	0	1	294
12:15 PM	0	125	14	0	139	12	0	11	0	23	15	141	2	0	158	2	1	0	0	3	323
12:30 PM	1	148	13	0	162	14	0	8	0	22	17	107	2	0	126	3	0	0	0	3	313
12:45 PM	1	129	10	0	140	7	0	5	0	12	15	130	2	0	147	1	1	0	0	2	301
Total	3	533	46	0	582	37	0	34	0	71	57	506	6	0	569	7	2	0	0	9	1231
1:00 PM	0	148	9	0	157	4	0	8	0	12	12	127	2	0	141	3	1	0	0	4	314
1:15 PM	0	118	6	0	124	11	0	15	0	26	11	139	1	0	151	3	0	0	0	3	304
1:30 PM	0	144	5	0	149	4	1	6	0	11	16	150	5	0	171	1	0	0	0	1	332
1:45 PM	0	159	19	0	178	3	0	14	0	17	11	163	3	0	177	2	0	0	0	2	374
Total	0	569	39	0	608	22	1	43	0	66	50	579	11	0	640	9	1	0	0	10	1324
2:00 PM	3	167	14	0	184	5	0	15	0	20	12	154	0	0	166	4	0	0	0	4	374
2:15 PM	0	164	13	0	177	9	0	11	0	20	22	154	2	0	178	2	0	0	0	2	377
2:30 PM	0	137	15	0	152	4	0	8	0	12	29	165	4	0	198	4	0	1	0	5	367
2:45 PM	1	148	16	0	165	18	1	17	0	36	22	155	1	0	178	3	0	0	0	3	382
Total	4	616	58	0	678	36	1	51	0	88	85	628	7	0	720	13	0	1	0	14	1500
3:00 PM	0	162	8	0	170	10	0	11	0	21	21	177	2	0	200	2	0	1	0	3	394
3:15 PM	1	171	12	0	184	8	0	14	0	22	27	173	1	0	201	1	0	1	0	2	409
3:30 PM	1	155	17	0	173	9	0	13	0	22	30	212	1	0	243	1	0	0	0	1	439
3:45 PM	0	186	12	0	198	6	0	13	0	19	30	198	2	0	230	0	0	0	0	0	447
Total	2	674	49	0	725	33	0	51	0	84	108	760	6	0	874	4	0	2	0	6	1689
4:00 PM	0	234	14	0	248	7	0	4	0	11	34	214	1	0	249	4	0	2	0	6	514
4:15 PM	2	190	12	0	204	9	0	5	0	14	28	189	0	0	217	2	0	1	0	3	438
4:30 PM	0	213	17	0	230	11	0	7	0	18	26	227	2	0	255	2	0	0	0	2	505
4:45 PM	0	199	14	0	213	9	0	4	0	13	23	225	1	0	249	1	0	0	0	1	476
Total	2	836	57	0	895	36	0	20	0	56	111	855	4	0	970	9	0	3	0	12	1933
5:00 PM	0	202	16	0	218	12	0	10	0	22	24	205	1	0	230	3	1	2	0	6	476
5:15 PM	2	215	15	0	232	10	0	8	0	18	33	204	0	0	237	2	0	0	0	2	489
5:30 PM	0	187	17	0	204	7	0	16	0	23	29	176	1	0	206	2	0	0	0	2	435
5:45 PM	0	148	5	0	153	12	0	13	0	25	30	160	2	0	192	1	0	0	0	1	371

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	2	752	53	0	807	41	0	47	0	88	116	745	4	0	865	8	1	2	0	11	1771
6:00 PM	1	150	9	0	160	8	0	13	0	21	15	113	0	0	128	6	0	0	0	6	315
6:15 PM	2	141	10	0	153	8	0	11	0	19	21	141	0	0	162	0	1	0	0	1	335
Total	3	291	19	0	313	16	0	24	0	40	36	254	0	0	290	6	1	0	0	7	650
Grand Total	21	6868	461	0	7350	384	5	557	0	946	785	7245	53	1	8084	82	6	10	0	98	16478
Approach %	0.3	93.4	6.3	0.0		40.6	0.5	58.9	0.0		9.7	89.6	0.7	0.0		83.7	6.1	10.2	0.0		
Total %	0.1	41.7	2.8	0.0	44.6	2.3	0.0	3.4	0.0	5.7	4.8	44.0	0.3	0.0	49.1	0.5	0.0	0.1	0.0	0.6	
Exiting Leg Total					7639					1252					7508					79	16478
Cars	20	6531	433	0	6984	358	4	547	0	909	774	6850	50	1	7675	77	5	8	0	90	15658
% Cars	95.2	95.1	93.9	0.0	95.0	93.2	80.0	98.2	0.0	96.1	98.6	94.5	94.3	100.0	94.9	93.9	83.3	80.0	0.0	91.8	95.0
Exiting Leg Total					7216					1212					7156					74	15658
Heavy Vehicles	1	337	28	0	366	26	1	10	0	37	11	395	3	0	409	5	1	2	0	8	820
% Heavy Vehicles	4.8	4.9	6.1	0.0	5.0	6.8	20.0	1.8	0.0	3.9	1.4	5.5	5.7	0.0	5.1	6.1	16.7	20.0	0.0	8.2	5.0
Exiting Leg Total					423					40					352					5	820

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

7:30 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	155	6	0	161	9	1	16	0	26	9	147	1	0	157	0	0	0	0	0	344
7:45 AM	0	124	9	0	133	9	0	22	0	31	12	140	0	0	152	1	0	0	0	1	317
8:00 AM	0	145	2	0	147	9	0	10	0	19	11	131	0	0	142	0	0	0	0	0	308
8:15 AM	2	136	5	0	143	6	0	19	0	25	16	173	1	1	191	0	0	1	0	1	360
Total Volume	2	560	22	0	584	33	1	67	0	101	48	591	2	1	642	1	0	1	0	2	1329
% Approach Total	0.3	95.9	3.8	0.0		32.7	1.0	66.3	0.0		7.5	92.1	0.3	0.2		50.0	0.0	50.0	0.0		
PHF	0.250	0.903	0.611	0.000	0.907	0.917	0.250	0.761	0.000	0.815	0.750	0.854	0.500	0.250	0.840	0.250	0.000	0.250	0.000	0.500	0.923
Cars	2	513	21	0	536	30	1	67	0	98	48	557	2	1	608	1	0	0	0	1	1243
Cars %	100.0	91.6	95.5	0.0	91.8	90.9	100.0	100.0	0.0	97.0	100.0	94.2	100.0	100.0	94.7	100.0	0.0	0.0	0.0	50.0	93.5
Heavy Vehicles	0	47	1	0	48	3	0	0	0	3	0	34	0	0	34	0	0	1	0	1	86
Heavy Vehicles %	0.0	8.4	4.5	0.0	8.2	9.1	0.0	0.0	0.0	3.0	0.0	5.8	0.0	0.0	5.3	0.0	0.0	100.0	0.0	50.0	6.5
Cars Enter Leg	2	513	21	0	536	30	1	67	0	98	48	557	2	1	608	1	0	0	0	1	1243
Heavy Enter Leg	0	47	1	0	48	3	0	0	0	3	0	34	0	0	34	0	0	1	0	1	86
Total Entering Leg	2	560	22	0	584	33	1	67	0	101	48	591	2	1	642	1	0	1	0	2	1329
Cars Exiting Leg					587					69					582					5	1243
Heavy Exiting Leg					38					1					47					0	86
Total Exiting Leg					625					70					629					5	1329

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:45 PM	0	159	19	0	178	3	0	14	0	17	11	163	3	0	177	2	0	0	0	2	374
2:00 PM	3	167	14	0	184	5	0	15	0	20	12	154	0	0	166	4	0	0	0	4	374
2:15 PM	0	164	13	0	177	9	0	11	0	20	22	154	2	0	178	2	0	0	0	2	377
2:30 PM	0	137	15	0	152	4	0	8	0	12	29	165	4	0	198	4	0	1	0	5	367
Total Volume	3	627	61	0	691	21	0	48	0	69	74	636	9	0	719	12	0	1	0	13	1492
% Approach Total	0.4	90.7	8.8	0.0		30.4	0.0	69.6	0.0		10.3	88.5	1.3	0.0		92.3	0.0	7.7	0.0		
PHF	0.250	0.939	0.803	0.000	0.939	0.583	0.000	0.800	0.000	0.863	0.638	0.964	0.563	0.000	0.908	0.750	0.000	0.250	0.000	0.650	0.989
Cars	3	600	58	0	661	19	0	48	0	67	73	606	9	0	688	11	0	1	0	12	1428
Cars %	100.0	95.7	95.1	0.0	95.7	90.5	0.0	100.0	0.0	97.1	98.6	95.3	100.0	0.0	95.7	91.7	0.0	100.0	0.0	92.3	95.7
Heavy Vehicles	0	27	3	0	30	2	0	0	0	2	1	30	0	0	31	1	0	0	0	1	64
Heavy Vehicles %	0.0	4.3	4.9	0.0	4.3	9.5	0.0	0.0	0.0	2.9	1.4	4.7	0.0	0.0	4.3	8.3	0.0	0.0	0.0	7.7	4.3
Cars Enter Leg	3	600	58	0	661	19	0	48	0	67	73	606	9	0	688	11	0	1	0	12	1428
Heavy Enter Leg	0	27	3	0	30	2	0	0	0	2	1	30	0	0	31	1	0	0	0	1	64
Total Entering Leg	3	627	61	0	691	21	0	48	0	69	74	636	9	0	719	12	0	1	0	13	1492
Cars Exiting Leg					626					131					659					12	1428
Heavy Exiting Leg					32					4					28					0	64
Total Exiting Leg					658					135					687					12	1492

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:																					
4:30 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	213	17	0	230	11	0	7	0	18	26	227	2	0	255	2	0	0	0	2	505
4:45 PM	0	199	14	0	213	9	0	4	0	13	23	225	1	0	249	1	0	0	0	1	476
5:00 PM	0	202	16	0	218	12	0	10	0	22	24	205	1	0	230	3	1	2	0	6	476
5:15 PM	2	215	15	0	232	10	0	8	0	18	33	204	0	0	237	2	0	0	0	2	489
Total Volume	2	829	62	0	893	42	0	29	0	71	106	861	4	0	971	8	1	2	0	11	1946
% Approach Total	0.2	92.8	6.9	0.0		59.2	0.0	40.8	0.0		10.9	88.7	0.4	0.0		72.7	9.1	18.2	0.0		
PHF	0.250	0.964	0.912	0.000	0.962	0.875	0.000	0.725	0.000	0.807	0.803	0.948	0.500	0.000	0.952	0.667	0.250	0.250	0.000	0.458	0.963
Cars	2	809	60	0	871	41	0	29	0	70	106	837	4	0	947	8	1	2	0	11	1899
Cars %	100.0	97.6	96.8	0.0	97.5	97.6	0.0	100.0	0.0	98.6	100.0	97.2	100.0	0.0	97.5	100.0	100.0	100.0	0.0	100.0	97.6
Heavy Vehicles	0	20	2	0	22	1	0	0	0	1	0	24	0	0	24	0	0	0	0	0	47
Heavy Vehicles %	0.0	2.4	3.2	0.0	2.5	2.4	0.0	0.0	0.0	1.4	0.0	2.8	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.4
Cars Enter Leg	2	809	60	0	871	41	0	29	0	70	106	837	4	0	947	8	1	2	0	11	1899
Heavy Enter Leg	0	20	2	0	22	1	0	0	0	1	0	24	0	0	24	0	0	0	0	0	47
Total Entering Leg	2	829	62	0	893	42	0	29	0	71	106	861	4	0	971	8	1	2	0	11	1946
Cars Exiting Leg					880					167					846					6	1899
Heavy Exiting Leg					25					2					20					0	47
Total Exiting Leg					905					169					866					6	1946

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Cars

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	86	1	0	87	7	0	15	0	22	5	114	0	0	119	0	0	0	0	0	228
6:45 AM	0	101	2	0	103	8	0	18	0	26	3	134	0	0	137	1	0	0	0	1	267
Total	0	187	3	0	190	15	0	33	0	48	8	248	0	0	256	1	0	0	0	1	495
7:00 AM	0	98	5	0	103	4	0	16	0	20	9	147	1	0	157	0	0	0	0	0	280
7:15 AM	0	108	5	0	113	5	0	9	0	14	10	151	0	0	161	0	0	0	0	0	288
7:30 AM	0	141	5	0	146	8	1	16	0	25	9	137	1	0	147	0	0	0	0	0	318
7:45 AM	0	117	9	0	126	8	0	22	0	30	12	131	0	0	143	1	0	0	0	1	300
Total	0	464	24	0	488	25	1	63	0	89	40	566	2	0	608	1	0	0	0	1	1186
8:00 AM	0	133	2	0	135	9	0	10	0	19	11	125	0	0	136	0	0	0	0	0	290
8:15 AM	2	122	5	0	129	5	0	19	0	24	16	164	1	1	182	0	0	0	0	0	335
8:30 AM	0	98	10	0	108	6	0	6	0	12	9	158	0	0	167	0	0	0	0	0	287
8:45 AM	0	110	13	0	123	16	0	21	0	37	3	130	1	0	134	0	0	0	0	0	294
Total	2	463	30	0	495	36	0	56	0	92	39	577	2	1	619	0	0	0	0	0	1206
9:00 AM	0	94	4	0	98	9	0	14	0	23	10	112	0	0	122	0	0	0	0	0	243
9:15 AM	0	131	5	0	136	5	0	11	0	16	14	113	1	0	128	1	0	0	0	1	281
9:30 AM	0	100	3	0	103	5	0	17	0	22	10	96	0	0	106	1	0	0	0	1	232
9:45 AM	0	109	7	0	116	10	0	7	0	17	11	96	2	0	109	1	0	0	0	1	243
Total	0	434	19	0	453	29	0	49	0	78	45	417	3	0	465	3	0	0	0	3	999
10:00 AM	0	88	4	0	92	4	0	7	0	11	3	103	0	0	106	3	0	0	0	3	212
10:15 AM	0	85	5	0	90	6	0	10	0	16	7	110	1	0	118	2	0	0	0	2	226
10:30 AM	0	139	4	0	143	6	0	13	0	19	12	88	1	0	101	0	0	0	0	0	263
10:45 AM	0	106	10	0	116	4	0	12	0	16	15	141	2	0	158	2	0	0	0	2	292
Total	0	418	23	0	441	20	0	42	0	62	37	442	4	0	483	7	0	0	0	7	993
11:00 AM	0	122	9	0	131	6	0	5	0	11	14	105	2	0	121	1	0	0	0	1	264
11:15 AM	0	111	5	0	116	7	0	12	0	19	15	103	0	0	118	4	0	0	0	4	257
11:30 AM	1	112	8	0	121	6	1	9	0	16	11	141	1	0	153	2	0	0	0	2	292
11:45 AM	2	107	8	0	117	7	0	12	0	19	8	114	0	0	122	4	1	0	0	5	263
Total	3	452	30	0	485	26	1	38	0	65	48	463	3	0	514	11	1	0	0	12	1076
12:00 PM	1	123	7	0	131	4	0	9	0	13	10	120	0	0	130	1	0	0	0	1	275
12:15 PM	0	119	12	0	131	12	0	10	0	22	15	134	2	0	151	2	1	0	0	3	307
12:30 PM	1	135	13	0	149	12	0	8	0	20	17	101	1	0	119	3	0	0	0	3	291
12:45 PM	1	125	10	0	136	6	0	5	0	11	15	115	2	0	132	1	0	0	0	1	280
Total	3	502	42	0	547	34	0	32	0	66	57	470	5	0	532	7	1	0	0	8	1153
1:00 PM	0	141	8	0	149	4	0	8	0	12	12	120	2	0	134	3	1	0	0	4	299
1:15 PM	0	111	6	0	117	11	0	14	0	25	11	126	1	0	138	3	0	0	0	3	283
1:30 PM	0	135	5	0	140	4	1	5	0	10	16	143	4	0	163	1	0	0	0	1	314
1:45 PM	0	151	17	0	168	2	0	14	0	16	10	155	3	0	168	2	0	0	0	2	354
Total	0	538	36	0	574	21	1	41	0	63	49	544	10	0	603	9	1	0	0	10	1250
2:00 PM	3	160	13	0	176	4	0	15	0	19	12	147	0	0	159	3	0	0	0	3	357
2:15 PM	0	158	13	0	171	9	0	11	0	20	22	145	2	0	169	2	0	0	0	2	362
2:30 PM	0	131	15	0	146	4	0	8	0	12	29	159	4	0	192	4	0	1	0	5	355
2:45 PM	0	144	13	0	157	17	1	17	0	35	22	147	1	0	170	3	0	0	0	3	365
Total	3	593	54	0	650	34	1	51	0	86	85	598	7	0	690	12	0	1	0	13	1439
3:00 PM	0	155	7	0	162	8	0	11	0	19	21	170	2	0	193	2	0	1	0	3	377
3:15 PM	1	167	12	0	180	7	0	14	0	21	27	166	1	0	194	1	0	1	0	2	397
3:30 PM	1	150	15	0	166	8	0	13	0	21	29	203	1	0	233	1	0	0	0	1	421
3:45 PM	0	179	12	0	191	6	0	13	0	19	27	184	2	0	213	0	0	0	0	0	423
Total	2	651	46	0	699	29	0	51	0	80	104	723	6	0	833	4	0	2	0	6	1618
4:00 PM	0	227	14	0	241	6	0	4	0	10	34	204	1	0	239	3	0	2	0	5	495
4:15 PM	2	180	11	0	193	7	0	5	0	12	27	186	0	0	213	2	0	1	0	3	421
4:30 PM	0	204	16	0	220	11	0	7	0	18	26	223	2	0	251	2	0	0	0	2	491
4:45 PM	0	191	14	0	205	9	0	4	0	13	23	219	1	0	243	1	0	0	0	1	462
Total	2	802	55	0	859	33	0	20	0	53	110	832	4	0	946	8	0	3	0	11	1869
5:00 PM	0	200	16	0	216	12	0	10	0	22	24	197	1	0	222	3	1	2	0	6	466
5:15 PM	2	214	14	0	230	9	0	8	0	17	33	198	0	0	231	2	0	0	0	2	480
5:30 PM	0	182	17	0	199	7	0	16	0	23	29	170	1	0	200	2	0	0	0	2	424
5:45 PM	0	144	5	0	149	12	0	13	0	25	30	157	2	0	189	1	0	0	0	1	364

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
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Class:

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

Cars

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	2	740	52	0	794	40	0	47	0	87	116	722	4	0	842	8	1	2	0	11	1734
6:00 PM	1	148	9	0	158	8	0	13	0	21	15	108	0	0	123	6	0	0	0	6	308
6:15 PM	2	139	10	0	151	8	0	11	0	19	21	140	0	0	161	0	1	0	0	1	332
Total	3	287	19	0	309	16	0	24	0	40	36	248	0	0	284	6	1	0	0	7	640
Grand Total	20	6531	433	0	6984	358	4	547	0	909	774	6850	50	1	7675	77	5	8	0	90	15658
Approach %	0.3	93.5	6.2	0.0		39.4	0.4	60.2	0.0		10.1	89.3	0.7	0.0		85.6	5.6	8.9	0.0		
Total %	0.1	41.7	2.8	0.0	44.6	2.3	0.0	3.5	0.0	5.8	4.9	43.7	0.3	0.0	49.0	0.5	0.0	0.1	0.0	0.6	
Exiting Leg Total					7216					1212					7156					74	15658

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

7:30 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	141	5	0	146	8	1	16	0	25	9	137	1	0	147	0	0	0	0	0	318
7:45 AM	0	117	9	0	126	8	0	22	0	30	12	131	0	0	143	1	0	0	0	1	300
8:00 AM	0	133	2	0	135	9	0	10	0	19	11	125	0	0	136	0	0	0	0	0	290
8:15 AM	2	122	5	0	129	5	0	19	0	24	16	164	1	1	182	0	0	0	0	0	335
Total Volume	2	513	21	0	536	30	1	67	0	98	48	557	2	1	608	1	0	0	0	1	1243
% Approach Total	0.4	95.7	3.9	0.0		30.6	1.0	68.4	0.0		7.9	91.6	0.3	0.2		100.0	0.0	0.0	0.0		
PHF	0.250	0.910	0.583	0.000	0.918	0.833	0.250	0.761	0.000	0.817	0.750	0.849	0.500	0.250	0.835	0.250	0.000	0.000	0.000	0.250	0.928
Entering Leg	2	513	21	0	536	30	1	67	0	98	48	557	2	1	608	1	0	0	0	1	1243
Exiting Leg					587					69					582					5	1243
Total					1123					167					1190					6	2486

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:45 PM	0	151	17	0	168	2	0	14	0	16	10	155	3	0	168	2	0	0	0	2	354
2:00 PM	3	160	13	0	176	4	0	15	0	19	12	147	0	0	159	3	0	0	0	3	357
2:15 PM	0	158	13	0	171	9	0	11	0	20	22	145	2	0	169	2	0	0	0	2	362
2:30 PM	0	131	15	0	146	4	0	8	0	12	29	159	4	0	192	4	0	1	0	5	355
Total Volume	3	600	58	0	661	19	0	48	0	67	73	606	9	0	688	11	0	1	0	12	1428
% Approach Total	0.5	90.8	8.8	0.0		28.4	0.0	71.6	0.0		10.6	88.1	1.3	0.0		91.7	0.0	8.3	0.0		
PHF	0.250	0.938	0.853	0.000	0.939	0.528	0.000	0.800	0.000	0.838	0.629	0.953	0.563	0.000	0.896	0.688	0.000	0.250	0.000	0.600	0.986
Entering Leg	3	600	58	0	661	19	0	48	0	67	73	606	9	0	688	11	0	1	0	12	1428
Exiting Leg					626					131					659					12	1428
Total					1287					198					1347					24	2856

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

4:30 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	204	16	0	220	11	0	7	0	18	26	223	2	0	251	2	0	0	0	2	491
4:45 PM	0	191	14	0	205	9	0	4	0	13	23	219	1	0	243	1	0	0	0	1	462
5:00 PM	0	200	16	0	216	12	0	10	0	22	24	197	1	0	222	3	1	2	0	6	466
5:15 PM	2	214	14	0	230	9	0	8	0	17	33	198	0	0	231	2	0	0	0	2	480
Total Volume	2	809	60	0	871	41	0	29	0	70	106	837	4	0	947	8	1	2	0	11	1899
% Approach Total	0.2	92.9	6.9	0.0		58.6	0.0	41.4	0.0		11.2	88.4	0.4	0.0		72.7	9.1	18.2	0.0		
PHF	0.250	0.945	0.938	0.000	0.947	0.854	0.000	0.725	0.000	0.795	0.803	0.938	0.500	0.000	0.943	0.667	0.250	0.250	0.000	0.458	0.967
Entering Leg	2	809	60	0	871	41	0	29	0	70	106	837	4	0	947	8	1	2	0	11	1899
Exiting Leg					880					167					846					6	1899
Total					1751					237					1793					17	3798

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

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

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	3	1	0	4	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	13
6:45 AM	0	7	1	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
Total	0	10	2	0	12	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	28
7:00 AM	0	7	0	0	7	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	15
7:15 AM	0	4	1	0	5	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	11
7:30 AM	0	14	1	0	15	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	26
7:45 AM	0	7	0	0	7	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	17
Total	0	32	2	0	34	4	0	0	0	4	1	30	0	0	31	0	0	0	0	0	69
8:00 AM	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	18
8:15 AM	0	14	0	0	14	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	25
8:30 AM	0	9	3	0	12	1	0	1	0	2	0	9	0	0	9	1	0	0	0	1	24
8:45 AM	0	6	1	0	7	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	19
Total	0	41	4	0	45	3	0	1	0	4	0	34	0	0	34	2	0	1	0	3	86
9:00 AM	0	12	0	0	12	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	26
9:15 AM	0	7	1	0	8	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	19
9:30 AM	0	8	0	0	8	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	20
9:45 AM	0	3	0	0	3	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	15
Total	0	30	1	0	31	0	0	1	0	1	1	46	0	0	47	1	0	0	0	1	80
10:00 AM	0	10	0	0	10	0	0	0	0	0	1	12	0	0	13	0	0	1	0	1	24
10:15 AM	0	3	1	0	4	2	0	0	0	2	0	10	1	0	11	0	0	0	0	0	17
10:30 AM	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	21
10:45 AM	0	7	0	0	7	0	0	3	0	3	0	11	0	0	11	0	0	0	0	0	21
Total	0	32	1	0	33	2	0	3	0	5	1	42	1	0	44	0	0	1	0	1	83
11:00 AM	0	12	1	0	13	1	0	1	0	2	1	8	0	0	9	0	0	0	0	0	24
11:15 AM	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	17
11:30 AM	0	7	0	0	7	1	1	0	0	2	0	13	0	0	13	0	0	0	0	0	22
11:45 AM	0	9	0	0	9	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	16
Total	0	34	1	0	35	3	1	1	0	5	1	38	0	0	39	0	0	0	0	0	79
12:00 PM	0	8	2	0	10	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	19
12:15 PM	0	6	2	0	8	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	16
12:30 PM	0	13	0	0	13	2	0	0	0	2	0	6	1	0	7	0	0	0	0	0	22
12:45 PM	0	4	0	0	4	1	0	0	0	1	0	15	0	0	15	0	1	0	0	1	21
Total	0	31	4	0	35	3	0	2	0	5	0	36	1	0	37	0	1	0	0	1	78
1:00 PM	0	7	1	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
1:15 PM	0	7	0	0	7	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	21
1:30 PM	0	9	0	0	9	0	0	1	0	1	0	7	1	0	8	0	0	0	0	0	18
1:45 PM	0	8	2	0	10	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	20
Total	0	31	3	0	34	1	0	2	0	3	1	35	1	0	37	0	0	0	0	0	74
2:00 PM	0	7	1	0	8	1	0	0	0	1	0	7	0	0	7	1	0	0	0	1	17
2:15 PM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
2:30 PM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
2:45 PM	1	4	3	0	8	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	17
Total	1	23	4	0	28	2	0	0	0	2	0	30	0	0	30	1	0	0	0	1	61
3:00 PM	0	7	1	0	8	2	0	0	0	2	0	7	0	0	7	0	0	0	0	0	17
3:15 PM	0	4	0	0	4	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	12
3:30 PM	0	5	2	0	7	1	0	0	0	1	1	9	0	0	10	0	0	0	0	0	18
3:45 PM	0	7	0	0	7	0	0	0	0	0	3	14	0	0	17	0	0	0	0	0	24
Total	0	23	3	0	26	4	0	0	0	4	4	37	0	0	41	0	0	0	0	0	71
4:00 PM	0	7	0	0	7	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	19
4:15 PM	0	10	1	0	11	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	17
4:30 PM	0	9	1	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14
4:45 PM	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
Total	0	34	2	0	36	3	0	0	0	3	1	23	0	0	24	1	0	0	0	1	64
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
5:15 PM	0	1	1	0	2	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	9
5:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

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

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	12	1	0	13	1	0	0	0	1	0	23	0	0	23	0	0	0	0	0	37
6:00 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
6:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Grand Total	1	337	28	0	366	26	1	10	0	37	11	395	3	0	409	5	1	2	0	8	820
Approach %	0.3	92.1	7.7	0.0		70.3	2.7	27.0	0.0		2.7	96.6	0.7	0.0		62.5	12.5	25.0	0.0		
Total %	0.1	41.1	3.4	0.0	44.6	3.2	0.1	1.2	0.0	4.5	1.3	48.2	0.4	0.0	49.9	0.6	0.1	0.2	0.0	1.0	
Exiting Leg Total					423					40					352					5	820
Buses	0	20	12	0	32	11	0	0	0	11	1	22	0	0	23	0	0	0	0	0	66
% Buses	0.0	5.9	42.9	0.0	8.7	42.3	0.0	0.0	0.0	29.7	9.1	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8.0
Exiting Leg Total					33					13					20					0	66
Single-Unit Trucks	1	217	14	0	232	11	1	10	0	22	7	252	2	0	261	5	1	2	0	8	523
% Single-Unit	100.0	64.4	50.0	0.0	63.4	42.3	100.0	100.0	0.0	59.5	63.6	63.8	66.7	0.0	63.8	100.0	100.0	100.0	0.0	100.0	63.8
Exiting Leg Total					265					22					232					4	523
Articulated Trucks	0	100	2	0	102	4	0	0	0	4	3	121	1	0	125	0	0	0	0	0	231
% Articulated	0.0	29.7	7.1	0.0	27.9	15.4	0.0	0.0	0.0	10.8	27.3	30.6	33.3	0.0	30.6	0.0	0.0	0.0	0.0	0.0	28.2
Exiting Leg Total					125					5					100					1	231

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

8:15 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:15 AM	0	14	0	0	14	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	25
8:30 AM	0	9	3	0	12	1	0	1	0	2	0	9	0	0	9	1	0	0	0	1	24
8:45 AM	0	6	1	0	7	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	19
9:00 AM	0	12	0	0	12	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	26
Total Volume	0	41	4	0	45	3	0	1	0	4	1	41	0	0	42	2	0	1	0	3	94
% Approach Total	0.0	91.1	8.9	0.0		75.0	0.0	25.0	0.0		2.4	97.6	0.0	0.0		66.7	0.0	33.3	0.0		
PHF	0.000	0.732	0.333	0.000	0.804	0.750	0.000	0.250	0.000	0.500	0.250	0.788	0.000	0.000	0.750	0.500	0.000	0.250	0.000	0.750	0.904
Buses	0	1	3	0	4	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	7
Buses %	0.0	2.4	75.0	0.0	8.9	66.7	0.0	0.0	0.0	50.0	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	7.4
Single-Unit Trucks	0	27	1	0	28	1	0	1	0	2	1	29	0	0	30	2	0	1	0	3	63
Single-Unit %	0.0	65.9	25.0	0.0	62.2	33.3	0.0	100.0	0.0	50.0	100.0	70.7	0.0	0.0	71.4	100.0	0.0	100.0	0.0	100.0	67.0
Articulated Trucks	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24
Articulated %	0.0	31.7	0.0	0.0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	26.8	0.0	0.0	26.2	0.0	0.0	0.0	0.0	0.0	25.5
Buses	0	1	3	0	4	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	7
Single-Unit Trucks	0	27	1	0	28	1	0	1	0	2	1	29	0	0	30	2	0	1	0	3	63
Articulated Trucks	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24
Total Entering Leg	0	41	4	0	45	3	0	1	0	4	1	41	0	0	42	2	0	1	0	3	94
Buses					3					3					1					0	7
Single-Unit Trucks					31					2					30					0	63
Articulated Trucks					11					0					13					0	24
Total Exiting Leg					45					5					44					0	94

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

10:45 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:45 AM	0	7	0	0	7	0	0	3	0	3	0	11	0	0	11	0	0	0	0	0	21
11:00 AM	0	12	1	0	13	1	0	1	0	2	1	8	0	0	9	0	0	0	0	0	24
11:15 AM	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	17
11:30 AM	0	7	0	0	7	1	1	0	0	2	0	13	0	0	13	0	0	0	0	0	22
Total Volume	0	32	1	0	33	2	1	4	0	7	1	43	0	0	44	0	0	0	0	0	84
% Approach Total	0.0	97.0	3.0	0.0		28.6	14.3	57.1	0.0		2.3	97.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.250	0.000	0.635	0.500	0.250	0.333	0.000	0.583	0.250	0.827	0.000	0.000	0.846	0.000	0.000	0.000	0.000	0.000	0.875
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	2.4

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

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

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Single-Unit Trucks	0	21	1	0	22	2	1	4	0	7	0	28	0	0	28	0	0	0	0	0	57
Single-Unit %	0.0	65.6	100.0	0.0	66.7	100.0	100.0	100.0	0.0	100.0	0.0	65.1	0.0	0.0	63.6	0.0	0.0	0.0	0.0	0.0	67.9
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	25
Articulated %	0.0	34.4	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	100.0	30.2	0.0	0.0	31.8	0.0	0.0	0.0	0.0	0.0	29.8
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Single-Unit Trucks	0	21	1	0	22	2	1	4	0	7	0	28	0	0	28	0	0	0	0	0	57
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	25
Total Entering Leg	0	32	1	0	33	2	1	4	0	7	1	43	0	0	44	0	0	0	0	0	84
Buses					2					0					0					0	2
Single-Unit Trucks					30					1					25					1	57
Articulated Trucks					13					1					11					0	25
Total Exiting Leg					45					2					36					1	84

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

3:30 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:30 PM	0	5	2	0	7	1	0	0	0	1	1	9	0	0	10	0	0	0	0	0	18
3:45 PM	0	7	0	0	7	0	0	0	0	0	3	14	0	0	17	0	0	0	0	0	24
4:00 PM	0	7	0	0	7	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	19
4:15 PM	0	10	1	0	11	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	17
Total Volume	0	29	3	0	32	4	0	0	0	4	5	36	0	0	41	1	0	0	0	1	78
% Approach Total	0.0	90.6	9.4	0.0		100.0	0.0	0.0	0.0		12.2	87.8	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.725	0.375	0.000	0.727	0.500	0.000	0.000	0.000	0.500	0.417	0.643	0.000	0.000	0.603	0.250	0.000	0.000	0.000	0.250	0.813
Buses	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
Buses %	0.0	17.2	0.0	0.0	15.6	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7
Single-Unit Trucks	0	19	3	0	22	2	0	0	0	2	4	26	0	0	30	1	0	0	0	1	55
Single-Unit %	0.0	65.5	100.0	0.0	68.8	50.0	0.0	0.0	0.0	50.0	80.0	72.2	0.0	0.0	73.2	100.0	0.0	0.0	0.0	100.0	70.5
Articulated Trucks	0	5	0	0	5	1	0	0	0	1	1	10	0	0	11	0	0	0	0	0	17
Articulated %	0.0	17.2	0.0	0.0	15.6	25.0	0.0	0.0	0.0	25.0	20.0	27.8	0.0	0.0	26.8	0.0	0.0	0.0	0.0	0.0	21.8
Buses	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
Single-Unit Trucks	0	19	3	0	22	2	0	0	0	2	4	26	0	0	30	1	0	0	0	1	55
Articulated Trucks	0	5	0	0	5	1	0	0	0	1	1	10	0	0	11	0	0	0	0	0	17
Total Entering Leg	0	29	3	0	32	4	0	0	0	4	5	36	0	0	41	1	0	0	0	1	78
Buses					1					0					5					0	6
Single-Unit Trucks					28					7					20					0	55
Articulated Trucks					11					1					5					0	17
Total Exiting Leg					40					8					30					0	78

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Buses

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:15 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
7:30 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	3	2	0	5	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	10
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	3	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	6	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	9
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:30 AM	0	0	0	0	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	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:45 PM	0	2	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	2	2	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7
2:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
2:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
2:45 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	4	2	0	6	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	13
3:00 PM	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
3:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
3:30 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
3:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	1	0	6	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	11
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Buses

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	20	12	0	32	11	0	0	0	11	1	22	0	0	23	0	0	0	0	0	66
Approach %	0.0	62.5	37.5	0.0		100.0	0.0	0.0	0.0		4.3	95.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	30.3	18.2	0.0	48.5	16.7	0.0	0.0	0.0	16.7	1.5	33.3	0.0	0.0	34.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					33					13					20					0	66

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

6:30 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:15 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	3	2	0	5	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	11
% Approach Total	0.0	60.0	40.0	0.0		100.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.500	0.000	0.417	0.250	0.000	0.000	0.000	0.250	0.250	1.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	0	3	2	0	5	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	11
Exiting Leg					5					3					3					0	11
Total					10					4					8					0	22

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:45 PM	0	2	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
2:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
2:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	4	2	0	6	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	14
% Approach Total	0.0	66.7	33.3	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.375	0.500	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.700
Entering Leg	0	4	2	0	6	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	14
Exiting Leg					8					2					4					0	14
Total					14					4					10					0	28

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

2:15 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
2:45 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	5	3	0	8	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	14
% Approach Total	0.0	62.5	37.5	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.375	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.875
Entering Leg	0	5	3	0	8	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	14
Exiting Leg					6					3					5					0	14
Total					14					5					9					0	28

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
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Class:

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

Single-Unit Trucks

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
6:45 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
Total	0	5	1	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
7:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:30 AM	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
7:45 AM	0	4	0	0	4	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	13
Total	0	17	0	0	17	1	0	0	0	1	0	19	0	0	19	0	0	0	0	0	37
8:00 AM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
8:15 AM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	17
8:30 AM	0	8	0	0	8	0	0	1	0	1	0	4	0	0	4	1	0	0	0	1	14
8:45 AM	0	3	1	0	4	1	0	0	0	1	0	6	0	0	6	1	0	0	0	1	12
Total	0	27	1	0	28	1	0	1	0	2	0	22	0	0	22	2	0	1	0	3	55
9:00 AM	0	8	0	0	8	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	20
9:15 AM	0	7	1	0	8	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	16
9:30 AM	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
9:45 AM	0	2	0	0	2	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	11
Total	0	24	1	0	25	0	0	1	0	1	1	34	0	0	35	1	0	0	0	1	62
10:00 AM	0	5	0	0	5	0	0	0	0	0	1	7	0	0	8	0	0	1	0	1	14
10:15 AM	0	2	0	0	2	2	0	0	0	2	0	7	1	0	8	0	0	0	0	0	12
10:30 AM	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
10:45 AM	0	4	0	0	4	0	0	3	0	3	0	9	0	0	9	0	0	0	0	0	16
Total	0	20	0	0	20	2	0	3	0	5	1	29	1	0	31	0	0	1	0	1	57
11:00 AM	0	8	1	0	9	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	16
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11
11:30 AM	0	6	0	0	6	1	1	0	0	2	0	6	0	0	6	0	0	0	0	0	14
11:45 AM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
Total	0	23	1	0	24	2	1	1	0	4	0	23	0	0	23	0	0	0	0	0	51
12:00 PM	0	6	1	0	7	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	15
12:15 PM	0	4	1	0	5	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	12
12:30 PM	0	8	0	0	8	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	14
12:45 PM	0	3	0	0	3	1	0	0	0	1	0	10	0	0	10	0	1	0	0	1	15
Total	0	21	2	0	23	2	0	2	0	4	0	27	1	0	28	0	1	0	0	1	56
1:00 PM	0	5	1	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
1:15 PM	0	4	0	0	4	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	15
1:30 PM	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	7
1:45 PM	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	10
Total	0	16	1	0	17	0	0	2	0	2	1	23	0	0	24	0	0	0	0	0	43
2:00 PM	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	11
2:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
2:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
2:45 PM	1	2	1	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total	1	14	2	0	17	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	33
3:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
3:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
3:30 PM	0	3	2	0	5	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	12
3:45 PM	0	4	0	0	4	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	16
Total	0	15	2	0	17	0	0	0	0	0	3	21	0	0	24	0	0	0	0	0	41
4:00 PM	0	5	0	0	5	1	0	0	0	1	0	7	0	0	7	1	0	0	0	1	14
4:15 PM	0	7	1	0	8	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	13
4:30 PM	0	6	1	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
Total	0	22	2	0	24	2	0	0	0	2	1	17	0	0	18	1	0	0	0	1	45
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
5:15 PM	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
5:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Single-Unit Trucks

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	9	1	0	10	1	0	0	0	1	0	14	0	0	14	0	0	0	0	0	25
6:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
6:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Grand Total	1	217	14	0	232	11	1	10	0	22	7	252	2	0	261	5	1	2	0	8	523
Approach %	0.4	93.5	6.0	0.0		50.0	4.5	45.5	0.0		2.7	96.6	0.8	0.0		62.5	12.5	25.0	0.0		
Total %	0.2	41.5	2.7	0.0	44.4	2.1	0.2	1.9	0.0	4.2	1.3	48.2	0.4	0.0	49.9	1.0	0.2	0.4	0.0	1.5	
Exiting Leg Total					265					22					232					4	523

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

8:15 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:15 AM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	17
8:30 AM	0	8	0	0	8	0	0	1	0	1	0	4	0	0	4	1	0	0	0	1	14
8:45 AM	0	3	1	0	4	1	0	0	0	1	0	6	0	0	6	1	0	0	0	1	12
9:00 AM	0	8	0	0	8	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	20
Total Volume	0	27	1	0	28	1	0	1	0	2	1	29	0	0	30	2	0	1	0	3	63
% Approach Total	0.0	96.4	3.6	0.0		50.0	0.0	50.0	0.0		3.3	96.7	0.0	0.0		66.7	0.0	33.3	0.0		
PHF	0.000	0.844	0.250	0.000	0.875	0.250	0.000	0.250	0.000	0.500	0.250	0.659	0.000	0.000	0.625	0.500	0.000	0.250	0.000	0.750	0.788
Entering Leg	0	27	1	0	28	1	0	1	0	2	1	29	0	0	30	2	0	1	0	3	63
Exiting Leg					31					2					30					0	63
Total					59					4					60					3	126

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

10:15 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:15 AM	0	2	0	0	2	2	0	0	0	2	0	7	1	0	8	0	0	0	0	0	12
10:30 AM	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
10:45 AM	0	4	0	0	4	0	0	3	0	3	0	9	0	0	9	0	0	0	0	0	16
11:00 AM	0	8	1	0	9	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	16
Total Volume	0	23	1	0	24	3	0	4	0	7	0	27	1	0	28	0	0	0	0	0	59
% Approach Total	0.0	95.8	4.2	0.0		42.9	0.0	57.1	0.0		0.0	96.4	3.6	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.639	0.250	0.000	0.667	0.375	0.000	0.333	0.000	0.583	0.000	0.750	0.250	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.922
Entering Leg	0	23	1	0	24	3	0	4	0	7	0	27	1	0	28	0	0	0	0	0	59
Exiting Leg					30					1					27					1	59
Total					54					8					55					1	118

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

3:30 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:30 PM	0	3	2	0	5	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	12
3:45 PM	0	4	0	0	4	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	16
4:00 PM	0	5	0	0	5	1	0	0	0	1	0	7	0	0	7	1	0	0	0	1	14
4:15 PM	0	7	1	0	8	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	13
Total Volume	0	19	3	0	22	2	0	0	0	2	4	26	0	0	30	1	0	0	0	1	55
% Approach Total	0.0	86.4	13.6	0.0		100.0	0.0	0.0	0.0		13.3	86.7	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.679	0.375	0.000	0.688	0.500	0.000	0.000	0.000	0.500	0.500	0.650	0.000	0.000	0.625	0.250	0.000	0.000	0.000	0.250	0.859
Entering Leg	0	19	3	0	22	2	0	0	0	2	4	26	0	0	30	1	0	0	0	1	55
Exiting Leg					28					7					20					0	55
Total					50					9					50					1	110

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Articulated Trucks

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
6:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
7:00 AM	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	9
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
7:30 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	12	0	0	12	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	22
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	22
9:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
9:30 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	17
10:00 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
10:15 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
10:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
10:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	11	1	0	12	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	23
11:00 AM	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	11	0	0	11	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	25
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:15 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:30 PM	0	5	0	0	5	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	8
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	10	1	0	11	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	21
1:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
1:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
1:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	10
1:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	13	0	0	13	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	24
2:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
2:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
2:45 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
Total	0	5	0	0	5	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	15
3:00 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
3:45 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	6
Total	0	3	0	0	3	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	19
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
4:15 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	11	0	0	11	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
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46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Articulated Trucks

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Grand Total	0	100	2	0	102	4	0	0	0	4	3	121	1	0	125	0	0	0	0	0	231
Approach %	0.0	98.0	2.0	0.0		100.0	0.0	0.0	0.0		2.4	96.8	0.8	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	43.3	0.9	0.0	44.2	1.7	0.0	0.0	0.0	1.7	1.3	52.4	0.4	0.0	54.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					125					5					100					1	231

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

6:45 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:00 AM	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	9
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
7:30 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Total Volume	0	13	0	0	13	1	0	0	0	1	1	10	0	0	11	0	0	0	0	0	25
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		9.1	90.9	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.650	0.000	0.000	0.650	0.250	0.000	0.000	0.000	0.250	0.250	0.625	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.694
Entering Leg	0	13	0	0	13	1	0	0	0	1	1	10	0	0	11	0	0	0	0	0	25
Exiting Leg					11					1					13					0	25
Total					24					2					24					0	50

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

10:45 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:00 AM	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total Volume	0	11	0	0	11	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	25
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		7.1	92.9	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.688	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.250	0.542	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.781
Entering Leg	0	11	0	0	11	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	25
Exiting Leg					13					1					11					0	25
Total					24					1					25					0	50

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

3:00 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:00 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
3:45 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	6
Total Volume	0	3	0	0	3	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	19
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		6.3	93.8	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.250	0.938	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.792
Entering Leg	0	3	0	0	3	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	19
Exiting Leg					15					1					3					0	19
Total					18					1					19					0	38

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	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	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	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	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							4							0							0							0	4

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

8:45 AM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:45 AM	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	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	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	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
Exiting Leg							2							0							0							0	2
Total							2							0							2							0	4

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

10:45 AM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
Exiting Leg							2							0							0							0	2
Total							2							0							2							0	4

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

2:00 PM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Pedestrians

	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **207651 B**
Location: **N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **6:30 AM**
End Time: **6:30 PM**
Class:

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

Pedestrians

	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0	0	0	0	100	0		0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	50	0	50	0	0	0	0	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							1							1							0							0	2

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

6:30 AM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

10:00 AM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

4:30 PM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							1							1							0							0	2
Total							2							2							0							0	4

PDI File #: **207651 C**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	1	3	0	5	8	49	0	0	57	0	9	7	0	16	1	17	1	0	19	97
7:15 AM	1	6	5	0	12	5	59	1	0	65	1	7	5	0	13	1	20	1	0	22	112
7:30 AM	4	1	6	0	11	4	79	0	0	83	3	7	1	0	11	0	23	1	0	24	129
7:45 AM	1	2	3	0	6	11	69	0	0	80	1	5	3	0	9	0	21	8	0	29	124
Total	7	10	17	0	34	28	256	1	0	285	5	28	16	0	49	2	81	11	0	94	462
8:00 AM	3	0	8	0	11	4	52	0	0	56	0	3	1	0	4	1	19	1	0	21	92
8:15 AM	4	5	6	0	15	2	70	0	0	72	0	2	3	0	5	0	32	1	0	33	125
8:30 AM	8	3	4	0	15	3	53	1	0	57	2	3	1	0	6	2	21	0	0	23	101
8:45 AM	4	2	6	0	12	10	47	1	0	58	1	6	5	0	12	1	24	2	0	27	109
Total	19	10	24	0	53	19	222	2	0	243	3	14	10	0	27	4	96	4	0	104	427
9:00 AM	3	2	2	0	7	5	44	1	0	50	0	7	6	0	13	3	22	0	0	25	95
9:15 AM	1	1	1	0	3	3	40	0	0	43	0	2	2	0	4	1	18	1	0	20	70
9:30 AM	1	3	1	0	5	4	37	2	0	43	0	4	2	0	6	1	23	1	0	25	79
9:45 AM	1	4	5	0	10	4	37	2	0	43	0	2	6	0	8	1	17	2	0	20	81
Total	6	10	9	0	25	16	158	5	0	179	0	15	16	0	31	6	80	4	0	90	325
10:00 AM	0	3	4	0	7	3	29	0	0	32	4	1	5	0	10	0	25	0	0	25	74
10:15 AM	4	1	7	0	12	3	34	1	0	38	0	0	1	0	1	1	23	0	0	24	75
10:30 AM	4	0	4	0	8	2	40	1	0	43	2	0	0	0	2	0	26	3	0	29	82
10:45 AM	1	2	3	0	6	6	52	3	0	61	5	2	4	0	11	0	28	1	0	29	107
Total	9	6	18	0	33	14	155	5	0	174	11	3	10	0	24	1	102	4	0	107	338
Grand Total	41	36	68	0	145	77	791	13	0	881	19	60	52	0	131	13	359	23	0	395	1552
Approach %	28.3	24.8	46.9	0.0		8.7	89.8	1.5	0.0		14.5	45.8	39.7	0.0		3.3	90.9	5.8	0.0		
Total %	2.6	2.3	4.4	0.0	9.3	5.0	51.0	0.8	0.0	56.8	1.2	3.9	3.4	0.0	8.4	0.8	23.1	1.5	0.0	25.5	
Exiting Leg Total					160					446					62					884	1552
Cars	40	36	62	0	138	70	763	13	0	846	19	59	51	0	129	13	330	18	0	361	1474
% Cars	97.6	100.0	91.2	0.0	95.2	90.9	96.5	100.0	0.0	96.0	100.0	98.3	98.1	0.0	98.5	100.0	91.9	78.3	0.0	91.4	95.0
Exiting Leg Total					147					411					62					854	1474
Heavy Vehicles	1	0	6	0	7	7	28	0	0	35	0	1	1	0	2	0	29	5	0	34	78
% Heavy Vehicles	2.4	0.0	8.8	0.0	4.8	9.1	3.5	0.0	0.0	4.0	0.0	1.7	1.9	0.0	1.5	0.0	8.1	21.7	0.0	8.6	5.0
Exiting Leg Total					13					35					0					30	78

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:30 AM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	4	1	6	0	11	4	79	0	0	83	3	7	1	0	11	0	23	1	0	24	129
7:45 AM	1	2	3	0	6	11	69	0	0	80	1	5	3	0	9	0	21	8	0	29	124
8:00 AM	3	0	8	0	11	4	52	0	0	56	0	3	1	0	4	1	19	1	0	21	92
8:15 AM	4	5	6	0	15	2	70	0	0	72	0	2	3	0	5	0	32	1	0	33	125
Total Volume	12	8	23	0	43	21	270	0	0	291	4	17	8	0	29	1	95	11	0	107	470
% Approach Total	27.9	18.6	53.5	0.0		7.2	92.8	0.0	0.0		13.8	58.6	27.6	0.0		0.9	88.8	10.3	0.0		
PHF	0.750	0.400	0.719	0.000	0.717	0.477	0.854	0.000	0.000	0.877	0.333	0.607	0.667	0.000	0.659	0.250	0.742	0.344	0.000	0.811	0.911
Cars	11	8	22	0	41	18	262	0	0	280	4	17	8	0	29	1	87	9	0	97	447
Cars %	91.7	100.0	95.7	0.0	95.3	85.7	97.0	0.0	0.0	96.2	100.0	100.0	100.0	0.0	100.0	100.0	91.6	81.8	0.0	90.7	95.1
Heavy Vehicles	1	0	1	0	2	3	8	0	0	11	0	0	0	0	0	0	8	2	0	10	23
Heavy Vehicles %	8.3	0.0	4.3	0.0	4.7	14.3	3.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8.4	18.2	0.0	9.3	4.9
Cars Enter Leg	11	8	22	0	41	18	262	0	0	280	4	17	8	0	29	1	87	9	0	97	447
Heavy Enter Leg	1	0	1	0	2	3	8	0	0	11	0	0	0	0	0	0	8	2	0	10	23
Total Entering Leg	12	8	23	0	43	21	270	0	0	291	4	17	8	0	29	1	95	11	0	107	470
Cars Exiting Leg					44					113					9					281	447
Heavy Exiting Leg					5					9					0					9	23
Total Exiting Leg					49					122					9					290	470

PDI File #: **207651 C**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

Cars

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	1	3	0	5	7	46	0	0	53	0	9	7	0	16	1	15	0	0	16	90
7:15 AM	1	6	4	0	11	5	58	1	0	64	1	7	5	0	13	1	19	1	0	21	109
7:30 AM	3	1	6	0	10	4	77	0	0	81	3	7	1	0	11	0	21	1	0	22	124
7:45 AM	1	2	3	0	6	8	67	0	0	75	1	5	3	0	9	0	19	6	0	25	115
Total	6	10	16	0	32	24	248	1	0	273	5	28	16	0	49	2	74	8	0	84	438
8:00 AM	3	0	8	0	11	4	51	0	0	55	0	3	1	0	4	1	16	1	0	18	88
8:15 AM	4	5	5	0	14	2	67	0	0	69	0	2	3	0	5	0	31	1	0	32	120
8:30 AM	8	3	4	0	15	3	52	1	0	56	2	3	1	0	6	2	20	0	0	22	99
8:45 AM	4	2	6	0	12	10	46	1	0	57	1	6	5	0	12	1	23	1	0	25	106
Total	19	10	23	0	52	19	216	2	0	237	3	14	10	0	27	4	90	3	0	97	413
9:00 AM	3	2	1	0	6	5	43	1	0	49	0	6	6	0	12	3	20	0	0	23	90
9:15 AM	1	1	0	0	2	3	37	0	0	40	0	2	2	0	4	1	16	1	0	18	64
9:30 AM	1	3	1	0	5	4	36	2	0	42	0	4	2	0	6	1	17	1	0	19	72
9:45 AM	1	4	5	0	10	3	35	2	0	40	0	2	6	0	8	1	15	2	0	18	76
Total	6	10	7	0	23	15	151	5	0	171	0	14	16	0	30	6	68	4	0	78	302
10:00 AM	0	3	4	0	7	3	29	0	0	32	4	1	5	0	10	0	24	0	0	24	73
10:15 AM	4	1	7	0	12	3	32	1	0	36	0	0	1	0	1	1	23	0	0	24	73
10:30 AM	4	0	2	0	6	2	39	1	0	42	2	0	0	0	2	0	24	2	0	26	76
10:45 AM	1	2	3	0	6	4	48	3	0	55	5	2	3	0	10	0	27	1	0	28	99
Total	9	6	16	0	31	12	148	5	0	165	11	3	9	0	23	1	98	3	0	102	321
Grand Total	40	36	62	0	138	70	763	13	0	846	19	59	51	0	129	13	330	18	0	361	1474
Approach %	29.0	26.1	44.9	0.0		8.3	90.2	1.5	0.0		14.7	45.7	39.5	0.0		3.6	91.4	5.0	0.0		
Total %	2.7	2.4	4.2	0.0	9.4	4.7	51.8	0.9	0.0	57.4	1.3	4.0	3.5	0.0	8.8	0.9	22.4	1.2	0.0	24.5	
Exiting Leg Total					147					411					62					854	1474

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:30 AM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	3	1	6	0	10	4	77	0	0	81	3	7	1	0	11	0	21	1	0	22	124
7:45 AM	1	2	3	0	6	8	67	0	0	75	1	5	3	0	9	0	19	6	0	25	115
8:00 AM	3	0	8	0	11	4	51	0	0	55	0	3	1	0	4	1	16	1	0	18	88
8:15 AM	4	5	5	0	14	2	67	0	0	69	0	2	3	0	5	0	31	1	0	32	120
Total Volume	11	8	22	0	41	18	262	0	0	280	4	17	8	0	29	1	87	9	0	97	447
% Approach Total	26.8	19.5	53.7	0.0		6.4	93.6	0.0	0.0		13.8	58.6	27.6	0.0		1.0	89.7	9.3	0.0		
PHF	0.688	0.400	0.688	0.000	0.732	0.563	0.851	0.000	0.000	0.864	0.333	0.607	0.667	0.000	0.659	0.250	0.702	0.375	0.000	0.758	0.901
Entering Leg	11	8	22	0	41	18	262	0	0	280	4	17	8	0	29	1	87	9	0	97	447
Exiting Leg					44					113					9					281	447
Total					85					393					38					378	894

PDI File #: **207651 C**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**

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

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

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	7
7:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
7:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
7:45 AM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	2	2	0	4	9
Total	1	0	1	0	2	4	8	0	0	12	0	0	0	0	0	0	7	3	0	10	24
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
8:15 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Total	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	6	1	0	7	14
9:00 AM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	5
9:15 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
9:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	2	0	2	1	7	0	0	8	0	1	0	0	1	0	12	0	0	12	23
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	6
10:45 AM	0	0	0	0	0	2	4	0	0	6	0	0	1	0	1	0	1	0	0	1	8
Total	0	0	2	0	2	2	7	0	0	9	0	0	1	0	1	0	4	1	0	5	17
Grand Total	1	0	6	0	7	7	28	0	0	35	0	1	1	0	2	0	29	5	0	34	78
Approach %	14.3	0.0	85.7	0.0		20.0	80.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	85.3	14.7	0.0		
Total %	1.3	0.0	7.7	0.0	9.0	9.0	35.9	0.0	0.0	44.9	0.0	1.3	1.3	0.0	2.6	0.0	37.2	6.4	0.0	43.6	
Exiting Leg Total					13					35					0					30	78
Buses	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	0	0	3	0	3	10
% Buses	0.0	0.0	16.7	0.0	14.3	14.3	17.9	0.0	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	8.8	12.8
Exiting Leg Total					4					1					0					5	10
Single-Unit Trucks	1	0	5	0	6	6	17	0	0	23	0	1	1	0	2	0	27	2	0	29	60
% Single-Unit	100.0	0.0	83.3	0.0	85.7	85.7	60.7	0.0	0.0	65.7	0.0	100.0	100.0	0.0	100.0	0.0	93.1	40.0	0.0	85.3	76.9
Exiting Leg Total					9					32					0					19	60
Articulated Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0.0	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	5.9	10.3
Exiting Leg Total					0					2					0					6	8

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:00 AM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	7
7:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
7:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
7:45 AM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	2	2	0	4	9
Total Volume	1	0	1	0	2	4	8	0	0	12	0	0	0	0	0	0	7	3	0	10	24
% Approach Total	50.0	0.0	50.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	70.0	30.0	0.0		
PHF	0.250	0.000	0.250	0.000	0.500	0.333	0.667	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.375	0.000	0.625	0.667
Buses	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3	5
Buses %	0.0	0.0	0.0	0.0	0.0	25.0	12.5	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	30.0	20.8
Single-Unit Trucks	1	0	1	0	2	3	5	0	0	8	0	0	0	0	0	0	6	0	0	6	16
Single-Unit %	100.0	0.0	100.0	0.0	100.0	75.0	62.5	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	0.0	60.0	66.7
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	10.0	12.5
Buses	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3	5
Single-Unit Trucks	1	0	1	0	2	3	5	0	0	8	0	0	0	0	0	0	6	0	0	6	16
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Entering Leg	1	0	1	0	2	4	8	0	0	12	0	0	0	0	0	0	7	3	0	10	24
Buses					4					0					0					1	5
Single-Unit Trucks					3					7					0					6	16
Articulated Trucks					0					1					0					2	3
Total Exiting Leg					7					8					0					9	24

PDI File #: **207651 C**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class: **Buses**

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

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	0	0	3	0	3	10
Approach %	0.0	0.0	100.0	0.0		16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	10.0	0.0	10.0	10.0	50.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	30.0	
Exiting Leg Total					4					1					0					5	10

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:00 AM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3	5
% Approach Total	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.625
Entering Leg	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3	5
Exiting Leg					4					0					0					1	5
Total					4					2					0					4	10

PDI File #: **207651 C**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

Single-Unit Trucks

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
7:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
7:45 AM	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	6
Total	1	0	1	0	2	3	5	0	0	8	0	0	0	0	0	0	6	0	0	6	16
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	10
9:00 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
9:15 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
9:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	2	0	2	1	6	0	0	7	0	1	0	0	1	0	11	0	0	11	21
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	6
10:45 AM	0	0	0	0	0	2	2	0	0	4	0	0	1	0	1	0	1	0	0	1	6
Total	0	0	2	0	2	2	3	0	0	5	0	0	1	0	1	0	4	1	0	5	13
Grand Total	1	0	5	0	6	6	17	0	0	23	0	1	1	0	2	0	27	2	0	29	60
Approach %	16.7	0.0	83.3	0.0		26.1	73.9	0.0	0.0		0.0	50.0	50.0	0.0		0.0	93.1	6.9	0.0		
Total %	1.7	0.0	8.3	0.0	10.0	10.0	28.3	0.0	0.0	38.3	0.0	1.7	1.7	0.0	3.3	0.0	45.0	3.3	0.0	48.3	
Exiting Leg Total					9					32					0					19	60

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:00 AM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
9:00 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
9:15 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
9:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total Volume	0	0	2	0	2	1	6	0	0	7	0	1	0	0	1	0	11	0	0	11	21
% Approach Total	0.0	0.0	100.0	0.0		14.3	85.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.250	0.500	0.000	0.000	0.583	0.000	0.250	0.000	0.000	0.250	0.000	0.550	0.000	0.000	0.550	0.875
Entering Leg	0	0	2	0	2	1	6	0	0	7	0	1	0	0	1	0	11	0	0	11	21
Exiting Leg					2					13					0					6	21
Total					4					20					1					17	42

PDI File #: **207651 C**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

Articulated Trucks

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total					0					2					0					6	8

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:30 AM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg					0					0					0					4	4
Total					0					4					0					4	8

PDI File #: **207651 C**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Mill Road from North							County Street from East							Howland Street from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							1	1

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:00 AM	Mill Road from North							County Street from East							Howland Street from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							0							0							1	1
Total							0							1							0							1	2

PDI File #: **207651 C**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class: **Pedestrians**

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

	Mill Road from North							County Street from East							Howland Street from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	100	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							3							0	3

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:15 AM	Mill Road from North							County Street from East							Howland Street from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
Exiting Leg							0							0							3							0	3
Total							0							0							6							0	6

PDI File #: **207651 CC**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	5	4	14	0	23	9	43	1	0	53	1	5	0	0	6	2	44	0	0	46	128
2:15 PM	0	6	8	0	14	3	37	2	0	42	0	3	3	0	6	0	46	2	0	48	110
2:30 PM	2	3	7	0	12	6	39	0	0	45	1	2	3	0	6	0	29	2	0	31	94
2:45 PM	4	8	8	0	20	15	37	2	0	54	1	5	5	0	11	2	47	0	0	49	134
Total	11	21	37	0	69	33	156	5	0	194	3	15	11	0	29	4	166	4	0	174	466
3:00 PM	2	5	5	0	12	7	51	2	0	60	2	0	1	0	3	3	41	3	0	47	122
3:15 PM	2	2	8	0	12	6	52	3	0	61	3	1	1	0	5	2	57	1	0	60	138
3:30 PM	3	3	8	0	14	7	50	4	0	61	4	3	1	0	8	2	51	4	0	57	140
3:45 PM	6	5	17	0	28	11	49	1	0	61	2	4	0	0	6	3	57	4	0	64	159
Total	13	15	38	0	66	31	202	10	0	243	11	8	3	0	22	10	206	12	0	228	559
4:00 PM	6	4	11	0	21	9	40	2	0	51	0	0	2	0	2	0	51	1	0	52	126
4:15 PM	11	5	17	0	33	2	50	3	0	55	1	3	3	0	7	3	59	0	0	62	157
4:30 PM	7	8	11	0	26	7	40	1	0	48	0	0	2	0	2	2	58	2	0	62	138
4:45 PM	6	9	12	0	27	9	54	3	0	66	0	8	3	0	11	1	50	1	0	52	156
Total	30	26	51	0	107	27	184	9	0	220	1	11	10	0	22	6	218	4	0	228	577
5:00 PM	1	8	13	0	22	9	43	1	0	53	2	5	5	0	12	2	50	3	0	55	142
5:15 PM	5	4	13	0	22	4	53	2	0	59	0	3	8	0	11	1	56	1	0	58	150
5:30 PM	2	10	7	0	19	7	54	3	0	64	2	5	3	0	10	1	51	0	0	52	145
5:45 PM	4	6	7	0	17	3	37	0	0	40	0	4	3	0	7	0	43	2	0	45	109
Total	12	28	40	0	80	23	187	6	0	216	4	17	19	0	40	4	200	6	0	210	546
Grand Total	66	90	166	0	322	114	729	30	0	873	19	51	43	0	113	24	790	26	0	840	2148
Approach %	20.5	28.0	51.6	0.0		13.1	83.5	3.4	0.0		16.8	45.1	38.1	0.0		2.9	94.0	3.1	0.0		
Total %	3.1	4.2	7.7	0.0	15.0	5.3	33.9	1.4	0.0	40.6	0.9	2.4	2.0	0.0	5.3	1.1	36.8	1.2	0.0	39.1	
Exiting Leg Total					191					975					144					838	2148
Cars	63	86	162	0	311	111	708	29	0	848	19	50	42	0	111	23	770	26	0	819	2089
% Cars	95.5	95.6	97.6	0.0	96.6	97.4	97.1	96.7	0.0	97.1	100.0	98.0	97.7	0.0	98.2	95.8	97.5	100.0	0.0	97.5	97.3
Exiting Leg Total					187					951					138					813	2089
Heavy Vehicles	3	4	4	0	11	3	21	1	0	25	0	1	1	0	2	1	20	0	0	21	59
% Heavy Vehicles	4.5	4.4	2.4	0.0	3.4	2.6	2.9	3.3	0.0	2.9	0.0	2.0	2.3	0.0	1.8	4.2	2.5	0.0	0.0	2.5	2.7
Exiting Leg Total					4					24					6					25	59

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

4:15 PM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	11	5	17	0	33	2	50	3	0	55	1	3	3	0	7	3	59	0	0	62	157
4:30 PM	7	8	11	0	26	7	40	1	0	48	0	0	2	0	2	2	58	2	0	62	138
4:45 PM	6	9	12	0	27	9	54	3	0	66	0	8	3	0	11	1	50	1	0	52	156
5:00 PM	1	8	13	0	22	9	43	1	0	53	2	5	5	0	12	2	50	3	0	55	142
Total Volume	25	30	53	0	108	27	187	8	0	222	3	16	13	0	32	8	217	6	0	231	593
% Approach Total	23.1	27.8	49.1	0.0		12.2	84.2	3.6	0.0		9.4	50.0	40.6	0.0		3.5	93.9	2.6	0.0		
PHF	0.568	0.833	0.779	0.000	0.818	0.750	0.866	0.667	0.000	0.841	0.375	0.500	0.650	0.000	0.667	0.667	0.919	0.500	0.000	0.931	0.944
Cars	24	30	51	0	105	25	181	8	0	214	3	16	12	0	31	7	214	6	0	227	577
Cars %	96.0	100.0	96.2	0.0	97.2	92.6	96.8	100.0	0.0	96.4	100.0	100.0	92.3	0.0	96.9	87.5	98.6	100.0	0.0	98.3	97.3
Heavy Vehicles	1	0	2	0	3	2	6	0	0	8	0	0	1	0	1	1	3	0	0	4	16
Heavy Vehicles %	4.0	0.0	3.8	0.0	2.8	7.4	3.2	0.0	0.0	3.6	0.0	0.0	7.7	0.0	3.1	12.5	1.4	0.0	0.0	1.7	2.7
Cars Enter Leg	24	30	51	0	105	25	181	8	0	214	3	16	12	0	31	7	214	6	0	227	577
Heavy Enter Leg	1	0	2	0	3	2	6	0	0	8	0	0	1	0	1	1	3	0	0	4	16
Total Entering Leg	25	30	53	0	108	27	187	8	0	222	3	16	13	0	32	8	217	6	0	231	593
Cars Exiting Leg					47					268					45					217	577
Heavy Exiting Leg					2					5					1					8	16
Total Exiting Leg					49					273					46					225	593

PDI File #: **207651 CC**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Cars

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	5	2	14	0	21	9	40	0	0	49	1	4	0	0	5	2	44	0	0	46	121
2:15 PM	0	6	8	0	14	3	37	2	0	42	0	3	3	0	6	0	46	2	0	48	110
2:30 PM	2	3	6	0	11	6	37	0	0	43	1	2	3	0	6	0	29	2	0	31	91
2:45 PM	2	7	7	0	16	15	36	2	0	53	1	5	5	0	11	2	42	0	0	44	124
Total	9	18	35	0	62	33	150	4	0	187	3	14	11	0	28	4	161	4	0	169	446
3:00 PM	2	5	5	0	12	7	51	2	0	60	2	0	1	0	3	3	38	3	0	44	119
3:15 PM	2	2	8	0	12	5	49	3	0	57	3	1	1	0	5	2	55	1	0	58	132
3:30 PM	3	3	8	0	14	7	50	4	0	61	4	3	1	0	8	2	48	4	0	54	137
3:45 PM	6	5	17	0	28	11	47	1	0	59	2	4	0	0	6	3	57	4	0	64	157
Total	13	15	38	0	66	30	197	10	0	237	11	8	3	0	22	10	198	12	0	220	545
4:00 PM	6	3	11	0	20	9	39	2	0	50	0	0	2	0	2	0	48	1	0	49	121
4:15 PM	11	5	16	0	32	1	49	3	0	53	1	3	2	0	6	3	59	0	0	62	153
4:30 PM	6	8	10	0	24	7	40	1	0	48	0	0	2	0	2	1	57	2	0	60	134
4:45 PM	6	9	12	0	27	9	53	3	0	65	0	8	3	0	11	1	49	1	0	51	154
Total	29	25	49	0	103	26	181	9	0	216	1	11	9	0	21	5	213	4	0	222	562
5:00 PM	1	8	13	0	22	8	39	1	0	48	2	5	5	0	12	2	49	3	0	54	136
5:15 PM	5	4	13	0	22	4	51	2	0	57	0	3	8	0	11	1	56	1	0	58	148
5:30 PM	2	10	7	0	19	7	53	3	0	63	2	5	3	0	10	1	51	0	0	52	144
5:45 PM	4	6	7	0	17	3	37	0	0	40	0	4	3	0	7	0	42	2	0	44	108
Total	12	28	40	0	80	22	180	6	0	208	4	17	19	0	40	4	198	6	0	208	536
Grand Total	63	86	162	0	311	111	708	29	0	848	19	50	42	0	111	23	770	26	0	819	2089
Approach %	20.3	27.7	52.1	0.0		13.1	83.5	3.4	0.0		17.1	45.0	37.8	0.0		2.8	94.0	3.2	0.0		
Total %	3.0	4.1	7.8	0.0	14.9	5.3	33.9	1.4	0.0	40.6	0.9	2.4	2.0	0.0	5.3	1.1	36.9	1.2	0.0	39.2	
Exiting Leg Total					187					951					138					813	2089

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

4:45 PM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	6	9	12	0	27	9	53	3	0	65	0	8	3	0	11	1	49	1	0	51	154
5:00 PM	1	8	13	0	22	8	39	1	0	48	2	5	5	0	12	2	49	3	0	54	136
5:15 PM	5	4	13	0	22	4	51	2	0	57	0	3	8	0	11	1	56	1	0	58	148
5:30 PM	2	10	7	0	19	7	53	3	0	63	2	5	3	0	10	1	51	0	0	52	144
Total Volume	14	31	45	0	90	28	196	9	0	233	4	21	19	0	44	5	205	5	0	215	582
% Approach Total	15.6	34.4	50.0	0.0		12.0	84.1	3.9	0.0		9.1	47.7	43.2	0.0		2.3	95.3	2.3	0.0		
PHF	0.583	0.775	0.865	0.000	0.833	0.778	0.925	0.750	0.000	0.896	0.500	0.656	0.594	0.000	0.917	0.625	0.915	0.417	0.000	0.927	0.945
Entering Leg	14	31	45	0	90	28	196	9	0	233	4	21	19	0	44	5	205	5	0	215	582
Exiting Leg					54					254					45					229	582
Total					144					487					89					444	1164

PDI File #: **207651 CC**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

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

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	2	0	0	2	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	7
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
2:45 PM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	10
Total	2	3	2	0	7	0	6	1	0	7	0	1	0	0	1	0	5	0	0	5	20
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
3:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	6
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	14
4:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
4:15 PM	0	0	1	0	1	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	4
4:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	1	2	0	4	1	3	0	0	4	0	0	1	0	1	1	5	0	0	6	15
5:00 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	6
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	2	0	0	2	10
Grand Total	3	4	4	0	11	3	21	1	0	25	0	1	1	0	2	1	20	0	0	21	59
Approach %	27.3	36.4	36.4	0.0		12.0	84.0	4.0	0.0		0.0	50.0	50.0	0.0		4.8	95.2	0.0	0.0		
Total %	5.1	6.8	6.8	0.0	18.6	5.1	35.6	1.7	0.0	42.4	0.0	1.7	1.7	0.0	3.4	1.7	33.9	0.0	0.0	35.6	
Exiting Leg Total					4					24					6					25	59
Buses	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	7
% Buses	66.7	0.0	25.0	0.0	27.3	33.3	4.8	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.5	11.9
Exiting Leg Total					1					3					0					3	7
Single-Unit Trucks	1	2	3	0	6	2	19	0	0	21	0	1	1	0	2	1	16	0	0	17	46
% Single-Unit	33.3	50.0	75.0	0.0	54.5	66.7	90.5	0.0	0.0	84.0	0.0	100.0	100.0	0.0	100.0	100.0	80.0	0.0	0.0	81.0	78.0
Exiting Leg Total					3					19					3					21	46
Articulated Trucks	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	6
% Articulated	0.0	50.0	0.0	0.0	18.2	0.0	4.8	100.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.5	10.2
Exiting Leg Total					0					2					3					1	6

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

2:30 PM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
2:45 PM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	10
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
3:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	6
Total Volume	2	1	2	0	5	1	6	0	0	7	0	0	0	0	0	0	10	0	0	10	22
% Approach Total	40.0	20.0	40.0	0.0		14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.250	0.500	0.000	0.313	0.250	0.500	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.550
Buses	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	7
Buses %	100.0	0.0	50.0	0.0	60.0	100.0	16.7	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	31.8
Single-Unit Trucks	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	13
Single-Unit %	0.0	0.0	50.0	0.0	20.0	0.0	83.3	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	70.0	0.0	0.0	70.0	59.1
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Articulated %	0.0	100.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	9.1
Buses	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	7
Single-Unit Trucks	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	13
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Entering Leg	2	1	2	0	5	1	6	0	0	7	0	0	0	0	0	0	10	0	0	10	22
Buses					1					3					0					3	7
Single-Unit Trucks					0					8					0					5	13
Articulated Trucks					0					1					1					0	2
Total Exiting Leg					1					12					1					8	22

PDI File #: **207651 CC**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Buses

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	7
Approach %	66.7	0.0	33.3	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	28.6	0.0	14.3	0.0	42.9	14.3	14.3	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	
Exiting Leg Total					1					3					0					3	7

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

2:30 PM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	7
% Approach Total	66.7	0.0	33.3	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.250	0.000	0.375	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.583
Entering Leg	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	7
Exiting Leg					1					3					0					3	7
Total					4					5					0					5	14

PDI File #: **207651 CC**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Single-Unit Trucks

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	5
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	6
Total	0	1	1	0	2	0	6	0	0	6	0	1	0	0	1	0	4	0	0	4	13
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
3:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
4:15 PM	0	0	1	0	1	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	4
4:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	1	2	0	4	1	2	0	0	3	0	0	1	0	1	1	5	0	0	6	14
5:00 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	6
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	2	0	0	2	10
Grand Total	1	2	3	0	6	2	19	0	0	21	0	1	1	0	2	1	16	0	0	17	46
Approach %	16.7	33.3	50.0	0.0		9.5	90.5	0.0	0.0		0.0	50.0	50.0	0.0		5.9	94.1	0.0	0.0		
Total %	2.2	4.3	6.5	0.0	13.0	4.3	41.3	0.0	0.0	45.7	0.0	2.2	2.2	0.0	4.3	2.2	34.8	0.0	0.0	37.0	
Exiting Leg Total					3					19					3					21	46

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

4:15 PM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	1	0	1	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	4
4:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
5:00 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	6
Total Volume	1	0	2	0	3	2	6	0	0	8	0	0	1	0	1	1	3	0	0	4	16
% Approach Total	33.3	0.0	66.7	0.0		25.0	75.0	0.0	0.0		0.0	0.0	100.0	0.0		25.0	75.0	0.0	0.0		
PHF	0.250	0.000	0.500	0.000	0.375	0.500	0.375	0.000	0.000	0.400	0.000	0.000	0.250	0.000	0.250	0.250	0.750	0.000	0.000	0.500	0.667
Entering Leg	1	0	2	0	3	2	6	0	0	8	0	0	1	0	1	1	3	0	0	4	16
Exiting Leg					2					5					1					8	16
Total					5					13					2					12	32

PDI File #: **207651 CC**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Articulated Trucks

	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	6
Approach %	0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	0.0	16.7	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	
Exiting Leg Total					0					2					3					1	6

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

2:00 PM	Mill Road from North					County Street from East					Howland Street from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg					0					0					3					0	3
Total					2					1					3					0	6

PDI File #: **207651 CC**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Mill Road from North							County Street from East							Howland Street from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	4
Approach %	50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		50.0	0.0	0.0	0.0	0.0	50.0		
Total %	25.0	25.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	50.0	
Exiting Leg Total							0							0							2							2	4

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

3:30 PM	Mill Road from North							County Street from East							Howland Street from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	4
Total Volume	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	4
% Approach Total	50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		50.0	0.0	0.0	0.0	0.0	50.0		
PHF	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.250
Entering Leg	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	4
Exiting Leg							0							0							2							2	4
Total							2							0							2							4	8

PDI File #: **207651 CC**
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Pedestrians

	Mill Road from North							County Street from East							Howland Street from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	3	0	0	0	0	0	1	1	5
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	2	4	0	0	0	0	0	1	1	6
Approach %	0	0	0	0	0	0		0	0	0	0	100	0		0	0	0	0	50	50		0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	16.7	0	16.7	0	0	0	0	33.3	33.3	66.7	0	0	0	0	0	16.7	16.7	
Exiting Leg Total							0							1							4							1	6

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

2:00 PM	Mill Road from North							County Street from East							Howland Street from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	3	0	0	0	0	0	1	1	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.250	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	3	0	0	0	0	0	1	1	5
Exiting Leg							0							1							3							1	5
Total							0							2							6							2	10

PDI File #: **207651 D**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	6	0	0	0	6	1	23	0	0	24	0	0	0	0	0	0	17	2	0	19	49
7:15 AM	5	0	2	0	7	0	25	0	0	25	0	0	0	0	0	0	15	2	0	17	49
7:30 AM	6	0	3	0	9	0	28	0	0	28	0	0	0	0	0	0	23	3	0	26	63
7:45 AM	12	0	4	0	16	1	27	0	0	28	0	0	0	0	0	0	27	2	0	29	73
Total	29	0	9	0	38	2	103	0	0	105	0	0	0	0	0	0	82	9	0	91	234
8:00 AM	11	0	1	0	12	0	17	0	0	17	1	0	0	0	1	0	18	0	0	18	48
8:15 AM	8	0	2	0	10	2	26	0	0	28	0	0	0	0	0	0	33	0	0	33	71
8:30 AM	3	0	2	0	5	2	19	0	0	21	1	0	0	0	1	0	23	0	0	23	50
8:45 AM	4	0	10	0	14	6	49	0	0	55	0	0	0	0	0	0	22	1	0	23	92
Total	26	0	15	0	41	10	111	0	0	121	2	0	0	0	2	0	96	1	0	97	261
9:00 AM	10	0	0	0	10	0	24	0	0	24	0	0	0	0	0	0	18	5	0	23	57
9:15 AM	5	0	1	0	6	0	16	0	0	16	0	0	0	0	0	0	20	4	0	24	46
9:30 AM	9	0	1	0	10	0	22	0	0	22	0	0	0	0	0	0	15	2	3	20	52
9:45 AM	7	0	0	0	7	0	17	0	0	17	0	0	0	0	0	0	21	5	0	26	50
Total	31	0	2	0	33	0	79	0	0	79	0	0	0	0	0	0	74	16	3	93	205
10:00 AM	1	0	0	0	1	0	12	0	0	12	0	0	1	0	1	0	7	1	0	8	22
10:15 AM	8	0	3	0	11	1	19	0	0	20	0	0	0	0	0	0	16	4	0	20	51
10:30 AM	6	0	1	0	7	1	14	0	0	15	0	0	0	0	0	0	18	3	0	21	43
10:45 AM	10	0	3	0	13	0	17	0	0	17	0	0	0	0	0	0	23	6	0	29	59
Total	25	0	7	0	32	2	62	0	0	64	0	0	1	0	1	0	64	14	0	78	175
Grand Total	111	0	33	0	144	14	355	0	0	369	2	0	1	0	3	0	316	40	3	359	875
Approach %	77.1	0.0	22.9	0.0		3.8	96.2	0.0	0.0		66.7	0.0	33.3	0.0		0.0	88.0	11.1	0.8		
Total %	12.7	0.0	3.8	0.0	16.5	1.6	40.6	0.0	0.0	42.2	0.2	0.0	0.1	0.0	0.3	0.0	36.1	4.6	0.3	41.0	
Exiting Leg Total					54					351					0					470	875
Cars	110	0	33	0	143	13	345	0	0	358	2	0	1	0	3	0	306	39	3	348	852
% Cars	99.1	0.0	100.0	0.0	99.3	92.9	97.2	0.0	0.0	97.0	100.0	0.0	100.0	0.0	100.0	0.0	96.8	97.5	100.0	96.9	97.4
Exiting Leg Total					52					341					0					459	852
Heavy Vehicles	1	0	0	0	1	1	10	0	0	11	0	0	0	0	0	0	10	1	0	11	23
% Heavy Vehicles	0.9	0.0	0.0	0.0	0.7	7.1	2.8	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	2.5	0.0	3.1	2.6
Exiting Leg Total					2					10					0					11	23

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

8:15 AM	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:15 AM	8	0	2	0	10	2	26	0	0	28	0	0	0	0	0	0	33	0	0	33	71
8:30 AM	3	0	2	0	5	2	19	0	0	21	1	0	0	0	1	0	23	0	0	23	50
8:45 AM	4	0	10	0	14	6	49	0	0	55	0	0	0	0	0	0	22	1	0	23	92
9:00 AM	10	0	0	0	10	0	24	0	0	24	0	0	0	0	0	0	18	5	0	23	57
Total Volume	25	0	14	0	39	10	118	0	0	128	1	0	0	0	1	0	96	6	0	102	270
% Approach Total	64.1	0.0	35.9	0.0		7.8	92.2	0.0	0.0		100.0	0.0	0.0	0.0		0.0	94.1	5.9	0.0		
PHF	0.625	0.000	0.350	0.000	0.696	0.417	0.602	0.000	0.000	0.582	0.250	0.000	0.000	0.000	0.250	0.000	0.727	0.300	0.000	0.773	0.734
Cars	25	0	14	0	39	9	116	0	0	125	1	0	0	0	1	0	91	5	0	96	261
Cars %	100.0	0.0	100.0	0.0	100.0	90.0	98.3	0.0	0.0	97.7	100.0	0.0	0.0	0.0	100.0	0.0	94.8	83.3	0.0	94.1	96.7
Heavy Vehicles	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	1	0	6	9
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	10.0	1.7	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5.2	16.7	0.0	5.9	3.3
Cars Enter Leg	25	0	14	0	39	9	116	0	0	125	1	0	0	0	1	0	91	5	0	96	261
Heavy Enter Leg	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	1	0	6	9
Total Entering Leg	25	0	14	0	39	10	118	0	0	128	1	0	0	0	1	0	96	6	0	102	270
Cars Exiting Leg					14					106					0					141	261
Heavy Exiting Leg					2					5					0					2	9
Total Exiting Leg					16					111					0					143	270

PDI File #: **207651 D**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class: **Cars**

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

	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	6	0	0	0	6	1	21	0	0	22	0	0	0	0	0	0	16	2	0	18	46
7:15 AM	5	0	2	0	7	0	25	0	0	25	0	0	0	0	0	0	14	2	0	16	48
7:30 AM	6	0	3	0	9	0	27	0	0	27	0	0	0	0	0	0	22	3	0	25	61
7:45 AM	12	0	4	0	16	1	26	0	0	27	0	0	0	0	0	0	27	2	0	29	72
Total	29	0	9	0	38	2	99	0	0	101	0	0	0	0	0	0	79	9	0	88	227
8:00 AM	11	0	1	0	12	0	17	0	0	17	1	0	0	0	1	0	18	0	0	18	48
8:15 AM	8	0	2	0	10	2	26	0	0	28	0	0	0	0	0	0	33	0	0	33	71
8:30 AM	3	0	2	0	5	2	17	0	0	19	1	0	0	0	1	0	19	0	0	19	44
8:45 AM	4	0	10	0	14	5	49	0	0	54	0	0	0	0	0	0	21	1	0	22	90
Total	26	0	15	0	41	9	109	0	0	118	2	0	0	0	2	0	91	1	0	92	253
9:00 AM	10	0	0	0	10	0	24	0	0	24	0	0	0	0	0	0	18	4	0	22	56
9:15 AM	5	0	1	0	6	0	16	0	0	16	0	0	0	0	0	0	20	4	0	24	46
9:30 AM	9	0	1	0	10	0	22	0	0	22	0	0	0	0	0	0	15	2	3	20	52
9:45 AM	7	0	0	0	7	0	16	0	0	16	0	0	0	0	0	0	21	5	0	26	49
Total	31	0	2	0	33	0	78	0	0	78	0	0	0	0	0	0	74	15	3	92	203
10:00 AM	1	0	0	0	1	0	12	0	0	12	0	0	1	0	1	0	7	1	0	8	22
10:15 AM	8	0	3	0	11	1	18	0	0	19	0	0	0	0	0	0	15	4	0	19	49
10:30 AM	6	0	1	0	7	1	14	0	0	15	0	0	0	0	0	0	17	3	0	20	42
10:45 AM	9	0	3	0	12	0	15	0	0	15	0	0	0	0	0	0	23	6	0	29	56
Total	24	0	7	0	31	2	59	0	0	61	0	0	1	0	1	0	62	14	0	76	169
Grand Total	110	0	33	0	143	13	345	0	0	358	2	0	1	0	3	0	306	39	3	348	852
Approach %	76.9	0.0	23.1	0.0		3.6	96.4	0.0	0.0		66.7	0.0	33.3	0.0		0.0	87.9	11.2	0.9		
Total %	12.9	0.0	3.9	0.0	16.8	1.5	40.5	0.0	0.0	42.0	0.2	0.0	0.1	0.0	0.4	0.0	35.9	4.6	0.4	40.8	
Exiting Leg Total					52					341					0					459	852

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

8:15 AM	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:15 AM	8	0	2	0	10	2	26	0	0	28	0	0	0	0	0	0	33	0	0	33	71
8:30 AM	3	0	2	0	5	2	17	0	0	19	1	0	0	0	1	0	19	0	0	19	44
8:45 AM	4	0	10	0	14	5	49	0	0	54	0	0	0	0	0	0	21	1	0	22	90
9:00 AM	10	0	0	0	10	0	24	0	0	24	0	0	0	0	0	0	18	4	0	22	56
Total Volume	25	0	14	0	39	9	116	0	0	125	1	0	0	0	1	0	91	5	0	96	261
% Approach Total	64.1	0.0	35.9	0.0		7.2	92.8	0.0	0.0		100.0	0.0	0.0	0.0		0.0	94.8	5.2	0.0		
PHF	0.625	0.000	0.350	0.000	0.696	0.450	0.592	0.000	0.000	0.579	0.250	0.000	0.000	0.000	0.250	0.000	0.689	0.313	0.000	0.727	0.725
Entering Leg	25	0	14	0	39	9	116	0	0	125	1	0	0	0	1	0	91	5	0	96	261
Exiting Leg					14					106					0					141	261
Total					53					231					1					237	522

PDI File #: **207651 D**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

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

	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	8
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
Grand Total	1	0	0	0	1	1	10	0	0	11	0	0	0	0	0	0	10	1	0	11	23
Approach %	100.0	0.0	0.0	0.0		9.1	90.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.9	9.1	0.0		
Total %	4.3	0.0	0.0	0.0	4.3	4.3	43.5	0.0	0.0	47.8	0.0	0.0	0.0	0.0	0.0	0.0	43.5	4.3	0.0	47.8	
Exiting Leg Total					2					10					0					11	23
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	45.5	34.8
Exiting Leg Total					0					5					0					3	8
Single-Unit Trucks	1	0	0	0	1	1	6	0	0	7	0	0	0	0	0	0	4	1	0	5	13
% Single-Unit	100.0	0.0	0.0	0.0	100.0	100.0	60.0	0.0	0.0	63.6	0.0	0.0	0.0	0.0	0.0	0.0	40.0	100.0	0.0	45.5	56.5
Exiting Leg Total					2					4					0					7	13
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.1	8.7
Exiting Leg Total					0					1					0					1	2

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

8:15 AM	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	1	0	6	9
% Approach Total	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.313	0.250	0.000	0.375	0.375
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	50.0	44.4
Single-Unit Trucks	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	5
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	50.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	40.0	100.0	0.0	50.0	55.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Single-Unit Trucks	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	1	0	6	9
Buses					0					3					0					1	4
Single-Unit Trucks					2					2					0					1	5
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					2					5					0					2	9

PDI File #: **207651 D**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

Buses

	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	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	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	62.5	
Exiting Leg Total					0					5					0					3	8

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:00 AM	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Exiting Leg					0					2					0					2	4
Total					0					4					0					4	8

PDI File #: **207651 D**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

Single-Unit Trucks

	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
Grand Total	1	0	0	0	1	1	6	0	0	7	0	0	0	0	0	0	4	1	0	5	13
Approach %	100.0	0.0	0.0	0.0		14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0		
Total %	7.7	0.0	0.0	0.0	7.7	7.7	46.2	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0	30.8	7.7	0.0	38.5	
Exiting Leg Total					2					4					0					7	13

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

8:15 AM	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	5
% Approach Total	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.750	0.625
Entering Leg	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	5
Exiting Leg					2					2					0					1	5
Total					2					4					0					4	10

PDI File #: **207651 D**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

Articulated Trucks

	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total					0					1					0					1	2

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:00 AM	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					0					0					1	1
Total					0					1					0					1	2

PDI File #: **207651 D**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Springhouse Trail from North							Cole Street from East							Gas Station Drive from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:00 AM	Springhouse Trail from North							Cole Street from East							Gas Station Drive from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **207651 D**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **7:00 AM**
End Time: **11:00 AM**
Class:

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

Pedestrians

	Springhouse Trail from North							Cole Street from East							Gas Station Drive from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0	0	0	0	100	0		0	0	0	0	0	100		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	50	0	50	0	0	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							1							1							0							0	2

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:30 AM	Springhouse Trail from North							Cole Street from East							Gas Station Drive from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							1							1							0							0	2
Total							2							2							0							0	4

PDI File #: **207651 DD**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Springhouse Trail					Cole Street					Gas Station Drive					Cole Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	3	0	1	0	4	1	22	0	0	23	0	0	0	0	0	0	27	2	0	29	56
2:15 PM	8	0	2	0	10	1	17	0	0	18	0	0	0	0	0	0	38	4	0	42	70
2:30 PM	6	0	5	0	11	1	15	0	0	16	0	0	0	0	0	0	44	7	0	51	78
2:45 PM	7	0	4	0	11	9	31	0	0	40	1	0	0	0	1	0	43	3	0	46	98
Total	24	0	12	0	36	12	85	0	0	97	1	0	0	0	1	0	152	16	0	168	302
3:00 PM	3	0	0	0	3	5	27	0	0	32	1	1	0	0	2	0	35	7	0	42	79
3:15 PM	2	0	1	0	3	3	19	0	0	22	0	0	0	0	0	0	45	8	0	53	78
3:30 PM	7	0	2	0	9	1	19	0	0	20	0	0	0	0	0	0	45	8	0	53	82
3:45 PM	4	0	5	0	9	0	20	0	0	20	0	0	0	0	0	0	40	7	0	47	76
Total	16	0	8	0	24	9	85	0	0	94	1	1	0	0	2	0	165	30	0	195	315
4:00 PM	2	0	1	0	3	0	14	0	0	14	0	0	0	0	0	0	55	3	0	58	75
4:15 PM	6	0	1	0	7	1	15	0	0	16	0	0	0	0	0	0	44	6	0	50	73
4:30 PM	3	0	3	0	6	2	17	0	0	19	0	0	0	0	0	0	42	13	0	55	80
4:45 PM	2	0	4	0	6	4	16	0	0	20	1	0	0	0	1	0	40	10	0	50	77
Total	13	0	9	0	22	7	62	0	0	69	1	0	0	0	1	0	181	32	0	213	305
5:00 PM	9	0	1	0	10	4	22	0	0	26	0	0	0	0	0	0	44	12	0	56	92
5:15 PM	7	0	0	0	7	3	18	0	0	21	1	0	0	0	1	0	41	13	0	54	83
5:30 PM	8	0	3	0	11	0	20	0	0	20	0	0	0	0	0	0	48	12	0	60	91
5:45 PM	4	0	0	0	4	4	25	0	0	29	0	0	0	0	0	0	35	13	0	48	81
Total	28	0	4	0	32	11	85	0	0	96	1	0	0	0	1	0	168	50	0	218	347
Grand Total	81	0	33	0	114	39	317	0	0	356	4	1	0	0	5	0	666	128	0	794	1269
Approach %	71.1	0.0	28.9	0.0		11.0	89.0	0.0	0.0		80.0	20.0	0.0	0.0		0.0	83.9	16.1	0.0		
Total %	6.4	0.0	2.6	0.0	9.0	3.1	25.0	0.0	0.0	28.1	0.3	0.1	0.0	0.0	0.4	0.0	52.5	10.1	0.0	62.6	
Exiting Leg Total					168					703					0					398	1269
Cars	80	0	33	0	113	38	310	0	0	348	4	1	0	0	5	0	654	128	0	782	1248
% Cars	98.8	0.0	100.0	0.0	99.1	97.4	97.8	0.0	0.0	97.8	100.0	100.0	0.0	0.0	100.0	0.0	98.2	100.0	0.0	98.5	98.3
Exiting Leg Total					167					691					0					390	1248
Heavy Vehicles	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	0	12	0	0	12	21
% Heavy Vehicles	1.2	0.0	0.0	0.0	0.9	2.6	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.5	1.7
Exiting Leg Total					1					12					0					8	21

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

5:00 PM	Springhouse Trail					Cole Street					Gas Station Drive					Cole Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	9	0	1	0	10	4	22	0	0	26	0	0	0	0	0	0	44	12	0	56	92
5:15 PM	7	0	0	0	7	3	18	0	0	21	1	0	0	0	1	0	41	13	0	54	83
5:30 PM	8	0	3	0	11	0	20	0	0	20	0	0	0	0	0	0	48	12	0	60	91
5:45 PM	4	0	0	0	4	4	25	0	0	29	0	0	0	0	0	0	35	13	0	48	81
Total Volume	28	0	4	0	32	11	85	0	0	96	1	0	0	0	1	0	168	50	0	218	347
% Approach Total	87.5	0.0	12.5	0.0		11.5	88.5	0.0	0.0		100.0	0.0	0.0	0.0		0.0	77.1	22.9	0.0		
PHF	0.778	0.000	0.333	0.000	0.727	0.688	0.850	0.000	0.000	0.828	0.250	0.000	0.000	0.000	0.250	0.000	0.875	0.962	0.000	0.908	0.943
Cars	28	0	4	0	32	11	85	0	0	96	1	0	0	0	1	0	167	50	0	217	346
Cars %	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	99.4	100.0	0.0	99.5	99.7
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	0.3
Cars Enter Leg	28	0	4	0	32	11	85	0	0	96	1	0	0	0	1	0	167	50	0	217	346
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Entering Leg	28	0	4	0	32	11	85	0	0	96	1	0	0	0	1	0	168	50	0	218	347
Cars Exiting Leg					61					172					0					113	346
Heavy Exiting Leg					0					1					0					0	1
Total Exiting Leg					61					173					0					113	347

PDI File #: **207651 DD**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Cars

	Springhouse Trail					Cole Street					Gas Station Drive					Cole Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	3	0	1	0	4	1	21	0	0	22	0	0	0	0	0	0	27	2	0	29	55
2:15 PM	8	0	2	0	10	1	17	0	0	18	0	0	0	0	0	0	38	4	0	42	70
2:30 PM	6	0	5	0	11	1	15	0	0	16	0	0	0	0	0	0	44	7	0	51	78
2:45 PM	7	0	4	0	11	9	31	0	0	40	1	0	0	0	1	0	41	3	0	44	96
Total	24	0	12	0	36	12	84	0	0	96	1	0	0	0	1	0	150	16	0	166	299
3:00 PM	2	0	0	0	2	4	26	0	0	30	1	1	0	0	2	0	34	7	0	41	75
3:15 PM	2	0	1	0	3	3	18	0	0	21	0	0	0	0	0	0	45	8	0	53	77
3:30 PM	7	0	2	0	9	1	18	0	0	19	0	0	0	0	0	0	42	8	0	50	78
3:45 PM	4	0	5	0	9	0	19	0	0	19	0	0	0	0	0	0	39	7	0	46	74
Total	15	0	8	0	23	8	81	0	0	89	1	1	0	0	2	0	160	30	0	190	304
4:00 PM	2	0	1	0	3	0	13	0	0	13	0	0	0	0	0	0	54	3	0	57	73
4:15 PM	6	0	1	0	7	1	14	0	0	15	0	0	0	0	0	0	42	6	0	48	70
4:30 PM	3	0	3	0	6	2	17	0	0	19	0	0	0	0	0	0	41	13	0	54	79
4:45 PM	2	0	4	0	6	4	16	0	0	20	1	0	0	0	1	0	40	10	0	50	77
Total	13	0	9	0	22	7	60	0	0	67	1	0	0	0	1	0	177	32	0	209	299
5:00 PM	9	0	1	0	10	4	22	0	0	26	0	0	0	0	0	0	44	12	0	56	92
5:15 PM	7	0	0	0	7	3	18	0	0	21	1	0	0	0	1	0	40	13	0	53	82
5:30 PM	8	0	3	0	11	0	20	0	0	20	0	0	0	0	0	0	48	12	0	60	91
5:45 PM	4	0	0	0	4	4	25	0	0	29	0	0	0	0	0	0	35	13	0	48	81
Total	28	0	4	0	32	11	85	0	0	96	1	0	0	0	1	0	167	50	0	217	346
Grand Total	80	0	33	0	113	38	310	0	0	348	4	1	0	0	5	0	654	128	0	782	1248
Approach %	70.8	0.0	29.2	0.0		10.9	89.1	0.0	0.0		80.0	20.0	0.0	0.0		0.0	83.6	16.4	0.0		
Total %	6.4	0.0	2.6	0.0	9.1	3.0	24.8	0.0	0.0	27.9	0.3	0.1	0.0	0.0	0.4	0.0	52.4	10.3	0.0	62.7	
Exiting Leg Total					167					691					0					390	1248

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

5:00 PM	Springhouse Trail					Cole Street					Gas Station Drive					Cole Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	9	0	1	0	10	4	22	0	0	26	0	0	0	0	0	0	44	12	0	56	92
5:15 PM	7	0	0	0	7	3	18	0	0	21	1	0	0	0	1	0	40	13	0	53	82
5:30 PM	8	0	3	0	11	0	20	0	0	20	0	0	0	0	0	0	48	12	0	60	91
5:45 PM	4	0	0	0	4	4	25	0	0	29	0	0	0	0	0	0	35	13	0	48	81
Total Volume	28	0	4	0	32	11	85	0	0	96	1	0	0	0	1	0	167	50	0	217	346
% Approach Total	87.5	0.0	12.5	0.0		11.5	88.5	0.0	0.0		100.0	0.0	0.0	0.0		0.0	77.0	23.0	0.0		
PHF	0.778	0.000	0.333	0.000	0.727	0.688	0.850	0.000	0.000	0.828	0.250	0.000	0.000	0.000	0.250	0.000	0.870	0.962	0.000	0.904	0.940
Entering Leg	28	0	4	0	32	11	85	0	0	96	1	0	0	0	1	0	167	50	0	217	346
Exiting Leg					61					172					0					113	346
Total					93					268					1					330	692

PDI File #: **207651 DD**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

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

	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
3:00 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	11
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	0	12	0	0	12	21
Approach %	100.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	4.8	0.0	0.0	0.0	4.8	4.8	33.3	0.0	0.0	38.1	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	
Exiting Leg Total					1					12					0					8	21
Buses	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	8
% Buses	100.0	0.0	0.0	0.0	100.0	100.0	57.1	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	38.1
Exiting Leg Total					1					2					0					5	8
Single-Unit Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	13
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	83.3	61.9
Exiting Leg Total					0					10					0					3	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

2:45 PM	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
3:00 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total Volume	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	11
% Approach Total	100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.250	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.688
Buses	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	7
Buses %	100.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	63.6
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	36.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	7
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	11
Buses					1					2					0					4	7
Single-Unit Trucks					0					4					0					0	4
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					1					6					0					4	11

PDI File #: **207651 DD**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Buses

	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
3:00 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	6
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	8
Approach %	100.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	12.5	0.0	0.0	0.0	12.5	12.5	50.0	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total					1					2					0					5	8

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

2:45 PM	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:00 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	7
% Approach Total	100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.250	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.438
Entering Leg	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	7
Exiting Leg					1					2					0					4	7
Total					2					6					0					6	14

PDI File #: **207651 DD**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Single-Unit Trucks

	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	13
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	76.9	0.0	0.0	76.9	
Exiting Leg Total					0					10					0					3	13

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

3:30 PM	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.833
Entering Leg	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
Exiting Leg					0					7					0					3	10
Total					0					10					0					10	20

PDI File #: **207651 DD**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Articulated Trucks

	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

2:00 PM	Springhouse Trail from North					Cole Street from East					Gas Station Drive from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **207651 DD**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
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Class:

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

Bicycles (on Roadway and Crosswalks)

	Springhouse Trail							Cole Street							Gas Station Drive							Cole Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	80.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	
Exiting Leg Total							0							1							4							0	5

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

3:45 PM	Springhouse Trail							Cole Street							Gas Station Drive							Cole Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.333	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
Entering Leg	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg							0							0							4							0	4
Total							4							0							4							0	8

PDI File #: **207651 DD**
Location: **N: Springhouse Trail S: Gas Station Drive**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM**
Class:

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

Pedestrians

	Springhouse Trail							Cole Street							Gas Station Drive							Cole Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2	2	4
Grand Total	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	2	1	3	0	0	0	0	1	2	3	9
Approach %	0	0	0	0	0	100		0	0	0	0	0	100		0	0	0	0	66.7	33.3		0	0	0	0	33.3	66.7		
Total %	0	0	0	0	0	11.1	11.1	0	0	0	0	0	22.2	22.2	0	0	0	0	22.2	11.1	33.3	0	0	0	0	11.1	22.2	33.3	
Exiting Leg Total							1							2							3							3	9

Peak Hour Analysis from 02:00 PM to 06:00 PM begins at:

4:30 PM	Springhouse Trail							Cole Street							Gas Station Drive							Cole Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.625
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	5
Exiting Leg							1							0							2							2	5
Total							2							0							4							4	10

Location Map: 218108 Seekonk, MA

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

(1) 6:30am-6:30pm TMC (B)
(5) 7-11am/ 2:30-6:30pm TMCs (A-C-D-E-F)
** 2 VCUs @ E and F
(2) 48HR VCU-ATRs+ HR



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
Caputo & Wick	A. Novo		Wed 8/25 thru Thurs 8/26/2021	218108	Seekonk, MA

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	20	101	2	0	123	10	53	6	0	69	3	119	20	0	142	12	16	10	0	38	372
7:15 AM	36	113	2	0	151	9	54	3	0	66	1	121	34	0	156	19	17	19	0	55	428
7:30 AM	36	97	1	0	134	10	56	4	0	70	9	122	32	0	163	28	17	24	0	69	436
7:45 AM	37	104	1	0	142	5	61	11	0	77	1	124	54	0	179	29	11	17	0	57	455
Total	129	415	6	0	550	34	224	24	0	282	14	486	140	0	640	88	61	70	0	219	1691
8:00 AM	32	127	0	0	159	8	47	10	0	65	10	108	23	0	141	21	19	15	0	55	420
8:15 AM	32	105	2	0	139	2	58	14	0	74	5	118	34	0	157	22	18	18	0	58	428
8:30 AM	27	104	1	0	132	12	48	12	0	72	7	122	34	0	163	27	23	16	0	66	433
8:45 AM	38	114	1	0	153	2	43	15	0	60	4	94	25	0	123	18	30	20	0	68	404
Total	129	450	4	0	583	24	196	51	0	271	26	442	116	0	584	88	90	69	0	247	1685
9:00 AM	32	114	0	0	146	7	46	5	0	58	5	93	23	0	121	31	13	33	0	77	402
9:15 AM	25	94	3	0	122	6	33	6	0	45	7	89	23	0	119	25	30	14	0	69	355
9:30 AM	34	114	3	0	151	12	38	9	0	59	9	93	23	0	125	31	22	33	0	86	421
9:45 AM	33	94	2	0	129	3	39	9	0	51	7	102	31	0	140	33	24	27	0	84	404
Total	124	416	8	0	548	28	156	29	0	213	28	377	100	0	505	120	89	107	0	316	1582
10:00 AM	34	108	2	0	144	4	26	5	0	35	7	84	25	0	116	26	24	23	0	73	368
10:15 AM	36	134	0	0	170	14	46	4	0	64	5	96	21	0	122	29	19	19	0	67	423
10:30 AM	29	119	1	0	149	7	35	9	0	51	9	83	18	0	110	32	18	29	0	79	389
10:45 AM	35	115	1	0	151	6	30	13	0	49	8	102	28	0	138	37	32	32	0	101	439
Total	134	476	4	0	614	31	137	31	0	199	29	365	92	0	486	124	93	103	0	320	1619
Grand Total	516	1757	22	0	2295	117	713	135	0	965	97	1670	448	0	2215	420	333	349	0	1102	6577
Approach %	22.5	76.6	1.0	0.0		12.1	73.9	14.0	0.0		4.4	75.4	20.2	0.0		38.1	30.2	31.7	0.0		
Total %	7.8	26.7	0.3	0.0	34.9	1.8	10.8	2.1	0.0	14.7	1.5	25.4	6.8	0.0	33.7	6.4	5.1	5.3	0.0	16.8	
Exiting Leg Total					2136					452					2312					1677	6577
Cars	491	1655	20	0	2166	115	695	131	0	941	95	1566	439	0	2100	407	319	322	0	1048	6255
% Cars	95.2	94.2	90.9	0.0	94.4	98.3	97.5	97.0	0.0	97.5	97.9	93.8	98.0	0.0	94.8	96.9	95.8	92.3	0.0	95.1	95.1
Exiting Leg Total					2003					434					2193					1625	6255
Heavy Vehicles	25	102	2	0	129	2	18	4	0	24	2	104	9	0	115	13	14	27	0	54	322
% Heavy Vehicles	4.8	5.8	9.1	0.0	5.6	1.7	2.5	3.0	0.0	2.5	2.1	6.2	2.0	0.0	5.2	3.1	4.2	7.7	0.0	4.9	4.9
Exiting Leg Total					133					18					119					52	322

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:15 AM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	36	113	2	0	151	9	54	3	0	66	1	121	34	0	156	19	17	19	0	55	428
7:30 AM	36	97	1	0	134	10	56	4	0	70	9	122	32	0	163	28	17	24	0	69	436
7:45 AM	37	104	1	0	142	5	61	11	0	77	1	124	54	0	179	29	11	17	0	57	455
8:00 AM	32	127	0	0	159	8	47	10	0	65	10	108	23	0	141	21	19	15	0	55	420
Total Volume	141	441	4	0	586	32	218	28	0	278	21	475	143	0	639	97	64	75	0	236	1739
% Approach Total	24.1	75.3	0.7	0.0		11.5	78.4	10.1	0.0		3.3	74.3	22.4	0.0		41.1	27.1	31.8	0.0		
PHF	0.953	0.868	0.500	0.000	0.921	0.800	0.893	0.636	0.000	0.903	0.525	0.958	0.662	0.000	0.892	0.836	0.842	0.781	0.000	0.855	0.955
Cars	135	417	3	0	555	32	217	27	0	276	21	448	141	0	610	97	60	70	0	227	1668
Cars %	95.7	94.6	75.0	0.0	94.7	100.0	99.5	96.4	0.0	99.3	100.0	94.3	98.6	0.0	95.5	100.0	93.8	93.3	0.0	96.2	95.9
Heavy Vehicles	6	24	1	0	31	0	1	1	0	2	0	27	2	0	29	0	4	5	0	9	71
Heavy Vehicles %	4.3	5.4	25.0	0.0	5.3	0.0	0.5	3.6	0.0	0.7	0.0	5.7	1.4	0.0	4.5	0.0	6.3	6.7	0.0	3.8	4.1
Cars Enter Leg	135	417	3	0	555	32	217	27	0	276	21	448	141	0	610	97	60	70	0	227	1668
Heavy Enter Leg	6	24	1	0	31	0	1	1	0	2	0	27	2	0	29	0	4	5	0	9	71
Total Entering Leg	141	441	4	0	586	32	218	28	0	278	21	475	143	0	639	97	64	75	0	236	1739
Cars Exiting Leg					550					84					541					493	1668
Heavy Exiting Leg					32					5					25					9	71
Total Exiting Leg					582					89					566					502	1739

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Cars**

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	20	98	2	0	120	9	51	6	0	66	3	115	19	0	137	12	15	9	0	36	359
7:15 AM	35	106	2	0	143	9	54	2	0	65	1	112	34	0	147	19	17	19	0	55	410
7:30 AM	34	91	1	0	126	10	56	4	0	70	9	112	32	0	153	28	15	22	0	65	414
7:45 AM	36	98	0	0	134	5	60	11	0	76	1	120	53	0	174	29	9	15	0	53	437
Total	125	393	5	0	523	33	221	23	0	277	14	459	138	0	611	88	56	65	0	209	1620
8:00 AM	30	122	0	0	152	8	47	10	0	65	10	104	22	0	136	21	19	14	0	54	407
8:15 AM	31	101	2	0	134	1	56	12	0	69	5	116	33	0	154	22	18	15	0	55	412
8:30 AM	23	98	1	0	122	12	47	12	0	71	7	114	33	0	154	25	20	15	0	60	407
8:45 AM	37	106	1	0	144	2	43	15	0	60	4	89	25	0	118	17	30	19	0	66	388
Total	121	427	4	0	552	23	193	49	0	265	26	423	113	0	562	85	87	63	0	235	1614
9:00 AM	31	108	0	0	139	7	44	5	0	56	4	89	22	0	115	30	13	28	0	71	381
9:15 AM	25	88	3	0	116	6	32	6	0	44	6	86	23	0	115	24	30	11	0	65	340
9:30 AM	32	107	3	0	142	12	35	9	0	56	9	84	23	0	116	28	21	32	0	81	395
9:45 AM	32	90	1	0	123	3	37	9	0	49	7	91	30	0	128	30	24	26	0	80	380
Total	120	393	7	0	520	28	148	29	0	205	26	350	98	0	474	112	88	97	0	297	1496
10:00 AM	31	101	2	0	134	4	25	5	0	34	7	72	25	0	104	25	24	22	0	71	343
10:15 AM	35	126	0	0	161	14	44	4	0	62	5	91	21	0	117	28	16	18	0	62	402
10:30 AM	26	110	1	0	137	7	34	9	0	50	9	76	16	0	101	32	16	28	0	76	364
10:45 AM	33	105	1	0	139	6	30	12	0	48	8	95	28	0	131	37	32	29	0	98	416
Total	125	442	4	0	571	31	133	30	0	194	29	334	90	0	453	122	88	97	0	307	1525
Grand Total	491	1655	20	0	2166	115	695	131	0	941	95	1566	439	0	2100	407	319	322	0	1048	6255
Approach %	22.7	76.4	0.9	0.0		12.2	73.9	13.9	0.0		4.5	74.6	20.9	0.0		38.8	30.4	30.7	0.0		
Total %	7.8	26.5	0.3	0.0	34.6	1.8	11.1	2.1	0.0	15.0	1.5	25.0	7.0	0.0	33.6	6.5	5.1	5.1	0.0	16.8	
Exiting Leg Total					2003					434					2193					1625	6255

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:30 AM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	34	91	1	0	126	10	56	4	0	70	9	112	32	0	153	28	15	22	0	65	414
7:45 AM	36	98	0	0	134	5	60	11	0	76	1	120	53	0	174	29	9	15	0	53	437
8:00 AM	30	122	0	0	152	8	47	10	0	65	10	104	22	0	136	21	19	14	0	54	407
8:15 AM	31	101	2	0	134	1	56	12	0	69	5	116	33	0	154	22	18	15	0	55	412
Total Volume	131	412	3	0	546	24	219	37	0	280	25	452	140	0	617	100	61	66	0	227	1670
% Approach Total	24.0	75.5	0.5	0.0		8.6	78.2	13.2	0.0		4.1	73.3	22.7	0.0		44.1	26.9	29.1	0.0		
PHF	0.910	0.844	0.375	0.000	0.898	0.600	0.913	0.771	0.000	0.921	0.625	0.942	0.660	0.000	0.886	0.862	0.803	0.750	0.000	0.873	0.955
Entering Leg	131	412	3	0	546	24	219	37	0	280	25	452	140	0	617	100	61	66	0	227	1670
Exiting Leg					542					89					549					490	1670
Total					1088					369					1166					717	3340

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

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

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	0	0	3	1	2	0	0	3	0	4	1	0	5	0	1	1	0	2	13
7:15 AM	1	7	0	0	8	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	18
7:30 AM	2	6	0	0	8	0	0	0	0	0	0	10	0	0	10	0	2	2	0	4	22
7:45 AM	1	6	1	0	8	0	1	0	0	1	0	4	1	0	5	0	2	2	0	4	18
Total	4	22	1	0	27	1	3	1	0	5	0	27	2	0	29	0	5	5	0	10	71
8:00 AM	2	5	0	0	7	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	13
8:15 AM	1	4	0	0	5	1	2	2	0	5	0	2	1	0	3	0	0	3	0	3	16
8:30 AM	4	6	0	0	10	0	1	0	0	1	0	8	1	0	9	2	3	1	0	6	26
8:45 AM	1	8	0	0	9	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	16
Total	8	23	0	0	31	1	3	2	0	6	0	19	3	0	22	3	3	6	0	12	71
9:00 AM	1	6	0	0	7	0	2	0	0	2	1	4	1	0	6	1	0	5	0	6	21
9:15 AM	0	6	0	0	6	0	1	0	0	1	1	3	0	0	4	1	0	3	0	4	15
9:30 AM	2	7	0	0	9	0	3	0	0	3	0	9	0	0	9	3	1	1	0	5	26
9:45 AM	1	4	1	0	6	0	2	0	0	2	0	11	1	0	12	3	0	1	0	4	24
Total	4	23	1	0	28	0	8	0	0	8	2	27	2	0	31	8	1	10	0	19	86
10:00 AM	3	7	0	0	10	0	1	0	0	1	0	12	0	0	12	1	0	1	0	2	25
10:15 AM	1	8	0	0	9	0	2	0	0	2	0	5	0	0	5	1	3	1	0	5	21
10:30 AM	3	9	0	0	12	0	1	0	0	1	0	7	2	0	9	0	2	1	0	3	25
10:45 AM	2	10	0	0	12	0	0	1	0	1	0	7	0	0	7	0	0	3	0	3	23
Total	9	34	0	0	43	0	4	1	0	5	0	31	2	0	33	2	5	6	0	13	94
Grand Total	25	102	2	0	129	2	18	4	0	24	2	104	9	0	115	13	14	27	0	54	322
Approach %	19.4	79.1	1.6	0.0		8.3	75.0	16.7	0.0		1.7	90.4	7.8	0.0		24.1	25.9	50.0	0.0		
Total %	7.8	31.7	0.6	0.0	40.1	0.6	5.6	1.2	0.0	7.5	0.6	32.3	2.8	0.0	35.7	4.0	4.3	8.4	0.0	16.8	
Exiting Leg Total					133					18					119					52	322
Buses	3	5	0	0	8	0	0	2	0	2	0	5	0	0	5	0	2	2	0	4	19
% Buses	12.0	4.9	0.0	0.0	6.2	0.0	0.0	50.0	0.0	8.3	0.0	4.8	0.0	0.0	4.3	0.0	14.3	7.4	0.0	7.4	5.9
Exiting Leg Total					7					2					7					3	19
Single-Unit Trucks	22	72	2	0	96	2	15	1	0	18	2	65	7	0	74	12	12	23	0	47	235
% Single-Unit	88.0	70.6	100.0	0.0	74.4	100.0	83.3	25.0	0.0	75.0	100.0	62.5	77.8	0.0	64.3	92.3	85.7	85.2	0.0	87.0	73.0
Exiting Leg Total					90					16					85					44	235
Articulated Trucks	0	25	0	0	25	0	3	1	0	4	0	34	2	0	36	1	0	2	0	3	68
% Articulated	0.0	24.5	0.0	0.0	19.4	0.0	16.7	25.0	0.0	16.7	0.0	32.7	22.2	0.0	31.3	7.7	0.0	7.4	0.0	5.6	21.1
Exiting Leg Total					36					0					27					5	68

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:30 AM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
9:30 AM	2	7	0	0	9	0	3	0	0	3	0	9	0	0	9	3	1	1	0	5	26
9:45 AM	1	4	1	0	6	0	2	0	0	2	0	11	1	0	12	3	0	1	0	4	24
10:00 AM	3	7	0	0	10	0	1	0	0	1	0	12	0	0	12	1	0	1	0	2	25
10:15 AM	1	8	0	0	9	0	2	0	0	2	0	5	0	0	5	1	3	1	0	5	21
Total Volume	7	26	1	0	34	0	8	0	0	8	0	37	1	0	38	8	4	4	0	16	96
% Approach Total	20.6	76.5	2.9	0.0		0.0	100.0	0.0	0.0		0.0	97.4	2.6	0.0		50.0	25.0	25.0	0.0		
PHF	0.583	0.813	0.250	0.000	0.850	0.000	0.667	0.000	0.000	0.667	0.000	0.771	0.250	0.000	0.792	0.667	0.333	1.000	0.000	0.800	0.923
Buses	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Buses %	28.6	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Single-Unit Trucks	5	19	1	0	25	0	7	0	0	7	0	27	1	0	28	8	4	4	0	16	76
Single-Unit %	71.4	73.1	100.0	0.0	73.5	0.0	87.5	0.0	0.0	87.5	0.0	73.0	100.0	0.0	73.7	100.0	100.0	100.0	0.0	100.0	79.2
Articulated Trucks	0	7	0	0	7	0	1	0	0	1	0	10	0	0	10	0	0	0	0	0	18
Articulated %	0.0	26.9	0.0	0.0	20.6	0.0	12.5	0.0	0.0	12.5	0.0	27.0	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	18.8
Buses	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	5	19	1	0	25	0	7	0	0	7	0	27	1	0	28	8	4	4	0	16	76
Articulated Trucks	0	7	0	0	7	0	1	0	0	1	0	10	0	0	10	0	0	0	0	0	18
Total Entering Leg	7	26	1	0	34	0	8	0	0	8	0	37	1	0	38	8	4	4	0	16	96
Buses					0					0					0					2	2

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

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

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Single-Unit Trucks					31					5					27					13	76
Articulated Trucks					10					0					7					1	18
Total Exiting Leg					41					5					34					16	96

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Buses**

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	1	0	1	0	3	0	0	3	0	1	1	0	2	7
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	7
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Grand Total	3	5	0	0	8	0	0	2	0	2	0	5	0	0	5	0	2	2	0	4	19
Approach %	37.5	62.5	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		
Total %	15.8	26.3	0.0	0.0	42.1	0.0	0.0	10.5	0.0	10.5	0.0	26.3	0.0	0.0	26.3	0.0	10.5	10.5	0.0	21.1	
Exiting Leg Total					7					2					7					3	19

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:15 AM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Volume	1	2	0	0	3	0	0	1	0	1	0	4	0	0	4	0	1	1	0	2	10
% Approach Total	33.3	66.7	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.375	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.250	0.250	0.000	0.250	0.500
Entering Leg	1	2	0	0	3	0	0	1	0	1	0	4	0	0	4	0	1	1	0	2	10
Exiting Leg					5					1					3					1	10
Total					8					2					7					3	20

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Single-Unit Trucks**

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	0	0	3	1	2	0	0	3	0	2	1	0	3	0	1	1	0	2	11
7:15 AM	1	7	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
7:30 AM	1	3	0	0	4	0	0	0	0	0	0	5	0	0	5	0	1	1	0	2	11
7:45 AM	1	5	1	0	7	0	1	0	0	1	0	3	1	0	4	0	2	2	0	4	16
Total	3	18	1	0	22	1	3	0	0	4	0	13	2	0	15	0	4	4	0	8	49
8:00 AM	2	3	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
8:15 AM	1	2	0	0	3	1	2	1	0	4	0	0	1	0	1	0	0	3	0	3	11
8:30 AM	4	2	0	0	6	0	0	0	0	0	0	5	1	0	6	2	2	1	0	5	17
8:45 AM	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	11
Total	8	12	0	0	20	1	2	1	0	4	0	11	2	0	13	3	2	6	0	11	48
9:00 AM	1	5	0	0	6	0	2	0	0	2	1	3	1	0	5	1	0	5	0	6	19
9:15 AM	0	6	0	0	6	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	10
9:30 AM	2	6	0	0	8	0	3	0	0	3	0	6	0	0	6	3	1	1	0	5	22
9:45 AM	1	3	1	0	5	0	2	0	0	2	0	9	1	0	10	3	0	1	0	4	21
Total	4	20	1	0	25	0	7	0	0	7	2	19	2	0	23	7	1	9	0	17	72
10:00 AM	1	6	0	0	7	0	1	0	0	1	0	8	0	0	8	1	0	1	0	2	18
10:15 AM	1	4	0	0	5	0	1	0	0	1	0	4	0	0	4	1	3	1	0	5	15
10:30 AM	3	6	0	0	9	0	1	0	0	1	0	5	1	0	6	0	2	0	0	2	18
10:45 AM	2	6	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	15
Total	7	22	0	0	29	0	3	0	0	3	0	22	1	0	23	2	5	4	0	11	66
Grand Total	22	72	2	0	96	2	15	1	0	18	2	65	7	0	74	12	12	23	0	47	235
Approach %	22.9	75.0	2.1	0.0		11.1	83.3	5.6	0.0		2.7	87.8	9.5	0.0		25.5	25.5	48.9	0.0		
Total %	9.4	30.6	0.9	0.0	40.9	0.9	6.4	0.4	0.0	7.7	0.9	27.7	3.0	0.0	31.5	5.1	5.1	9.8	0.0	20.0	
Exiting Leg Total					90					16					85					44	235

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:30 AM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
9:30 AM	2	6	0	0	8	0	3	0	0	3	0	6	0	0	6	3	1	1	0	5	22
9:45 AM	1	3	1	0	5	0	2	0	0	2	0	9	1	0	10	3	0	1	0	4	21
10:00 AM	1	6	0	0	7	0	1	0	0	1	0	8	0	0	8	1	0	1	0	2	18
10:15 AM	1	4	0	0	5	0	1	0	0	1	0	4	0	0	4	1	3	1	0	5	15
Total Volume	5	19	1	0	25	0	7	0	0	7	0	27	1	0	28	8	4	4	0	16	76
% Approach Total	20.0	76.0	4.0	0.0		0.0	100.0	0.0	0.0		0.0	96.4	3.6	0.0		50.0	25.0	25.0	0.0		
PHF	0.625	0.792	0.250	0.000	0.781	0.000	0.583	0.000	0.000	0.583	0.000	0.750	0.250	0.000	0.700	0.667	0.333	1.000	0.000	0.800	0.864
Entering Leg	5	19	1	0	25	0	7	0	0	7	0	27	1	0	28	8	4	4	0	16	76
Exiting Leg					31					5					27					13	76
Total					56					12					55					29	152

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Articulated Trucks**

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:30 AM	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	8
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	7	0	0	7	0	1	0	0	1	0	7	1	0	8	0	0	0	0	0	16
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	1	0	1	0	2	5
9:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	2	0	0	2	0	1	0	0	1	0	7	0	0	7	1	0	1	0	2	12
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
10:15 AM	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	6
10:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
10:45 AM	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	8
Total	0	12	0	0	12	0	1	1	0	2	0	9	1	0	10	0	0	1	0	1	25
Grand Total	0	25	0	0	25	0	3	1	0	4	0	34	2	0	36	1	0	2	0	3	68
Approach %	0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	94.4	5.6	0.0		33.3	0.0	66.7	0.0		
Total %	0.0	36.8	0.0	0.0	36.8	0.0	4.4	1.5	0.0	5.9	0.0	50.0	2.9	0.0	52.9	1.5	0.0	2.9	0.0	4.4	
Exiting Leg Total					36					0					27					5	68

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

10:00 AM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
10:15 AM	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	6
10:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
10:45 AM	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	8
Total Volume	0	12	0	0	12	0	1	1	0	2	0	9	1	0	10	0	0	1	0	1	25
% Approach Total	0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	90.0	10.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.250	0.250	0.000	0.500	0.000	0.563	0.250	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.781
Entering Leg	0	12	0	0	12	0	1	1	0	2	0	9	1	0	10	0	0	1	0	1	25
Exiting Leg					10					0					13					2	25
Total					22					2					23					3	50

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class:

Bicycles (on Roadway and Crosswalks)

	Fall River Avenue (Route 114A) from North							County Street from East							Fall River Avenue (Route 114A) from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	1	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	1	3
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	33.3	
Exiting Leg Total							0							0							1							2	3

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

8:45 AM	Fall River Avenue (Route 114A) from North							County Street from East							Fall River Avenue (Route 114A) from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	1	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.375
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	1	3
Exiting Leg							0							0							1							2	3
Total							0							1							2							3	6

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Pedestrians**

	Fall River Avenue (Route 114A) from North							County Street from East							Fall River Avenue (Route 114A) from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	1	4	5	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Approach %	0	0	0	0	20	80		0	0	0	0	33.3	66.7		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	12.5	50	62.5	0	0	0	0	12.5	25	37.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							5							3							0							0	8

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:15 AM	Fall River Avenue (Route 114A) from North							County Street from East							Fall River Avenue (Route 114A) from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg							2							2							0							0	4
Total							4							4							0							0	8

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	39	112	2	0	153	2	40	8	0	50	9	120	16	0	145	42	22	41	0	105	453
2:45 PM	45	145	2	0	192	4	36	13	0	53	5	173	24	0	202	34	31	46	0	111	558
Total	84	257	4	0	345	6	76	21	0	103	14	293	40	0	347	76	53	87	0	216	1011
3:00 PM	26	167	3	0	196	10	39	9	0	58	10	179	29	0	218	45	30	47	0	122	594
3:15 PM	31	149	3	0	183	7	46	9	0	62	7	184	33	0	224	38	40	43	0	121	590
3:30 PM	32	138	0	0	170	2	42	9	0	53	13	176	21	0	210	34	46	53	0	133	566
3:45 PM	37	150	1	0	188	13	35	12	0	60	12	182	27	0	221	42	28	50	0	120	589
Total	126	604	7	0	737	32	162	39	0	233	42	721	110	0	873	159	144	193	0	496	2339
4:00 PM	36	132	5	0	173	8	40	15	0	63	9	182	8	0	199	41	38	53	0	132	567
4:15 PM	32	150	2	0	184	7	65	15	0	87	10	183	18	0	211	33	36	31	0	100	582
4:30 PM	26	171	1	0	198	12	48	15	0	75	5	184	22	0	211	45	44	35	0	124	608
4:45 PM	29	151	2	0	182	6	43	10	0	59	13	182	11	0	206	51	43	53	0	147	594
Total	123	604	10	0	737	33	196	55	0	284	37	731	59	0	827	170	161	172	0	503	2351
5:00 PM	39	153	0	0	192	4	43	8	0	55	10	210	13	0	233	39	42	38	0	119	599
5:15 PM	23	165	0	0	188	8	66	5	0	79	6	195	15	0	216	34	48	43	0	125	608
5:30 PM	30	143	1	0	174	13	57	8	0	78	2	193	20	0	215	54	35	30	0	119	586
5:45 PM	34	156	2	0	192	4	42	12	0	58	15	173	19	0	207	46	39	40	0	125	582
Total	126	617	3	0	746	29	208	33	0	270	33	771	67	0	871	173	164	151	0	488	2375
6:00 PM	37	121	3	0	161	5	37	3	0	45	5	154	57	0	216	32	38	49	0	119	541
6:15 PM	30	126	1	0	157	7	43	10	0	60	4	176	60	0	240	42	38	40	0	120	577
Total	67	247	4	0	318	12	80	13	0	105	9	330	117	0	456	74	76	89	0	239	1118
Grand Total	526	2329	28	0	2883	112	722	161	0	995	135	2846	393	0	3374	652	598	692	0	1942	9194
Approach %	18.2	80.8	1.0	0.0		11.3	72.6	16.2	0.0		4.0	84.4	11.6	0.0		33.6	30.8	35.6	0.0		
Total %	5.7	25.3	0.3	0.0	31.4	1.2	7.9	1.8	0.0	10.8	1.5	31.0	4.3	0.0	36.7	7.1	6.5	7.5	0.0	21.1	
Exiting Leg Total					3650					761					3142					1641	9194
Cars	517	2253	28	0	2798	109	709	159	0	977	130	2768	383	0	3281	644	585	688	0	1917	8973
% Cars	98.3	96.7	100.0	0.0	97.1	97.3	98.2	98.8	0.0	98.2	96.3	97.3	97.5	0.0	97.2	98.8	97.8	99.4	0.0	98.7	97.6
Exiting Leg Total					3565					743					3056					1609	8973
Heavy Vehicles	9	76	0	0	85	3	13	2	0	18	5	78	10	0	93	8	13	4	0	25	221
% Heavy Vehicles	1.7	3.3	0.0	0.0	2.9	2.7	1.8	1.2	0.0	1.8	3.7	2.7	2.5	0.0	2.8	1.2	2.2	0.6	0.0	1.3	2.4
Exiting Leg Total					85					18					86					32	221

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:30 PM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	26	171	1	0	198	12	48	15	0	75	5	184	22	0	211	45	44	35	0	124	608
4:45 PM	29	151	2	0	182	6	43	10	0	59	13	182	11	0	206	51	43	53	0	147	594
5:00 PM	39	153	0	0	192	4	43	8	0	55	10	210	13	0	233	39	42	38	0	119	599
5:15 PM	23	165	0	0	188	8	66	5	0	79	6	195	15	0	216	34	48	43	0	125	608
Total Volume	117	640	3	0	760	30	200	38	0	268	34	771	61	0	866	169	177	169	0	515	2409
% Approach Total	15.4	84.2	0.4	0.0		11.2	74.6	14.2	0.0		3.9	89.0	7.0	0.0		32.8	34.4	32.8	0.0		
PHF	0.750	0.936	0.375	0.000	0.960	0.625	0.758	0.633	0.000	0.848	0.654	0.918	0.693	0.000	0.929	0.828	0.922	0.797	0.000	0.876	0.991
Cars	115	622	3	0	740	29	195	38	0	262	33	758	59	0	850	166	172	169	0	507	2359
Cars %	98.3	97.2	100.0	0.0	97.4	96.7	97.5	100.0	0.0	97.8	97.1	98.3	96.7	0.0	98.2	98.2	97.2	100.0	0.0	98.4	97.9
Heavy Vehicles	2	18	0	0	20	1	5	0	0	6	1	13	2	0	16	3	5	0	0	8	50
Heavy Vehicles %	1.7	2.8	0.0	0.0	2.6	3.3	2.5	0.0	0.0	2.2	2.9	1.7	3.3	0.0	1.8	1.8	2.8	0.0	0.0	1.6	2.1
Cars Enter Leg	115	622	3	0	740	29	195	38	0	262	33	758	59	0	850	166	172	169	0	507	2359
Heavy Enter Leg	2	18	0	0	20	1	5	0	0	6	1	13	2	0	16	3	5	0	0	8	50
Total Entering Leg	117	640	3	0	760	30	200	38	0	268	34	771	61	0	866	169	177	169	0	515	2409
Cars Exiting Leg					956					208					826					369	2359
Heavy Exiting Leg					14					6					21					9	50
Total Exiting Leg					970					214					847					378	2409

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class: **Cars**

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	38	102	2	0	142	2	39	8	0	49	8	117	13	0	138	41	21	39	0	101	430
2:45 PM	44	139	2	0	185	4	35	13	0	52	4	162	22	0	188	34	30	46	0	110	535
Total	82	241	4	0	327	6	74	21	0	101	12	279	35	0	326	75	51	85	0	211	965
3:00 PM	26	160	3	0	189	9	39	8	0	56	9	173	29	0	211	45	28	46	0	119	575
3:15 PM	30	146	3	0	179	7	44	9	0	60	7	176	31	0	214	37	39	43	0	119	572
3:30 PM	32	135	0	0	167	2	41	9	0	52	12	169	21	0	202	34	46	53	0	133	554
3:45 PM	36	146	1	0	183	13	34	12	0	59	12	180	27	0	219	42	27	50	0	119	580
Total	124	587	7	0	718	31	158	38	0	227	40	698	108	0	846	158	140	192	0	490	2281
4:00 PM	35	125	5	0	165	7	40	14	0	61	9	177	8	0	194	41	38	53	0	132	552
4:15 PM	32	145	2	0	179	7	64	15	0	86	10	179	18	0	207	33	35	31	0	99	571
4:30 PM	26	165	1	0	192	12	47	15	0	74	4	180	22	0	206	44	43	35	0	122	594
4:45 PM	28	145	2	0	175	6	41	10	0	57	13	177	10	0	200	50	43	53	0	146	578
Total	121	580	10	0	711	32	192	54	0	278	36	713	58	0	807	168	159	172	0	499	2295
5:00 PM	38	150	0	0	188	3	42	8	0	53	10	209	12	0	231	39	39	38	0	116	588
5:15 PM	23	162	0	0	185	8	65	5	0	78	6	192	15	0	213	33	47	43	0	123	599
5:30 PM	29	136	1	0	166	13	57	8	0	78	2	187	20	0	209	53	35	30	0	118	571
5:45 PM	34	154	2	0	190	4	42	12	0	58	15	171	19	0	205	46	39	39	0	124	577
Total	124	602	3	0	729	28	206	33	0	267	33	759	66	0	858	171	160	150	0	481	2335
6:00 PM	37	119	3	0	159	5	36	3	0	44	5	149	56	0	210	31	38	49	0	118	531
6:15 PM	29	124	1	0	154	7	43	10	0	60	4	170	60	0	234	41	37	40	0	118	566
Total	66	243	4	0	313	12	79	13	0	104	9	319	116	0	444	72	75	89	0	236	1097
Grand Total	517	2253	28	0	2798	109	709	159	0	977	130	2768	383	0	3281	644	585	688	0	1917	8973
Approach %	18.5	80.5	1.0	0.0		11.2	72.6	16.3	0.0		4.0	84.4	11.7	0.0		33.6	30.5	35.9	0.0		
Total %	5.8	25.1	0.3	0.0	31.2	1.2	7.9	1.8	0.0	10.9	1.4	30.8	4.3	0.0	36.6	7.2	6.5	7.7	0.0	21.4	
Exiting Leg Total					3565					743					3056					1609	8973

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:30 PM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	26	165	1	0	192	12	47	15	0	74	4	180	22	0	206	44	43	35	0	122	594
4:45 PM	28	145	2	0	175	6	41	10	0	57	13	177	10	0	200	50	43	53	0	146	578
5:00 PM	38	150	0	0	188	3	42	8	0	53	10	209	12	0	231	39	39	38	0	116	588
5:15 PM	23	162	0	0	185	8	65	5	0	78	6	192	15	0	213	33	47	43	0	123	599
Total Volume	115	622	3	0	740	29	195	38	0	262	33	758	59	0	850	166	172	169	0	507	2359
% Approach Total	15.5	84.1	0.4	0.0		11.1	74.4	14.5	0.0		3.9	89.2	6.9	0.0		32.7	33.9	33.3	0.0		
PHF	0.757	0.942	0.375	0.000	0.964	0.604	0.750	0.633	0.000	0.840	0.635	0.907	0.670	0.000	0.920	0.830	0.915	0.797	0.000	0.868	0.985
Entering Leg	115	622	3	0	740	29	195	38	0	262	33	758	59	0	850	166	172	169	0	507	2359
Exiting Leg					956					208					826					369	2359
Total					1696					470					1676					876	4718

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

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

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	1	10	0	0	11	0	1	0	0	1	1	3	3	0	7	1	1	2	0	4	23
2:45 PM	1	6	0	0	7	0	1	0	0	1	1	11	2	0	14	0	1	0	0	1	23
Total	2	16	0	0	18	0	2	0	0	2	2	14	5	0	21	1	2	2	0	5	46
3:00 PM	0	7	0	0	7	1	0	1	0	2	1	6	0	0	7	0	2	1	0	3	19
3:15 PM	1	3	0	0	4	0	2	0	0	2	0	8	2	0	10	1	1	0	0	2	18
3:30 PM	0	3	0	0	3	0	1	0	0	1	1	7	0	0	8	0	0	0	0	0	12
3:45 PM	1	4	0	0	5	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	9
Total	2	17	0	0	19	1	4	1	0	6	2	23	2	0	27	1	4	1	0	6	58
4:00 PM	1	7	0	0	8	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	15
4:15 PM	0	5	0	0	5	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	11
4:30 PM	0	6	0	0	6	0	1	0	0	1	1	4	0	0	5	1	1	0	0	2	14
4:45 PM	1	6	0	0	7	0	2	0	0	2	0	5	1	0	6	1	0	0	0	1	16
Total	2	24	0	0	26	1	4	1	0	6	1	18	1	0	20	2	2	0	0	4	56
5:00 PM	1	3	0	0	4	1	1	0	0	2	0	1	1	0	2	0	3	0	0	3	11
5:15 PM	0	3	0	0	3	0	1	0	0	1	0	3	0	0	3	1	1	0	0	2	9
5:30 PM	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	15
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
Total	2	15	0	0	17	1	2	0	0	3	0	12	1	0	13	2	4	1	0	7	40
6:00 PM	0	2	0	0	2	0	1	0	0	1	0	5	1	0	6	1	0	0	0	1	10
6:15 PM	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	1	1	0	0	2	11
Total	1	4	0	0	5	0	1	0	0	1	0	11	1	0	12	2	1	0	0	3	21
Grand Total	9	76	0	0	85	3	13	2	0	18	5	78	10	0	93	8	13	4	0	25	221
Approach %	10.6	89.4	0.0	0.0		16.7	72.2	11.1	0.0		5.4	83.9	10.8	0.0		32.0	52.0	16.0	0.0		
Total %	4.1	34.4	0.0	0.0	38.5	1.4	5.9	0.9	0.0	8.1	2.3	35.3	4.5	0.0	42.1	3.6	5.9	1.8	0.0	11.3	
Exiting Leg Total					85					18					86					32	221
Buses	1	3	0	0	4	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	6
% Buses	11.1	3.9	0.0	0.0	4.7	0.0	7.7	0.0	0.0	5.6	0.0	0.0	10.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	2.7
Exiting Leg Total					0					0					3					3	6
Single-Unit Trucks	7	51	0	0	58	3	10	2	0	15	5	50	9	0	64	6	10	2	0	18	155
% Single-Unit	77.8	67.1	0.0	0.0	68.2	100.0	76.9	100.0	0.0	83.3	100.0	64.1	90.0	0.0	68.8	75.0	76.9	50.0	0.0	72.0	70.1
Exiting Leg Total					55					15					59					26	155
Articulated Trucks	1	22	0	0	23	0	2	0	0	2	0	28	0	0	28	2	3	2	0	7	60
% Articulated	11.1	28.9	0.0	0.0	27.1	0.0	15.4	0.0	0.0	11.1	0.0	35.9	0.0	0.0	30.1	25.0	23.1	50.0	0.0	28.0	27.1
Exiting Leg Total					30					3					24					3	60

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	1	10	0	0	11	0	1	0	0	1	1	3	3	0	7	1	1	2	0	4	23
2:45 PM	1	6	0	0	7	0	1	0	0	1	1	11	2	0	14	0	1	0	0	1	23
3:00 PM	0	7	0	0	7	1	0	1	0	2	1	6	0	0	7	0	2	1	0	3	19
3:15 PM	1	3	0	0	4	0	2	0	0	2	0	8	2	0	10	1	1	0	0	2	18
Total Volume	3	26	0	0	29	1	4	1	0	6	3	28	7	0	38	2	5	3	0	10	83
% Approach Total	10.3	89.7	0.0	0.0		16.7	66.7	16.7	0.0		7.9	73.7	18.4	0.0		20.0	50.0	30.0	0.0		
PHF	0.750	0.650	0.000	0.000	0.659	0.250	0.500	0.250	0.000	0.750	0.750	0.636	0.583	0.000	0.679	0.500	0.625	0.375	0.000	0.625	0.902
Buses	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Buses %	0.0	7.7	0.0	0.0	6.9	0.0	25.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Single-Unit Trucks	3	19	0	0	22	1	3	1	0	5	3	20	7	0	30	2	4	2	0	8	65
Single-Unit %	100.0	73.1	0.0	0.0	75.9	100.0	75.0	100.0	0.0	83.3	100.0	71.4	100.0	0.0	78.9	100.0	80.0	66.7	0.0	80.0	78.3
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	1	1	0	2	15
Articulated %	0.0	19.2	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	21.1	0.0	20.0	33.3	0.0	20.0	18.1
Buses	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Single-Unit Trucks	3	19	0	0	22	1	3	1	0	5	3	20	7	0	30	2	4	2	0	8	65
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	1	1	0	2	15

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

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

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total Entering Leg	3	26	0	0	29	1	4	1	0	6	3	28	7	0	38	2	5	3	0	10	83
Buses					0					0					2					1	3
Single-Unit Trucks					23					7					22					13	65
Articulated Trucks					9					1					5					0	15
Total Exiting Leg					32					8					29					14	83

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class: **Buses**

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	3	0	0	4	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	6
Approach %	25.0	75.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		
Total %	16.7	50.0	0.0	0.0	66.7	0.0	16.7	0.0	0.0	16.7	0.0	0.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					3					3	6

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

3:00 PM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg					0					0					3					1	4
Total					4					0					3					1	8

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class: **Single-Unit Trucks**

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	1	8	0	0	9	0	0	0	0	0	1	2	3	0	6	1	1	1	0	3	18
2:45 PM	1	4	0	0	5	0	1	0	0	1	1	7	2	0	10	0	1	0	0	1	17
Total	2	12	0	0	14	0	1	0	0	1	2	9	5	0	16	1	2	1	0	4	35
3:00 PM	0	6	0	0	6	1	0	1	0	2	1	4	0	0	5	0	2	1	0	3	16
3:15 PM	1	1	0	0	2	0	2	0	0	2	0	7	2	0	9	1	0	0	0	1	14
3:30 PM	0	2	0	0	2	0	1	0	0	1	1	4	0	0	5	0	0	0	0	0	8
3:45 PM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	6
Total	1	12	0	0	13	1	4	1	0	6	2	16	2	0	20	1	3	1	0	5	44
4:00 PM	1	5	0	0	6	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	12
4:15 PM	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	8
4:30 PM	0	4	0	0	4	0	1	0	0	1	1	3	0	0	4	1	1	0	0	2	11
4:45 PM	1	3	0	0	4	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	8
Total	2	16	0	0	18	1	3	1	0	5	1	12	0	0	13	2	1	0	0	3	39
5:00 PM	1	2	0	0	3	1	1	0	0	2	0	1	1	0	2	0	3	0	0	3	10
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	5
5:30 PM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	2	8	0	0	10	1	1	0	0	2	0	8	1	0	9	1	4	0	0	5	26
6:00 PM	0	2	0	0	2	0	1	0	0	1	0	1	1	0	2	1	0	0	0	1	6
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	3	0	0	3	0	1	0	0	1	0	5	1	0	6	1	0	0	0	1	11
Grand Total	7	51	0	0	58	3	10	2	0	15	5	50	9	0	64	6	10	2	0	18	155
Approach %	12.1	87.9	0.0	0.0		20.0	66.7	13.3	0.0		7.8	78.1	14.1	0.0		33.3	55.6	11.1	0.0		
Total %	4.5	32.9	0.0	0.0	37.4	1.9	6.5	1.3	0.0	9.7	3.2	32.3	5.8	0.0	41.3	3.9	6.5	1.3	0.0	11.6	
Exiting Leg Total					55					15					59					26	155

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	1	8	0	0	9	0	0	0	0	0	1	2	3	0	6	1	1	1	0	3	18
2:45 PM	1	4	0	0	5	0	1	0	0	1	1	7	2	0	10	0	1	0	0	1	17
3:00 PM	0	6	0	0	6	1	0	1	0	2	1	4	0	0	5	0	2	1	0	3	16
3:15 PM	1	1	0	0	2	0	2	0	0	2	0	7	2	0	9	1	0	0	0	1	14
Total Volume	3	19	0	0	22	1	3	1	0	5	3	20	7	0	30	2	4	2	0	8	65
% Approach Total	13.6	86.4	0.0	0.0		20.0	60.0	20.0	0.0		10.0	66.7	23.3	0.0		25.0	50.0	25.0	0.0		
PHF	0.750	0.594	0.000	0.000	0.611	0.250	0.375	0.250	0.000	0.625	0.750	0.714	0.583	0.000	0.750	0.500	0.500	0.500	0.000	0.667	0.903
Entering Leg	3	19	0	0	22	1	3	1	0	5	3	20	7	0	30	2	4	2	0	8	65
Exiting Leg					23					7					22					13	65
Total					45					12					52					21	130

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Articulated Trucks

	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
2:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	10
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	10
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	3	0	0	3	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	7
Total	0	8	0	0	8	0	1	0	0	1	0	6	0	0	6	0	1	0	0	1	16
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	7	0	0	7	0	1	0	0	1	0	4	0	0	4	1	0	1	0	2	14
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
6:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	6
Total	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	1	1	0	0	2	10
Grand Total	1	22	0	0	23	0	2	0	0	2	0	28	0	0	28	2	3	2	0	7	60
Approach %	4.3	95.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		28.6	42.9	28.6	0.0		
Total %	1.7	36.7	0.0	0.0	38.3	0.0	3.3	0.0	0.0	3.3	0.0	46.7	0.0	0.0	46.7	3.3	5.0	3.3	0.0	11.7	
Exiting Leg Total					30					3					24					3	60

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:45 PM	Fall River Avenue (Route 114A) from North					County Street from East					Fall River Avenue (Route 114A) from South					County Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	0	3	0	0	3	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	7
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
Total Volume	0	9	0	0	9	0	2	0	0	2	0	7	0	0	7	1	0	0	0	1	19
% Approach Total	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.500	0.000	0.000	0.500	0.000	0.583	0.000	0.000	0.583	0.250	0.000	0.000	0.000	0.250	0.679
Entering Leg	0	9	0	0	9	0	2	0	0	2	0	7	0	0	7	1	0	0	0	1	19
Exiting Leg					7					0					10					2	19
Total					16					2					17					3	38

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Bicycles (on Roadway and Crosswalks)

	Fall River Avenue (Route 114A) from North							County Street from East							Fall River Avenue (Route 114A) from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	
Exiting Leg Total							0							1							1							0	2

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

3:00 PM	Fall River Avenue (Route 114A) from North							County Street from East							Fall River Avenue (Route 114A) from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							1							0							1							0	2

PDI File #: 218108 C
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: County Street W: County Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Pedestrians

	Fall River Avenue (Route 114A) from North							County Street from East							Fall River Avenue (Route 114A) from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
3:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	1	1	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	4	1	5	10
Approach %	0	0	0	0	50	50		0	0	0	0	66.7	33.3		0	0	0	0	0	0		0	0	0	0	80	20		
Total %	0	0	0	0	10	10	20	0	0	0	0	20	10	30	0	0	0	0	0	0	0	0	0	0	0	40	10	50	
Exiting Leg Total							2							3							0							5	10

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North							County Street from East							Fall River Avenue (Route 114A) from South							County Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
3:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Exiting Leg							2							1							0							1	4
Total							4							2							0							2	8

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	129	0	0	129	3	5	0	8	0	139	0	139	276
7:15 AM	128	0	0	128	2	3	0	5	3	159	0	162	295
7:30 AM	134	3	0	137	0	14	0	14	2	169	0	171	322
7:45 AM	135	1	0	136	0	3	0	3	0	180	0	180	319
Total	526	4	0	530	5	25	0	30	5	647	0	652	1212
8:00 AM	160	1	0	161	1	5	0	6	1	147	0	148	315
8:15 AM	139	0	0	139	2	4	0	6	3	152	0	155	300
8:30 AM	131	1	0	132	1	8	0	9	2	172	0	174	315
8:45 AM	144	0	0	144	3	6	0	9	6	118	0	124	277
Total	574	2	0	576	7	23	0	30	12	589	0	601	1207
9:00 AM	151	2	0	153	1	1	0	2	3	115	0	118	273
9:15 AM	121	0	0	121	0	2	0	2	2	127	0	129	252
9:30 AM	159	4	0	163	3	4	0	7	0	120	0	120	290
9:45 AM	125	1	0	126	2	2	0	4	1	135	0	136	266
Total	556	7	0	563	6	9	0	15	6	497	0	503	1081
10:00 AM	129	0	0	129	2	2	0	4	2	125	0	127	260
10:15 AM	169	1	0	170	2	4	0	6	3	115	0	118	294
10:30 AM	154	2	0	156	2	3	0	5	3	112	0	115	276
10:45 AM	168	0	0	168	2	1	0	3	2	138	0	140	311
Total	620	3	0	623	8	10	0	18	10	490	0	500	1141
Grand Total	2276	16	0	2292	26	67	0	93	33	2223	0	2256	4641
Approach %	99.3	0.7	0.0		28.0	72.0	0.0		1.5	98.5	0.0		
Total %	49.0	0.3	0.0	49.4	0.6	1.4	0.0	2.0	0.7	47.9	0.0	48.6	
Exiting Leg Total				2249				49				2343	4641
Cars	2154	16	0	2170	26	67	0	93	33	2110	0	2143	4406
% Cars	94.6	100.0	0.0	94.7	100.0	100.0	0.0	100.0	100.0	94.9	0.0	95.0	94.9
Exiting Leg Total				2136				49				2221	4406
Heavy Vehicles	122	0	0	122	0	0	0	0	0	113	0	113	235
% Heavy Vehicles	5.4	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5.1	0.0	5.0	5.1
Exiting Leg Total				113				0				122	235

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:30 AM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	134	3	0	137	0	14	0	14	2	169	0	171	322
7:45 AM	135	1	0	136	0	3	0	3	0	180	0	180	319
8:00 AM	160	1	0	161	1	5	0	6	1	147	0	148	315
8:15 AM	139	0	0	139	2	4	0	6	3	152	0	155	300
Total Volume	568	5	0	573	3	26	0	29	6	648	0	654	1256
% Approach Total	99.1	0.9	0.0		10.3	89.7	0.0		0.9	99.1	0.0		
PHF	0.888	0.417	0.000	0.890	0.375	0.464	0.000	0.518	0.500	0.900	0.000	0.908	0.975
Cars	544	5	0	549	3	26	0	29	6	625	0	631	1209
Cars %	95.8	100.0	0.0	95.8	100.0	100.0	0.0	100.0	100.0	96.5	0.0	96.5	96.3
Heavy Vehicles	24	0	0	24	0	0	0	0	0	23	0	23	47
Heavy Vehicles %	4.2	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	3.5	0.0	3.5	3.7
Cars Enter Leg	544	5	0	549	3	26	0	29	6	625	0	631	1209
Heavy Enter Leg	24	0	0	24	0	0	0	0	0	23	0	23	47
Total Entering Leg	568	5	0	573	3	26	0	29	6	648	0	654	1256
Cars Exiting Leg				628				11				570	1209
Heavy Exiting Leg				23				0				24	47
Total Exiting Leg				651				11				594	1256

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Cars**

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	124	0	0	124	3	5	0	8	0	133	0	133	265
7:15 AM	120	0	0	120	2	3	0	5	3	151	0	154	279
7:30 AM	128	3	0	131	0	14	0	14	2	159	0	161	306
7:45 AM	129	1	0	130	0	3	0	3	0	176	0	176	309
Total	501	4	0	505	5	25	0	30	5	619	0	624	1159
8:00 AM	152	1	0	153	1	5	0	6	1	141	0	142	301
8:15 AM	135	0	0	135	2	4	0	6	3	149	0	152	293
8:30 AM	124	1	0	125	1	8	0	9	2	162	0	164	298
8:45 AM	134	0	0	134	3	6	0	9	6	114	0	120	263
Total	545	2	0	547	7	23	0	30	12	566	0	578	1155
9:00 AM	144	2	0	146	1	1	0	2	3	109	0	112	260
9:15 AM	113	0	0	113	0	2	0	2	2	123	0	125	240
9:30 AM	149	4	0	153	3	4	0	7	0	111	0	111	271
9:45 AM	119	1	0	120	2	2	0	4	1	126	0	127	251
Total	525	7	0	532	6	9	0	15	6	469	0	475	1022
10:00 AM	123	0	0	123	2	2	0	4	2	111	0	113	240
10:15 AM	158	1	0	159	2	4	0	6	3	110	0	113	278
10:30 AM	144	2	0	146	2	3	0	5	3	104	0	107	258
10:45 AM	158	0	0	158	2	1	0	3	2	131	0	133	294
Total	583	3	0	586	8	10	0	18	10	456	0	466	1070
Grand Total	2154	16	0	2170	26	67	0	93	33	2110	0	2143	4406
Approach %	99.3	0.7	0.0		28.0	72.0	0.0		1.5	98.5	0.0		
Total %	48.9	0.4	0.0	49.3	0.6	1.5	0.0	2.1	0.7	47.9	0.0	48.6	
Exiting Leg Total				2136				49				2221	4406

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:30 AM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	128	3	0	131	0	14	0	14	2	159	0	161	306
7:45 AM	129	1	0	130	0	3	0	3	0	176	0	176	309
8:00 AM	152	1	0	153	1	5	0	6	1	141	0	142	301
8:15 AM	135	0	0	135	2	4	0	6	3	149	0	152	293
Total Volume	544	5	0	549	3	26	0	29	6	625	0	631	1209
% Approach Total	99.1	0.9	0.0		10.3	89.7	0.0		1.0	99.0	0.0		
PHF	0.895	0.417	0.000	0.897	0.375	0.464	0.000	0.518	0.500	0.888	0.000	0.896	0.978
Entering Leg	544	5	0	549	3	26	0	29	6	625	0	631	1209
Exiting Leg				628				11				570	1209
Total				1177				40				1201	2418

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

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

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	5	0	0	5	0	0	0	0	0	6	0	6	11
7:15 AM	8	0	0	8	0	0	0	0	0	8	0	8	16
7:30 AM	6	0	0	6	0	0	0	0	0	10	0	10	16
7:45 AM	6	0	0	6	0	0	0	0	0	4	0	4	10
Total	25	0	0	25	0	0	0	0	0	28	0	28	53
8:00 AM	8	0	0	8	0	0	0	0	0	6	0	6	14
8:15 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
8:30 AM	7	0	0	7	0	0	0	0	0	10	0	10	17
8:45 AM	10	0	0	10	0	0	0	0	0	4	0	4	14
Total	29	0	0	29	0	0	0	0	0	23	0	23	52
9:00 AM	7	0	0	7	0	0	0	0	0	6	0	6	13
9:15 AM	8	0	0	8	0	0	0	0	0	4	0	4	12
9:30 AM	10	0	0	10	0	0	0	0	0	9	0	9	19
9:45 AM	6	0	0	6	0	0	0	0	0	9	0	9	15
Total	31	0	0	31	0	0	0	0	0	28	0	28	59
10:00 AM	6	0	0	6	0	0	0	0	0	14	0	14	20
10:15 AM	11	0	0	11	0	0	0	0	0	5	0	5	16
10:30 AM	10	0	0	10	0	0	0	0	0	8	0	8	18
10:45 AM	10	0	0	10	0	0	0	0	0	7	0	7	17
Total	37	0	0	37	0	0	0	0	0	34	0	34	71
Grand Total	122	0	0	122	0	0	0	0	0	113	0	113	235
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	51.9	0.0	0.0	51.9	0.0	0.0	0.0	0.0	0.0	48.1	0.0	48.1	
Exiting Leg Total				113				0				122	235
Buses	5	0	0	5	0	0	0	0	0	3	0	3	8
% Buses	4.1	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	2.7	0.0	2.7	3.4
Exiting Leg Total				3				0				5	8
Single-Unit Trucks	89	0	0	89	0	0	0	0	0	77	0	77	166
% Single-Unit	73.0	0.0	0.0	73.0	0.0	0.0	0.0	0.0	0.0	68.1	0.0	68.1	70.6
Exiting Leg Total				77				0				89	166
Articulated Trucks	28	0	0	28	0	0	0	0	0	33	0	33	61
% Articulated	23.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	29.2	0.0	29.2	26.0
Exiting Leg Total				33				0				28	61

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

10:00 AM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
10:00 AM	6	0	0	6	0	0	0	0	0	14	0	14	20
10:15 AM	11	0	0	11	0	0	0	0	0	5	0	5	16
10:30 AM	10	0	0	10	0	0	0	0	0	8	0	8	18
10:45 AM	10	0	0	10	0	0	0	0	0	7	0	7	17
Total Volume	37	0	0	37	0	0	0	0	0	34	0	34	71
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.841	0.000	0.000	0.841	0.000	0.000	0.000	0.000	0.000	0.607	0.000	0.607	0.888
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	25	0	0	25	0	0	0	0	0	24	0	24	49
Single-Unit %	67.6	0.0	0.0	67.6	0.0	0.0	0.0	0.0	0.0	70.6	0.0	70.6	69.0
Articulated Trucks	12	0	0	12	0	0	0	0	0	10	0	10	22
Articulated %	32.4	0.0	0.0	32.4	0.0	0.0	0.0	0.0	0.0	29.4	0.0	29.4	31.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	25	0	0	25	0	0	0	0	0	24	0	24	49
Articulated Trucks	12	0	0	12	0	0	0	0	0	10	0	10	22
Total Entering Leg	37	0	0	37	0	0	0	0	0	34	0	34	71
Buses				0				0				0	0

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

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

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
Single-Unit Trucks				24				0				25	49
Articulated Trucks				10				0				12	22
Total Exiting Leg				34				0				37	71

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Buses**

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	2	0	2	3
8:00 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
9:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	5	0	0	5	0	0	0	0	0	3	0	3	8
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	62.5	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	37.5	0.0	37.5	
Exiting Leg Total				3				0				5	8

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:15 AM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Volume	3	0	0	3	0	0	0	0	0	3	0	3	6
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.500
Entering Leg	3	0	0	3	0	0	0	0	0	3	0	3	6
Exiting Leg				3				0				3	6
Total				6				0				6	12

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Single-Unit Trucks**

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	4	0	0	4	0	0	0	0	0	4	0	4	8
7:15 AM	7	0	0	7	0	0	0	0	0	3	0	3	10
7:30 AM	3	0	0	3	0	0	0	0	0	6	0	6	9
7:45 AM	5	0	0	5	0	0	0	0	0	3	0	3	8
Total	19	0	0	19	0	0	0	0	0	16	0	16	35
8:00 AM	5	0	0	5	0	0	0	0	0	4	0	4	9
8:15 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
8:30 AM	5	0	0	5	0	0	0	0	0	6	0	6	11
8:45 AM	7	0	0	7	0	0	0	0	0	3	0	3	10
Total	20	0	0	20	0	0	0	0	0	14	0	14	34
9:00 AM	5	0	0	5	0	0	0	0	0	6	0	6	11
9:15 AM	7	0	0	7	0	0	0	0	0	2	0	2	9
9:30 AM	9	0	0	9	0	0	0	0	0	7	0	7	16
9:45 AM	4	0	0	4	0	0	0	0	0	8	0	8	12
Total	25	0	0	25	0	0	0	0	0	23	0	23	48
10:00 AM	5	0	0	5	0	0	0	0	0	10	0	10	15
10:15 AM	8	0	0	8	0	0	0	0	0	3	0	3	11
10:30 AM	6	0	0	6	0	0	0	0	0	6	0	6	12
10:45 AM	6	0	0	6	0	0	0	0	0	5	0	5	11
Total	25	0	0	25	0	0	0	0	0	24	0	24	49
Grand Total	89	0	0	89	0	0	0	0	0	77	0	77	166
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	53.6	0.0	0.0	53.6	0.0	0.0	0.0	0.0	0.0	46.4	0.0	46.4	
Exiting Leg Total				77				0				89	166

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:30 AM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
9:30 AM	9	0	0	9	0	0	0	0	0	7	0	7	16
9:45 AM	4	0	0	4	0	0	0	0	0	8	0	8	12
10:00 AM	5	0	0	5	0	0	0	0	0	10	0	10	15
10:15 AM	8	0	0	8	0	0	0	0	0	3	0	3	11
Total Volume	26	0	0	26	0	0	0	0	0	28	0	28	54
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.722	0.000	0.000	0.722	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.700	0.844
Entering Leg	26	0	0	26	0	0	0	0	0	28	0	28	54
Exiting Leg				28				0				26	54
Total				54				0				54	108

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Articulated Trucks**

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
7:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
7:30 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
7:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	5	0	0	5	0	0	0	0	0	10	0	10	15
8:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
8:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:30 AM	2	0	0	2	0	0	0	0	0	4	0	4	6
8:45 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total	7	0	0	7	0	0	0	0	0	8	0	8	15
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
9:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
9:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	4	0	0	4	0	0	0	0	0	5	0	5	9
10:00 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
10:15 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
10:30 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
10:45 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total	12	0	0	12	0	0	0	0	0	10	0	10	22
Grand Total	28	0	0	28	0	0	0	0	0	33	0	33	61
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	45.9	0.0	0.0	45.9	0.0	0.0	0.0	0.0	0.0	54.1	0.0	54.1	
Exiting Leg Total				33				0				28	61

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

10:00 AM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
10:00 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
10:15 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
10:30 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
10:45 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total Volume	12	0	0	12	0	0	0	0	0	10	0	10	22
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.917
Entering Leg	12	0	0	12	0	0	0	0	0	10	0	10	22
Exiting Leg				10				0				12	22
Total				22				0				22	44

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

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

	Fall River Avenue (Route 114A) from North						Greenbriar Drive from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	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	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:00 AM	Fall River Avenue (Route 114A) from North						Greenbriar Drive from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Pedestrians

	Fall River Avenue (Route 114A) from North						Greenbriar Drive from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	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	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Approach %	0	0	0	0	0		0	0	0	0	100		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	
Exiting Leg Total						0						1						0	1

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

8:00 AM	Fall River Avenue (Route 114A) from North						Greenbriar Drive from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Exiting Leg						0						1						0	1
Total						0						2						0	2

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	156	1	0	157	1	2	0	3	12	149	0	161	321
2:45 PM	193	4	0	197	3	4	0	7	7	185	0	192	396
Total	349	5	0	354	4	6	0	10	19	334	0	353	717
3:00 PM	214	1	0	215	1	10	0	11	3	226	0	229	455
3:15 PM	191	1	0	192	2	2	0	4	9	223	0	232	428
3:30 PM	189	2	0	191	2	3	0	5	7	210	0	217	413
3:45 PM	202	2	0	204	1	2	0	3	9	227	0	236	443
Total	796	6	0	802	6	17	0	23	28	886	0	914	1739
4:00 PM	196	3	0	199	0	3	0	3	12	206	0	218	420
4:15 PM	196	1	0	197	3	6	0	9	14	217	0	231	437
4:30 PM	229	1	0	230	3	2	0	5	8	211	0	219	454
4:45 PM	206	5	0	211	1	3	0	4	8	211	0	219	434
Total	827	10	0	837	7	14	0	21	42	845	0	887	1745
5:00 PM	203	7	0	210	3	8	0	11	11	235	0	246	467
5:15 PM	200	5	0	205	1	1	0	2	6	220	0	226	433
5:30 PM	203	3	0	206	3	4	0	7	12	213	0	225	438
5:45 PM	198	4	0	202	1	1	0	2	7	192	0	199	403
Total	804	19	0	823	8	14	0	22	36	860	0	896	1741
6:00 PM	164	2	0	166	2	1	0	3	9	243	0	252	421
6:15 PM	175	5	0	180	4	1	0	5	11	235	0	246	431
Total	339	7	0	346	6	2	0	8	20	478	0	498	852
Grand Total	3115	47	0	3162	31	53	0	84	145	3403	0	3548	6794
Approach %	98.5	1.5	0.0		36.9	63.1	0.0		4.1	95.9	0.0		
Total %	45.8	0.7	0.0	46.5	0.5	0.8	0.0	1.2	2.1	50.1	0.0	52.2	
Exiting Leg Total				3434				192				3168	6794
Cars	3029	46	0	3075	29	53	0	82	142	3307	0	3449	6606
% Cars	97.2	97.9	0.0	97.2	93.5	100.0	0.0	97.6	97.9	97.2	0.0	97.2	97.2
Exiting Leg Total				3336				188				3082	6606
Heavy Vehicles	86	1	0	87	2	0	0	2	3	96	0	99	188
% Heavy Vehicles	2.8	2.1	0.0	2.8	6.5	0.0	0.0	2.4	2.1	2.8	0.0	2.8	2.8
Exiting Leg Total				98				4				86	188

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:15 PM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:15 PM	196	1	0	197	3	6	0	9	14	217	0	231	437
4:30 PM	229	1	0	230	3	2	0	5	8	211	0	219	454
4:45 PM	206	5	0	211	1	3	0	4	8	211	0	219	434
5:00 PM	203	7	0	210	3	8	0	11	11	235	0	246	467
Total Volume	834	14	0	848	10	19	0	29	41	874	0	915	1792
% Approach Total	98.3	1.7	0.0		34.5	65.5	0.0		4.5	95.5	0.0		
PHF	0.910	0.500	0.000	0.922	0.833	0.594	0.000	0.659	0.732	0.930	0.000	0.930	0.959
Cars	811	14	0	825	10	19	0	29	41	854	0	895	1749
Cars %	97.2	100.0	0.0	97.3	100.0	100.0	0.0	100.0	100.0	97.7	0.0	97.8	97.6
Heavy Vehicles	23	0	0	23	0	0	0	0	0	20	0	20	43
Heavy Vehicles %	2.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.2	2.4
Cars Enter Leg	811	14	0	825	10	19	0	29	41	854	0	895	1749
Heavy Enter Leg	23	0	0	23	0	0	0	0	0	20	0	20	43
Total Entering Leg	834	14	0	848	10	19	0	29	41	874	0	915	1792
Cars Exiting Leg				864				55				830	1749
Heavy Exiting Leg				20				0				23	43
Total Exiting Leg				884				55				853	1792

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class: **Cars**

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	147	1	0	148	1	2	0	3	11	141	0	152	303
2:45 PM	185	4	0	189	3	4	0	7	6	172	0	178	374
Total	332	5	0	337	4	6	0	10	17	313	0	330	677
3:00 PM	206	1	0	207	1	10	0	11	3	218	0	221	439
3:15 PM	185	1	0	186	1	2	0	3	9	215	0	224	413
3:30 PM	186	2	0	188	2	3	0	5	7	202	0	209	402
3:45 PM	199	2	0	201	1	2	0	3	9	223	0	232	436
Total	776	6	0	782	5	17	0	22	28	858	0	886	1690
4:00 PM	190	3	0	193	0	3	0	3	12	201	0	213	409
4:15 PM	189	1	0	190	3	6	0	9	14	213	0	227	426
4:30 PM	222	1	0	223	3	2	0	5	8	203	0	211	439
4:45 PM	200	5	0	205	1	3	0	4	8	207	0	215	424
Total	801	10	0	811	7	14	0	21	42	824	0	866	1698
5:00 PM	200	7	0	207	3	8	0	11	11	231	0	242	460
5:15 PM	196	5	0	201	1	1	0	2	6	219	0	225	428
5:30 PM	195	2	0	197	3	4	0	7	11	207	0	218	422
5:45 PM	196	4	0	200	1	1	0	2	7	189	0	196	398
Total	787	18	0	805	8	14	0	22	35	846	0	881	1708
6:00 PM	161	2	0	163	2	1	0	3	9	236	0	245	411
6:15 PM	172	5	0	177	3	1	0	4	11	230	0	241	422
Total	333	7	0	340	5	2	0	7	20	466	0	486	833
Grand Total	3029	46	0	3075	29	53	0	82	142	3307	0	3449	6606
Approach %	98.5	1.5	0.0		35.4	64.6	0.0		4.1	95.9	0.0		
Total %	45.9	0.7	0.0	46.5	0.4	0.8	0.0	1.2	2.1	50.1	0.0	52.2	
Exiting Leg Total				3336				188				3082	6606

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:30 PM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	222	1	0	223	3	2	0	5	8	203	0	211	439
4:45 PM	200	5	0	205	1	3	0	4	8	207	0	215	424
5:00 PM	200	7	0	207	3	8	0	11	11	231	0	242	460
5:15 PM	196	5	0	201	1	1	0	2	6	219	0	225	428
Total Volume	818	18	0	836	8	14	0	22	33	860	0	893	1751
% Approach Total	97.8	2.2	0.0		36.4	63.6	0.0		3.7	96.3	0.0		
PHF	0.921	0.643	0.000	0.937	0.667	0.438	0.000	0.500	0.750	0.931	0.000	0.923	0.952
Entering Leg	818	18	0	836	8	14	0	22	33	860	0	893	1751
Exiting Leg				868				51				832	1751
Total				1704				73				1725	3502

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

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

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	9	0	0	9	0	0	0	0	1	8	0	9	18
2:45 PM	8	0	0	8	0	0	0	0	1	13	0	14	22
Total	17	0	0	17	0	0	0	0	2	21	0	23	40
3:00 PM	8	0	0	8	0	0	0	0	0	8	0	8	16
3:15 PM	6	0	0	6	1	0	0	1	0	8	0	8	15
3:30 PM	3	0	0	3	0	0	0	0	0	8	0	8	11
3:45 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
Total	20	0	0	20	1	0	0	1	0	28	0	28	49
4:00 PM	6	0	0	6	0	0	0	0	0	5	0	5	11
4:15 PM	7	0	0	7	0	0	0	0	0	4	0	4	11
4:30 PM	7	0	0	7	0	0	0	0	0	8	0	8	15
4:45 PM	6	0	0	6	0	0	0	0	0	4	0	4	10
Total	26	0	0	26	0	0	0	0	0	21	0	21	47
5:00 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
5:15 PM	4	0	0	4	0	0	0	0	0	1	0	1	5
5:30 PM	8	1	0	9	0	0	0	0	1	6	0	7	16
5:45 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total	17	1	0	18	0	0	0	0	1	14	0	15	33
6:00 PM	3	0	0	3	0	0	0	0	0	7	0	7	10
6:15 PM	3	0	0	3	1	0	0	1	0	5	0	5	9
Total	6	0	0	6	1	0	0	1	0	12	0	12	19
Grand Total	86	1	0	87	2	0	0	2	3	96	0	99	188
Approach %	98.9	1.1	0.0		100.0	0.0	0.0		3.0	97.0	0.0		
Total %	45.7	0.5	0.0	46.3	1.1	0.0	0.0	1.1	1.6	51.1	0.0	52.7	
Exiting Leg Total				98				4				86	188
Buses	2	0	0	2	0	0	0	0	0	2	0	2	4
% Buses	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.1	0.0	2.0	2.1
Exiting Leg Total				2				0				2	4
Single-Unit Trucks	60	1	0	61	2	0	0	2	3	67	0	70	133
% Single-Unit	69.8	100.0	0.0	70.1	100.0	0.0	0.0	100.0	100.0	69.8	0.0	70.7	70.7
Exiting Leg Total				69				4				60	133
Articulated Trucks	24	0	0	24	0	0	0	0	0	27	0	27	51
% Articulated	27.9	0.0	0.0	27.6	0.0	0.0	0.0	0.0	0.0	28.1	0.0	27.3	27.1
Exiting Leg Total				27				0				24	51

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	9	0	0	9	0	0	0	0	1	8	0	9	18
2:45 PM	8	0	0	8	0	0	0	0	1	13	0	14	22
3:00 PM	8	0	0	8	0	0	0	0	0	8	0	8	16
3:15 PM	6	0	0	6	1	0	0	1	0	8	0	8	15
Total Volume	31	0	0	31	1	0	0	1	2	37	0	39	71
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		5.1	94.9	0.0		
PHF	0.861	0.000	0.000	0.861	0.250	0.000	0.000	0.250	0.500	0.712	0.000	0.696	0.807
Buses	2	0	0	2	0	0	0	0	0	1	0	1	3
Buses %	6.5	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	2.7	0.0	2.6	4.2
Single-Unit Trucks	24	0	0	24	1	0	0	1	2	29	0	31	56
Single-Unit %	77.4	0.0	0.0	77.4	100.0	0.0	0.0	100.0	100.0	78.4	0.0	79.5	78.9
Articulated Trucks	5	0	0	5	0	0	0	0	0	7	0	7	12
Articulated %	16.1	0.0	0.0	16.1	0.0	0.0	0.0	0.0	0.0	18.9	0.0	17.9	16.9
Buses	2	0	0	2	0	0	0	0	0	1	0	1	3
Single-Unit Trucks	24	0	0	24	1	0	0	1	2	29	0	31	56
Articulated Trucks	5	0	0	5	0	0	0	0	0	7	0	7	12

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

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

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
Total Entering Leg	31	0	0	31	1	0	0	1	2	37	0	39	71
Buses				1				0				2	3
Single-Unit Trucks				30				2				24	56
Articulated Trucks				7				0				5	12
Total Exiting Leg				38				2				31	71

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class:

Buses

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
3:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	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
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	0	2	0	0	0	0	0	2	0	2	4
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total				2				0				2	4

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
3:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	2	0	0	2	0	0	0	0	0	1	0	1	3
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	2	0	0	2	0	0	0	0	0	1	0	1	3
Exiting Leg				1				0				2	3
Total				3				0				3	6

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Single-Unit Trucks

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	7	0	0	7	0	0	0	0	1	7	0	8	15
2:45 PM	6	0	0	6	0	0	0	0	1	10	0	11	17
Total	13	0	0	13	0	0	0	0	2	17	0	19	32
3:00 PM	7	0	0	7	0	0	0	0	0	6	0	6	13
3:15 PM	4	0	0	4	1	0	0	1	0	6	0	6	11
3:30 PM	2	0	0	2	0	0	0	0	0	5	0	5	7
3:45 PM	3	0	0	3	0	0	0	0	0	3	0	3	6
Total	16	0	0	16	1	0	0	1	0	20	0	20	37
4:00 PM	4	0	0	4	0	0	0	0	0	3	0	3	7
4:15 PM	6	0	0	6	0	0	0	0	0	4	0	4	10
4:30 PM	5	0	0	5	0	0	0	0	0	6	0	6	11
4:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total	18	0	0	18	0	0	0	0	0	14	0	14	32
5:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	4	1	0	5	0	0	0	0	1	5	0	6	11
5:45 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
Total	9	1	0	10	0	0	0	0	1	10	0	11	21
6:00 PM	3	0	0	3	0	0	0	0	0	3	0	3	6
6:15 PM	1	0	0	1	1	0	0	1	0	3	0	3	5
Total	4	0	0	4	1	0	0	1	0	6	0	6	11
Grand Total	60	1	0	61	2	0	0	2	3	67	0	70	133
Approach %	98.4	1.6	0.0		100.0	0.0	0.0		4.3	95.7	0.0		
Total %	45.1	0.8	0.0	45.9	1.5	0.0	0.0	1.5	2.3	50.4	0.0	52.6	
Exiting Leg Total				69				4				60	133

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	7	0	0	7	0	0	0	0	1	7	0	8	15
2:45 PM	6	0	0	6	0	0	0	0	1	10	0	11	17
3:00 PM	7	0	0	7	0	0	0	0	0	6	0	6	13
3:15 PM	4	0	0	4	1	0	0	1	0	6	0	6	11
Total Volume	24	0	0	24	1	0	0	1	2	29	0	31	56
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		6.5	93.5	0.0		
PHF	0.857	0.000	0.000	0.857	0.250	0.000	0.000	0.250	0.500	0.725	0.000	0.705	0.824
Entering Leg	24	0	0	24	1	0	0	1	2	29	0	31	56
Exiting Leg				30				2				24	56
Total				54				3				55	112

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Articulated Trucks

	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
2:45 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total	4	0	0	4	0	0	0	0	0	4	0	4	8
3:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
3:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
3:30 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	0	0	2	0	0	0	0	0	7	0	7	9
4:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
4:45 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
Total	8	0	0	8	0	0	0	0	0	6	0	6	14
5:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:30 PM	4	0	0	4	0	0	0	0	0	1	0	1	5
5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	8	0	0	8	0	0	0	0	0	4	0	4	12
6:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
6:15 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total	2	0	0	2	0	0	0	0	0	6	0	6	8
Grand Total	24	0	0	24	0	0	0	0	0	27	0	27	51
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	47.1	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	52.9	0.0	52.9	
Exiting Leg Total				27				0				24	51

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:45 PM	Fall River Avenue (Route 114A) from North				Greenbriar Drive from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:45 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
5:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:30 PM	4	0	0	4	0	0	0	0	0	1	0	1	5
Total Volume	10	0	0	10	0	0	0	0	0	6	0	6	16
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.800
Entering Leg	10	0	0	10	0	0	0	0	0	6	0	6	16
Exiting Leg				6				0				10	16
Total				16				0				16	32

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Bicycles (on Roadway and Crosswalks)

	Fall River Avenue (Route 114A) from North						Greenbriar Drive from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	
Exiting Leg Total						1						0						1	2

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

3:30 PM	Fall River Avenue (Route 114A) from North						Greenbriar Drive from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Exiting Leg						1						0						1	2
Total						2						0						2	4

PDI File #: 218108 A
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Greenbriar Drive
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class:

Pedestrians

	Fall River Avenue (Route 114A) from North						Greenbriar Drive from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North						Greenbriar Drive from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	89	1	0	90	2	0	16	0	18	5	119	0	0	124	0	0	0	0	0	232
6:45 AM	0	129	3	0	132	9	0	15	0	24	8	119	0	0	127	0	0	0	0	0	283
Total	0	218	4	0	222	11	0	31	0	42	13	238	0	0	251	0	0	0	0	0	515
7:00 AM	0	123	4	0	127	4	0	17	0	21	2	135	0	0	137	0	0	0	0	0	285
7:15 AM	0	133	4	0	137	6	0	17	0	23	6	162	1	0	169	1	0	0	0	1	330
7:30 AM	0	145	0	0	145	14	0	17	0	31	4	156	0	0	160	0	0	0	0	0	336
7:45 AM	0	137	8	0	145	18	0	18	0	36	1	163	1	0	165	0	0	0	0	0	346
Total	0	538	16	0	554	42	0	69	0	111	13	616	2	0	631	1	0	0	0	1	1297
8:00 AM	0	156	6	0	162	7	0	15	0	22	5	143	1	0	149	3	0	1	0	4	337
8:15 AM	1	139	8	0	148	11	0	16	0	27	7	139	1	0	147	2	1	0	0	3	325
8:30 AM	0	139	2	0	141	6	0	21	0	27	9	164	2	0	175	0	0	0	0	0	343
8:45 AM	1	148	4	0	153	10	0	15	0	25	7	120	0	0	127	0	0	0	0	0	305
Total	2	582	20	0	604	34	0	67	0	101	28	566	4	0	598	5	1	1	0	7	1310
9:00 AM	0	149	4	0	153	12	0	13	0	25	6	108	0	0	114	0	0	0	0	0	292
9:15 AM	0	115	10	0	125	5	0	15	0	20	14	125	2	0	141	0	0	0	0	0	286
9:30 AM	1	149	7	0	157	10	0	14	0	24	12	114	1	0	127	1	0	0	0	1	309
9:45 AM	1	124	8	0	133	9	0	17	0	26	4	123	1	0	128	0	0	0	0	0	287
Total	2	537	29	0	568	36	0	59	0	95	36	470	4	0	510	1	0	0	0	1	1174
10:00 AM	0	130	3	0	133	6	0	15	0	21	9	122	1	0	132	0	0	0	0	0	286
10:15 AM	1	167	6	0	174	3	0	12	0	15	9	119	1	0	129	0	1	0	0	1	319
10:30 AM	1	145	10	0	156	5	0	12	0	17	11	110	1	0	122	1	0	0	0	1	296
10:45 AM	0	164	3	0	167	6	0	17	0	23	16	132	0	0	148	0	0	0	0	0	338
Total	2	606	22	0	630	20	0	56	0	76	45	483	3	0	531	1	1	0	0	2	1239
11:00 AM	0	175	7	0	182	6	0	6	0	12	10	133	3	0	146	3	0	1	0	4	344
11:15 AM	0	153	10	0	163	5	0	10	0	15	9	148	2	0	159	1	0	0	0	1	338
11:30 AM	0	152	7	0	159	5	0	13	0	18	18	146	1	0	165	2	0	0	0	2	344
11:45 AM	0	155	6	0	161	6	0	17	0	23	16	137	0	0	153	1	0	0	0	1	338
Total	0	635	30	0	665	22	0	46	0	68	53	564	6	0	623	7	0	1	0	8	1364
12:00 PM	1	155	8	0	164	5	0	6	0	11	16	154	1	0	171	3	0	0	0	3	349
12:15 PM	0	159	7	0	166	9	1	14	0	24	18	179	0	0	197	2	0	0	0	2	389
12:30 PM	0	172	8	0	180	7	0	10	0	17	24	162	2	0	188	2	0	0	0	2	387
12:45 PM	0	170	10	0	180	6	0	13	0	19	14	155	1	0	170	1	0	0	0	1	370
Total	1	656	33	0	690	27	1	43	0	71	72	650	4	0	726	8	0	0	0	8	1495
1:00 PM	0	161	9	0	170	10	0	15	0	25	15	167	3	0	185	0	0	0	0	0	380
1:15 PM	0	147	10	0	157	9	1	15	0	25	17	149	0	0	166	1	1	1	0	3	351
1:30 PM	0	147	5	0	152	10	0	13	0	23	14	196	1	0	211	4	0	0	0	4	390
1:45 PM	0	155	7	0	162	7	0	12	0	19	7	170	1	0	178	0	0	0	0	0	359
Total	0	610	31	0	641	36	1	55	0	92	53	682	5	0	740	5	1	1	0	7	1480
2:00 PM	0	167	12	0	179	8	0	5	0	13	23	164	0	0	187	1	0	0	0	1	380
2:15 PM	0	154	14	0	168	7	0	7	0	14	13	184	1	1	199	0	0	0	0	0	381
2:30 PM	0	153	7	0	160	4	0	17	0	21	19	168	3	0	190	2	0	0	0	2	373
2:45 PM	0	190	12	0	202	13	0	11	0	24	28	166	0	1	195	0	0	0	0	0	421
Total	0	664	45	0	709	32	0	40	0	72	83	682	4	2	771	3	0	0	0	3	1555
3:00 PM	0	206	17	0	223	9	0	14	0	23	22	230	3	0	255	1	0	1	0	2	503
3:15 PM	0	192	9	0	201	11	0	10	0	21	29	213	1	0	243	0	0	1	0	1	466
3:30 PM	2	179	14	0	195	10	0	10	0	20	26	204	0	0	230	0	0	1	0	1	446
3:45 PM	0	194	8	0	202	7	0	9	0	16	26	234	1	0	261	2	1	1	0	4	483
Total	2	771	48	0	821	37	0	43	0	80	103	881	5	0	989	3	1	4	0	8	1898
4:00 PM	0	187	13	0	200	8	0	6	0	14	33	211	3	1	248	0	1	1	0	2	464
4:15 PM	1	191	14	0	206	8	0	4	0	12	35	230	1	0	266	0	0	0	0	0	484
4:30 PM	0	208	14	0	222	8	0	7	0	15	22	210	5	0	237	1	0	0	0	1	475
4:45 PM	0	201	15	0	216	8	0	9	0	17	30	217	1	0	248	3	0	0	0	3	484
Total	1	787	56	0	844	32	0	26	0	58	120	868	10	1	999	4	1	1	0	6	1907
5:00 PM	0	192	16	0	208	6	0	11	0	17	21	239	1	0	261	3	1	0	0	4	490
5:15 PM	0	191	14	0	205	11	0	13	0	24	39	216	1	0	256	0	0	0	0	0	485
5:30 PM	1	190	21	0	212	9	0	14	0	23	42	208	2	0	252	0	0	0	0	0	487
5:45 PM	0	180	19	1	200	5	0	12	0	17	32	193	0	0	225	0	1	0	0	1	443
Total	1	753	70	1	825	31	0	50	0	81	134	856	4	0	994	3	2	0	0	5	1905
6:00 PM	0	158	5	0	163	8	0	12	0	20	30	251	1	0	282	0	0	0	0	0	465
6:15 PM	0	165	13	0	178	7	0	14	0	21	18	241	1	0	260	2	0	0	0	2	461
Total	0	323	18	0	341	15	0	26	0	41	48	492	2	0	542	2	0	0	0	2	926
Grand Total	11	7680	422	1	8114	375	2	611	0	988	801	8048	53	3	8905	43	7	8	0	58	18065

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Approach %	0.1	94.7	5.2	0.0		38.0	0.2	61.8	0.0		9.0	90.4	0.6	0.0		74.1	12.1	13.8	0.0		
Total %	0.1	42.5	2.3	0.0	44.9	2.1	0.0	3.4	0.0	5.5	4.4	44.6	0.3	0.0	49.3	0.2	0.0	0.0	0.0	0.3	
Exiting Leg Total					8432					1230					8337					66	18065
Cars	10	7354	407	1	7772	366	2	604	0	972	786	7684	49	3	8522	39	7	7	0	53	17319
% Cars	90.9	95.8	96.4	100.0	95.8	97.6	100.0	98.9	0.0	98.4	98.1	95.5	92.5	100.0	95.7	90.7	100.0	87.5	0.0	91.4	95.9
Exiting Leg Total					8058					1200					8000					61	17319
Heavy Vehicles	1	326	15	0	342	9	0	7	0	16	15	364	4	0	383	4	0	1	0	5	746
% Heavy Vehicles	9.1	4.2	3.6	0.0	4.2	2.4	0.0	1.1	0.0	1.6	1.9	4.5	7.5	0.0	4.3	9.3	0.0	12.5	0.0	8.6	4.1
Exiting Leg Total					374					30					337					5	746

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

7:45 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	137	8	0	145	18	0	18	0	36	1	163	1	0	165	0	0	0	0	0	346
8:00 AM	0	156	6	0	162	7	0	15	0	22	5	143	1	0	149	3	0	1	0	4	337
8:15 AM	1	139	8	0	148	11	0	16	0	27	7	139	1	0	147	2	1	0	0	3	325
8:30 AM	0	139	2	0	141	6	0	21	0	27	9	164	2	0	175	0	0	0	0	0	343
Total Volume	1	571	24	0	596	42	0	70	0	112	22	609	5	0	636	5	1	1	0	7	1351
% Approach Total	0.2	95.8	4.0	0.0		37.5	0.0	62.5	0.0		3.5	95.8	0.8	0.0		71.4	14.3	14.3	0.0		
PHF	0.250	0.915	0.750	0.000	0.920	0.583	0.000	0.833	0.000	0.778	0.611	0.928	0.625	0.000	0.909	0.417	0.250	0.250	0.000	0.438	0.976
Cars	1	548	22	0	571	42	0	69	0	111	21	586	5	0	612	3	1	1	0	5	1299
Cars %	100.0	96.0	91.7	0.0	95.8	100.0	0.0	98.6	0.0	99.1	95.5	96.2	100.0	0.0	96.2	60.0	100.0	100.0	0.0	71.4	96.2
Heavy Vehicles	0	23	2	0	25	0	0	1	0	1	1	23	0	0	24	2	0	0	0	2	52
Heavy Vehicles %	0.0	4.0	8.3	0.0	4.2	0.0	0.0	1.4	0.0	0.9	4.5	3.8	0.0	0.0	3.8	40.0	0.0	0.0	0.0	28.6	3.8
Cars Enter Leg	1	548	22	0	571	42	0	69	0	111	21	586	5	0	612	3	1	1	0	5	1299
Heavy Enter Leg	0	23	2	0	25	0	0	1	0	1	1	23	0	0	24	2	0	0	0	2	52
Total Entering Leg	1	571	24	0	596	42	0	70	0	112	22	609	5	0	636	5	1	1	0	7	1351
Cars Exiting Leg					629					44					620					6	1299
Heavy Exiting Leg					23					3					26					0	52
Total Exiting Leg					652					47					646					6	1351

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

12:15 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	159	7	0	166	9	1	14	0	24	18	179	0	0	197	2	0	0	0	2	389
12:30 PM	0	172	8	0	180	7	0	10	0	17	24	162	2	0	188	2	0	0	0	2	387
12:45 PM	0	170	10	0	180	6	0	13	0	19	14	155	1	0	170	1	0	0	0	1	370
1:00 PM	0	161	9	0	170	10	0	15	0	25	15	167	3	0	185	0	0	0	0	0	380
Total Volume	0	662	34	0	696	32	1	52	0	85	71	663	6	0	740	5	0	0	0	5	1526
% Approach Total	0.0	95.1	4.9	0.0		37.6	1.2	61.2	0.0		9.6	89.6	0.8	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.962	0.850	0.000	0.967	0.800	0.250	0.867	0.000	0.850	0.740	0.926	0.500	0.000	0.939	0.625	0.000	0.000	0.000	0.625	0.981
Cars	0	620	34	0	654	31	1	52	0	84	70	619	5	0	694	5	0	0	0	5	1437
Cars %	0.0	93.7	100.0	0.0	94.0	96.9	100.0	100.0	0.0	98.8	98.6	93.4	83.3	0.0	93.8	100.0	0.0	0.0	0.0	100.0	94.2
Heavy Vehicles	0	42	0	0	42	1	0	0	0	1	1	44	1	0	46	0	0	0	0	0	89
Heavy Vehicles %	0.0	6.3	0.0	0.0	6.0	3.1	0.0	0.0	0.0	1.2	1.4	6.6	16.7	0.0	6.2	0.0	0.0	0.0	0.0	0.0	5.8
Cars Enter Leg	0	620	34	0	654	31	1	52	0	84	70	619	5	0	694	5	0	0	0	5	1437
Heavy Enter Leg	0	42	0	0	42	1	0	0	0	1	1	44	1	0	46	0	0	0	0	0	89
Total Entering Leg	0	662	34	0	696	32	1	52	0	85	71	663	6	0	740	5	0	0	0	5	1526
Cars Exiting Leg					650					104					677					6	1437
Heavy Exiting Leg					45					1					42					1	89
Total Exiting Leg					695					105					719					7	1526

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

4:45 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	0	201	15	0	216	8	0	9	0	17	30	217	1	0	248	3	0	0	0	3	484
5:00 PM	0	192	16	0	208	6	0	11	0	17	21	239	1	0	261	3	1	0	0	4	490
5:15 PM	0	191	14	0	205	11	0	13	0	24	39	216	1	0	256	0	0	0	0	0	485
5:30 PM	1	190	21	0	212	9	0	14	0	23	42	208	2	0	252	0	0	0	0	0	487
Total Volume	1	774	66	0	841	34	0	47	0	81	132	880	5	0	1017	6	1	0	0	7	1946
% Approach Total	0.1	92.0	7.8	0.0		42.0	0.0	58.0	0.0		13.0	86.5	0.5	0.0		85.7	14.3	0.0	0.0		
PHF	0.250	0.963	0.786	0.000	0.973	0.773	0.000	0.839	0.000	0.844	0.786	0.921	0.625	0.000	0.974	0.500	0.250	0.000	0.000	0.438	0.993

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Cars	0	757	64	0	821	33	0	47	0	80	130	866	5	0	1001	6	1	0	0	7	1909
Cars %	0.0	97.8	97.0	0.0	97.6	97.1	0.0	100.0	0.0	98.8	98.5	98.4	100.0	0.0	98.4	100.0	100.0	0.0	0.0	100.0	98.1
Heavy Vehicles	1	17	2	0	20	1	0	0	0	1	2	14	0	0	16	0	0	0	0	0	37
Heavy Vehicles %	100.0	2.2	3.0	0.0	2.4	2.9	0.0	0.0	0.0	1.2	1.5	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.9
Cars Enter Leg	0	757	64	0	821	33	0	47	0	80	130	866	5	0	1001	6	1	0	0	7	1909
Heavy Enter Leg	1	17	2	0	20	1	0	0	0	1	2	14	0	0	16	0	0	0	0	0	37
Total Entering Leg	1	774	66	0	841	34	0	47	0	81	132	880	5	0	1017	6	1	0	0	7	1946
Cars Exiting Leg					899					195					810					5	1909
Heavy Exiting Leg					15					4					17					1	37
Total Exiting Leg					914					199					827					6	1946

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM
Class:

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

Cars

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	83	0	0	83	2	0	16	0	18	5	110	0	0	115	0	0	0	0	0	216
6:45 AM	0	117	3	0	120	9	0	15	0	24	8	109	0	0	117	0	0	0	0	0	261
Total	0	200	3	0	203	11	0	31	0	42	13	219	0	0	232	0	0	0	0	0	477
7:00 AM	0	120	4	0	124	4	0	16	0	20	2	129	0	0	131	0	0	0	0	0	275
7:15 AM	0	124	4	0	128	6	0	17	0	23	6	154	1	0	161	1	0	0	0	1	313
7:30 AM	0	140	0	0	140	14	0	15	0	29	4	146	0	0	150	0	0	0	0	0	319
7:45 AM	0	131	8	0	139	18	0	18	0	36	1	158	1	0	160	0	0	0	0	0	335
Total	0	515	16	0	531	42	0	66	0	108	13	587	2	0	602	1	0	0	0	1	1242
8:00 AM	0	150	4	0	154	7	0	15	0	22	5	138	1	0	144	2	0	1	0	3	323
8:15 AM	1	135	8	0	144	11	0	16	0	27	7	136	1	0	144	1	1	0	0	2	317
8:30 AM	0	132	2	0	134	6	0	20	0	26	8	154	2	0	164	0	0	0	0	0	324
8:45 AM	1	136	4	0	141	10	0	14	0	24	7	116	0	0	123	0	0	0	0	0	288
Total	2	553	18	0	573	34	0	65	0	99	27	544	4	0	575	3	1	1	0	5	1252
9:00 AM	0	142	4	0	146	12	0	13	0	25	6	102	0	0	108	0	0	0	0	0	279
9:15 AM	0	106	10	0	116	5	0	15	0	20	14	121	1	0	136	0	0	0	0	0	272
9:30 AM	1	140	7	0	148	10	0	14	0	24	12	105	0	0	117	1	0	0	0	1	290
9:45 AM	1	120	7	0	128	8	0	17	0	25	4	113	1	0	118	0	0	0	0	0	271
Total	2	508	28	0	538	35	0	59	0	94	36	441	2	0	479	1	0	0	0	1	1112
10:00 AM	0	126	3	0	129	6	0	15	0	21	9	110	1	0	120	0	0	0	0	0	270
10:15 AM	1	158	5	0	164	3	0	12	0	15	9	114	1	0	124	0	1	0	0	1	304
10:30 AM	1	135	10	0	146	5	0	12	0	17	10	102	1	0	113	1	0	0	0	1	277
10:45 AM	0	154	3	0	157	5	0	16	0	21	16	127	0	0	143	0	0	0	0	0	321
Total	2	573	21	0	596	19	0	55	0	74	44	453	3	0	500	1	1	0	0	2	1172
11:00 AM	0	163	7	0	170	6	0	6	0	12	10	129	3	0	142	2	0	1	0	3	327
11:15 AM	0	147	9	0	156	5	0	10	0	15	8	140	2	0	150	1	0	0	0	1	322
11:30 AM	0	144	7	0	151	5	0	13	0	18	17	129	0	0	146	2	0	0	0	2	317
11:45 AM	0	144	5	0	149	5	0	17	0	22	15	129	0	0	144	1	0	0	0	1	316
Total	0	598	28	0	626	21	0	46	0	67	50	527	5	0	582	6	0	1	0	7	1282
12:00 PM	1	150	8	0	159	5	0	5	0	10	16	147	1	0	164	2	0	0	0	2	335
12:15 PM	0	148	7	0	155	9	1	14	0	24	18	168	0	0	186	2	0	0	0	2	367
12:30 PM	0	162	8	0	170	6	0	10	0	16	24	151	2	0	177	2	0	0	0	2	365
12:45 PM	0	159	10	0	169	6	0	13	0	19	14	143	1	0	158	1	0	0	0	1	347
Total	1	619	33	0	653	26	1	42	0	69	72	609	4	0	685	7	0	0	0	7	1414
1:00 PM	0	151	9	0	160	10	0	15	0	25	14	157	2	0	173	0	0	0	0	0	358
1:15 PM	0	141	10	0	151	9	1	15	0	25	17	140	0	0	157	1	1	0	0	2	335
1:30 PM	0	138	5	0	143	10	0	13	0	23	14	180	1	0	195	4	0	0	0	4	365
1:45 PM	0	148	7	0	155	7	0	12	0	19	7	162	1	0	170	0	0	0	0	0	344
Total	0	578	31	0	609	36	1	55	0	92	52	639	4	0	695	5	1	0	0	6	1402
2:00 PM	0	163	11	0	174	6	0	5	0	11	22	154	0	0	176	1	0	0	0	1	362
2:15 PM	0	151	13	0	164	7	0	7	0	14	13	176	1	1	191	0	0	0	0	0	369
2:30 PM	0	144	7	0	151	4	0	17	0	21	17	158	3	0	178	2	0	0	0	2	352
2:45 PM	0	182	12	0	194	12	0	11	0	23	28	151	0	1	180	0	0	0	0	0	397
Total	0	640	43	0	683	29	0	40	0	69	80	639	4	2	725	3	0	0	0	3	1480
3:00 PM	0	200	16	0	216	9	0	14	0	23	21	221	3	0	245	1	0	1	0	2	486
3:15 PM	0	184	7	0	191	10	0	10	0	20	29	207	1	0	237	0	0	1	0	1	449
3:30 PM	2	177	14	0	193	10	0	10	0	20	25	197	0	0	222	0	0	1	0	1	436
3:45 PM	0	191	7	0	198	7	0	9	0	16	25	229	1	0	255	2	1	1	0	4	473
Total	2	752	44	0	798	36	0	43	0	79	100	854	5	0	959	3	1	4	0	8	1844
4:00 PM	0	181	13	0	194	8	0	6	0	14	33	208	3	1	245	0	1	1	0	2	455
4:15 PM	1	185	14	0	200	8	0	4	0	12	35	225	1	0	261	0	0	0	0	0	473
4:30 PM	0	200	14	0	214	8	0	7	0	15	22	202	5	0	229	1	0	0	0	1	459
4:45 PM	0	197	14	0	211	8	0	9	0	17	30	213	1	0	244	3	0	0	0	3	475
Total	1	763	55	0	819	32	0	26	0	58	120	848	10	1	979	4	1	1	0	6	1862
5:00 PM	0	189	16	0	205	6	0	11	0	17	21	236	1	0	258	3	1	0	0	4	484
5:15 PM	0	187	14	0	201	11	0	13	0	24	39	213	1	0	253	0	0	0	0	0	478
5:30 PM	0	184	20	0	204	8	0	14	0	22	40	204	2	0	246	0	0	0	0	0	472
5:45 PM	0	178	19	1	198	5	0	12	0	17	32	191	0	0	223	0	1	0	0	1	439
Total	0	738	69	1	808	30	0	50	0	80	132	844	4	0	980	3	2	0	0	5	1873
6:00 PM	0	155	5	0	160	8	0	12	0	20	30	244	1	0	275	0	0	0	0	0	455
6:15 PM	0	162	13	0	175	7	0	14	0	21	17	236	1	0	254	2	0	0	0	2	452
Total	0	317	18	0	335	15	0	26	0	41	47	480	2	0	529	2	0	0	0	2	907

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM
Class:

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

Cars

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Grand Total	10	7354	407	1	7772	366	2	604	0	972	786	7684	49	3	8522	39	7	7	0	53	17319
Approach %	0.1	94.6	5.2	0.0		37.7	0.2	62.1	0.0		9.2	90.2	0.6	0.0		73.6	13.2	13.2	0.0		
Total %	0.1	42.5	2.4	0.0	44.9	2.1	0.0	3.5	0.0	5.6	4.5	44.4	0.3	0.0	49.2	0.2	0.0	0.0	0.0	0.3	
Exiting Leg Total					8058					1200					8000					61	17319

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

7:45 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	131	8	0	139	18	0	18	0	36	1	158	1	0	160	0	0	0	0	0	335
8:00 AM	0	150	4	0	154	7	0	15	0	22	5	138	1	0	144	2	0	1	0	3	323
8:15 AM	1	135	8	0	144	11	0	16	0	27	7	136	1	0	144	1	1	0	0	2	317
8:30 AM	0	132	2	0	134	6	0	20	0	26	8	154	2	0	164	0	0	0	0	0	324
Total Volume	1	548	22	0	571	42	0	69	0	111	21	586	5	0	612	3	1	1	0	5	1299
% Approach Total	0.2	96.0	3.9	0.0		37.8	0.0	62.2	0.0		3.4	95.8	0.8	0.0		60.0	20.0	20.0	0.0		
PHF	0.250	0.913	0.688	0.000	0.927	0.583	0.000	0.863	0.000	0.771	0.656	0.927	0.625	0.000	0.933	0.375	0.250	0.250	0.000	0.417	0.969
Entering Leg	1	548	22	0	571	42	0	69	0	111	21	586	5	0	612	3	1	1	0	5	1299
Exiting Leg					629					44					620					6	1299
Total					1200					155					1232					11	2598

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:30 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	138	5	0	143	10	0	13	0	23	14	180	1	0	195	4	0	0	0	4	365
1:45 PM	0	148	7	0	155	7	0	12	0	19	7	162	1	0	170	0	0	0	0	0	344
2:00 PM	0	163	11	0	174	6	0	5	0	11	22	154	0	0	176	1	0	0	0	1	362
2:15 PM	0	151	13	0	164	7	0	7	0	14	13	176	1	1	191	0	0	0	0	0	369
Total Volume	0	600	36	0	636	30	0	37	0	67	56	672	3	1	732	5	0	0	0	5	1440
% Approach Total	0.0	94.3	5.7	0.0		44.8	0.0	55.2	0.0		7.7	91.8	0.4	0.1		100.0	0.0	0.0	0.0		
PHF	0.000	0.920	0.692	0.000	0.914	0.750	0.000	0.712	0.000	0.728	0.636	0.933	0.750	0.250	0.938	0.313	0.000	0.000	0.000	0.313	0.976
Entering Leg	0	600	36	0	636	30	0	37	0	67	56	672	3	1	732	5	0	0	0	5	1440
Exiting Leg					702					92					643					3	1440
Total					1338					159					1375					8	2880

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

4:45 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	0	197	14	0	211	8	0	9	0	17	30	213	1	0	244	3	0	0	0	3	475
5:00 PM	0	189	16	0	205	6	0	11	0	17	21	236	1	0	258	3	1	0	0	4	484
5:15 PM	0	187	14	0	201	11	0	13	0	24	39	213	1	0	253	0	0	0	0	0	478
5:30 PM	0	184	20	0	204	8	0	14	0	22	40	204	2	0	246	0	0	0	0	0	472
Total Volume	0	757	64	0	821	33	0	47	0	80	130	866	5	0	1001	6	1	0	0	7	1909
% Approach Total	0.0	92.2	7.8	0.0		41.3	0.0	58.8	0.0		13.0	86.5	0.5	0.0		85.7	14.3	0.0	0.0		
PHF	0.000	0.961	0.800	0.000	0.973	0.750	0.000	0.839	0.000	0.833	0.813	0.917	0.625	0.000	0.970	0.500	0.250	0.000	0.000	0.438	0.986
Entering Leg	0	757	64	0	821	33	0	47	0	80	130	866	5	0	1001	6	1	0	0	7	1909
Exiting Leg					899					195					810					5	1909
Total					1720					275					1811					12	3818

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM

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

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

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	6	1	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
6:45 AM	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	22
Total	0	18	1	0	19	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	38
7:00 AM	0	3	0	0	3	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	10
7:15 AM	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
7:30 AM	0	5	0	0	5	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	17
7:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
Total	0	23	0	0	23	0	0	3	0	3	0	29	0	0	29	0	0	0	0	0	55
8:00 AM	0	6	2	0	8	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	14
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
8:30 AM	0	7	0	0	7	0	0	1	0	1	1	10	0	0	11	0	0	0	0	0	19
8:45 AM	0	12	0	0	12	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	17
Total	0	29	2	0	31	0	0	2	0	2	1	22	0	0	23	2	0	0	0	2	58
9:00 AM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
9:15 AM	0	9	0	0	9	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	14
9:30 AM	0	9	0	0	9	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	19
9:45 AM	0	4	1	0	5	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	16
Total	0	29	1	0	30	1	0	0	0	1	0	29	2	0	31	0	0	0	0	0	62
10:00 AM	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	16
10:15 AM	0	9	1	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
10:30 AM	0	10	0	0	10	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	19
10:45 AM	0	10	0	0	10	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	17
Total	0	33	1	0	34	1	0	1	0	2	1	30	0	0	31	0	0	0	0	0	67
11:00 AM	0	12	0	0	12	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	17
11:15 AM	0	6	1	0	7	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	16
11:30 AM	0	8	0	0	8	0	0	0	0	0	1	17	1	0	19	0	0	0	0	0	27
11:45 AM	0	11	1	0	12	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	22
Total	0	37	2	0	39	1	0	0	0	1	3	37	1	0	41	1	0	0	0	1	82
12:00 PM	0	5	0	0	5	0	0	1	0	1	0	7	0	0	7	1	0	0	0	1	14
12:15 PM	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	22
12:30 PM	0	10	0	0	10	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	22
12:45 PM	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	23
Total	0	37	0	0	37	1	0	1	0	2	0	41	0	0	41	1	0	0	0	1	81
1:00 PM	0	10	0	0	10	0	0	0	0	0	1	10	1	0	12	0	0	0	0	0	22
1:15 PM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	16
1:30 PM	0	9	0	0	9	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	25
1:45 PM	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
Total	0	32	0	0	32	0	0	0	0	0	1	43	1	0	45	0	0	1	0	1	78
2:00 PM	0	4	1	0	5	2	0	0	0	2	1	10	0	0	11	0	0	0	0	0	18
2:15 PM	0	3	1	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
2:30 PM	0	9	0	0	9	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	21
2:45 PM	0	8	0	0	8	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	24
Total	0	24	2	0	26	3	0	0	0	3	3	43	0	0	46	0	0	0	0	0	75
3:00 PM	0	6	1	0	7	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	17
3:15 PM	0	8	2	0	10	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	17
3:30 PM	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	10
3:45 PM	0	3	1	0	4	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	10
Total	0	19	4	0	23	1	0	0	0	1	3	27	0	0	30	0	0	0	0	0	54
4:00 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
4:15 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
4:30 PM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
4:45 PM	0	4	1	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Total	0	24	1	0	25	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	45
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
5:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
5:30 PM	1	6	1	0	8	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	15
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	1	15	1	0	17	1	0	0	0	1	2	12	0	0	14	0	0	0	0	0	32
6:00 PM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
6:15 PM	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	9
Total	0	6	0	0	6	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	19
Grand Total	1	326	15	0	342	9	0	7	0	16	15	364	4	0	383	4	0	1	0	5	746

PDI File #: 218108 B
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	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Approach %	0.3	95.3	4.4	0.0		56.3	0.0	43.8	0.0		3.9	95.0	1.0	0.0		80.0	0.0	20.0	0.0		
Total %	0.1	43.7	2.0	0.0	45.8	1.2	0.0	0.9	0.0	2.1	2.0	48.8	0.5	0.0	51.3	0.5	0.0	0.1	0.0	0.7	
Exiting Leg Total					374					30					337					5	746
Buses	0	6	2	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
% Buses	0.0	1.8	13.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	2.0
Exiting Leg Total					7					2					6					0	15
Single-Unit Trucks	0	229	12	0	241	8	0	7	0	15	13	251	3	0	267	3	0	1	0	4	527
% Single-Unit	0.0	70.2	80.0	0.0	70.5	88.9	0.0	100.0	0.0	93.8	86.7	69.0	75.0	0.0	69.7	75.0	0.0	100.0	0.0	80.0	70.6
Exiting Leg Total					260					25					239					3	527
Articulated Trucks	1	91	1	0	93	1	0	0	0	1	2	106	1	0	109	1	0	0	0	1	204
% Articulated	100.0	27.9	6.7	0.0	27.2	11.1	0.0	0.0	0.0	6.3	13.3	29.1	25.0	0.0	28.5	25.0	0.0	0.0	0.0	20.0	27.3
Exiting Leg Total					107					3					92					2	204

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

6:45 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:45 AM	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	22
7:00 AM	0	3	0	0	3	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	10
7:15 AM	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
7:30 AM	0	5	0	0	5	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	17
Total Volume	0	29	0	0	29	0	0	3	0	3	0	34	0	0	34	0	0	0	0	0	66
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.604	0.000	0.000	0.604	0.000	0.000	0.375	0.000	0.375	0.000	0.850	0.000	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.750
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	3.0
Single-Unit Trucks	0	22	0	0	22	0	0	3	0	3	0	19	0	0	19	0	0	0	0	0	44
Single-Unit %	0.0	75.9	0.0	0.0	75.9	0.0	0.0	100.0	0.0	100.0	0.0	55.9	0.0	0.0	55.9	0.0	0.0	0.0	0.0	0.0	66.7
Articulated Trucks	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	20
Articulated %	0.0	24.1	0.0	0.0	24.1	0.0	0.0	0.0	0.0	0.0	0.0	38.2	0.0	0.0	38.2	0.0	0.0	0.0	0.0	0.0	30.3
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Single-Unit Trucks	0	22	0	0	22	0	0	3	0	3	0	19	0	0	19	0	0	0	0	0	44
Articulated Trucks	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	20
Total Entering Leg	0	29	0	0	29	0	0	3	0	3	0	34	0	0	34	0	0	0	0	0	66
Buses					2					0					0					0	2
Single-Unit Trucks					19					0					25					0	44
Articulated Trucks					13					0					7					0	20
Total Exiting Leg					34					0					32					0	66

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

12:15 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	22
12:30 PM	0	10	0	0	10	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	22
12:45 PM	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	23
1:00 PM	0	10	0	0	10	0	0	0	0	0	1	10	1	0	12	0	0	0	0	0	22
Total Volume	0	42	0	0	42	1	0	0	0	1	1	44	1	0	46	0	0	0	0	0	89
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		2.2	95.7	2.2	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.955	0.000	0.000	0.955	0.250	0.000	0.000	0.000	0.250	0.250	0.917	0.250	0.000	0.958	0.000	0.000	0.000	0.000	0.000	0.967
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	25	0	0	25	1	0	0	0	1	1	24	1	0	26	0	0	0	0	0	52
Single-Unit %	0.0	59.5	0.0	0.0	59.5	100.0	0.0	0.0	0.0	100.0	100.0	54.5	100.0	0.0	56.5	0.0	0.0	0.0	0.0	0.0	58.4
Articulated Trucks	0	17	0	0	17	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	37
Articulated %	0.0	40.5	0.0	0.0	40.5	0.0	0.0	0.0	0.0	0.0	0.0	45.5	0.0	0.0	43.5	0.0	0.0	0.0	0.0	0.0	41.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	25	0	0	25	1	0	0	0	1	1	24	1	0	26	0	0	0	0	0	52
Articulated Trucks	0	17	0	0	17	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	37
Total Entering Leg	0	42	0	0	42	1	0	0	0	1	1	44	1	0	46	0	0	0	0	0	89
Buses					0					0					0					0	0
Single-Unit Trucks					25					1					25					1	52
Articulated Trucks					20					0					17					0	37
Total Exiting Leg					45					1					42					1	89

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM

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

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

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:																					
2:30 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	0	9	0	0	9	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	21
2:45 PM	0	8	0	0	8	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	24
3:00 PM	0	6	1	0	7	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	17
3:15 PM	0	8	2	0	10	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	17
Total Volume	0	31	3	0	34	2	0	0	0	2	3	40	0	0	43	0	0	0	0	0	79
% Approach Total	0.0	91.2	8.8	0.0		100.0	0.0	0.0	0.0		7.0	93.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.861	0.375	0.000	0.850	0.500	0.000	0.000	0.000	0.500	0.375	0.667	0.000	0.000	0.717	0.000	0.000	0.000	0.000	0.000	0.823
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Buses %	0.0	6.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
Single-Unit Trucks	0	21	3	0	24	1	0	0	0	1	2	33	0	0	35	0	0	0	0	0	60
Single-Unit %	0.0	67.7	100.0	0.0	70.6	50.0	0.0	0.0	0.0	50.0	66.7	82.5	0.0	0.0	81.4	0.0	0.0	0.0	0.0	0.0	75.9
Articulated Trucks	0	8	0	0	8	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	17
Articulated %	0.0	25.8	0.0	0.0	23.5	50.0	0.0	0.0	0.0	50.0	33.3	17.5	0.0	0.0	18.6	0.0	0.0	0.0	0.0	0.0	21.5
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	0	21	3	0	24	1	0	0	0	1	2	33	0	0	35	0	0	0	0	0	60
Articulated Trucks	0	8	0	0	8	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	17
Total Entering Leg	0	31	3	0	34	2	0	0	0	2	3	40	0	0	43	0	0	0	0	0	79
Buses					0					0					2					0	2
Single-Unit Trucks					34					5					21					0	60
Articulated Trucks					8					1					8					0	17
Total Exiting Leg					42					6					31					0	79

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM
Class:

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

Buses

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	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	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
2:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM

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

Class: **Buses**

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Grand Total	0	6	2	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
Approach %	0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	40.0	13.3	0.0	53.3	0.0	0.0	0.0	0.0	0.0	0.0	46.7	0.0	0.0	46.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					7					2					6					0	15

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

7:15 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Exiting Leg					3					0					2					0	5
Total					5					0					5					0	10

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:30 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Exiting Leg					2					1					1					0	4
Total					4					1					3					0	8

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

2:00 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg					0					1					1					0	2
Total					2					1					1					0	4

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM
Class:

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

Single-Unit Trucks

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
6:45 AM	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
Total	0	14	0	0	14	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	26
7:00 AM	0	3	0	0	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	8
7:15 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
7:30 AM	0	2	0	0	2	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	10
7:45 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Total	0	18	0	0	18	0	0	3	0	3	0	17	0	0	17	0	0	0	0	0	38
8:00 AM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	9
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5
8:30 AM	0	5	0	0	5	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	13
8:45 AM	0	9	0	0	9	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	13
Total	0	21	1	0	22	0	0	2	0	2	1	13	0	0	14	2	0	0	0	2	40
9:00 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
9:15 AM	0	8	0	0	8	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	11
9:30 AM	0	8	0	0	8	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	16
9:45 AM	0	4	1	0	5	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	15
Total	0	26	1	0	27	1	0	0	0	1	0	23	2	0	25	0	0	0	0	0	53
10:00 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11
10:15 AM	0	6	1	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
10:30 AM	0	7	0	0	7	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	14
10:45 AM	0	6	0	0	6	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	11
Total	0	22	1	0	23	1	0	1	0	2	1	20	0	0	21	0	0	0	0	0	46
11:00 AM	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	14
11:15 AM	0	4	1	0	5	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	13
11:30 AM	0	6	0	0	6	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	19
11:45 AM	0	8	1	0	9	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	18
Total	0	27	2	0	29	1	0	0	0	1	3	30	0	0	33	1	0	0	0	1	64
12:00 PM	0	4	0	0	4	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	10
12:15 PM	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
12:30 PM	0	5	0	0	5	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	11
12:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
Total	0	25	0	0	25	1	0	1	0	2	0	23	0	0	23	0	0	0	0	0	50
1:00 PM	0	4	0	0	4	0	0	0	0	0	1	6	1	0	8	0	0	0	0	0	12
1:15 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	12
1:30 PM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
1:45 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
Total	0	18	0	0	18	0	0	0	0	0	1	30	1	0	32	0	0	1	0	1	51
2:00 PM	0	2	1	0	3	2	0	0	0	2	0	7	0	0	7	0	0	0	0	0	12
2:15 PM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
2:30 PM	0	7	0	0	7	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	16
2:45 PM	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	19
Total	0	18	1	0	19	2	0	0	0	2	1	35	0	0	36	0	0	0	0	0	57
3:00 PM	0	4	1	0	5	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	13
3:15 PM	0	4	2	0	6	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	12
3:30 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	6
3:45 PM	0	3	1	0	4	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	9
Total	0	12	4	0	16	1	0	0	0	1	3	20	0	0	23	0	0	0	0	0	40
4:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
4:15 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
4:30 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
4:45 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	16	1	0	17	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	30
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
5:30 PM	0	3	1	0	4	1	0	0	0	1	2	3	0	0	5	0	0	0	0	0	10
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	8	1	0	9	1	0	0	0	1	2	9	0	0	11	0	0	0	0	0	21
6:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
6:15 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
Total	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	11

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM

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

Class: **Single-Unit Trucks**

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Grand Total	0	229	12	0	241	8	0	7	0	15	13	251	3	0	267	3	0	1	0	4	527
Approach %	0.0	95.0	5.0	0.0		53.3	0.0	46.7	0.0		4.9	94.0	1.1	0.0		75.0	0.0	25.0	0.0		
Total %	0.0	43.5	2.3	0.0	45.7	1.5	0.0	1.3	0.0	2.8	2.5	47.6	0.6	0.0	50.7	0.6	0.0	0.2	0.0	0.8	
Exiting Leg Total					260					25					239					3	527

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

9:00 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
9:00 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
9:15 AM	0	8	0	0	8	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	11
9:30 AM	0	8	0	0	8	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	16
9:45 AM	0	4	1	0	5	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	15
Total Volume	0	26	1	0	27	1	0	0	0	1	0	23	2	0	25	0	0	0	0	0	53
% Approach Total	0.0	96.3	3.7	0.0		100.0	0.0	0.0	0.0		0.0	92.0	8.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.813	0.250	0.000	0.844	0.250	0.000	0.000	0.000	0.250	0.000	0.639	0.500	0.000	0.694	0.000	0.000	0.000	0.000	0.000	0.828
Entering Leg	0	26	1	0	27	1	0	0	0	1	0	23	2	0	25	0	0	0	0	0	53
Exiting Leg					24					1					26					2	53
Total					51					2					51					2	106

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

11:00 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	14
11:15 AM	0	4	1	0	5	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	13
11:30 AM	0	6	0	0	6	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	19
11:45 AM	0	8	1	0	9	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	18
Total Volume	0	27	2	0	29	1	0	0	0	1	3	30	0	0	33	1	0	0	0	1	64
% Approach Total	0.0	93.1	6.9	0.0		100.0	0.0	0.0	0.0		9.1	90.9	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.500	0.000	0.806	0.250	0.000	0.000	0.000	0.250	0.750	0.625	0.000	0.000	0.635	0.250	0.000	0.000	0.000	0.250	0.842
Entering Leg	0	27	2	0	29	1	0	0	0	1	3	30	0	0	33	1	0	0	0	1	64
Exiting Leg					31					5					28					0	64
Total					60					6					61					1	128

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	0	7	0	0	7	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	16
2:45 PM	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	19
3:00 PM	0	4	1	0	5	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	13
3:15 PM	0	4	2	0	6	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	12
Total Volume	0	21	3	0	24	1	0	0	0	1	2	33	0	0	35	0	0	0	0	0	60
% Approach Total	0.0	87.5	12.5	0.0		100.0	0.0	0.0	0.0		5.7	94.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.375	0.000	0.857	0.250	0.000	0.000	0.000	0.250	0.500	0.635	0.000	0.000	0.673	0.000	0.000	0.000	0.000	0.000	0.789
Entering Leg	0	21	3	0	24	1	0	0	0	1	2	33	0	0	35	0	0	0	0	0	60
Exiting Leg					34					5					21					0	60
Total					58					6					56					0	120

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM
Class:

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

Articulated Trucks

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
6:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	6	1	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
9:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
10:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
10:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
10:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	8
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	10	0	0	10	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	18
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
12:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	0	12	0	0	12	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	31
1:00 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
1:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
1:30 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	14	0	0	14	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	25
2:00 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
2:30 PM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
2:45 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
Total	0	5	0	0	5	1	0	0	0	1	2	8	0	0	10	0	0	0	0	0	16
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
3:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:30 PM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	7	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
6:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM

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

Class: **Articulated Trucks**

	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Grand Total	1	91	1	0	93	1	0	0	0	1	2	106	1	0	109	1	0	0	0	1	204
Approach %	1.1	97.8	1.1	0.0		100.0	0.0	0.0	0.0		1.8	97.2	0.9	0.0		100.0	0.0	0.0	0.0		
Total %	0.5	44.6	0.5	0.0	45.6	0.5	0.0	0.0	0.0	0.5	1.0	52.0	0.5	0.0	53.4	0.5	0.0	0.0	0.0	0.5	
Exiting Leg Total					107					3					92					2	204

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

6:45 AM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total Volume	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	20
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.000	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.714
Entering Leg	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	20
Exiting Leg					13					0					7					0	20
Total					20					0					20					0	40

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

12:15 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
12:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
1:00 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
Total Volume	0	17	0	0	17	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	37
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.708	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.841
Entering Leg	0	17	0	0	17	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	37
Exiting Leg					20					0					17					0	37
Total					37					0					37					0	74

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North					Cole Street from East					Fall River Avenue (Route 114A) from South					Cole Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
2:45 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
3:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	8	0	0	8	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	17
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.000	0.000	0.667	0.250	0.000	0.000	0.000	0.250	0.250	0.875	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.850
Entering Leg	0	8	0	0	8	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	17
Exiting Leg					8					1					8					0	17
Total					16					2					16					0	34

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM
Class:

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

Bicycles (on Roadway and Crosswalks)

	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
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157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
Grand Total	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							1							0							1							0	2

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

6:30 AM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:15 PM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							1							0							0							0	1
Total							1							1							0							0	2

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

2:00 PM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							1							0							0							0	1
Total							1							1							0							0	2

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM
Class:

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

Pedestrians

	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: 218108 B
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 6:30 AM
End Time: 6:30 PM
Class:

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

Pedestrians

	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0	0	0	0	0	0		0	0	0	0	50	50		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	50	50	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							2							0							0	2

AM Peak Hour Analysis from 06:30 AM to 10:00 AM begins at:

9:00 AM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							1							0							0	1
Total							0							2							0							0	2

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

10:00 AM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PM Peak Hour Analysis from 2:00 PM to 06:30 PM begins at:

2:15 PM	Fall River Avenue (Route 114A) from North							Cole Street from East							Fall River Avenue (Route 114A) from South							Cole Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							1							0							0	1
Total							0							2							0							0	2

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Cars and Heavy Vehicles (Combined)

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	7	2	0	9	0	26	0	26	11	1	0	12	47
7:15 AM	10	4	0	14	0	28	0	28	14	5	0	19	61
7:30 AM	11	3	0	14	1	33	0	34	12	0	0	12	60
7:45 AM	12	3	0	15	0	36	0	36	11	3	0	14	65
Total	40	12	0	52	1	123	0	124	48	9	0	57	233
8:00 AM	6	2	0	8	0	23	0	23	15	3	0	18	49
8:15 AM	8	1	0	9	0	33	0	33	21	0	0	21	63
8:30 AM	13	1	0	14	1	35	0	36	12	5	0	17	67
8:45 AM	11	0	0	11	0	22	0	22	16	3	0	19	52
Total	38	4	0	42	1	113	0	114	64	11	0	75	231
9:00 AM	5	1	0	6	1	30	0	31	12	2	0	14	51
9:15 AM	9	2	0	11	3	19	0	22	26	3	0	29	62
9:30 AM	7	0	0	7	2	27	0	29	26	1	0	27	63
9:45 AM	7	1	0	8	1	32	0	33	14	5	0	19	60
Total	28	4	0	32	7	108	0	115	78	11	0	89	236
10:00 AM	4	2	0	6	1	23	0	24	18	2	0	20	50
10:15 AM	8	0	0	8	0	17	0	17	23	5	0	28	53
10:30 AM	10	4	0	14	1	14	0	15	23	3	0	26	55
10:45 AM	5	3	0	8	1	21	0	22	23	3	0	26	56
Total	27	9	0	36	3	75	0	78	87	13	0	100	214
Grand Total	133	29	0	162	12	419	0	431	277	44	0	321	914
Approach %	82.1	17.9	0.0		2.8	97.2	0.0		86.3	13.7	0.0		
Total %	14.6	3.2	0.0	17.7	1.3	45.8	0.0	47.2	30.3	4.8	0.0	35.1	
Exiting Leg Total				56				306				552	914
Cars	133	29	0	162	12	409	0	421	270	44	0	314	897
% Cars	100.0	100.0	0.0	100.0	100.0	97.6	0.0	97.7	97.5	100.0	0.0	97.8	98.1
Exiting Leg Total				56				299				542	897
Heavy Vehicles	0	0	0	0	0	10	0	10	7	0	0	7	17
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	2.4	0.0	2.3	2.5	0.0	0.0	2.2	1.9
Exiting Leg Total				0				7				10	17

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:45 AM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:45 AM	12	3	0	15	0	36	0	36	11	3	0	14	65
8:00 AM	6	2	0	8	0	23	0	23	15	3	0	18	49
8:15 AM	8	1	0	9	0	33	0	33	21	0	0	21	63
8:30 AM	13	1	0	14	1	35	0	36	12	5	0	17	67
Total Volume	39	7	0	46	1	127	0	128	59	11	0	70	244
% Approach Total	84.8	15.2	0.0		0.8	99.2	0.0		84.3	15.7	0.0		
PHF	0.750	0.583	0.000	0.767	0.250	0.882	0.000	0.889	0.702	0.550	0.000	0.833	0.910
Cars	39	7	0	46	1	125	0	126	55	11	0	66	238
Cars %	100.0	100.0	0.0	100.0	100.0	98.4	0.0	98.4	93.2	100.0	0.0	94.3	97.5
Heavy Vehicles	0	0	0	0	0	2	0	2	4	0	0	4	6
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	1.6	0.0	1.6	6.8	0.0	0.0	5.7	2.5
Cars Enter Leg	39	7	0	46	1	125	0	126	55	11	0	66	238
Heavy Enter Leg	0	0	0	0	0	2	0	2	4	0	0	4	6
Total Entering Leg	39	7	0	46	1	127	0	128	59	11	0	70	244
Cars Exiting Leg				12				62				164	238
Heavy Exiting Leg				0				4				2	6
Total Exiting Leg				12				66				166	244

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Cars

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	7	2	0	9	0	25	0	25	11	1	0	12	46
7:15 AM	10	4	0	14	0	28	0	28	14	5	0	19	61
7:30 AM	11	3	0	14	1	32	0	33	12	0	0	12	59
7:45 AM	12	3	0	15	0	36	0	36	10	3	0	13	64
Total	40	12	0	52	1	121	0	122	47	9	0	56	230
8:00 AM	6	2	0	8	0	23	0	23	13	3	0	16	47
8:15 AM	8	1	0	9	0	32	0	32	21	0	0	21	62
8:30 AM	13	1	0	14	1	34	0	35	11	5	0	16	65
8:45 AM	11	0	0	11	0	21	0	21	16	3	0	19	51
Total	38	4	0	42	1	110	0	111	61	11	0	72	225
9:00 AM	5	1	0	6	1	28	0	29	12	2	0	14	49
9:15 AM	9	2	0	11	3	19	0	22	26	3	0	29	62
9:30 AM	7	0	0	7	2	27	0	29	26	1	0	27	63
9:45 AM	7	1	0	8	1	31	0	32	13	5	0	18	58
Total	28	4	0	32	7	105	0	112	77	11	0	88	232
10:00 AM	4	2	0	6	1	23	0	24	18	2	0	20	50
10:15 AM	8	0	0	8	0	17	0	17	22	5	0	27	52
10:30 AM	10	4	0	14	1	14	0	15	22	3	0	25	54
10:45 AM	5	3	0	8	1	19	0	20	23	3	0	26	54
Total	27	9	0	36	3	73	0	76	85	13	0	98	210
Grand Total	133	29	0	162	12	409	0	421	270	44	0	314	897
Approach %	82.1	17.9	0.0		2.9	97.1	0.0		86.0	14.0	0.0		
Total %	14.8	3.2	0.0	18.1	1.3	45.6	0.0	46.9	30.1	4.9	0.0	35.0	
Exiting Leg Total				56				299				542	897

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:45 AM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:45 AM	12	3	0	15	0	36	0	36	10	3	0	13	64
8:00 AM	6	2	0	8	0	23	0	23	13	3	0	16	47
8:15 AM	8	1	0	9	0	32	0	32	21	0	0	21	62
8:30 AM	13	1	0	14	1	34	0	35	11	5	0	16	65
Total Volume	39	7	0	46	1	125	0	126	55	11	0	66	238
% Approach Total	84.8	15.2	0.0		0.8	99.2	0.0		83.3	16.7	0.0		
PHF	0.750	0.583	0.000	0.767	0.250	0.868	0.000	0.875	0.655	0.550	0.000	0.786	0.915
Entering Leg	39	7	0	46	1	125	0	126	55	11	0	66	238
Exiting Leg				12				62				164	238
Total				58				188				230	476

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

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

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	2	0	2	1	0	0	1	3
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	3	0	0	3	6
9:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	3	0	3	1	0	0	1	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
10:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	2	0	0	2	4
Grand Total	0	0	0	0	0	10	0	10	7	0	0	7	17
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	58.8	0.0	58.8	41.2	0.0	0.0	41.2	
Exiting Leg Total				0				7				10	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0
Single-Unit Trucks	0	0	0	0	0	9	0	9	6	0	0	6	15
% Single-Unit	0.0	0.0	0.0	0.0	0.0	90.0	0.0	90.0	85.7	0.0	0.0	85.7	88.2
Exiting Leg Total				0				6				9	15
Articulated Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2
% Articulated	0.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0	14.3	0.0	0.0	14.3	11.8
Exiting Leg Total				0				1				1	2

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:45 AM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	0	0	0	0	0	2	0	2	4	0	0	4	6
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.750
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	2	0	2	3	0	0	3	5
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	75.0	0.0	0.0	75.0	83.3
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	16.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	2	0	2	3	0	0	3	5
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Entering Leg	0	0	0	0	0	2	0	2	4	0	0	4	6
Buses				0				0				0	0

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

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

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
Single-Unit Trucks				0				3				2	5
Articulated Trucks				0				1				0	1
Total Exiting Leg				0				4				2	6

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Buses

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	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
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:00 AM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Single-Unit Trucks

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	2	0	2	1	0	0	1	3
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	2	0	0	2	5
9:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	2	0	2	1	0	0	1	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
10:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	2	0	0	2	4
Grand Total	0	0	0	0	0	9	0	9	6	0	0	6	15
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	40.0	0.0	0.0	40.0	
Exiting Leg Total				0				6				9	15

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:45 AM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	0	0	0	0	0	2	0	2	3	0	0	3	5
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750	0.000	0.000	0.750	0.625
Entering Leg	0	0	0	0	0	2	0	2	3	0	0	3	5
Exiting Leg				0				3				2	5
Total				0				5				5	10

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Articulated Trucks

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
9:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	1	0	0	1	2
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	
Exiting Leg Total				0				1				1	2

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:15 AM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	1	1
Exiting Leg				0				1				0	1
Total				0				1				1	2

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Bicycles (on Roadway and Crosswalks)

	Springhouse Trail						Cole Street						Cole Street						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	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	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

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

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Pedestrians

	Springhouse Trail from North						Cole Street from East						Cole Street from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0	0	0	50	50		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	50	50	100	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						2						0						0	2

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:45 AM	Greenbriar Drive from North						Cole Street from East						Cole Street from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg						2						0						0	2
Total						4						0						0	4

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Cars and Heavy Vehicles (Combined)

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
2:30 PM	7	0	0	7	1	20	0	21	31	6	0	37	65
2:45 PM	8	0	0	8	1	27	0	28	43	8	0	51	87
Total	15	0	0	15	2	47	0	49	74	14	0	88	152
3:00 PM	5	4	0	9	0	19	0	19	39	6	0	45	73
3:15 PM	7	2	0	9	2	17	0	19	42	6	1	49	77
3:30 PM	1	1	0	2	0	25	0	25	46	8	0	54	81
3:45 PM	9	1	0	10	1	14	0	15	37	13	0	50	75
Total	22	8	0	30	3	75	0	78	164	33	1	198	306
4:00 PM	5	4	0	9	0	17	0	17	55	5	0	60	86
4:15 PM	2	4	0	6	0	14	0	14	69	19	0	88	108
4:30 PM	4	2	1	7	5	16	0	21	39	8	0	47	75
4:45 PM	2	3	0	5	4	21	0	25	67	16	0	83	113
Total	13	13	1	27	9	68	0	77	230	48	0	278	382
5:00 PM	4	5	0	9	4	17	0	21	52	16	0	68	98
5:15 PM	11	5	0	16	5	21	0	26	53	11	0	64	106
5:30 PM	12	0	0	12	3	12	0	15	58	12	0	70	97
5:45 PM	8	2	0	10	6	14	0	20	50	12	0	62	92
Total	35	12	0	47	18	64	0	82	213	51	0	264	393
6:00 PM	7	1	0	8	1	18	0	19	37	10	0	47	74
6:15 PM	7	6	0	13	3	22	0	25	49	13	0	62	100
Total	14	7	0	21	4	40	0	44	86	23	0	109	174
Grand Total	99	40	1	140	36	294	0	330	767	169	1	937	1407
Approach %	70.7	28.6	0.7		10.9	89.1	0.0		81.9	18.0	0.1		
Total %	7.0	2.8	0.1	10.0	2.6	20.9	0.0	23.5	54.5	12.0	0.1	66.6	
Exiting Leg Total				206				807				394	1407
Cars	99	40	1	140	36	290	0	326	753	168	1	922	1388
% Cars	100.0	100.0	100.0	100.0	100.0	98.6	0.0	98.8	98.2	99.4	100.0	98.4	98.6
Exiting Leg Total				205				793				390	1388
Heavy Vehicles	0	0	0	0	0	4	0	4	14	1	0	15	19
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.4	0.0	1.2	1.8	0.6	0.0	1.6	1.4
Exiting Leg Total				1				14				4	19

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:45 PM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:45 PM	2	3	0	5	4	21	0	25	67	16	0	83	113
5:00 PM	4	5	0	9	4	17	0	21	52	16	0	68	98
5:15 PM	11	5	0	16	5	21	0	26	53	11	0	64	106
5:30 PM	12	0	0	12	3	12	0	15	58	12	0	70	97
Total Volume	29	13	0	42	16	71	0	87	230	55	0	285	414
% Approach Total	69.0	31.0	0.0		18.4	81.6	0.0		80.7	19.3	0.0		
PHF	0.604	0.650	0.000	0.656	0.800	0.845	0.000	0.837	0.858	0.859	0.000	0.858	0.916
Cars	29	13	0	42	16	69	0	85	225	55	0	280	407
Cars %	100.0	100.0	0.0	100.0	100.0	97.2	0.0	97.7	97.8	100.0	0.0	98.2	98.3
Heavy Vehicles	0	0	0	0	0	2	0	2	5	0	0	5	7
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	2.8	0.0	2.3	2.2	0.0	0.0	1.8	1.7
Cars Enter Leg	29	13	0	42	16	69	0	85	225	55	0	280	407
Heavy Enter Leg	0	0	0	0	0	2	0	2	5	0	0	5	7
Total Entering Leg	29	13	0	42	16	71	0	87	230	55	0	285	414
Cars Exiting Leg				71				238				98	407
Heavy Exiting Leg				0				5				2	7
Total Exiting Leg				71				243				100	414

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Cars

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
2:30 PM	7	0	0	7	1	20	0	21	31	6	0	37	65
2:45 PM	8	0	0	8	1	27	0	28	43	8	0	51	87
Total	15	0	0	15	2	47	0	49	74	14	0	88	152
3:00 PM	5	4	0	9	0	19	0	19	37	6	0	43	71
3:15 PM	7	2	0	9	2	16	0	18	41	6	1	48	75
3:30 PM	1	1	0	2	0	24	0	24	44	8	0	52	78
3:45 PM	9	1	0	10	1	14	0	15	35	13	0	48	73
Total	22	8	0	30	3	73	0	76	157	33	1	191	297
4:00 PM	5	4	0	9	0	17	0	17	55	5	0	60	86
4:15 PM	2	4	0	6	0	14	0	14	69	18	0	87	107
4:30 PM	4	2	1	7	5	16	0	21	39	8	0	47	75
4:45 PM	2	3	0	5	4	20	0	24	66	16	0	82	111
Total	13	13	1	27	9	67	0	76	229	47	0	276	379
5:00 PM	4	5	0	9	4	17	0	21	51	16	0	67	97
5:15 PM	11	5	0	16	5	21	0	26	53	11	0	64	106
5:30 PM	12	0	0	12	3	11	0	14	55	12	0	67	93
5:45 PM	8	2	0	10	6	14	0	20	50	12	0	62	92
Total	35	12	0	47	18	63	0	81	209	51	0	260	388
6:00 PM	7	1	0	8	1	18	0	19	36	10	0	46	73
6:15 PM	7	6	0	13	3	22	0	25	48	13	0	61	99
Total	14	7	0	21	4	40	0	44	84	23	0	107	172
Grand Total	99	40	1	140	36	290	0	326	753	168	1	922	1388
Approach %	70.7	28.6	0.7		11.0	89.0	0.0		81.7	18.2	0.1		
Total %	7.1	2.9	0.1	10.1	2.6	20.9	0.0	23.5	54.3	12.1	0.1	66.4	
Exiting Leg Total				205				793				390	1388

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:45 PM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:45 PM	2	3	0	5	4	20	0	24	66	16	0	82	111
5:00 PM	4	5	0	9	4	17	0	21	51	16	0	67	97
5:15 PM	11	5	0	16	5	21	0	26	53	11	0	64	106
5:30 PM	12	0	0	12	3	11	0	14	55	12	0	67	93
Total Volume	29	13	0	42	16	69	0	85	225	55	0	280	407
% Approach Total	69.0	31.0	0.0		18.8	81.2	0.0		80.4	19.6	0.0		
PHF	0.604	0.650	0.000	0.656	0.800	0.821	0.000	0.817	0.852	0.859	0.000	0.854	0.917
Entering Leg	29	13	0	42	16	69	0	85	225	55	0	280	407
Exiting Leg				71				238				98	407
Total				113				323				378	814

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

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

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
3:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
3:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
3:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	2	0	2	7	0	0	7	9
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	1	0	1	1	1	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	4	0	0	4	5
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	4	0	4	14	1	0	15	19
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		93.3	6.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	21.1	0.0	21.1	73.7	5.3	0.0	78.9	
Exiting Leg Total				1				14				4	19
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0
Single-Unit Trucks	0	0	0	0	0	4	0	4	14	1	0	15	19
% Single-Unit	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0
Exiting Leg Total				1				14				4	19
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

3:00 PM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
3:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
3:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
3:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
3:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	2	0	2	7	0	0	7	9
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.875	0.000	0.000	0.875	0.750
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	2	0	2	7	0	0	7	9
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	2	0	2	7	0	0	7	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

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

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
Total Entering Leg	0	0	0	0	0	2	0	2	7	0	0	7	9
Buses				0				0				0	0
Single-Unit Trucks				0				7				2	9
Articulated Trucks				0				0				0	0
Total Exiting Leg				0				7				2	9

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Buses

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	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
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 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	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Single-Unit Trucks

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
3:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
3:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
3:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	2	0	2	7	0	0	7	9
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	1	0	1	1	1	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	4	0	0	4	5
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	4	0	4	14	1	0	15	19
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		93.3	6.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	21.1	0.0	21.1	73.7	5.3	0.0	78.9	
Exiting Leg Total				1				14				4	19

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

3:00 PM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
3:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
3:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
3:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
3:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	2	0	2	7	0	0	7	9
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.875	0.000	0.000	0.875	0.750
Entering Leg	0	0	0	0	0	2	0	2	7	0	0	7	9
Exiting Leg				0				7				2	9
Total				0				9				9	18

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Articulated Trucks

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	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
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Greenbriar Drive from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 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	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Bicycles (on Roadway and Crosswalks)

	Springhouse Trail from North						Cole Street from East						Cole Street from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total						1						0						0	1

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Greenbriar Drive from North						Cole Street from East						Cole Street from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Exiting Leg						1						0						0	1
Total						1						0						1	2

PDI File #: 218108 D
Location: N: Greenbriar Drive
Location: E: Cole Street W: Cole Street
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Pedestrians

	Springhouse Trail						Cole Street						Cole Street						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Approach %	0	0	0	100	0		0	0	0	0	0		0	0	0	100	0		
Total %	0	0	0	50	0	50	0	0	0	0	0	0	0	0	0	50	0	50	
Exiting Leg Total						1						0						1	2

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:45 PM	Greenbriar Drive						Cole Street						Cole Street						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Exiting Leg						1						0						1	2
Total						2						0						2	4

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	72	93	0	165	91	29	0	120	62	12	0	74	359
7:15 AM	79	112	0	191	85	26	0	111	55	21	0	76	378
7:30 AM	66	111	0	177	112	39	0	151	74	9	0	83	411
7:45 AM	79	137	0	216	103	25	0	128	79	7	0	86	430
Total	296	453	0	749	391	119	0	510	270	49	0	319	1578
8:00 AM	85	117	0	202	119	39	0	158	79	16	0	95	455
8:15 AM	83	139	0	222	121	27	0	148	84	9	0	93	463
8:30 AM	80	113	0	193	116	34	0	150	82	18	0	100	443
8:45 AM	73	154	0	227	96	30	0	126	77	15	0	92	445
Total	321	523	0	844	452	130	0	582	322	58	0	380	1806
9:00 AM	80	114	0	194	103	38	0	141	57	23	0	80	415
9:15 AM	54	117	0	171	112	39	0	151	62	14	1	77	399
9:30 AM	68	143	0	211	117	29	0	146	74	20	0	94	451
9:45 AM	57	164	0	221	137	35	0	172	83	15	0	98	491
Total	259	538	0	797	469	141	0	610	276	72	1	349	1756
10:00 AM	55	140	0	195	127	39	0	166	80	19	0	99	460
10:15 AM	79	152	0	231	146	47	0	193	96	17	0	113	537
10:30 AM	53	175	0	228	150	51	0	201	98	17	1	116	545
10:45 AM	75	142	0	217	151	47	0	198	107	22	0	129	544
Total	262	609	0	871	574	184	0	758	381	75	1	457	2086
Grand Total	1138	2123	0	3261	1886	574	0	2460	1249	254	2	1505	7226
Approach %	34.9	65.1	0.0		76.7	23.3	0.0		83.0	16.9	0.1		
Total %	15.7	29.4	0.0	45.1	26.1	7.9	0.0	34.0	17.3	3.5	0.0	20.8	
Exiting Leg Total				2140				3372				1714	7226
Cars	1072	2043	0	3115	1722	532	0	2254	1162	219	2	1383	6752
% Cars	94.2	96.2	0.0	95.5	91.3	92.7	0.0	91.6	93.0	86.2	100.0	91.9	93.4
Exiting Leg Total				1941				3205				1606	6752
Heavy Vehicles	66	80	0	146	164	42	0	206	87	35	0	122	474
% Heavy Vehicles	5.8	3.8	0.0	4.5	8.7	7.3	0.0	8.4	7.0	13.8	0.0	8.1	6.6
Exiting Leg Total				199				167				108	474

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

10:00 AM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
10:00 AM	55	140	0	195	127	39	0	166	80	19	0	99	460
10:15 AM	79	152	0	231	146	47	0	193	96	17	0	113	537
10:30 AM	53	175	0	228	150	51	0	201	98	17	1	116	545
10:45 AM	75	142	0	217	151	47	0	198	107	22	0	129	544
Total Volume	262	609	0	871	574	184	0	758	381	75	1	457	2086
% Approach Total	30.1	69.9	0.0		75.7	24.3	0.0		83.4	16.4	0.2		
PHF	0.829	0.870	0.000	0.943	0.950	0.902	0.000	0.943	0.890	0.852	0.250	0.886	0.957
Cars	245	589	0	834	539	173	0	712	357	65	1	423	1969
Cars %	93.5	96.7	0.0	95.8	93.9	94.0	0.0	93.9	93.7	86.7	100.0	92.6	94.4
Heavy Vehicles	17	20	0	37	35	11	0	46	24	10	0	34	117
Heavy Vehicles %	6.5	3.3	0.0	4.2	6.1	6.0	0.0	6.1	6.3	13.3	0.0	7.4	5.6
Cars Enter Leg	245	589	0	834	539	173	0	712	357	65	1	423	1969
Heavy Enter Leg	17	20	0	37	35	11	0	46	24	10	0	34	117
Total Entering Leg	262	609	0	871	574	184	0	758	381	75	1	457	2086
Cars Exiting Leg				604				946				419	1969
Heavy Exiting Leg				45				44				28	117
Total Exiting Leg				649				990				447	2086

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Cars**

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	69	91	0	160	84	26	0	110	58	10	0	68	338
7:15 AM	77	106	0	183	68	23	0	91	51	18	0	69	343
7:30 AM	63	107	0	170	105	38	0	143	66	7	0	73	386
7:45 AM	76	135	0	211	88	23	0	111	74	6	0	80	402
Total	285	439	0	724	345	110	0	455	249	41	0	290	1469
8:00 AM	78	113	0	191	107	37	0	144	74	13	0	87	422
8:15 AM	80	136	0	216	108	26	0	134	79	8	0	87	437
8:30 AM	77	106	0	183	109	31	0	140	77	14	0	91	414
8:45 AM	68	147	0	215	91	30	0	121	71	13	0	84	420
Total	303	502	0	805	415	124	0	539	301	48	0	349	1693
9:00 AM	74	111	0	185	96	36	0	132	51	22	0	73	390
9:15 AM	50	110	0	160	107	35	0	142	56	13	1	70	372
9:30 AM	60	139	0	199	105	25	0	130	72	17	0	89	418
9:45 AM	55	153	0	208	115	29	0	144	76	13	0	89	441
Total	239	513	0	752	423	125	0	548	255	65	1	321	1621
10:00 AM	51	137	0	188	114	37	0	151	77	17	0	94	433
10:15 AM	74	148	0	222	138	43	0	181	88	14	0	102	505
10:30 AM	50	167	0	217	139	48	0	187	94	14	1	109	513
10:45 AM	70	137	0	207	148	45	0	193	98	20	0	118	518
Total	245	589	0	834	539	173	0	712	357	65	1	423	1969
Grand Total	1072	2043	0	3115	1722	532	0	2254	1162	219	2	1383	6752
Approach %	34.4	65.6	0.0		76.4	23.6	0.0		84.0	15.8	0.1		
Total %	15.9	30.3	0.0	46.1	25.5	7.9	0.0	33.4	17.2	3.2	0.0	20.5	
Exiting Leg Total				1941				3205				1606	6752

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

10:00 AM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
10:00 AM	51	137	0	188	114	37	0	151	77	17	0	94	433
10:15 AM	74	148	0	222	138	43	0	181	88	14	0	102	505
10:30 AM	50	167	0	217	139	48	0	187	94	14	1	109	513
10:45 AM	70	137	0	207	148	45	0	193	98	20	0	118	518
Total Volume	245	589	0	834	539	173	0	712	357	65	1	423	1969
% Approach Total	29.4	70.6	0.0		75.7	24.3	0.0		84.4	15.4	0.2		
PHF	0.828	0.882	0.000	0.939	0.910	0.901	0.000	0.922	0.911	0.813	0.250	0.896	0.950
Entering Leg	245	589	0	834	539	173	0	712	357	65	1	423	1969
Exiting Leg				604				946				419	1969
Total				1438				1658				842	3938

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

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

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	3	2	0	5	7	3	0	10	4	2	0	6	21
7:15 AM	2	6	0	8	17	3	0	20	4	3	0	7	35
7:30 AM	3	4	0	7	7	1	0	8	8	2	0	10	25
7:45 AM	3	2	0	5	15	2	0	17	5	1	0	6	28
Total	11	14	0	25	46	9	0	55	21	8	0	29	109
8:00 AM	7	4	0	11	12	2	0	14	5	3	0	8	33
8:15 AM	3	3	0	6	13	1	0	14	5	1	0	6	26
8:30 AM	3	7	0	10	7	3	0	10	5	4	0	9	29
8:45 AM	5	7	0	12	5	0	0	5	6	2	0	8	25
Total	18	21	0	39	37	6	0	43	21	10	0	31	113
9:00 AM	6	3	0	9	7	2	0	9	6	1	0	7	25
9:15 AM	4	7	0	11	5	4	0	9	6	1	0	7	27
9:30 AM	8	4	0	12	12	4	0	16	2	3	0	5	33
9:45 AM	2	11	0	13	22	6	0	28	7	2	0	9	50
Total	20	25	0	45	46	16	0	62	21	7	0	28	135
10:00 AM	4	3	0	7	13	2	0	15	3	2	0	5	27
10:15 AM	5	4	0	9	8	4	0	12	8	3	0	11	32
10:30 AM	3	8	0	11	11	3	0	14	4	3	0	7	32
10:45 AM	5	5	0	10	3	2	0	5	9	2	0	11	26
Total	17	20	0	37	35	11	0	46	24	10	0	34	117
Grand Total	66	80	0	146	164	42	0	206	87	35	0	122	474
Approach %	45.2	54.8	0.0		79.6	20.4	0.0		71.3	28.7	0.0		
Total %	13.9	16.9	0.0	30.8	34.6	8.9	0.0	43.5	18.4	7.4	0.0	25.7	
Exiting Leg Total				199				167				108	474
Buses	3	0	0	3	2	1	0	3	0	2	0	2	8
% Buses	4.5	0.0	0.0	2.1	1.2	2.4	0.0	1.5	0.0	5.7	0.0	1.6	1.7
Exiting Leg Total				4				0				4	8
Single-Unit Trucks	52	59	0	111	115	16	0	131	44	15	0	59	301
% Single-Unit	78.8	73.8	0.0	76.0	70.1	38.1	0.0	63.6	50.6	42.9	0.0	48.4	63.5
Exiting Leg Total				130				103				68	301
Articulated Trucks	11	21	0	32	47	25	0	72	43	18	0	61	165
% Articulated	16.7	26.3	0.0	21.9	28.7	59.5	0.0	35.0	49.4	51.4	0.0	50.0	34.8
Exiting Leg Total				65				64				36	165

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:30 AM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
9:30 AM	8	4	0	12	12	4	0	16	2	3	0	5	33
9:45 AM	2	11	0	13	22	6	0	28	7	2	0	9	50
10:00 AM	4	3	0	7	13	2	0	15	3	2	0	5	27
10:15 AM	5	4	0	9	8	4	0	12	8	3	0	11	32
Total Volume	19	22	0	41	55	16	0	71	20	10	0	30	142
% Approach Total	46.3	53.7	0.0		77.5	22.5	0.0		66.7	33.3	0.0		
PHF	0.594	0.500	0.000	0.788	0.625	0.667	0.000	0.634	0.625	0.833	0.000	0.682	0.710
Buses	0	0	0	0	1	1	0	2	0	1	0	1	3
Buses %	0.0	0.0	0.0	0.0	1.8	6.3	0.0	2.8	0.0	10.0	0.0	3.3	2.1
Single-Unit Trucks	14	17	0	31	42	7	0	49	9	5	0	14	94
Single-Unit %	73.7	77.3	0.0	75.6	76.4	43.8	0.0	69.0	45.0	50.0	0.0	46.7	66.2
Articulated Trucks	5	5	0	10	12	8	0	20	11	4	0	15	45
Articulated %	26.3	22.7	0.0	24.4	21.8	50.0	0.0	28.2	55.0	40.0	0.0	50.0	31.7
Buses	0	0	0	0	1	1	0	2	0	1	0	1	3
Single-Unit Trucks	14	17	0	31	42	7	0	49	9	5	0	14	94
Articulated Trucks	5	5	0	10	12	8	0	20	11	4	0	15	45
Total Entering Leg	19	22	0	41	55	16	0	71	20	10	0	30	142
Buses				2				0				1	3

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

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

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
Single-Unit Trucks				47				26				21	94
Articulated Trucks				16				16				13	45
Total Exiting Leg				65				42				35	142

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Buses**

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
9:00 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	2
Total	1	0	0	1	2	1	0	3	0	0	0	0	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
10:30 AM	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
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	3	0	0	3	2	1	0	3	0	2	0	2	8
Approach %	100.0	0.0	0.0		66.7	33.3	0.0		0.0	100.0	0.0		
Total %	37.5	0.0	0.0	37.5	25.0	12.5	0.0	37.5	0.0	25.0	0.0	25.0	
Exiting Leg Total				4				0				4	8

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:00 AM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
9:00 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	2
Total Volume	1	0	0	1	2	1	0	3	0	0	0	0	4
% Approach Total	100.0	0.0	0.0		66.7	33.3	0.0		0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.500	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.500
Entering Leg	1	0	0	1	2	1	0	3	0	0	0	0	4
Exiting Leg				2				0				2	4
Total				3				3				2	8

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Single-Unit Trucks**

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	3	1	0	4	5	1	0	6	2	0	0	2	12
7:15 AM	2	6	0	8	11	2	0	13	1	2	0	3	24
7:30 AM	2	1	0	3	3	1	0	4	5	0	0	5	12
7:45 AM	3	2	0	5	10	0	0	10	2	1	0	3	18
Total	10	10	0	20	29	4	0	33	10	3	0	13	66
8:00 AM	5	2	0	7	8	1	0	9	2	1	0	3	19
8:15 AM	2	3	0	5	9	1	0	10	4	0	0	4	19
8:30 AM	3	5	0	8	5	1	0	6	2	1	0	3	17
8:45 AM	5	5	0	10	4	0	0	4	3	1	0	4	18
Total	15	15	0	30	26	3	0	29	11	3	0	14	73
9:00 AM	5	2	0	7	5	0	0	5	3	1	0	4	16
9:15 AM	3	7	0	10	3	1	0	4	3	0	0	3	17
9:30 AM	7	3	0	10	9	1	0	10	1	3	0	4	24
9:45 AM	1	7	0	8	15	1	0	16	4	2	0	6	30
Total	16	19	0	35	32	3	0	35	11	6	0	17	87
10:00 AM	3	3	0	6	12	2	0	14	1	0	0	1	21
10:15 AM	3	4	0	7	6	3	0	9	3	0	0	3	19
10:30 AM	1	6	0	7	8	1	0	9	3	2	0	5	21
10:45 AM	4	2	0	6	2	0	0	2	5	1	0	6	14
Total	11	15	0	26	28	6	0	34	12	3	0	15	75
Grand Total	52	59	0	111	115	16	0	131	44	15	0	59	301
Approach %	46.8	53.2	0.0		87.8	12.2	0.0		74.6	25.4	0.0		
Total %	17.3	19.6	0.0	36.9	38.2	5.3	0.0	43.5	14.6	5.0	0.0	19.6	
Exiting Leg Total				130				103				68	301

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:30 AM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
9:30 AM	7	3	0	10	9	1	0	10	1	3	0	4	24
9:45 AM	1	7	0	8	15	1	0	16	4	2	0	6	30
10:00 AM	3	3	0	6	12	2	0	14	1	0	0	1	21
10:15 AM	3	4	0	7	6	3	0	9	3	0	0	3	19
Total Volume	14	17	0	31	42	7	0	49	9	5	0	14	94
% Approach Total	45.2	54.8	0.0		85.7	14.3	0.0		64.3	35.7	0.0		
PHF	0.500	0.607	0.000	0.775	0.700	0.583	0.000	0.766	0.563	0.417	0.000	0.583	0.783
Entering Leg	14	17	0	31	42	7	0	49	9	5	0	14	94
Exiting Leg				47				26				21	94
Total				78				75				35	188

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Articulated Trucks**

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	1	0	1	2	2	0	4	2	2	0	4	9
7:15 AM	0	0	0	0	6	1	0	7	3	0	0	3	10
7:30 AM	1	3	0	4	4	0	0	4	3	2	0	5	13
7:45 AM	0	0	0	0	5	2	0	7	3	0	0	3	10
Total	1	4	0	5	17	5	0	22	11	4	0	15	42
8:00 AM	0	2	0	2	4	1	0	5	3	2	0	5	12
8:15 AM	1	0	0	1	4	0	0	4	1	1	0	2	7
8:30 AM	0	2	0	2	2	2	0	4	3	3	0	6	12
8:45 AM	0	2	0	2	1	0	0	1	3	1	0	4	7
Total	1	6	0	7	11	3	0	14	10	7	0	17	38
9:00 AM	0	1	0	1	1	2	0	3	3	0	0	3	7
9:15 AM	1	0	0	1	2	3	0	5	3	1	0	4	10
9:30 AM	1	1	0	2	3	3	0	6	1	0	0	1	9
9:45 AM	1	4	0	5	6	4	0	10	3	0	0	3	18
Total	3	6	0	9	12	12	0	24	10	1	0	11	44
10:00 AM	1	0	0	1	1	0	0	1	2	2	0	4	6
10:15 AM	2	0	0	2	2	1	0	3	5	2	0	7	12
10:30 AM	2	2	0	4	3	2	0	5	1	1	0	2	11
10:45 AM	1	3	0	4	1	2	0	3	4	1	0	5	12
Total	6	5	0	11	7	5	0	12	12	6	0	18	41
Grand Total	11	21	0	32	47	25	0	72	43	18	0	61	165
Approach %	34.4	65.6	0.0		65.3	34.7	0.0		70.5	29.5	0.0		
Total %	6.7	12.7	0.0	19.4	28.5	15.2	0.0	43.6	26.1	10.9	0.0	37.0	
Exiting Leg Total				65				64				36	165

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:45 AM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
9:45 AM	1	4	0	5	6	4	0	10	3	0	0	3	18
10:00 AM	1	0	0	1	1	0	0	1	2	2	0	4	6
10:15 AM	2	0	0	2	2	1	0	3	5	2	0	7	12
10:30 AM	2	2	0	4	3	2	0	5	1	1	0	2	11
Total Volume	6	6	0	12	12	7	0	19	11	5	0	16	47
% Approach Total	50.0	50.0	0.0		63.2	36.8	0.0		68.8	31.3	0.0		
PHF	0.750	0.375	0.000	0.600	0.500	0.438	0.000	0.475	0.550	0.625	0.000	0.571	0.653
Entering Leg	6	6	0	12	12	7	0	19	11	5	0	16	47
Exiting Leg				17				17				13	47
Total				29				36				29	94

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class:

Bicycles (on Roadway and Crosswalks)

	Fall River Avenue (Route 114A) from North						Fall River Avenue (Route 114A) from South						I-195 EB Ramps from West						Total
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	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	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:00 AM	Fall River Avenue (Route 114A) from North						Fall River Avenue (Route 114A) from South						I-195 EB Ramps from West						Total
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Pedestrians**

	Fall River Avenue (Route 114A) from North						Fall River Avenue (Route 114A) from South						I-195 EB Ramps from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	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	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:00 AM	Fall River Avenue (Route 114A) from North						Fall River Avenue (Route 114A) from South						I-195 EB Ramps from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:30 PM	76	148	0	224	175	70	0	245	98	31	0	129	598
2:45 PM	95	173	0	268	179	52	0	231	108	31	0	139	638
Total	171	321	0	492	354	122	0	476	206	62	0	268	1236
3:00 PM	101	178	0	279	229	85	0	314	93	31	0	124	717
3:15 PM	113	146	0	259	176	74	0	250	102	41	0	143	652
3:30 PM	92	142	0	234	143	55	0	198	100	41	0	141	573
3:45 PM	104	194	0	298	186	64	0	250	95	36	0	131	679
Total	410	660	0	1070	734	278	0	1012	390	149	0	539	2621
4:00 PM	103	160	0	263	152	70	0	222	118	52	0	170	655
4:15 PM	111	211	0	322	156	66	0	222	117	41	0	158	702
4:30 PM	128	178	0	306	157	79	0	236	109	42	0	151	693
4:45 PM	125	196	0	321	155	53	0	208	87	45	0	132	661
Total	467	745	0	1212	620	268	0	888	431	180	0	611	2711
5:00 PM	114	196	0	310	166	87	0	253	96	42	0	138	701
5:15 PM	117	178	0	295	159	61	0	220	106	38	0	144	659
5:30 PM	105	189	0	294	141	62	0	203	104	32	0	136	633
5:45 PM	103	170	0	273	142	62	0	204	99	44	0	143	620
Total	439	733	0	1172	608	272	0	880	405	156	0	561	2613
6:00 PM	77	185	0	262	153	55	0	208	86	32	0	118	588
6:15 PM	84	193	0	277	145	54	0	199	99	37	0	136	612
Total	161	378	0	539	298	109	0	407	185	69	0	254	1200
Grand Total	1648	2837	0	4485	2614	1049	0	3663	1617	616	0	2233	10381
Approach %	36.7	63.3	0.0		71.4	28.6	0.0		72.4	27.6	0.0		
Total %	15.9	27.3	0.0	43.2	25.2	10.1	0.0	35.3	15.6	5.9	0.0	21.5	
Exiting Leg Total				3230				4454				2697	10381
Cars	1613	2760	0	4373	2559	1025	0	3584	1543	595	0	2138	10095
% Cars	97.9	97.3	0.0	97.5	97.9	97.7	0.0	97.8	95.4	96.6	0.0	95.7	97.2
Exiting Leg Total				3154				4303				2638	10095
Heavy Vehicles	35	77	0	112	55	24	0	79	74	21	0	95	286
% Heavy Vehicles	2.1	2.7	0.0	2.5	2.1	2.3	0.0	2.2	4.6	3.4	0.0	4.3	2.8
Exiting Leg Total				76				151				59	286

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:15 PM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:15 PM	111	211	0	322	156	66	0	222	117	41	0	158	702
4:30 PM	128	178	0	306	157	79	0	236	109	42	0	151	693
4:45 PM	125	196	0	321	155	53	0	208	87	45	0	132	661
5:00 PM	114	196	0	310	166	87	0	253	96	42	0	138	701
Total Volume	478	781	0	1259	634	285	0	919	409	170	0	579	2757
% Approach Total	38.0	62.0	0.0		69.0	31.0	0.0		70.6	29.4	0.0		
PHF	0.934	0.925	0.000	0.977	0.955	0.819	0.000	0.908	0.874	0.944	0.000	0.916	0.982
Cars	470	763	0	1233	625	276	0	901	390	166	0	556	2690
Cars %	98.3	97.7	0.0	97.9	98.6	96.8	0.0	98.0	95.4	97.6	0.0	96.0	97.6
Heavy Vehicles	8	18	0	26	9	9	0	18	19	4	0	23	67
Heavy Vehicles %	1.7	2.3	0.0	2.1	1.4	3.2	0.0	2.0	4.6	2.4	0.0	4.0	2.4
Cars Enter Leg	470	763	0	1233	625	276	0	901	390	166	0	556	2690
Heavy Enter Leg	8	18	0	26	9	9	0	18	19	4	0	23	67
Total Entering Leg	478	781	0	1259	634	285	0	919	409	170	0	579	2757
Cars Exiting Leg				791				1153				746	2690
Heavy Exiting Leg				13				37				17	67
Total Exiting Leg				804				1190				763	2757

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class: **Cars**

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:30 PM	73	139	0	212	173	69	0	242	95	28	0	123	577
2:45 PM	90	167	0	257	171	48	0	219	104	27	0	131	607
Total	163	306	0	469	344	117	0	461	199	55	0	254	1184
3:00 PM	93	173	0	266	224	84	0	308	90	28	0	118	692
3:15 PM	112	140	0	252	170	72	0	242	95	41	0	136	630
3:30 PM	90	140	0	230	138	53	0	191	96	40	0	136	557
3:45 PM	103	187	0	290	184	63	0	247	92	35	0	127	664
Total	398	640	0	1038	716	272	0	988	373	144	0	517	2543
4:00 PM	102	153	0	255	151	68	0	219	109	50	0	159	633
4:15 PM	108	207	0	315	153	64	0	217	107	41	0	148	680
4:30 PM	126	173	0	299	154	77	0	231	103	41	0	144	674
4:45 PM	123	189	0	312	153	52	0	205	86	44	0	130	647
Total	459	722	0	1181	611	261	0	872	405	176	0	581	2634
5:00 PM	113	194	0	307	165	83	0	248	94	40	0	134	689
5:15 PM	116	171	0	287	158	61	0	219	104	38	0	142	648
5:30 PM	104	185	0	289	136	62	0	198	97	31	0	128	615
5:45 PM	101	170	0	271	138	61	0	199	98	44	0	142	612
Total	434	720	0	1154	597	267	0	864	393	153	0	546	2564
6:00 PM	76	181	0	257	150	54	0	204	80	31	0	111	572
6:15 PM	83	191	0	274	141	54	0	195	93	36	0	129	598
Total	159	372	0	531	291	108	0	399	173	67	0	240	1170
Grand Total	1613	2760	0	4373	2559	1025	0	3584	1543	595	0	2138	10095
Approach %	36.9	63.1	0.0		71.4	28.6	0.0		72.2	27.8	0.0		
Total %	16.0	27.3	0.0	43.3	25.3	10.2	0.0	35.5	15.3	5.9	0.0	21.2	
Exiting Leg Total				3154				4303				2638	10095

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:15 PM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:15 PM	108	207	0	315	153	64	0	217	107	41	0	148	680
4:30 PM	126	173	0	299	154	77	0	231	103	41	0	144	674
4:45 PM	123	189	0	312	153	52	0	205	86	44	0	130	647
5:00 PM	113	194	0	307	165	83	0	248	94	40	0	134	689
Total Volume	470	763	0	1233	625	276	0	901	390	166	0	556	2690
% Approach Total	38.1	61.9	0.0		69.4	30.6	0.0		70.1	29.9	0.0		
PHF	0.933	0.921	0.000	0.979	0.947	0.831	0.000	0.908	0.911	0.943	0.000	0.939	0.976
Entering Leg	470	763	0	1233	625	276	0	901	390	166	0	556	2690
Exiting Leg				791				1153				746	2690
Total				2024				2054				1302	5380

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

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

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:30 PM	3	9	0	12	2	1	0	3	3	3	0	6	21
2:45 PM	5	6	0	11	8	4	0	12	4	4	0	8	31
Total	8	15	0	23	10	5	0	15	7	7	0	14	52
3:00 PM	8	5	0	13	5	1	0	6	3	3	0	6	25
3:15 PM	1	6	0	7	6	2	0	8	7	0	0	7	22
3:30 PM	2	2	0	4	5	2	0	7	4	1	0	5	16
3:45 PM	1	7	0	8	2	1	0	3	3	1	0	4	15
Total	12	20	0	32	18	6	0	24	17	5	0	22	78
4:00 PM	1	7	0	8	1	2	0	3	9	2	0	11	22
4:15 PM	3	4	0	7	3	2	0	5	10	0	0	10	22
4:30 PM	2	5	0	7	3	2	0	5	6	1	0	7	19
4:45 PM	2	7	0	9	2	1	0	3	1	1	0	2	14
Total	8	23	0	31	9	7	0	16	26	4	0	30	77
5:00 PM	1	2	0	3	1	4	0	5	2	2	0	4	12
5:15 PM	1	7	0	8	1	0	0	1	2	0	0	2	11
5:30 PM	1	4	0	5	5	0	0	5	7	1	0	8	18
5:45 PM	2	0	0	2	4	1	0	5	1	0	0	1	8
Total	5	13	0	18	11	5	0	16	12	3	0	15	49
6:00 PM	1	4	0	5	3	1	0	4	6	1	0	7	16
6:15 PM	1	2	0	3	4	0	0	4	6	1	0	7	14
Total	2	6	0	8	7	1	0	8	12	2	0	14	30
Grand Total	35	77	0	112	55	24	0	79	74	21	0	95	286
Approach %	31.3	68.8	0.0		69.6	30.4	0.0		77.9	22.1	0.0		
Total %	12.2	26.9	0.0	39.2	19.2	8.4	0.0	27.6	25.9	7.3	0.0	33.2	
Exiting Leg Total				76				151				59	286
Buses	1	1	0	2	1	1	0	2	0	0	0	0	4
% Buses	2.9	1.3	0.0	1.8	1.8	4.2	0.0	2.5	0.0	0.0	0.0	0.0	1.4
Exiting Leg Total				1				1				2	4
Single-Unit Trucks	28	51	0	79	32	12	0	44	42	11	0	53	176
% Single-Unit	80.0	66.2	0.0	70.5	58.2	50.0	0.0	55.7	56.8	52.4	0.0	55.8	61.5
Exiting Leg Total				43				93				40	176
Articulated Trucks	6	25	0	31	22	11	0	33	32	10	0	42	106
% Articulated	17.1	32.5	0.0	27.7	40.0	45.8	0.0	41.8	43.2	47.6	0.0	44.2	37.1
Exiting Leg Total				32				57				17	106

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:30 PM	3	9	0	12	2	1	0	3	3	3	0	6	21
2:45 PM	5	6	0	11	8	4	0	12	4	4	0	8	31
3:00 PM	8	5	0	13	5	1	0	6	3	3	0	6	25
3:15 PM	1	6	0	7	6	2	0	8	7	0	0	7	22
Total Volume	17	26	0	43	21	8	0	29	17	10	0	27	99
% Approach Total	39.5	60.5	0.0		72.4	27.6	0.0		63.0	37.0	0.0		
PHF	0.531	0.722	0.000	0.827	0.656	0.500	0.000	0.604	0.607	0.625	0.000	0.844	0.798
Buses	1	1	0	2	0	1	0	1	0	0	0	0	3
Buses %	5.9	3.8	0.0	4.7	0.0	12.5	0.0	3.4	0.0	0.0	0.0	0.0	3.0
Single-Unit Trucks	14	19	0	33	11	3	0	14	10	5	0	15	62
Single-Unit %	82.4	73.1	0.0	76.7	52.4	37.5	0.0	48.3	58.8	50.0	0.0	55.6	62.6
Articulated Trucks	2	6	0	8	10	4	0	14	7	5	0	12	34
Articulated %	11.8	23.1	0.0	18.6	47.6	50.0	0.0	48.3	41.2	50.0	0.0	44.4	34.3
Buses	1	1	0	2	0	1	0	1	0	0	0	0	3
Single-Unit Trucks	14	19	0	33	11	3	0	14	10	5	0	15	62
Articulated Trucks	2	6	0	8	10	4	0	14	7	5	0	12	34

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

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

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
Total Entering Leg	17	26	0	43	21	8	0	29	17	10	0	27	99
Buses				0				1				2	3
Single-Unit Trucks				16				29				17	62
Articulated Trucks				15				13				6	34
Total Exiting Leg				31				43				25	99

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class: **Buses**

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
3:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	1	0	1	0	0	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	1	0	2	1	1	0	2	0	0	0	0	4
Approach %	50.0	50.0	0.0		50.0	50.0	0.0		0.0	0.0	0.0		
Total %	25.0	25.0	0.0	50.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				1				1				2	4

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
3:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	2
Total Volume	1	1	0	2	0	1	0	1	0	0	0	0	3
% Approach Total	50.0	50.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.375
Entering Leg	1	1	0	2	0	1	0	1	0	0	0	0	3
Exiting Leg				0				1				2	3
Total				2				2				2	6

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class: **Single-Unit Trucks**

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:30 PM	2	6	0	8	1	0	0	1	1	1	0	2	11
2:45 PM	4	5	0	9	5	2	0	7	3	2	0	5	21
Total	6	11	0	17	6	2	0	8	4	3	0	7	32
3:00 PM	7	3	0	10	3	1	0	4	2	2	0	4	18
3:15 PM	1	5	0	6	2	0	0	2	4	0	0	4	12
3:30 PM	1	2	0	3	4	2	0	6	2	1	0	3	12
3:45 PM	1	4	0	5	0	1	0	1	1	1	0	2	8
Total	10	14	0	24	9	4	0	13	9	4	0	13	50
4:00 PM	0	6	0	6	1	1	0	2	8	0	0	8	16
4:15 PM	3	3	0	6	2	0	0	2	6	0	0	6	14
4:30 PM	2	4	0	6	2	2	0	4	5	0	0	5	15
4:45 PM	2	3	0	5	2	1	0	3	0	0	0	0	8
Total	7	16	0	23	7	4	0	11	19	0	0	19	53
5:00 PM	1	2	0	3	0	2	0	2	1	1	0	2	7
5:15 PM	1	4	0	5	1	0	0	1	1	0	0	1	7
5:30 PM	0	2	0	2	5	0	0	5	2	1	0	3	10
5:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total	3	8	0	11	7	2	0	9	4	2	0	6	26
6:00 PM	1	2	0	3	0	0	0	0	3	1	0	4	7
6:15 PM	1	0	0	1	3	0	0	3	3	1	0	4	8
Total	2	2	0	4	3	0	0	3	6	2	0	8	15
Grand Total	28	51	0	79	32	12	0	44	42	11	0	53	176
Approach %	35.4	64.6	0.0		72.7	27.3	0.0		79.2	20.8	0.0		
Total %	15.9	29.0	0.0	44.9	18.2	6.8	0.0	25.0	23.9	6.3	0.0	30.1	
Exiting Leg Total				43				93				40	176

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:45 PM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:45 PM	4	5	0	9	5	2	0	7	3	2	0	5	21
3:00 PM	7	3	0	10	3	1	0	4	2	2	0	4	18
3:15 PM	1	5	0	6	2	0	0	2	4	0	0	4	12
3:30 PM	1	2	0	3	4	2	0	6	2	1	0	3	12
Total Volume	13	15	0	28	14	5	0	19	11	5	0	16	63
% Approach Total	46.4	53.6	0.0		73.7	26.3	0.0		68.8	31.3	0.0		
PHF	0.464	0.750	0.000	0.700	0.700	0.625	0.000	0.679	0.688	0.625	0.000	0.800	0.750
Entering Leg	13	15	0	28	14	5	0	19	11	5	0	16	63
Exiting Leg				19				26				18	63
Total				47				45				34	126

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class: **Articulated Trucks**

	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:30 PM	1	3	0	4	1	1	0	2	2	2	0	4	10
2:45 PM	1	1	0	2	3	2	0	5	1	2	0	3	10
Total	2	4	0	6	4	3	0	7	3	4	0	7	20
3:00 PM	0	2	0	2	2	0	0	2	1	1	0	2	6
3:15 PM	0	0	0	0	4	1	0	5	3	0	0	3	8
3:30 PM	1	0	0	1	1	0	0	1	2	0	0	2	4
3:45 PM	0	3	0	3	2	0	0	2	2	0	0	2	7
Total	1	5	0	6	9	1	0	10	8	1	0	9	25
4:00 PM	1	1	0	2	0	1	0	1	1	2	0	3	6
4:15 PM	0	1	0	1	1	2	0	3	4	0	0	4	8
4:30 PM	0	1	0	1	1	0	0	1	1	1	0	2	4
4:45 PM	0	4	0	4	0	0	0	0	1	1	0	2	6
Total	1	7	0	8	2	3	0	5	7	4	0	11	24
5:00 PM	0	0	0	0	0	2	0	2	1	1	0	2	4
5:15 PM	0	3	0	3	0	0	0	0	1	0	0	1	4
5:30 PM	1	2	0	3	0	0	0	0	5	0	0	5	8
5:45 PM	1	0	0	1	3	1	0	4	1	0	0	1	6
Total	2	5	0	7	3	3	0	6	8	1	0	9	22
6:00 PM	0	2	0	2	3	1	0	4	3	0	0	3	9
6:15 PM	0	2	0	2	1	0	0	1	3	0	0	3	6
Total	0	4	0	4	4	1	0	5	6	0	0	6	15
Grand Total	6	25	0	31	22	11	0	33	32	10	0	42	106
Approach %	19.4	80.6	0.0		66.7	33.3	0.0		76.2	23.8	0.0		
Total %	5.7	23.6	0.0	29.2	20.8	10.4	0.0	31.1	30.2	9.4	0.0	39.6	
Exiting Leg Total				32				57				17	106

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North				Fall River Avenue (Route 114A) from South				I-195 EB Ramps from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:30 PM	1	3	0	4	1	1	0	2	2	2	0	4	10
2:45 PM	1	1	0	2	3	2	0	5	1	2	0	3	10
3:00 PM	0	2	0	2	2	0	0	2	1	1	0	2	6
3:15 PM	0	0	0	0	4	1	0	5	3	0	0	3	8
Total Volume	2	6	0	8	10	4	0	14	7	5	0	12	34
% Approach Total	25.0	75.0	0.0		71.4	28.6	0.0		58.3	41.7	0.0		
PHF	0.500	0.500	0.000	0.500	0.625	0.500	0.000	0.700	0.583	0.625	0.000	0.750	0.850
Entering Leg	2	6	0	8	10	4	0	14	7	5	0	12	34
Exiting Leg				15				13				6	34
Total				23				27				18	68

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Bicycles (on Roadway and Crosswalks)

	Fall River Avenue (Route 114A) from North						Fall River Avenue (Route 114A) from South						I-195 EB Ramps from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North						Fall River Avenue (Route 114A) from South						I-195 EB Ramps from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: 218108 F
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: W: I-195 EB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Pedestrians

	Fall River Avenue (Route 114A) from North						Fall River Avenue (Route 114A) from South						I-195 EB Ramps from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	50	50		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	100	
Exiting Leg Total						0						0						2	2

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North						Fall River Avenue (Route 114A) from South						I-195 EB Ramps from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg						0						0						1	1
Total						0						0						2	2

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	123	34	0	157	94	46	0	140	46	53	0	99	396
7:15 AM	144	31	0	175	114	51	0	165	42	73	0	115	455
7:30 AM	127	36	0	163	111	56	0	167	58	60	0	118	448
7:45 AM	149	30	0	179	113	63	0	176	60	58	0	118	473
Total	543	131	0	674	432	216	0	648	206	244	0	450	1772
8:00 AM	160	26	0	186	90	50	0	140	52	70	0	122	448
8:15 AM	148	36	0	184	84	66	0	150	59	78	0	137	471
8:30 AM	151	30	0	181	104	41	0	145	51	80	0	131	457
8:45 AM	151	29	0	180	76	68	0	144	52	65	0	117	441
Total	610	121	0	731	354	225	0	579	214	293	0	507	1817
9:00 AM	159	24	0	183	61	39	1	101	56	70	0	126	410
9:15 AM	121	24	0	145	76	48	0	124	49	77	0	126	395
9:30 AM	159	28	0	187	70	55	0	125	60	76	0	136	448
9:45 AM	148	17	0	165	61	71	0	132	71	76	0	147	444
Total	587	93	0	680	268	213	1	482	236	299	0	535	1697
10:00 AM	135	23	0	158	56	58	1	115	61	88	0	149	422
10:15 AM	177	12	0	189	53	58	0	111	71	93	0	164	464
10:30 AM	161	24	0	185	49	71	0	120	71	96	0	167	472
10:45 AM	166	31	0	197	55	50	0	105	77	99	0	176	478
Total	639	90	0	729	213	237	1	451	280	376	0	656	1836
Grand Total	2379	435	0	2814	1267	891	2	2160	936	1212	0	2148	7122
Approach %	84.5	15.5	0.0		58.7	41.3	0.1		43.6	56.4	0.0		
Total %	33.4	6.1	0.0	39.5	17.8	12.5	0.0	30.3	13.1	17.0	0.0	30.2	
Exiting Leg Total				2479				1373				3270	7122
Cars	2267	411	0	2678	1224	859	2	2085	815	1131	0	1946	6709
% Cars	95.3	94.5	0.0	95.2	96.6	96.4	100.0	96.5	87.1	93.3	0.0	90.6	94.2
Exiting Leg Total				2355				1228				3126	6709
Heavy Vehicles	112	24	0	136	43	32	0	75	121	81	0	202	413
% Heavy Vehicles	4.7	5.5	0.0	4.8	3.4	3.6	0.0	3.5	12.9	6.7	0.0	9.4	5.8
Exiting Leg Total				124				145				144	413

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:45 AM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	149	30	0	179	113	63	0	176	60	58	0	118	473
8:00 AM	160	26	0	186	90	50	0	140	52	70	0	122	448
8:15 AM	148	36	0	184	84	66	0	150	59	78	0	137	471
8:30 AM	151	30	0	181	104	41	0	145	51	80	0	131	457
Total Volume	608	122	0	730	391	220	0	611	222	286	0	508	1849
% Approach Total	83.3	16.7	0.0		64.0	36.0	0.0		43.7	56.3	0.0		
PHF	0.950	0.847	0.000	0.981	0.865	0.833	0.000	0.868	0.925	0.894	0.000	0.927	0.977
Cars	584	117	0	701	384	212	0	596	185	265	0	450	1747
Cars %	96.1	95.9	0.0	96.0	98.2	96.4	0.0	97.5	83.3	92.7	0.0	88.6	94.5
Heavy Vehicles	24	5	0	29	7	8	0	15	37	21	0	58	102
Heavy Vehicles %	3.9	4.1	0.0	4.0	1.8	3.6	0.0	2.5	16.7	7.3	0.0	11.4	5.5
Cars Enter Leg	584	117	0	701	384	212	0	596	185	265	0	450	1747
Heavy Enter Leg	24	5	0	29	7	8	0	15	37	21	0	58	102
Total Entering Leg	608	122	0	730	391	220	0	611	222	286	0	508	1849
Cars Exiting Leg				649				302				796	1747
Heavy Exiting Leg				28				42				32	102
Total Exiting Leg				677				344				828	1849

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Cars**

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	118	32	0	150	90	45	0	135	39	51	0	90	375
7:15 AM	137	29	0	166	112	51	0	163	30	66	0	96	425
7:30 AM	122	34	0	156	104	54	0	158	52	56	0	108	422
7:45 AM	144	28	0	172	112	63	0	175	47	53	0	100	447
Total	521	123	0	644	418	213	0	631	168	226	0	394	1669
8:00 AM	151	26	0	177	89	48	0	137	44	66	0	110	424
8:15 AM	143	36	0	179	84	64	0	148	48	74	0	122	449
8:30 AM	146	27	0	173	99	37	0	136	46	72	0	118	427
8:45 AM	143	25	0	168	74	64	0	138	47	63	0	110	416
Total	583	114	0	697	346	213	0	559	185	275	0	460	1716
9:00 AM	151	21	0	172	58	38	1	97	52	66	0	118	387
9:15 AM	113	24	0	137	74	45	0	119	46	74	0	120	376
9:30 AM	150	26	0	176	65	52	0	117	49	72	0	121	414
9:45 AM	142	17	0	159	58	65	0	123	57	65	0	122	404
Total	556	88	0	644	255	200	1	456	204	277	0	481	1581
10:00 AM	130	23	0	153	52	57	1	110	52	83	0	135	398
10:15 AM	169	10	0	179	53	58	0	111	66	87	0	153	443
10:30 AM	152	23	0	175	46	69	0	115	63	89	0	152	442
10:45 AM	156	30	0	186	54	49	0	103	77	94	0	171	460
Total	607	86	0	693	205	233	1	439	258	353	0	611	1743
Grand Total	2267	411	0	2678	1224	859	2	2085	815	1131	0	1946	6709
Approach %	84.7	15.3	0.0		58.7	41.2	0.1		41.9	58.1	0.0		
Total %	33.8	6.1	0.0	39.9	18.2	12.8	0.0	31.1	12.1	16.9	0.0	29.0	
Exiting Leg Total				2355				1228				3126	6709

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:45 AM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	144	28	0	172	112	63	0	175	47	53	0	100	447
8:00 AM	151	26	0	177	89	48	0	137	44	66	0	110	424
8:15 AM	143	36	0	179	84	64	0	148	48	74	0	122	449
8:30 AM	146	27	0	173	99	37	0	136	46	72	0	118	427
Total Volume	584	117	0	701	384	212	0	596	185	265	0	450	1747
% Approach Total	83.3	16.7	0.0		64.4	35.6	0.0		41.1	58.9	0.0		
PHF	0.967	0.813	0.000	0.979	0.857	0.828	0.000	0.851	0.964	0.895	0.000	0.922	0.973
Entering Leg	584	117	0	701	384	212	0	596	185	265	0	450	1747
Exiting Leg				649				302				796	1747
Total				1350				898				1246	3494

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

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

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	5	2	0	7	4	1	0	5	7	2	0	9	21
7:15 AM	7	2	0	9	2	0	0	2	12	7	0	19	30
7:30 AM	5	2	0	7	7	2	0	9	6	4	0	10	26
7:45 AM	5	2	0	7	1	0	0	1	13	5	0	18	26
Total	22	8	0	30	14	3	0	17	38	18	0	56	103
8:00 AM	9	0	0	9	1	2	0	3	8	4	0	12	24
8:15 AM	5	0	0	5	0	2	0	2	11	4	0	15	22
8:30 AM	5	3	0	8	5	4	0	9	5	8	0	13	30
8:45 AM	8	4	0	12	2	4	0	6	5	2	0	7	25
Total	27	7	0	34	8	12	0	20	29	18	0	47	101
9:00 AM	8	3	0	11	3	1	0	4	4	4	0	8	23
9:15 AM	8	0	0	8	2	3	0	5	3	3	0	6	19
9:30 AM	9	2	0	11	5	3	0	8	11	4	0	15	34
9:45 AM	6	0	0	6	3	6	0	9	14	11	0	25	40
Total	31	5	0	36	13	13	0	26	32	22	0	54	116
10:00 AM	5	0	0	5	4	1	0	5	9	5	0	14	24
10:15 AM	8	2	0	10	0	0	0	0	5	6	0	11	21
10:30 AM	9	1	0	10	3	2	0	5	8	7	0	15	30
10:45 AM	10	1	0	11	1	1	0	2	0	5	0	5	18
Total	32	4	0	36	8	4	0	12	22	23	0	45	93
Grand Total	112	24	0	136	43	32	0	75	121	81	0	202	413
Approach %	82.4	17.6	0.0		57.3	42.7	0.0		59.9	40.1	0.0		
Total %	27.1	5.8	0.0	32.9	10.4	7.7	0.0	18.2	29.3	19.6	0.0	48.9	
Exiting Leg Total				124				145				144	413
Buses	4	2	0	6	2	0	0	2	1	3	0	4	12
% Buses	3.6	8.3	0.0	4.4	4.7	0.0	0.0	2.7	0.8	3.7	0.0	2.0	2.9
Exiting Leg Total				5				3				4	12
Single-Unit Trucks	91	14	0	105	31	16	0	47	81	52	0	133	285
% Single-Unit	81.3	58.3	0.0	77.2	72.1	50.0	0.0	62.7	66.9	64.2	0.0	65.8	69.0
Exiting Leg Total				83				95				107	285
Articulated Trucks	17	8	0	25	10	16	0	26	39	26	0	65	116
% Articulated	15.2	33.3	0.0	18.4	23.3	50.0	0.0	34.7	32.2	32.1	0.0	32.2	28.1
Exiting Leg Total				36				47				33	116

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:30 AM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
9:30 AM	9	2	0	11	5	3	0	8	11	4	0	15	34
9:45 AM	6	0	0	6	3	6	0	9	14	11	0	25	40
10:00 AM	5	0	0	5	4	1	0	5	9	5	0	14	24
10:15 AM	8	2	0	10	0	0	0	0	5	6	0	11	21
Total Volume	28	4	0	32	12	10	0	22	39	26	0	65	119
% Approach Total	87.5	12.5	0.0		54.5	45.5	0.0		60.0	40.0	0.0		
PHF	0.778	0.500	0.000	0.727	0.600	0.417	0.000	0.611	0.696	0.591	0.000	0.650	0.744
Buses	0	1	0	1	0	0	0	0	1	1	0	2	3
Buses %	0.0	25.0	0.0	3.1	0.0	0.0	0.0	0.0	2.6	3.8	0.0	3.1	2.5
Single-Unit Trucks	24	3	0	27	7	5	0	12	27	21	0	48	87
Single-Unit %	85.7	75.0	0.0	84.4	58.3	50.0	0.0	54.5	69.2	80.8	0.0	73.8	73.1
Articulated Trucks	4	0	0	4	5	5	0	10	11	4	0	15	29
Articulated %	14.3	0.0	0.0	12.5	41.7	50.0	0.0	45.5	28.2	15.4	0.0	23.1	24.4
Buses	0	1	0	1	0	0	0	0	1	1	0	2	3
Single-Unit Trucks	24	3	0	27	7	5	0	12	27	21	0	48	87
Articulated Trucks	4	0	0	4	5	5	0	10	11	4	0	15	29
Total Entering Leg	28	4	0	32	12	10	0	22	39	26	0	65	119
Buses				1				2				0	3

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

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

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
Single-Unit Trucks				28				30				29	87
Articulated Trucks				9				11				9	29
Total Exiting Leg				38				43				38	119

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Buses**

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
7:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	1	0	1	3
8:00 AM	2	0	0	2	1	0	0	1	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	1	0	0	1	0	0	0	0	3
9:00 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	2	0	0	2	0	0	0	0	1	1	0	2	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
10:30 AM	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
Total	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	4	2	0	6	2	0	0	2	1	3	0	4	12
Approach %	66.7	33.3	0.0		100.0	0.0	0.0		25.0	75.0	0.0		
Total %	33.3	16.7	0.0	50.0	16.7	0.0	0.0	16.7	8.3	25.0	0.0	33.3	
Exiting Leg Total				5				3				4	12

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:15 AM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
7:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	0	2	1	0	0	1	0	0	0	0	3
Total Volume	2	1	0	3	2	0	0	2	0	1	0	1	6
% Approach Total	66.7	33.3	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.375	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.500
Entering Leg	2	1	0	3	2	0	0	2	0	1	0	1	6
Exiting Leg				3				1				2	6
Total				6				3				3	12

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Single-Unit Trucks**

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	5	2	0	7	4	0	0	4	6	0	0	6	17
7:15 AM	7	1	0	8	2	0	0	2	10	2	0	12	22
7:30 AM	3	1	0	4	5	0	0	5	3	2	0	5	14
7:45 AM	5	1	0	6	1	0	0	1	7	4	0	11	18
Total	20	5	0	25	12	0	0	12	26	8	0	34	71
8:00 AM	7	0	0	7	0	0	0	0	3	3	0	6	13
8:15 AM	4	0	0	4	0	2	0	2	8	1	0	9	15
8:30 AM	5	1	0	6	4	3	0	7	3	4	0	7	20
8:45 AM	7	2	0	9	1	2	0	3	4	2	0	6	18
Total	23	3	0	26	5	7	0	12	18	10	0	28	66
9:00 AM	6	1	0	7	2	0	0	2	3	3	0	6	15
9:15 AM	7	0	0	7	2	2	0	4	2	1	0	3	14
9:30 AM	8	2	0	10	3	2	0	5	8	4	0	12	27
9:45 AM	6	0	0	6	2	2	0	4	8	11	0	19	29
Total	27	3	0	30	9	6	0	15	21	19	0	40	85
10:00 AM	4	0	0	4	2	1	0	3	8	3	0	11	18
10:15 AM	6	1	0	7	0	0	0	0	3	3	0	6	13
10:30 AM	5	1	0	6	2	2	0	4	5	6	0	11	21
10:45 AM	6	1	0	7	1	0	0	1	0	3	0	3	11
Total	21	3	0	24	5	3	0	8	16	15	0	31	63
Grand Total	91	14	0	105	31	16	0	47	81	52	0	133	285
Approach %	86.7	13.3	0.0		66.0	34.0	0.0		60.9	39.1	0.0		
Total %	31.9	4.9	0.0	36.8	10.9	5.6	0.0	16.5	28.4	18.2	0.0	46.7	
Exiting Leg Total				83				95				107	285

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

9:15 AM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
9:15 AM	7	0	0	7	2	2	0	4	2	1	0	3	14
9:30 AM	8	2	0	10	3	2	0	5	8	4	0	12	27
9:45 AM	6	0	0	6	2	2	0	4	8	11	0	19	29
10:00 AM	4	0	0	4	2	1	0	3	8	3	0	11	18
Total Volume	25	2	0	27	9	7	0	16	26	19	0	45	88
% Approach Total	92.6	7.4	0.0		56.3	43.8	0.0		57.8	42.2	0.0		
PHF	0.781	0.250	0.000	0.675	0.750	0.875	0.000	0.800	0.813	0.432	0.000	0.592	0.759
Entering Leg	25	2	0	27	9	7	0	16	26	19	0	45	88
Exiting Leg				28				28				32	88
Total				55				44				77	176

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class: **Articulated Trucks**

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	1	1	2	0	3	4
7:15 AM	0	0	0	0	0	0	0	0	2	4	0	6	6
7:30 AM	2	1	0	3	1	2	0	3	3	2	0	5	11
7:45 AM	0	1	0	1	0	0	0	0	6	1	0	7	8
Total	2	2	0	4	1	3	0	4	12	9	0	21	29
8:00 AM	0	0	0	0	0	2	0	2	5	1	0	6	8
8:15 AM	1	0	0	1	0	0	0	0	3	3	0	6	7
8:30 AM	0	2	0	2	1	1	0	2	2	4	0	6	10
8:45 AM	1	2	0	3	1	2	0	3	1	0	0	1	7
Total	2	4	0	6	2	5	0	7	11	8	0	19	32
9:00 AM	0	2	0	2	1	1	0	2	1	0	0	1	5
9:15 AM	1	0	0	1	0	1	0	1	1	2	0	3	5
9:30 AM	1	0	0	1	2	1	0	3	3	0	0	3	7
9:45 AM	0	0	0	0	1	4	0	5	5	0	0	5	10
Total	2	2	0	4	4	7	0	11	10	2	0	12	27
10:00 AM	1	0	0	1	2	0	0	2	1	2	0	3	6
10:15 AM	2	0	0	2	0	0	0	0	2	2	0	4	6
10:30 AM	4	0	0	4	1	0	0	1	3	1	0	4	9
10:45 AM	4	0	0	4	0	1	0	1	0	2	0	2	7
Total	11	0	0	11	3	1	0	4	6	7	0	13	28
Grand Total	17	8	0	25	10	16	0	26	39	26	0	65	116
Approach %	68.0	32.0	0.0		38.5	61.5	0.0		60.0	40.0	0.0		
Total %	14.7	6.9	0.0	21.6	8.6	13.8	0.0	22.4	33.6	22.4	0.0	56.0	
Exiting Leg Total				36				47				33	116

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:30 AM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	2	1	0	3	1	2	0	3	3	2	0	5	11
7:45 AM	0	1	0	1	0	0	0	0	6	1	0	7	8
8:00 AM	0	0	0	0	0	2	0	2	5	1	0	6	8
8:15 AM	1	0	0	1	0	0	0	0	3	3	0	6	7
Total Volume	3	2	0	5	1	4	0	5	17	7	0	24	34
% Approach Total	60.0	40.0	0.0		20.0	80.0	0.0		70.8	29.2	0.0		
PHF	0.375	0.500	0.000	0.417	0.250	0.500	0.000	0.417	0.708	0.583	0.000	0.857	0.773
Entering Leg	3	2	0	5	1	4	0	5	17	7	0	24	34
Exiting Leg				8				19				7	34
Total				13				24				31	68

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM
Class:

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

Bicycles (on Roadway and Crosswalks)

	Fall River Avenue (Route 114A) from North						I-195 WB Ramps from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	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	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:00 AM	Fall River Avenue (Route 114A) from North						I-195 WB Ramps from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 7:00 AM
End Time: 11:00 AM

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

Class:

Pedestrians

	Fall River Avenue (Route 114A) from North						I-195 WB Ramps from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	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	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 11:00 AM begins at:

7:00 AM	Fall River Avenue (Route 114A) from North						I-195 WB Ramps from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Cars and Heavy Vehicles (Combined)

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	175	21	0	196	80	61	0	141	80	132	1	213	550
2:45 PM	201	23	0	224	90	73	0	163	85	121	0	206	593
Total	376	44	0	420	170	134	0	304	165	253	1	419	1143
3:00 PM	212	18	0	230	115	73	0	188	103	154	0	257	675
3:15 PM	204	21	0	225	117	60	0	177	70	136	0	206	608
3:30 PM	185	15	0	200	121	53	0	174	67	138	0	205	579
3:45 PM	200	16	0	216	130	90	0	220	87	152	0	239	675
Total	801	70	0	871	483	276	0	759	327	580	0	907	2537
4:00 PM	203	8	0	211	130	77	0	207	47	152	0	199	617
4:15 PM	198	11	0	209	158	119	0	277	58	154	0	212	698
4:30 PM	230	14	0	244	131	87	0	218	67	133	0	200	662
4:45 PM	204	20	0	224	144	110	0	254	51	151	0	202	680
Total	835	53	0	888	563	393	0	956	223	590	0	813	2657
5:00 PM	213	20	0	233	139	87	0	226	64	147	0	211	670
5:15 PM	214	16	0	230	144	81	0	225	58	139	0	197	652
5:30 PM	203	16	0	219	129	96	0	225	63	114	0	177	621
5:45 PM	195	11	0	206	117	84	0	201	46	132	0	178	585
Total	825	63	0	888	529	348	0	877	231	532	0	763	2528
6:00 PM	176	8	0	184	162	85	0	247	55	139	0	194	625
6:15 PM	193	10	0	203	156	81	0	237	47	132	0	179	619
Total	369	18	0	387	318	166	0	484	102	271	0	373	1244
Grand Total	3206	248	0	3454	2063	1317	0	3380	1048	2226	1	3275	10109
Approach %	92.8	7.2	0.0		61.0	39.0	0.0		32.0	68.0	0.0		
Total %	31.7	2.5	0.0	34.2	20.4	13.0	0.0	33.4	10.4	22.0	0.0	32.4	
Exiting Leg Total				4289				1296				4524	10109
Cars	3132	233	0	3365	1992	1282	0	3274	1017	2182	1	3200	9839
% Cars	97.7	94.0	0.0	97.4	96.6	97.3	0.0	96.9	97.0	98.0	100.0	97.7	97.3
Exiting Leg Total				4174				1250				4415	9839
Heavy Vehicles	74	15	0	89	71	35	0	106	31	44	0	75	270
% Heavy Vehicles	2.3	6.0	0.0	2.6	3.4	2.7	0.0	3.1	3.0	2.0	0.0	2.3	2.7
Exiting Leg Total				115				46				109	270

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:15 PM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:15 PM	198	11	0	209	158	119	0	277	58	154	0	212	698
4:30 PM	230	14	0	244	131	87	0	218	67	133	0	200	662
4:45 PM	204	20	0	224	144	110	0	254	51	151	0	202	680
5:00 PM	213	20	0	233	139	87	0	226	64	147	0	211	670
Total Volume	845	65	0	910	572	403	0	975	240	585	0	825	2710
% Approach Total	92.9	7.1	0.0		58.7	41.3	0.0		29.1	70.9	0.0		
PHF	0.918	0.813	0.000	0.932	0.905	0.847	0.000	0.880	0.896	0.950	0.000	0.973	0.971
Cars	826	62	0	888	560	398	0	958	236	577	0	813	2659
Cars %	97.8	95.4	0.0	97.6	97.9	98.8	0.0	98.3	98.3	98.6	0.0	98.5	98.1
Heavy Vehicles	19	3	0	22	12	5	0	17	4	8	0	12	51
Heavy Vehicles %	2.2	4.6	0.0	2.4	2.1	1.2	0.0	1.7	1.7	1.4	0.0	1.5	1.9
Cars Enter Leg	826	62	0	888	560	398	0	958	236	577	0	813	2659
Heavy Enter Leg	19	3	0	22	12	5	0	17	4	8	0	12	51
Total Entering Leg	845	65	0	910	572	403	0	975	240	585	0	825	2710
Cars Exiting Leg				1137				298				1224	2659
Heavy Exiting Leg				20				7				24	51
Total Exiting Leg				1157				305				1248	2710

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Cars

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	167	21	0	188	73	56	0	129	79	128	1	208	525
2:45 PM	195	22	0	217	83	71	0	154	80	114	0	194	565
Total	362	43	0	405	156	127	0	283	159	242	1	402	1090
3:00 PM	203	17	0	220	108	69	0	177	102	148	0	250	647
3:15 PM	200	18	0	218	110	57	0	167	65	135	0	200	585
3:30 PM	182	14	0	196	114	51	0	165	65	135	0	200	561
3:45 PM	197	15	0	212	127	85	0	212	85	150	0	235	659
Total	782	64	0	846	459	262	0	721	317	568	0	885	2452
4:00 PM	197	8	0	205	129	75	0	204	46	150	0	196	605
4:15 PM	192	11	0	203	155	118	0	273	58	151	0	209	685
4:30 PM	224	12	0	236	126	86	0	212	65	131	0	196	644
4:45 PM	200	19	0	219	141	107	0	248	50	150	0	200	667
Total	813	50	0	863	551	386	0	937	219	582	0	801	2601
5:00 PM	210	20	0	230	138	87	0	225	63	145	0	208	663
5:15 PM	209	15	0	224	141	78	0	219	58	138	0	196	639
5:30 PM	199	13	0	212	124	94	0	218	61	111	0	172	602
5:45 PM	193	11	0	204	116	84	0	200	42	130	0	172	576
Total	811	59	0	870	519	343	0	862	224	524	0	748	2480
6:00 PM	173	7	0	180	156	83	0	239	53	136	0	189	608
6:15 PM	191	10	0	201	151	81	0	232	45	130	0	175	608
Total	364	17	0	381	307	164	0	471	98	266	0	364	1216
Grand Total	3132	233	0	3365	1992	1282	0	3274	1017	2182	1	3200	9839
Approach %	93.1	6.9	0.0		60.8	39.2	0.0		31.8	68.2	0.0		
Total %	31.8	2.4	0.0	34.2	20.2	13.0	0.0	33.3	10.3	22.2	0.0	32.5	
Exiting Leg Total				4174				1250				4415	9839

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

4:15 PM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:15 PM	192	11	0	203	155	118	0	273	58	151	0	209	685
4:30 PM	224	12	0	236	126	86	0	212	65	131	0	196	644
4:45 PM	200	19	0	219	141	107	0	248	50	150	0	200	667
5:00 PM	210	20	0	230	138	87	0	225	63	145	0	208	663
Total Volume	826	62	0	888	560	398	0	958	236	577	0	813	2659
% Approach Total	93.0	7.0	0.0		58.5	41.5	0.0		29.0	71.0	0.0		
PHF	0.922	0.775	0.000	0.941	0.903	0.843	0.000	0.877	0.908	0.955	0.000	0.972	0.970
Entering Leg	826	62	0	888	560	398	0	958	236	577	0	813	2659
Exiting Leg				1137				298				1224	2659
Total				2025				1256				2037	5318

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

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

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	8	0	0	8	7	5	0	12	1	4	0	5	25
2:45 PM	6	1	0	7	7	2	0	9	5	7	0	12	28
Total	14	1	0	15	14	7	0	21	6	11	0	17	53
3:00 PM	9	1	0	10	7	4	0	11	1	6	0	7	28
3:15 PM	4	3	0	7	7	3	0	10	5	1	0	6	23
3:30 PM	3	1	0	4	7	2	0	9	2	3	0	5	18
3:45 PM	3	1	0	4	3	5	0	8	2	2	0	4	16
Total	19	6	0	25	24	14	0	38	10	12	0	22	85
4:00 PM	6	0	0	6	1	2	0	3	1	2	0	3	12
4:15 PM	6	0	0	6	3	1	0	4	0	3	0	3	13
4:30 PM	6	2	0	8	5	1	0	6	2	2	0	4	18
4:45 PM	4	1	0	5	3	3	0	6	1	1	0	2	13
Total	22	3	0	25	12	7	0	19	4	8	0	12	56
5:00 PM	3	0	0	3	1	0	0	1	1	2	0	3	7
5:15 PM	5	1	0	6	3	3	0	6	0	1	0	1	13
5:30 PM	4	3	0	7	5	2	0	7	2	3	0	5	19
5:45 PM	2	0	0	2	1	0	0	1	4	2	0	6	9
Total	14	4	0	18	10	5	0	15	7	8	0	15	48
6:00 PM	3	1	0	4	6	2	0	8	2	3	0	5	17
6:15 PM	2	0	0	2	5	0	0	5	2	2	0	4	11
Total	5	1	0	6	11	2	0	13	4	5	0	9	28
Grand Total	74	15	0	89	71	35	0	106	31	44	0	75	270
Approach %	83.1	16.9	0.0		67.0	33.0	0.0		41.3	58.7	0.0		
Total %	27.4	5.6	0.0	33.0	26.3	13.0	0.0	39.3	11.5	16.3	0.0	27.8	
Exiting Leg Total				115				46				109	270
Buses	3	1	0	4	3	0	0	3	1	0	0	1	8
% Buses	4.1	6.7	0.0	4.5	4.2	0.0	0.0	2.8	3.2	0.0	0.0	1.3	3.0
Exiting Leg Total				3				2				3	8
Single-Unit Trucks	55	6	0	61	49	20	0	69	12	32	0	44	174
% Single-Unit	74.3	40.0	0.0	68.5	69.0	57.1	0.0	65.1	38.7	72.7	0.0	58.7	64.4
Exiting Leg Total				81				18				75	174
Articulated Trucks	16	8	0	24	19	15	0	34	18	12	0	30	88
% Articulated	21.6	53.3	0.0	27.0	26.8	42.9	0.0	32.1	58.1	27.3	0.0	40.0	32.6
Exiting Leg Total				31				26				31	88

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	8	0	0	8	7	5	0	12	1	4	0	5	25
2:45 PM	6	1	0	7	7	2	0	9	5	7	0	12	28
3:00 PM	9	1	0	10	7	4	0	11	1	6	0	7	28
3:15 PM	4	3	0	7	7	3	0	10	5	1	0	6	23
Total Volume	27	5	0	32	28	14	0	42	12	18	0	30	104
% Approach Total	84.4	15.6	0.0		66.7	33.3	0.0		40.0	60.0	0.0		
PHF	0.750	0.417	0.000	0.800	1.000	0.700	0.000	0.875	0.600	0.643	0.000	0.625	0.929
Buses	2	1	0	3	2	0	0	2	0	0	0	0	5
Buses %	7.4	20.0	0.0	9.4	7.1	0.0	0.0	4.8	0.0	0.0	0.0	0.0	4.8
Single-Unit Trucks	22	1	0	23	23	9	0	32	3	12	0	15	70
Single-Unit %	81.5	20.0	0.0	71.9	82.1	64.3	0.0	76.2	25.0	66.7	0.0	50.0	67.3
Articulated Trucks	3	3	0	6	3	5	0	8	9	6	0	15	29
Articulated %	11.1	60.0	0.0	18.8	10.7	35.7	0.0	19.0	75.0	33.3	0.0	50.0	27.9
Buses	2	1	0	3	2	0	0	2	0	0	0	0	5
Single-Unit Trucks	22	1	0	23	23	9	0	32	3	12	0	15	70
Articulated Trucks	3	3	0	6	3	5	0	8	9	6	0	15	29

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

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

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
Total Entering Leg	27	5	0	32	28	14	0	42	12	18	0	30	104
Buses				2				1				2	5
Single-Unit Trucks				35				4				31	70
Articulated Trucks				9				12				8	29
Total Exiting Leg				46				17				41	104

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class: **Buses**

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
3:15 PM	1	1	0	2	1	0	0	1	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	3	2	0	0	2	0	0	0	0	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	3	1	0	4	3	0	0	3	1	0	0	1	8
Approach %	75.0	25.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	37.5	12.5	0.0	50.0	37.5	0.0	0.0	37.5	12.5	0.0	0.0	12.5	
Exiting Leg Total				3				2				3	8

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
3:15 PM	1	1	0	2	1	0	0	1	0	0	0	0	3
Total Volume	2	1	0	3	2	0	0	2	0	0	0	0	5
% Approach Total	66.7	33.3	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.500	0.250	0.000	0.375	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.417
Entering Leg	2	1	0	3	2	0	0	2	0	0	0	0	5
Exiting Leg				2				1				2	5
Total				5				3				2	10

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class: **Single-Unit Trucks**

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	7	0	0	7	7	3	0	10	0	2	0	2	19
2:45 PM	5	0	0	5	6	1	0	7	2	5	0	7	19
Total	12	0	0	12	13	4	0	17	2	7	0	9	38
3:00 PM	7	0	0	7	5	2	0	7	0	4	0	4	18
3:15 PM	3	1	0	4	5	3	0	8	1	1	0	2	14
3:30 PM	2	1	0	3	4	2	0	6	2	3	0	5	14
3:45 PM	3	1	0	4	2	2	0	4	0	2	0	2	10
Total	15	3	0	18	16	9	0	25	3	10	0	13	56
4:00 PM	4	0	0	4	1	2	0	3	1	0	0	1	8
4:15 PM	6	0	0	6	2	1	0	3	0	3	0	3	12
4:30 PM	6	0	0	6	4	0	0	4	1	1	0	2	12
4:45 PM	1	0	0	1	0	2	0	2	1	1	0	2	5
Total	17	0	0	17	7	5	0	12	3	5	0	8	37
5:00 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
5:15 PM	3	0	0	3	1	2	0	3	0	1	0	1	7
5:30 PM	1	2	0	3	4	0	0	4	2	3	0	5	12
5:45 PM	1	0	0	1	1	0	0	1	1	2	0	3	5
Total	8	2	0	10	7	2	0	9	3	7	0	10	29
6:00 PM	3	1	0	4	3	0	0	3	0	2	0	2	9
6:15 PM	0	0	0	0	3	0	0	3	1	1	0	2	5
Total	3	1	0	4	6	0	0	6	1	3	0	4	14
Grand Total	55	6	0	61	49	20	0	69	12	32	0	44	174
Approach %	90.2	9.8	0.0		71.0	29.0	0.0		27.3	72.7	0.0		
Total %	31.6	3.4	0.0	35.1	28.2	11.5	0.0	39.7	6.9	18.4	0.0	25.3	
Exiting Leg Total				81				18				75	174

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	7	0	0	7	7	3	0	10	0	2	0	2	19
2:45 PM	5	0	0	5	6	1	0	7	2	5	0	7	19
3:00 PM	7	0	0	7	5	2	0	7	0	4	0	4	18
3:15 PM	3	1	0	4	5	3	0	8	1	1	0	2	14
Total Volume	22	1	0	23	23	9	0	32	3	12	0	15	70
% Approach Total	95.7	4.3	0.0		71.9	28.1	0.0		20.0	80.0	0.0		
PHF	0.786	0.250	0.000	0.821	0.821	0.750	0.000	0.800	0.375	0.600	0.000	0.536	0.921
Entering Leg	22	1	0	23	23	9	0	32	3	12	0	15	70
Exiting Leg				35				4				31	70
Total				58				36				46	140

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM
Class:

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

Articulated Trucks

	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	1	0	0	1	0	2	0	2	1	2	0	3	6
2:45 PM	1	1	0	2	1	1	0	2	3	2	0	5	9
Total	2	1	0	3	1	3	0	4	4	4	0	8	15
3:00 PM	1	1	0	2	1	2	0	3	1	2	0	3	8
3:15 PM	0	1	0	1	1	0	0	1	4	0	0	4	6
3:30 PM	1	0	0	1	3	0	0	3	0	0	0	0	4
3:45 PM	0	0	0	0	1	3	0	4	2	0	0	2	6
Total	2	2	0	4	6	5	0	11	7	2	0	9	24
4:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:30 PM	0	2	0	2	1	1	0	2	1	1	0	2	6
4:45 PM	3	1	0	4	2	1	0	3	0	0	0	0	7
Total	5	3	0	8	4	2	0	6	1	3	0	4	18
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	2	1	0	3	2	1	0	3	0	0	0	0	6
5:30 PM	3	1	0	4	1	2	0	3	0	0	0	0	7
5:45 PM	1	0	0	1	0	0	0	0	3	0	0	3	4
Total	6	2	0	8	3	3	0	6	3	1	0	4	18
6:00 PM	0	0	0	0	3	2	0	5	2	1	0	3	8
6:15 PM	1	0	0	1	2	0	0	2	1	1	0	2	5
Total	1	0	0	1	5	2	0	7	3	2	0	5	13
Grand Total	16	8	0	24	19	15	0	34	18	12	0	30	88
Approach %	66.7	33.3	0.0		55.9	44.1	0.0		60.0	40.0	0.0		
Total %	18.2	9.1	0.0	27.3	21.6	17.0	0.0	38.6	20.5	13.6	0.0	34.1	
Exiting Leg Total				31				26				31	88

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North				I-195 WB Ramps from East				Fall River Avenue (Route 114A) from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
2:30 PM	1	0	0	1	0	2	0	2	1	2	0	3	6
2:45 PM	1	1	0	2	1	1	0	2	3	2	0	5	9
3:00 PM	1	1	0	2	1	2	0	3	1	2	0	3	8
3:15 PM	0	1	0	1	1	0	0	1	4	0	0	4	6
Total Volume	3	3	0	6	3	5	0	8	9	6	0	15	29
% Approach Total	50.0	50.0	0.0		37.5	62.5	0.0		60.0	40.0	0.0		
PHF	0.750	0.750	0.000	0.750	0.750	0.625	0.000	0.667	0.563	0.750	0.000	0.750	0.806
Entering Leg	3	3	0	6	3	5	0	8	9	6	0	15	29
Exiting Leg				9				12				8	29
Total				15				20				23	58

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

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

	Fall River Avenue (Route 114A) from North						I-195 WB Ramps from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		
Total %	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						1						1	2

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

3:30 PM	Fall River Avenue (Route 114A) from North						I-195 WB Ramps from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2
Exiting Leg						0						1						1	2
Total						1						2						1	4

PDI File #: 218108 E
Location: N: Fall River Avenue (Route 114A) S: Fall River Avenue (Route 114A)
Location: E: I-195 WB Ramps
City, State: Seekonk, MA
Client: Caputo & Wick/ A. Novo
Site Code: TBA
Count Date: Thursday, August 26, 2021
Start Time: 2:30 PM
End Time: 6:30 PM

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

Class: **Pedestrians**

	Fall River Avenue (Route 114A) from North						I-195 WB Ramps from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 02:30 PM to 06:30 PM begins at:

2:30 PM	Fall River Avenue (Route 114A) from North						I-195 WB Ramps from East						Fall River Avenue (Route 114A) from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

EVALUATION OF SCHOOL RELATED TRAFFIC TO DETERMINE IF ADDITIONAL ADJUSTMENTS TO THE AUGUST 2021 COUNTS ARE REQUIRED

207651 C
Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/A.Novo**
Site Code: **TBA**
Count Date: **Tuesday, October 20, 2020**
Start Time: **2:00 PM**
End Time: **6:00 PM (SHOWING THE 2:00 TO 3:00 PM COUNT PERIOD ONLY)**

	Mill Road					County Street					Howland Street					County Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	5	4	14	0	23	9	43	1	0	53	1	5	0	0	6	2	44	0	0	46	128
2:15 PM	0	6	8	0	14	3	37	2	0	42	0	3	3	0	6	0	46	2	0	48	110
2:30 PM	2	3	7	0	12	6	39	0	0	45	1	2	3	0	6	0	29	2	0	31	94
2:45 PM	4	8	8	0	20	15	37	2	0	54	1	5	5	0	11	2	47	0	0	49	134
Total	11	21	37	0	69	33	156	5	0	194	3	15	11	0	29	4	166	4	0	174	466

The above October 2020 count data is unadjusted. We did not count this intersection in August 2021; therefore, the adjustment made to the 2020 count at this location was a 22% increase (17% to be comparable to the other August 2021 counts plus an additional 5% to adjust to pre-COVID conditions).

Location: **N: Mill Road S: Howland Street**
Location: **E: County Street W: County Street**
City, State: **Seekonk, MA**
Count Date: **Wednesday, September 29, 2021**
Start Time: **2:00 PM**
End Time: **3:00 PM**

	Mill Road					County Street					Howland Street					County Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	3	6	13	0	22	7	46	1	0	54	2	4	2	0	8	0	54	3	0	57	141
2:15 PM	4	2	13	0	19	4	45	3	0	52	0	5	3	0	8	0	37	4	0	41	120
2:30 PM	6	7	13	0	26	4	36	1	0	41	2	5	4	0	11	1	37	6	0	44	122
2:45 PM	5	3	14	0	22	3	37	0	0	40	0	2	5	0	7	2	45	3	0	50	119
Total	18	18	53	0	89	18	164	5	0	187	4	16	14	0	34	3	173	16	0	192	502

During the afternoon time period likely to be impacted by school traffic, the difference between the 2020 unadjusted count and the September 2021 count is approximately 8%. However, the 8% increase in the September count is a lot lower than the 22% adjustment we made to the 2020 count data at this location. Additionally, the PM Peak period of the roadway occurs outside this time frame. Therefore, the PM Peak Analyses conducted for this project were based on very conservative data. In our opinion no additional adjustment are required.

EVALUATION OF SCHOOL RELATED TRAFFIC TO DETERMINE IF ADDITIONAL ADJUSTMENTS TO THE AUGUST 2021 COUNTS ARE REQUIRED (Cont.)

PDI File #: **218108 D**
Location: **N: Springhouse Trail**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Client: **Caputo & Wick/ A. Novo**
Site Code: **TBA**
Count Date: **Thursday, August 26, 2021**
Start Time: **7:00 AM (SHOWING THE 7:3O TO 8:45 AM COUNT PERIOD ONLY)**
End Time: **11:00 AM**

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:30 AM	11	3	0	14	1	33	0	34	12	0	0	12	60
7:45 AM	12	3	0	15	0	36	0	36	11	3	0	14	65
Total	23	6	0	29	1	69	0	70	23	3	0	26	125
8:00 AM	6	2	0	8	0	23	0	23	15	3	0	18	49
8:15 AM	8	1	0	9	0	33	0	33	21	0	0	21	63
8:30 AM	13	1	0	14	1	35	0	36	12	5	0	17	67
Total	27	4	0	31	1	91	0	92	48	8	0	56	179
Grand Total	50	10	0	60	2	160	0	162	71	15	0	82	304

Location: **N: Springhouse Trail**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Count Date: **Wednesday, September 29, 2021**
Start Time: **7:30 AM**
End Time: **8:45 AM**

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:30 AM	10	5	0	15	0	36	0	36	25	2	0	27	78
7:45 AM	11	2	0	13	0	31	0	31	35	1	0	36	80
Total	21	7	0	28	0	67	0	67	60	3	0	63	158
8:00 AM	10	2	0	12	0	16	0	16	21	4	0	25	53
8:15 AM	6	4	0	10	2	32	0	34	36	3	0	39	83
8:30 AM	10	7	0	17	2	23	0	25	32	5	0	37	79
Total	26	13	0	39	4	71	0	75	89	12	0	101	215
Grand Total	47	20	0	67	4	138	0	142	149	15	0	164	373

EVALUATION OF SCHOOL RELATED TRAFFIC TO DETERMINE IF ADDITIONAL ADJUSTMENTS TO THE AUGUST 2021 COUNTS ARE REQUIRED (Cont.)

Location: **N: Springhouse Trail**
Location: **E: Cole Street W: Cole Street**
City, State: **Seekonk, MA**
Count Date: **Wednesday, October 6, 2021**
Start Time: **7:30 AM**
End Time: **8:45 AM**

	Springhouse Trail from North				Cole Street from East				Cole Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:30 AM	9	3	0	12	0	33	0	33	23	3	0	26	71
7:45 AM	8	4	0	12	0	23	0	23	28	3	0	31	66
Total	17	7	0	24	0	56	0	56	51	6	0	57	137
8:00 AM	7	1	0	8	0	16	0	16	36	4	0	40	64
8:15 AM	4	6	0	10	1	24	0	25	29	4	0	33	68
8:30 AM	10	10	0	20	1	31	0	32	36	4	0	40	92
Total	21	17	0	38	2	71	0	73	101	12	0	113	215
Grand Total	38	24	0	62	2	127	0	129	152	18	0	170	361

We conducted two additional counts during the morning peak period at the Springhouse Trail/Cole Street intersection to determine if the August 2021 count data needed further adjustments to account for the additional traffic associated with the start of school. The counts were obtained during the morning period of 7:30 a.m. to 8:45 a.m. The new count data showed an increase in traffic of approximately 20%. As previously indicated, the August 2021 counts were adjusted by 5% to address pre-COVID conditions; however, this increase is not sufficient to account for the additional school related traffic. As such, we adjusted the August counts by an additional 15% for the morning peak period analyses.

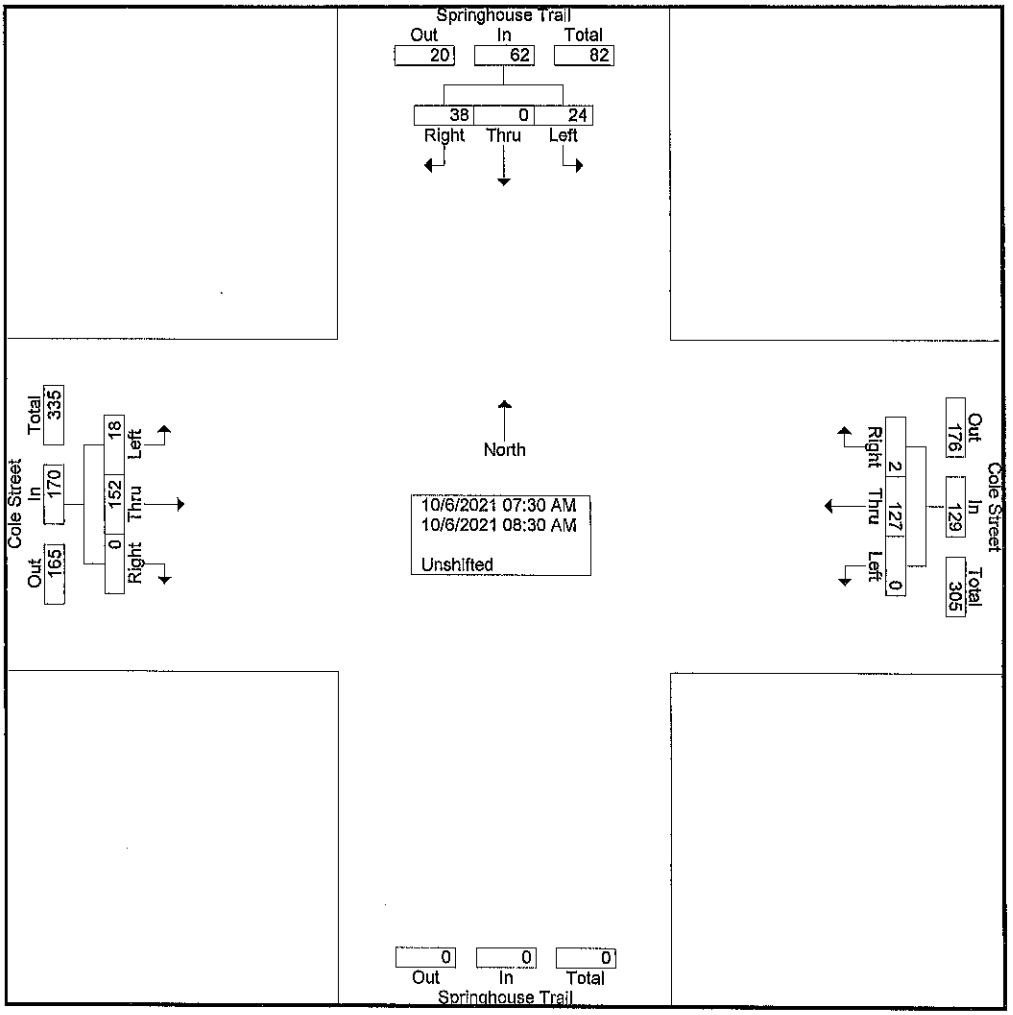
Caputo and Wick Ltd.
1150 Pawtucket Avenue
Rumford, RI 02916
401-434-8880

Cole Street
Int. of Springhouse Trail
Seekonk, MA

File Name : cole st & springhouse trail-2
Site Code : 00000000
Start Date : 10/6/2021
Page No : 1

Groups Printed- Unshifted

	Springhouse Trail Southbound				Cole Street Westbound				Cole Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:30 AM	3	0	9	12	0	33	0	33	3	23	0	26	71
07:45 AM	4	0	8	12	0	23	0	23	3	28	0	31	66
Total	7	0	17	24	0	56	0	56	6	51	0	57	137
08:00 AM	1	0	7	8	0	16	0	16	4	36	0	40	64
08:15 AM	6	0	4	10	0	24	1	25	4	29	0	33	68
08:30 AM	10	0	10	20	0	31	1	32	4	36	0	40	92
Grand Total	24	0	38	62	0	127	2	129	18	152	0	170	361
Apprch %	38.7	0	61.3		0	98.4	1.6		10.6	89.4	0		
Total %	6.6	0	10.5	17.2	0	35.2	0.6	35.7	5	42.1	0	47.1	



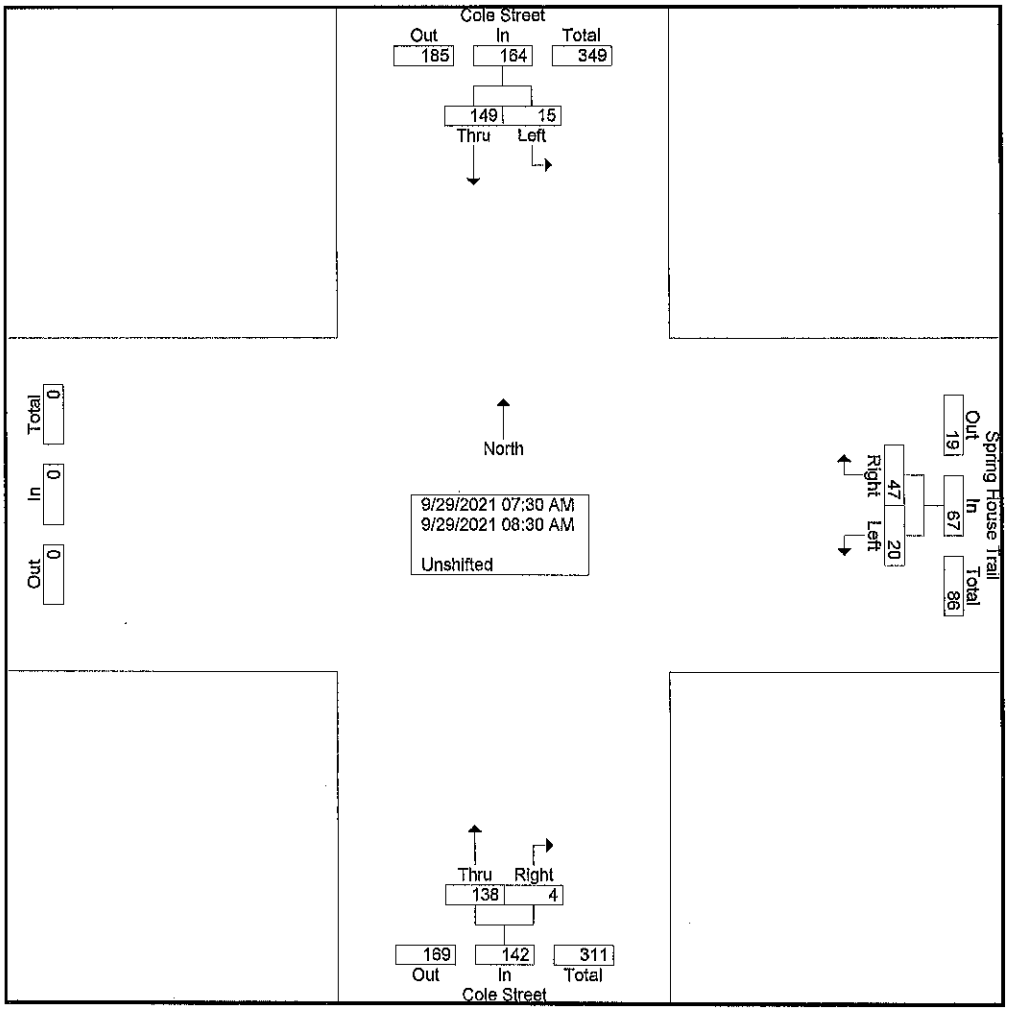
Caputo and Wick Ltd.
1150 Pawtucket Avenue
Rumford, RI 02916
401-434-8880

Cole Street
Int of Springhouse Trail
Seekonk, MA

File Name : cole st & springhouse trail
Site Code : 0002021A
Start Date : 9/29/2021
Page No : 1

Groups Printed- Unshifted

	Cole Street Southbound			Spring House Trail Westbound			Cole Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:30 AM	2	25	27	5	10	15	36	0	36	78
07:45 AM	1	35	36	2	11	13	31	0	31	80
Total	3	60	63	7	21	28	67	0	67	158
08:00 AM	4	21	25	2	10	12	16	0	16	53
08:15 AM	3	36	39	4	6	10	32	2	34	83
08:30 AM	5	32	37	7	10	17	23	2	25	79
Grand Total	15	149	164	20	47	67	138	4	142	373
Apprch %	9.1	90.9		29.9	70.1		97.2	2.8		
Total %	4	39.9	44	5.4	12.6	18	37	1.1	38.1	



Caputo and Wick Ltd.

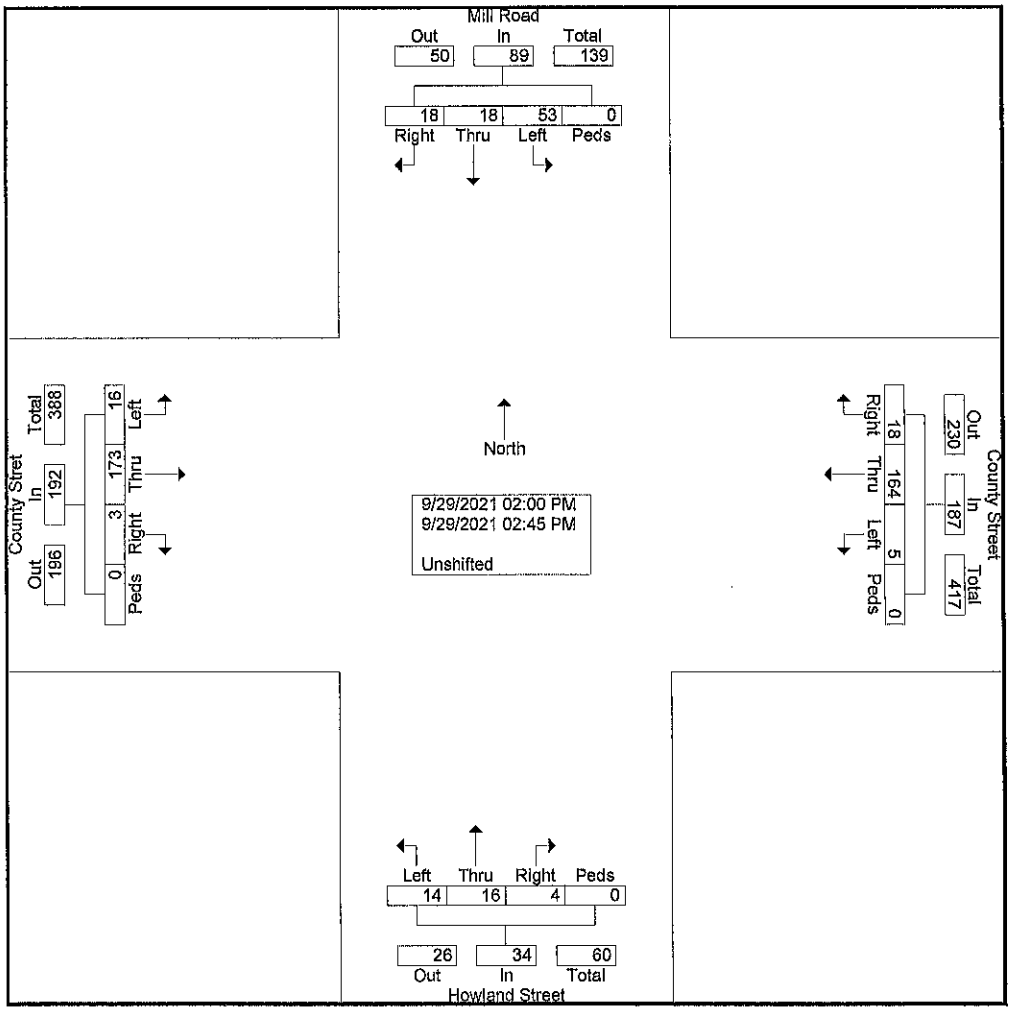
1150 Pawtucket Avenue
Rumford, RI 02916
401-434-8880

County Street
Int. of Howland Street
Seekonk, MA

File Name : County_Howland_9-2021
Site Code : 0002021B
Start Date : 9/29/2021
Page No : 1

Groups Printed- Unshifted

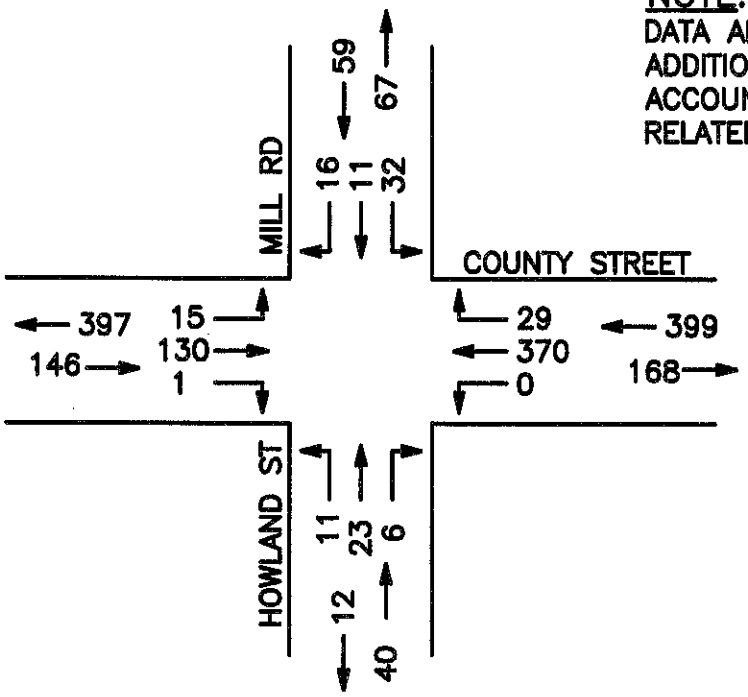
	Mill Road Southbound					County Street Westbound					Howland Street Northbound					County Stret Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	13	6	3	0	22	1	46	7	0	54	2	4	2	0	8	3	54	0	0	57	141
02:15 PM	13	2	4	0	19	3	45	4	0	52	3	5	0	0	8	4	37	0	0	41	120
02:30 PM	13	7	6	0	26	1	36	4	0	41	4	5	2	0	11	6	37	1	0	44	122
02:45 PM	14	3	5	0	22	0	37	3	0	40	5	2	0	0	7	3	45	2	0	50	119
Total	53	18	18	0	89	5	164	18	0	187	14	16	4	0	34	16	173	3	0	192	502
Grand Total	53	18	18	0	89	5	164	18	0	187	14	16	4	0	34	16	173	3	0	192	502
Apprch %	59.6	20.2	20.2	0		2.7	87.7	9.6	0		41.2	47.1	11.8	0		8.3	90.1	1.6	0		
Total %	10.6	3.6	3.6	0	17.7	1	32.7	3.6	0	37.3	2.8	3.2	0.8	0	6.8	3.2	34.5	0.6	0	38.2	



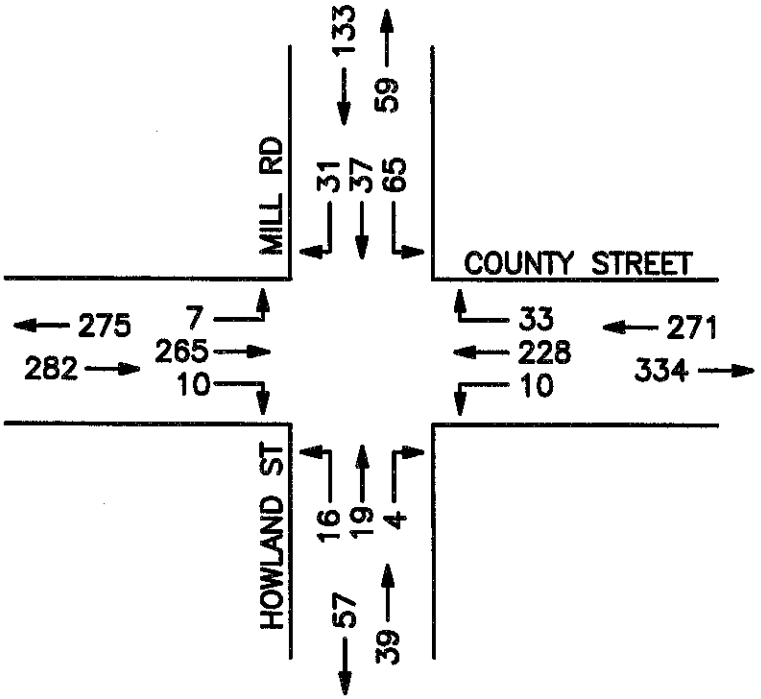
ADJUSTED 2021 TRAFFIC VOLUMES

(5% INCREASE TO ADJUST COUNT TO PRE-COVID CONDITIONS)

NOTE: AM PEAK COUNT DATA ADJUSTED BY AN ADDITIONAL 15% TO ACCOUNT FOR SCHOOL RELATED TRAFFIC



MORNING PEAK HOUR
7:30 - 8:30 AM

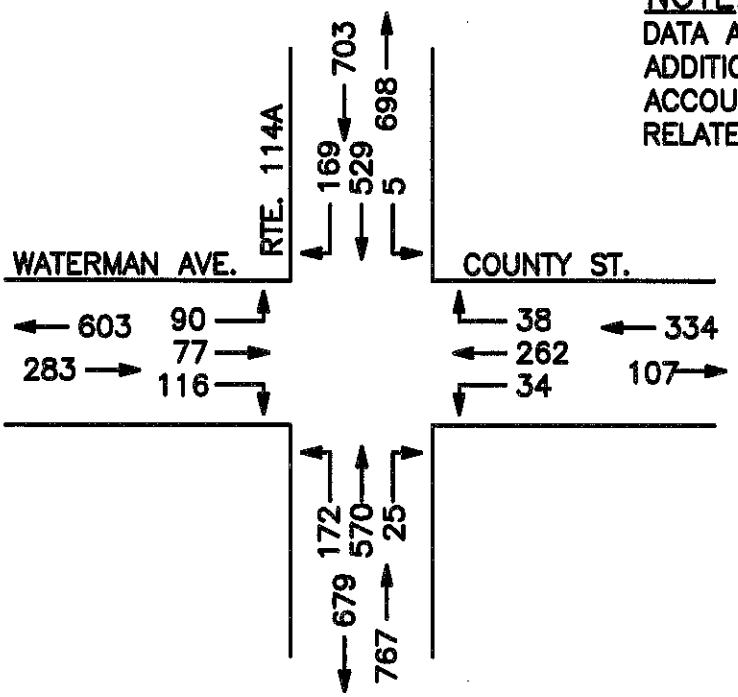


AFTERNOON PEAK HOUR
4:15 - 5:15 PM

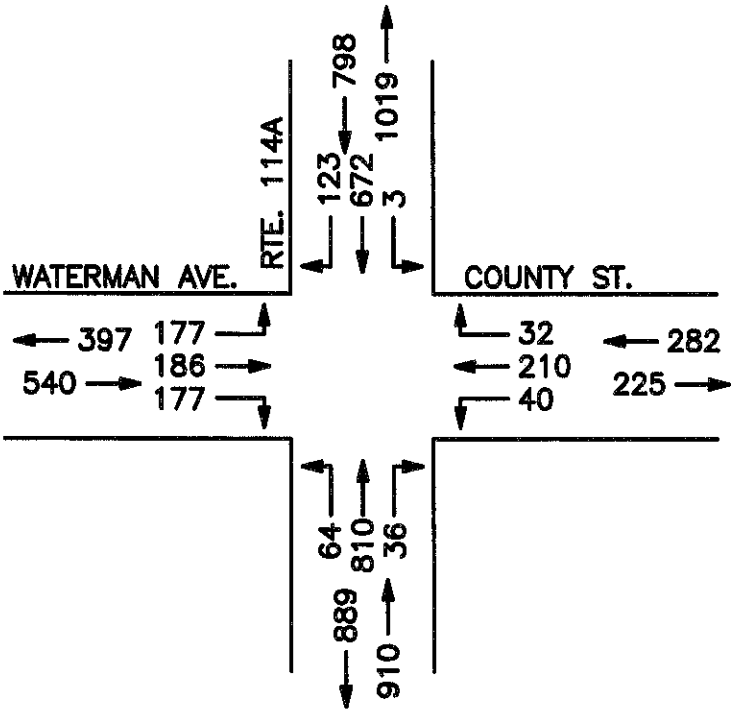
ADJUSTED 2021 TRAFFIC VOLUMES

(5% INCREASE TO ADJUST COUNT TO PRE-COVID CONDITIONS)

NOTE: AM PEAK COUNT DATA ADJUSTED BY AN ADDITIONAL 15% TO ACCOUNT FOR SCHOOL RELATED TRAFFIC



MORNING PEAK HOUR
7:15 - 8:15 AM



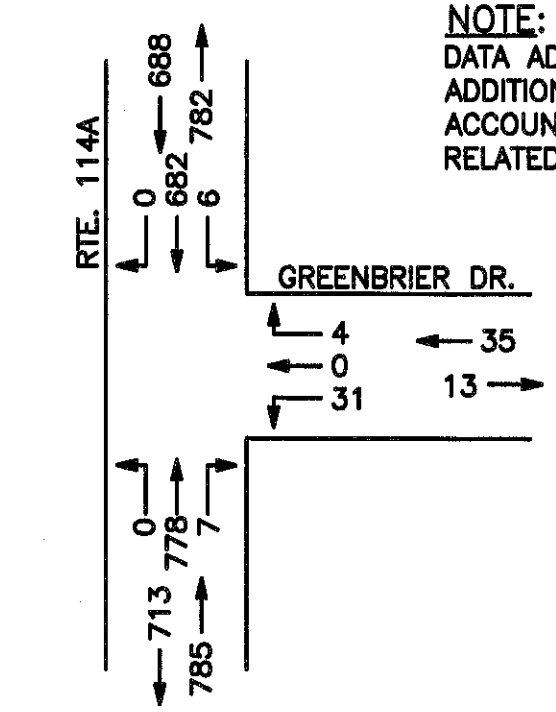
AFTERNOON PEAK HOUR
4:30 - 5:30 PM



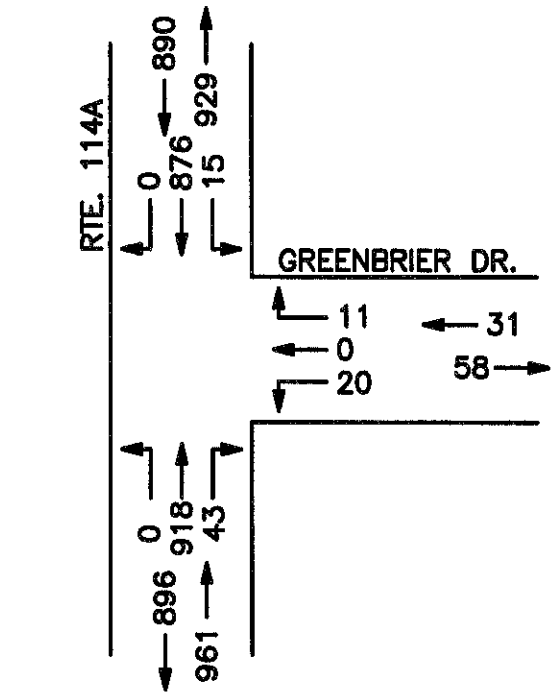
ADJUSTED 2021 TRAFFIC VOLUMES

(5% INCREASE TO ADJUST COUNT TO PRE-COVID CONDITIONS)

NOTE: AM PEAK COUNT DATA ADJUSTED BY AN ADDITIONAL 15% TO ACCOUNT FOR SCHOOL RELATED TRAFFIC



MORNING PEAK HOUR
7:30 - 8:30 AM

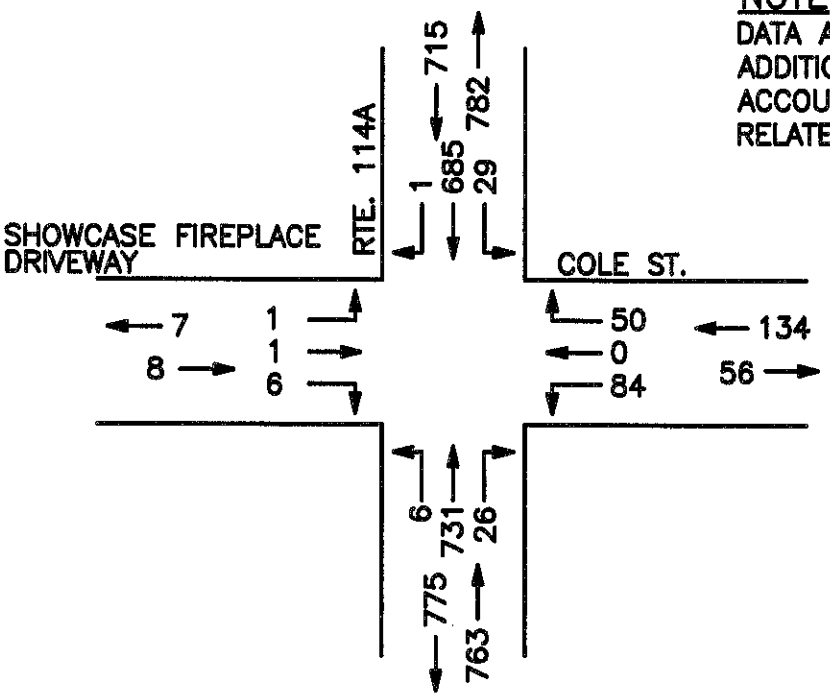


AFTERNOON PEAK HOUR
4:15 - 5:15 PM

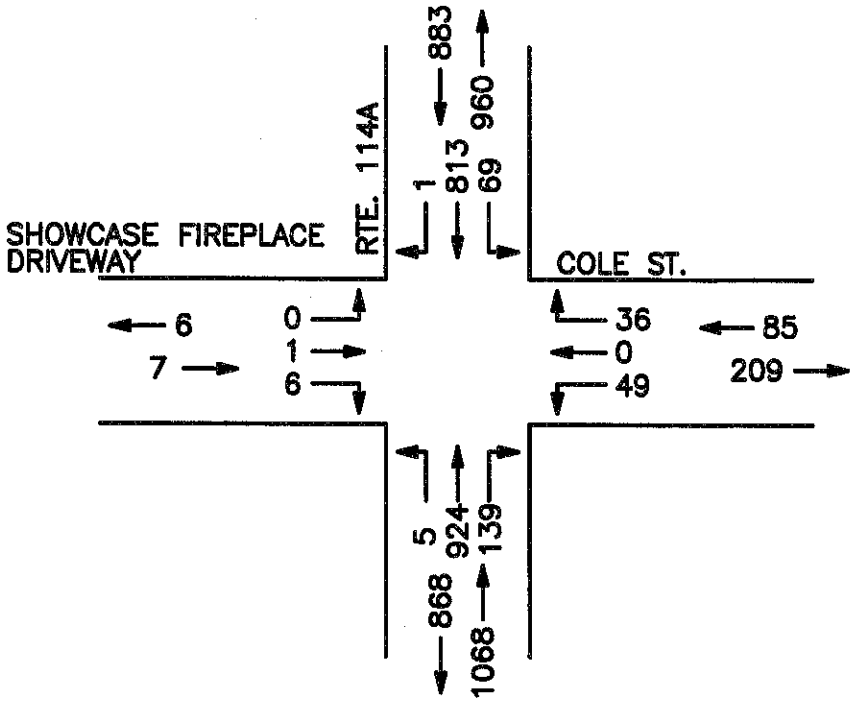
ADJUSTED 2021 TRAFFIC VOLUMES

(5% INCREASE TO ADJUST COUNT TO PRE-COVID CONDITIONS)

NOTE: AM PEAK COUNT DATA ADJUSTED BY AN ADDITIONAL 15% TO ACCOUNT FOR SCHOOL RELATED TRAFFIC



MORNING PEAK HOUR
7:45 - 8:45 AM

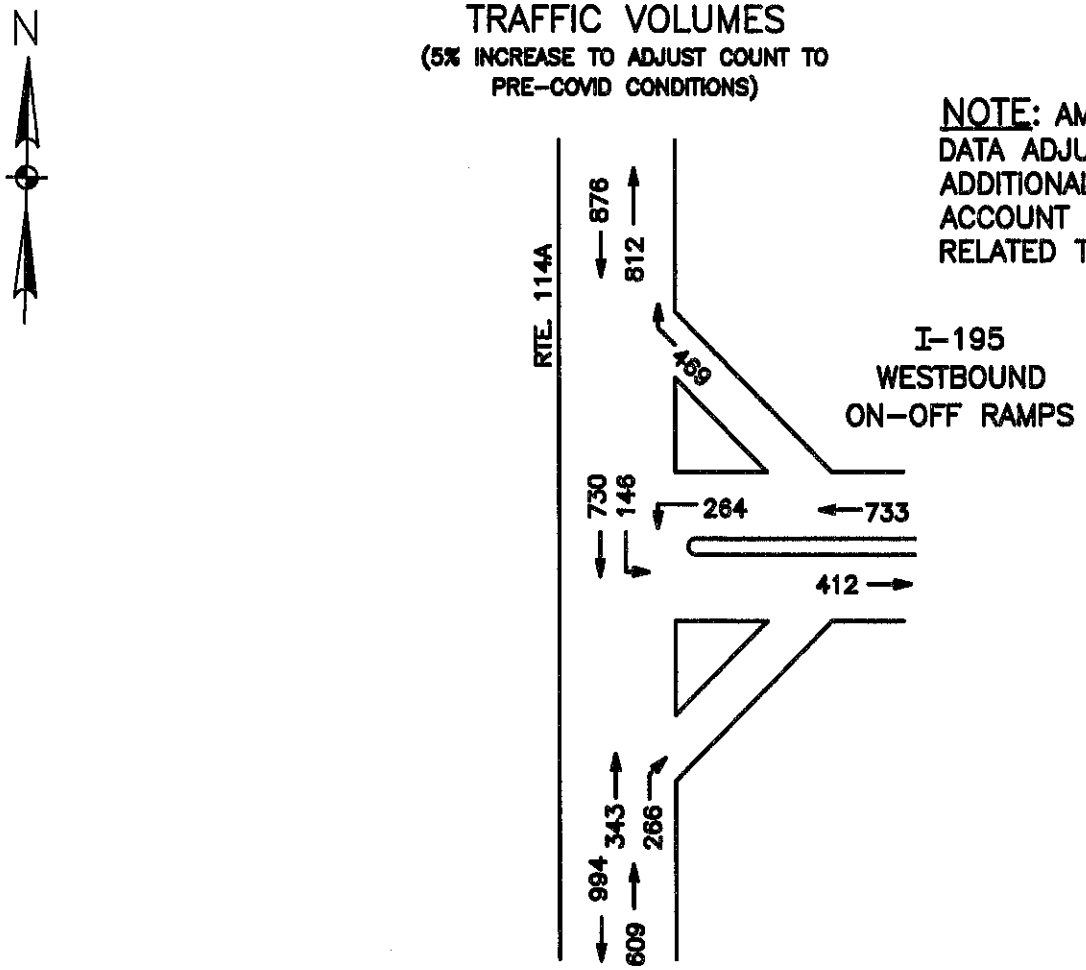


AFTERNOON PEAK HOUR
4:45 - 5:45 PM

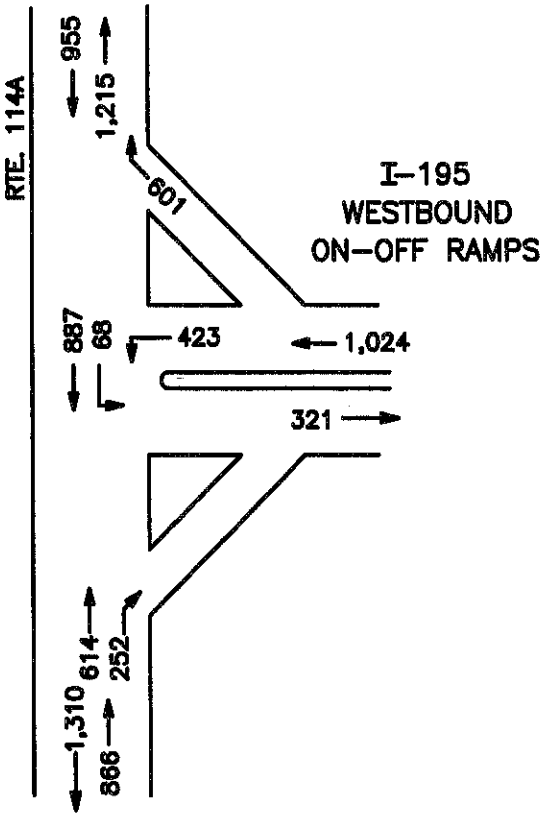
ADJUSTED 2021 TRAFFIC VOLUMES

(5% INCREASE TO ADJUST COUNT TO PRE-COVID CONDITIONS)

NOTE: AM PEAK COUNT DATA ADJUSTED BY AN ADDITIONAL 15% TO ACCOUNT FOR SCHOOL RELATED TRAFFIC



MORNING PEAK HOUR
7:45 - 8:45 AM

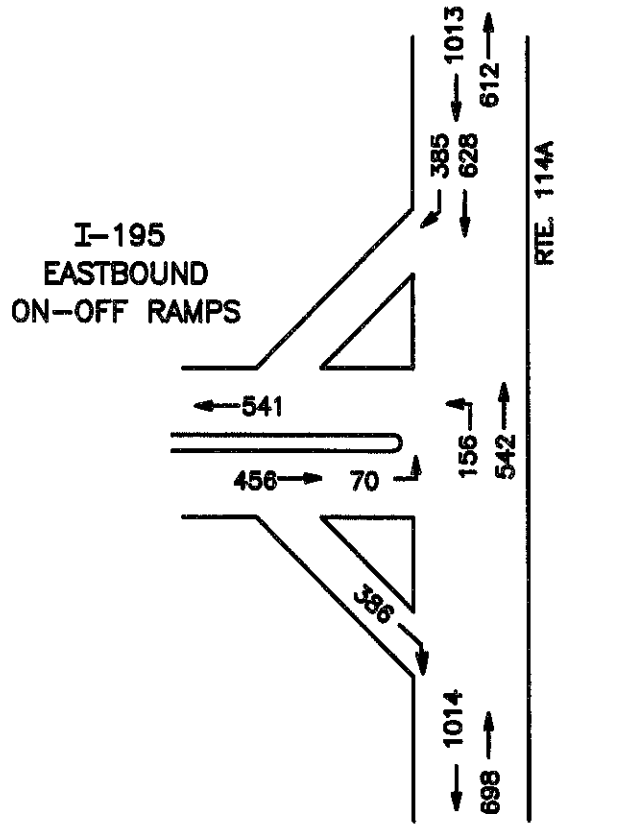


AFTERNOON PEAK HOUR
4:15 - 5:15 PM

ADJUSTED 2021 TRAFFIC VOLUMES

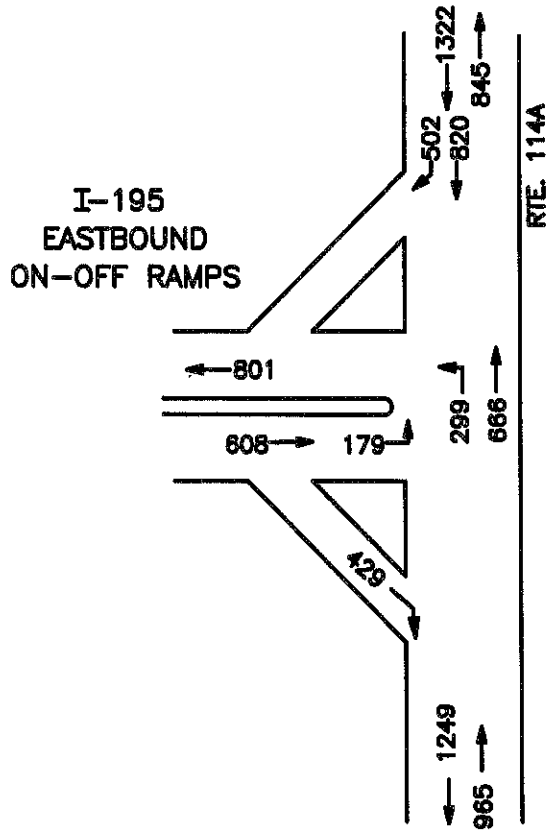
(5% INCREASE TO ADJUST COUNT TO PRE-COVID CONDITIONS)





MORNING PEAK HOUR
8:00 - 9:00 AM

NOTE: AM PEAK COUNT DATA ADJUSTED BY AN ADDITIONAL 15% TO ACCOUNT FOR SCHOOL RELATED TRAFFIC

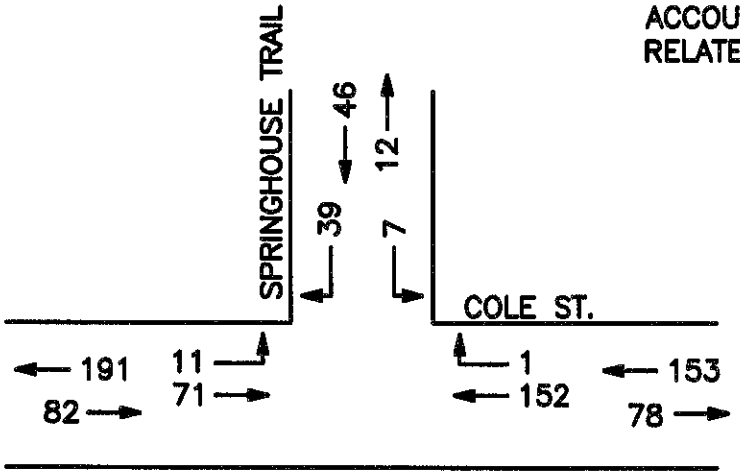


AFTERNOON PEAK HOUR
4:15 - 5:15 PM

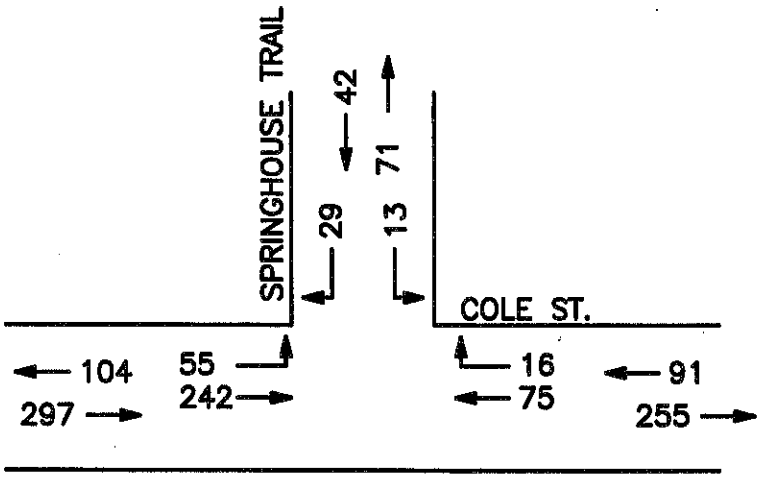
ADJUSTED 2021 TRAFFIC VOLUMES

(5% INCREASE TO ADJUST COUNT TO PRE-COVID CONDITIONS)

NOTE: AM PEAK COUNT DATA ADJUSTED BY AN ADDITIONAL 15% TO ACCOUNT FOR SCHOOL RELATED TRAFFIC



MORNING PEAK HOUR
7:45 - 8:45 AM



AFTERNOON PEAK HOUR
4:45 - 5:45 PM

APPENDIX B

Crash Data

- Table 3 Summary of Vehicle Crash Data
- Intersection Crash Rate Worksheets
- Segment Crash Rate Worksheet

Table 3
SUMMARY OF VEHICLE CRASH DATA

	Rte. 114A & County Street	Rute 114A & Greenbrier Driveway	Route 114A & Showcase Driveways	Route 114A & Cole Street	Rte. 114A & Crossroads Conv. Store Driveway	Rte. 114A & I-195 WB Ramp	Rte. 114A & I-195 EB Ramp	Rte. 114A & Dublin Rose Driveway	Cole Street & Springhouse Trail	Totals
Year of Accident Data										
2017	12	2	0	9	6	2	3	4	0	38
2018	14	0	0	4	5	3	5	1	2	34
2019	7	1	2	6	8	9	4	1	0	38
2020	7	2	1	2	6	4	5	1	0	28
1/1/2021 to 8/14/2021	6	1	0	2	1	4	2	1	0	17
Total No. of Accidents/(Average)	**46 / (9.85)**	**6 / (1.28)**	**3 / (0.64)**	**23 / (4.93)**	**26 / (5.57)**	**22 / (4.71)**	**19 / (4.07)**	**8 / (1.71)**	**2 / (0.43)**	**155**
Type of Accident										
Angle or Right Angle	19	3	0	13	13	4	2	5	2	61
Rear-end	14	1	2	5	8	18	16	0	0	64
Head-on	3	0	0	0	0	0	0	0	0	3
Sideswipe	9	2	1	3	2	0	1	3	0	21
Run off road or Fixed object	0	0	0	1	1	0	0	0	0	2
Overtaking	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	2	0	0	0	0	2
Animal - Single Veh. Crash	0	0	0	1	0	0	0	0	0	1
Unspecified	1	0	0	0	0	0	0	0	0	1
Total										**155**
Light conditions										
Daylight	42	4	3	16	19	17	14	7	1	123
Dawn/Dusk	0	0	0	1	1	1	0	0	1	4
Dark	4	2	0	6	6	4	5	1	0	28
Total										**155**

Table 3
SUMMARY OF VEHICLE CRASH DATA (Cont.)

Surface conditions										
Dry	36	5	3	19	24	20	17	8	1	133
Wet	8	1	0	4	2	0	1	0	1	17
Snow/Ice	2	0	0	0	0	2	1	0	0	5
Unspecified	0	0	0	0	0	0	0	0	0	0
Total										**155**
Time of day										
Weekday 06:00 to 10:00	9	0	2	4	5	2	1	0	0	23
Weekday 16:00 to 19:00	6	3	0	6	7	5	5	3	0	35
Other time period	31	3	1	13	14	15	13	5	2	97
Total										155
Day of week										
Monday - Friday	34	5	3	16	22	19	14	5	2	120
Saturday - Sunday	12	1	0	7	4	3	5	3	0	35
Total										**155**
Accident severity										
Fatal	0	0	0	0	0	0	0	0	0	0
Injury	5	1	0	5	4	5	5	1	0	26
Property damage only	41	5	3	18	22	17	14	7	2	129
Unspecified	0	0	0	0	0	0	0	0	0	0
Total										**155**

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INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Seekonk COUNT DATE: ATR: Aug. 25 & 26, 2021

DISTRICT : 5 UNSIGNALIZED : [ ] SIGNALIZED : [X]

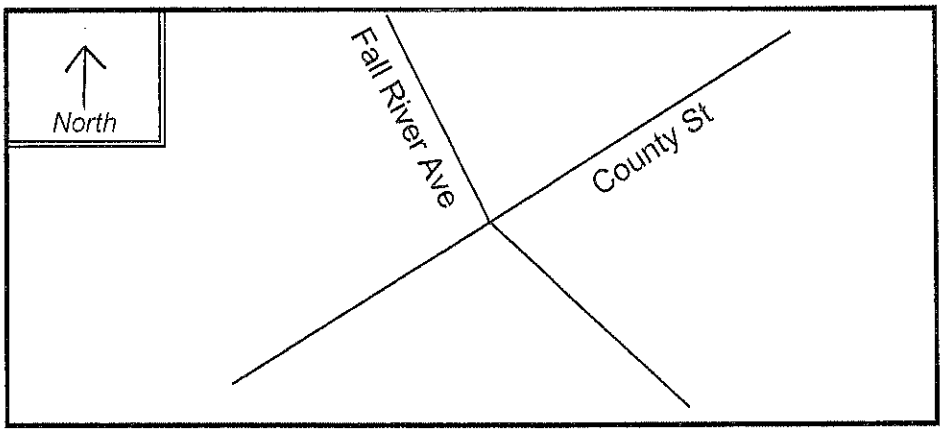
~ INTERSECTION DATA ~

MAJOR STREET : Fall River Avenue (Rte. 114A)

MINOR STREET(S) : County Street/Waterman Avenue

Note: Volumes used in calculations are the 2021 adjusted volumes

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/**PM**) :	910	798	540	282		**2,530**

" K " FACTOR : [ ] INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME: **22,100**

TOTAL # OF CRASHES : 46 # OF YEARS : 4.67 AVG # OF CRASHES PER YEAR (**A**) : **9.85**

CRASH RATE CALCULATION : **1.22 MEV** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Calc. crash rate is above the MassDOT Dist. 5 Avg. of 0.75 crashes per MEV for signalized int.

Project Title & Date: Greenbrier Phase 2 Residential Development Project - November 2021

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INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Seekonk COUNT DATE: ATR: Aug. 25 & 26, 2021

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

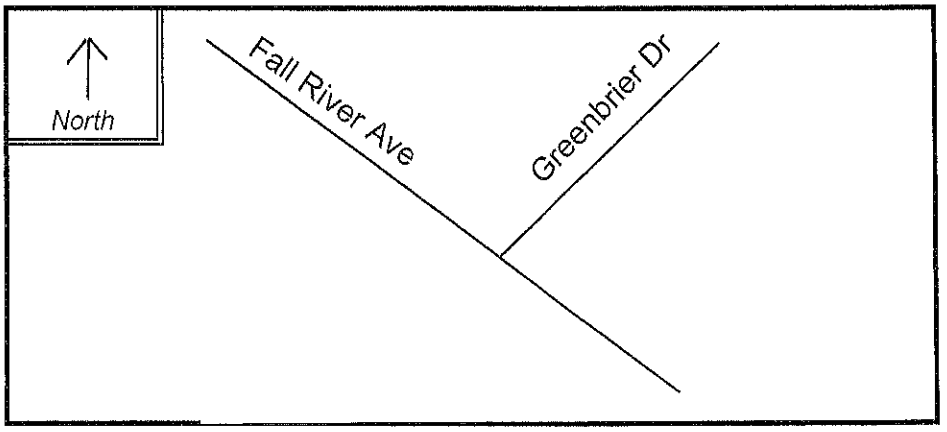
~ INTERSECTION DATA ~

MAJOR STREET : Fall River Avenue (Rte. 114A)

MINOR STREET(S) : Greenbrier Drive

Note: Volumes used in calculations are the 2021 adjusted volumes

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	WB			
PEAK HOURLY VOLUMES (AM/**PM**) :	961	890	31			**1,882**

" K " FACTOR : | INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME: **22,100**

TOTAL # OF CRASHES : 6 | # OF YEARS : 4.67 | AVG # OF CRASHES PER YEAR (**A**) : **1.28**

CRASH RATE CALCULATION : **0.16 MEV** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Calc. crash rate is below the MassDOT Dist. 5 Avg. of 0.57 crashes per MEV for unsignalized int.

Project Title & Date: Greenbrier Phase 2 Residential Development Project - November 2021

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Highway

INTERSECTION CRASH RATE WORKSHEET

ATR: Aug. 25 & 26, 2021

CITY/TOWN : Seekonk COUNT DATE: TMC: Aug. 26, 2021

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

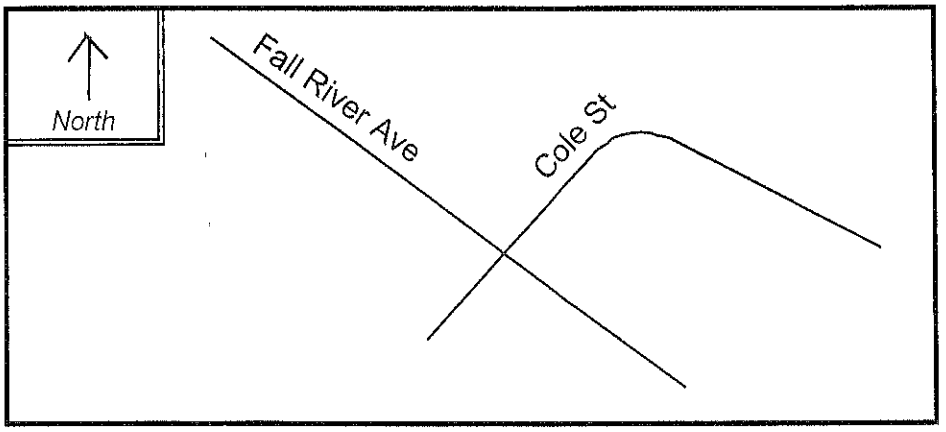
~ INTERSECTION DATA ~

MAJOR STREET : Fall River Avenue (Rte. 114A)

MINOR STREET(S) : Cole Street

Note: Volumes used in calculations are the 2021 adjusted volumes

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/**PM**) :	1,068	883	7	85		**2,043**

" K " FACTOR : **0.090** INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME: **22,700**

TOTAL # OF CRASHES : 23 # OF YEARS : 4.67 AVG # OF CRASHES PER YEAR (**A**) : **4.93**

CRASH RATE CALCULATION : **0.60 MEV** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Calc. crash rate is above the MassDOT Dist. 5 Avg. of 0.57 crashes per MEV for unsignalized int.

Project Title & Date: Greenbrier Phase 2 Residential Development Project - November 2021

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Seekonk COUNT DATE: ATR: Aug. 25 & 26, 2021

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

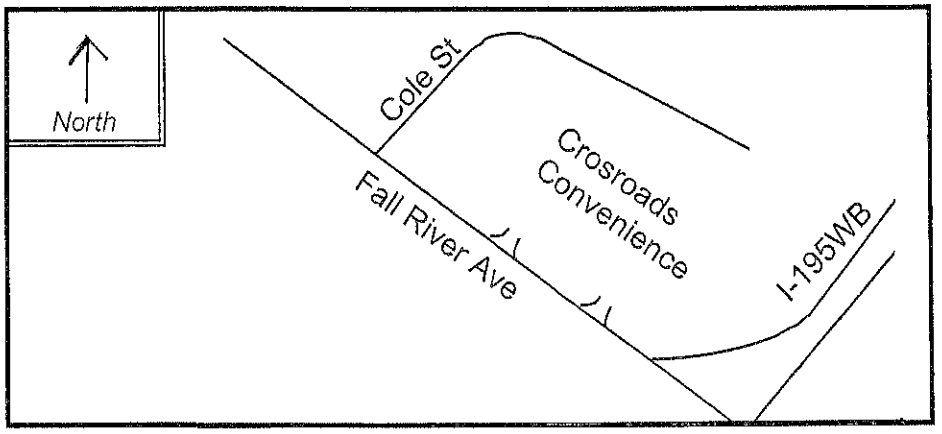
~ INTERSECTION DATA ~

MAJOR STREET : Fall River Avenue (Rte. 114A)

MINOR STREET(S) : Crossroads Convenience Store Driveways

Note: Volumes used in calculations are the 2021 adjusted volumes

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB				
PEAK HOURLY VOLUMES (AM/**PM**) :	1,215	955				**2,170**

" K " FACTOR : **0.090** INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME: **24,100**

TOTAL # OF CRASHES : 26 # OF YEARS : 4.67 AVG # OF CRASHES PER YEAR (**A**) : **5.57**

CRASH RATE CALCULATION : **0.63 MEV** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Calc. crash rate is above the MassDOT Dist. 5 Avg. of 0.57 crashes per MEV for unsignalized int.

Project Title & Date: Greenbrier Phase 2 Residential Development Project - November 2021

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INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Seekonk COUNT DATE: ATR: Aug. 25 & 26, 2021

DISTRICT : 5 UNSIGNALIZED : [ ] SIGNALIZED : [X]

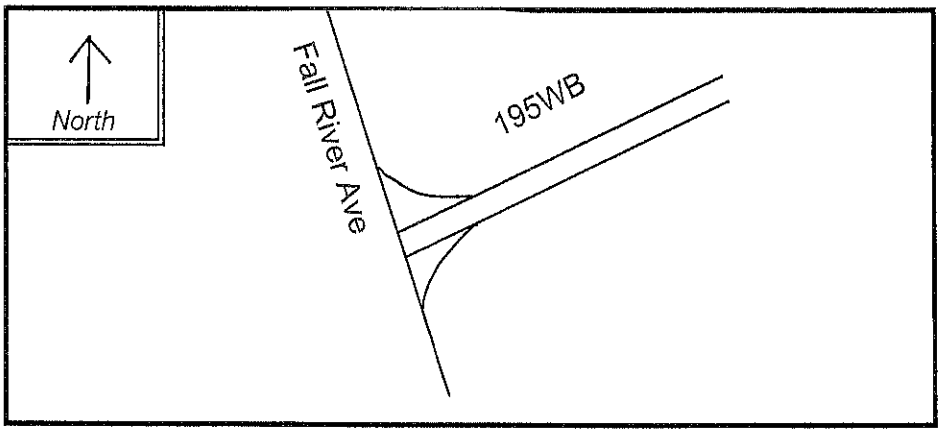
~ INTERSECTION DATA ~

MAJOR STREET : Fall River Avenue (Rte. 114A)

MINOR STREET(S) : I-195 WB Ramps

Note: Volumes used in calculations are the 2021 adjusted volumes

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	WB			
PEAK HOURLY VOLUMES (AM/**PM**) :	866	955	1,024			**2,845**

" K " FACTOR : [ ] INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME: **27,500**

TOTAL # OF CRASHES : 22 # OF YEARS : 4.67 AVG # OF CRASHES PER YEAR (**A**) : **4.71**

CRASH RATE CALCULATION : **0.47 MEV** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Calc. crash rate is below the MassDOT Dist. 5 Avg. of 0.75 crashes per MEV for signalized int.

Project Title & Date: Greenbrier Phase 2 Residential Development Project - November 2021

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INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Seekonk COUNT DATE: ATR: Aug. 25 & 26, 2021

DISTRICT : 5 UNSIGNALIZED : [ ] SIGNALIZED : [X]

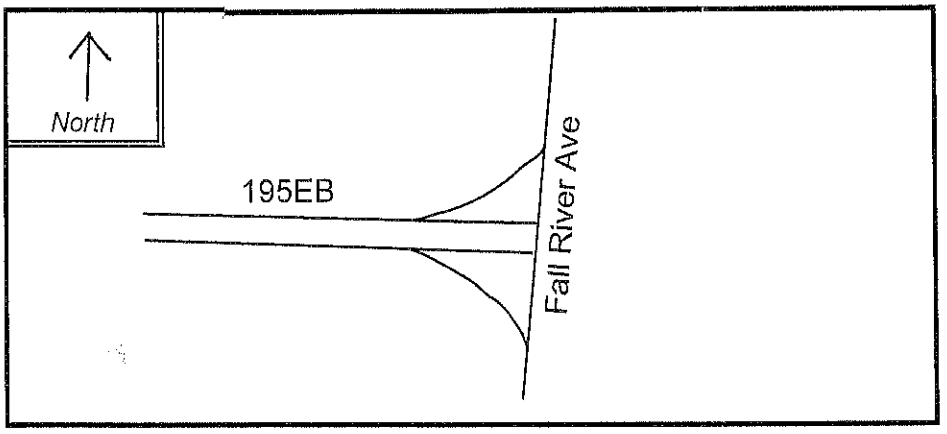
~ INTERSECTION DATA ~

MAJOR STREET : Fall River Avenue (Rte. 114A)

MINOR STREET(S) : I-195 EB Ramps

Note: Volumes used in calculations are the 2021 adjusted volumes

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB			
PEAK HOURLY VOLUMES (AM/PM) :	965	1,322	608			**2,895**

" K " FACTOR : [ ] INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME: **27,500**

TOTAL # OF CRASHES : 19 # OF YEARS : 4.67 AVG # OF CRASHES PER YEAR (**A**) : **4.07**

CRASH RATE CALCULATION : **0.41 MEV** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Calc. crash rate is below the MassDOT Dist. 5 Avg. of 0.75 crashes per MEV for signalized int.

Project Title & Date: Greenbrier Phase 2 Residential Development Project - November 2021

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SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Seekonk COUNT DATE : ATR: Aug. 25 & 26, 2021

DISTRICT : 5

~ INTERSECTION DATA ~

ROADWAY NAME: Fall River Avenue (Rte. 114A)

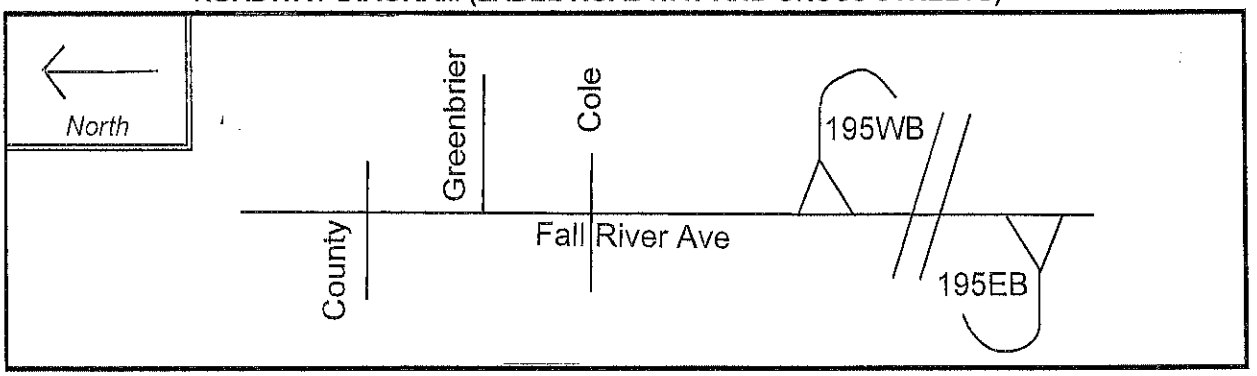
START POINT: County Street

END POINT: I-195 EB Ramps

FUNCTIONAL CLASSIFICATION OF ROADWAY: Minor Arterial

Note: Crash rate for an Urban Minor Arterial is 3.49 MVMT

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB				
PEAK HOURLY VOLUMES (AM/**PM**) :	881	1,049				**1,930**

AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (L):	0.8 miles
AVERAGE DAILY TRAFFIC VOLUME (V):	24,800

TOTAL # OF CRASHES :	155	# OF YEARS :	4.67	AVG # OF CRASHES PER YEAR (**A**) :	**33.19**

CRASH RATE CALCULATION : **58.9 MVMT** RATE = $\frac{(A * 1{,}000{,}000)}{(L * V * 365)}$

Comments : The ADT (V) used in calculations is the average of (2) ADT counts, adjusted by 5%

Project Title & Date: Greenbrier Phase 2 Residential Development Project - November 2021

APPENDIX C

Existing Conditions Operational Analyses

- Table 6 Capacity Analyses Summary – 2021 Existing Conditions (Unsignalized Intersections) & Analyses Reports
- Table 7 Capacity Analyses Summary – 2021 Existing Conditions (Signalized Intersections) & Analyses Reports

Delay Evaluation – Peak Periods

- Greenbrier Drive at Route 114A
- Cole Street at Route 114A

Traffic Signal Warrant Analysis – Cole Street and Route 114A Intersection

Table 6 CAPACITY ANALYSES SUMMARY – 2021 EXISTING CONDITIONS

Unsignalized Intersections

Location	Peak Period	Movements[1]	Demand[2]	V/C[3]	Delay[4]	LOS[5]	95% QUEUE[6]	Approach Delay[7] - LOS
County Street at Howland Street & Mill Road	AM	NB	40	0.11	14.6	B	0.4	**NB = 14.6 - B**
		SB	59	0.18	17.3	C	0.7	**SB = 17.6 - C**
		EB L/TR	15/131	0.01	8.2	A	0.0	EB = 1.0
		WB L/TR	0/399	0.00	7.5	A	0.0	WB = 0.0
	PM	NB	40	0.12	16.1	C	0.4	**NB = 16.1 - C**
		SB	59	0.40	21.4	C	1.9	**SB = 21.4 - C**
		EB L/TR	7/275	0.01	7.8	A	0.0	EB = 0.2
		WB L/TR	10/261	0.01	7.9	A	0.0	WB = 0.4
Fall River Avenue (Rte. 114A) at Greenbrier Drive	AM	NB T/R	785	-	-	-	-	-
		SB L/T	6/682	0.01	9.4	A	0.0	SB = 0.2
		WB L/R	35	0.23	34.8	D	0.8	**WB = 34.8 - D**
	PM	NB T/R	961	-	-	-	-	-
		SB L/T	15/876	0.02	10.4	B	0.1	SB = 0.7
		WB L/R	31	0.34	58.7	F	1.3	**WB = 58.7 - F**
Fall River Avenue (Rte. 114A) at Cole Street	AM	EB	8	0.04	23.8	C	0.1	**EB = 23.8 - C**
		WB	134	1.31	265.1	F	9.8	**WB = 265.1 - F**
		NB L/TR	6/757	0.01	9.1	A	0.0	NB = 0.2
		SB L/TR	29/686	0.04	9.8	A	0.1	SB = 1.0
	PM	EB	7	0.05	29.7	D	0.2	**EB = 29.7 - D**
		WB	85	1.94	626.6	F	9.2	**WB = 626.6 - F**
		NB L/TR	5/1,063	0.01	9.6	A	0.0	NB = 0.2 - A
		SB L/TR	69/814	0.12	11.7	B	0.4	SB = 3.5 - A
Cole Street at Springhouse Trail	AM	SB L/R	46	0.06	9.4	A	0.2	**SB = 9.4 - A**
		EB L/T	11/71	0.01	7.6	A	0.0	SB = 1.1
		WB T/R	153	-	-	-	-	-
	PM	SB L/R	42	0.06	9.8	A	0.2	**SB = 9.8 - A**
		EB L/T	55/242	0.04	7.5	A	0.1	SB = 1.7
		WB T/R	91	-	-	-	-	-

Source: Highway Capacity software using the procedures in the 2016 Highway Capacity Manual for Two-Way Stop Control.

1. L= Left-turn movement, T= Through movement, R = Right-turn movement
2. Demand = Demand of critical movement, expressed in vehicles per hour
3. V/C = Volume to Capacity Ratio
4. Delay = Control Delay expressed in seconds per vehicle
5. LOS = Level of Service
6. 95% Queue Length (veh)
7. Approach Delay (s/veh)

HCS7 Two-Way Stop-Control Report

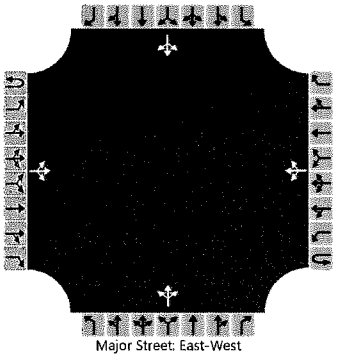
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/20/2021
Analysis Year	2021
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Existing Conditions - Adj. 2021 Data

Site Information

Intersection	Howland, Mill & County St
Jurisdiction	Seekonk, MA
East/West Street	County St
North/South Street	Howland St/Mill Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		15	130	1		0	370	29		11	23	6		32	11	16
Percent Heavy Vehicles (%)		0				0				0	0	0		4	0	8
Proportion Time Blocked																
Percent Grade (%)										1				6		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.30	6.70	6.30		8.34	7.70	6.88
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.54	4.00	3.37

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				0					44				65	
Capacity, c (veh/h)		1132				1451					418				356	
v/c Ratio		0.01				0.00					0.11				0.18	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.4				0.7	
Control Delay (s/veh)		8.2				7.5					14.6				17.3	
Level of Service (LOS)		A				A					B				C	
Approach Delay (s/veh)	1.0				0.0				14.6				17.3			
Approach LOS									B				C			

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HCS7 Two-Way Stop-Control Report

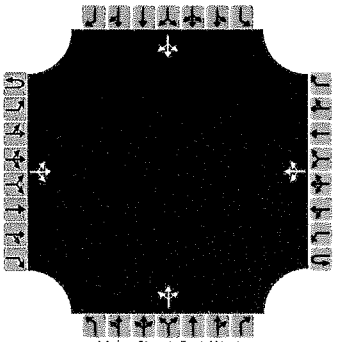
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/20/2021
Analysis Year	2021
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Existing Conditions - Adj. 2021 Data

Site Information

Intersection	Howland, Mill & County St
Jurisdiction	Seekonk, MA
East/West Street	County St
North/South Street	Howland St/Mill Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	265	10		10	228	33		16	19	4		65	37	31
Percent Heavy Vehicles (%)		0				0				8	0	0		4	0	4
Proportion Time Blocked																
Percent Grade (%)										1				6		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.38	6.70	6.30		8.34	7.70	6.84
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.57	4.00	3.30		3.54	4.00	3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				11					43				146	
Capacity, c (veh/h)		1287				1270					368				363	
v/c Ratio		0.01				0.01					0.12				0.40	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.4				1.9	
Control Delay (s/veh)		7.8				7.9					16.1				21.4	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.4				16.1				21.4			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

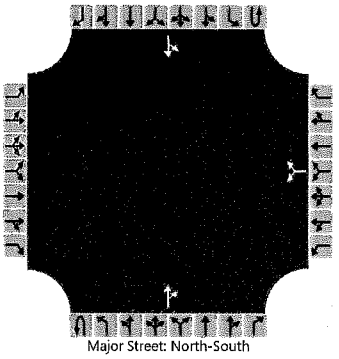
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/23/2021
Analysis Year	2021
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Existing Conditions - Adj. 2021 Data

Site Information

Intersection	Greenbrier Drive & 114A
Jurisdiction	Seekonk, MA
East/West Street	Greenbrier Drive
North/South Street	114A Fall River Ave
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						31		4			778	7		6	682	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)							-1									
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.20		6.10						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							36							6		
Capacity, c (veh/h)							156							831		
v/c Ratio							0.23							0.01		
95% Queue Length, Q_{95} (veh)							0.8							0.0		
Control Delay (s/veh)							34.8							9.4		
Level of Service (LOS)							D							A		
Approach Delay (s/veh)					34.8								0.2			
Approach LOS					D											

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HCS7 Two-Way Stop-Control Report

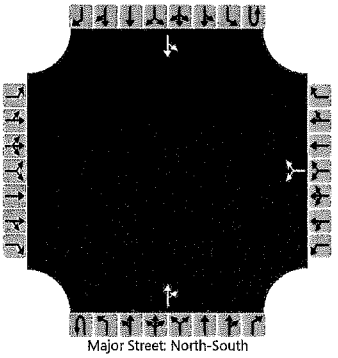
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/23/2021
Analysis Year	2021
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Existing Conditions - Adj. 2021 Data

Site Information

Intersection	Greenbrier Drive & 114A
Jurisdiction	Seekonk, MA
East/West Street	Greenbrier Drive
North/South Street	114A Fall River Ave
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		11			918	43		15	876	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)							-1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.20		6.10						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							33							16		
Capacity, c (veh/h)							99							680		
v/c Ratio							0.34							0.02		
95% Queue Length, Q_{95} (veh)							1.3							0.1		
Control Delay (s/veh)							58.7							10.4		
Level of Service (LOS)							F							B		
Approach Delay (s/veh)						58.7							0.7			
Approach LOS						F										

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HCS7 Two-Way Stop-Control Report

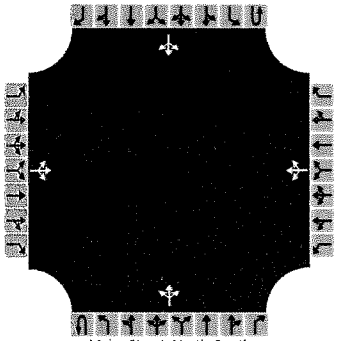
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/22/2021
Analysis Year	2021
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Existing Conditions - Adj. 2021 Data

Site Information

Intersection	Cole St & Fall River Ave
Jurisdiction	Seekonk, MA
East/West Street	Cole St/F. Showcase Dr.
North/South Street	114 A Fall River Ave
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	1	6		84	0	50		6	731	26		29	685	1
Percent Heavy Vehicles (%)		0	0	0		1	0	0		0				8		
Proportion Time Blocked																
Percent Grade (%)			0				0									
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.11	6.50	6.20		4.10				4.18		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.51	4.00	3.30		2.20				2.27		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				144			6				31		
Capacity, c (veh/h)			200				110			878				787		
v/c Ratio			0.04				1.31			0.01				0.04		
95% Queue Length, Q_{95} (veh)			0.1				9.8			0.0				0.1		
Control Delay (s/veh)			23.8				265.1			9.1				9.8		
Level of Service (LOS)			C				F			A				A		
Approach Delay (s/veh)		23.8				265.1				0.2				1.0		
Approach LOS		C				F										

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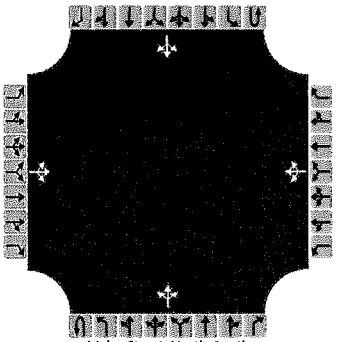
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Anna Novo	Intersection	Cole St & Fall River Ave
Agency/Co.	C&W	Jurisdiction	Seekonk, MA
Date Performed	10/22/2021	East/West Street	Cole St/F. Showcase Dr.
Analysis Year	2021	North/South Street	114 A Fall River Ave
Time Analyzed	PM Peak	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions - Adj. 2021 Data		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	1	6		49	0	36		5	924	139		69	813	1
Percent Heavy Vehicles (%)		0	0	0		0	0	3		0				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.23		4.10				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.33		2.20				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			8				91			5				74		
Capacity, c (veh/h)			154				47			780				608		
v/c Ratio			0.05				1.94			0.01				0.12		
95% Queue Length, Q_{95} (veh)			0.2				9.2			0.0				0.4		
Control Delay (s/veh)			29.7				626.6			9.6				11.7		
Level of Service (LOS)			D				F			A				B		
Approach Delay (s/veh)		29.7				626.6				0.2				3.5		
Approach LOS		D				F										

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HCS7 Two-Way Stop-Control Report

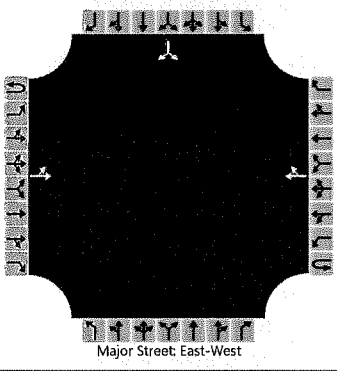
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/20/21
Analysis Year	2021
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Existing Conditions - Adj. 2021 Data

Site Information

Intersection	Cole St. & Springhouse Tr
Jurisdiction	Seekonk, MA
East/West Street	Cole St
North/South Street	Springhouse Trail
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		11	71				152	1						7		39
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														-3		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												5.80		5.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													51	
Capacity, c (veh/h)		1422													869	
v/c Ratio		0.01													0.06	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
Control Delay (s/veh)		7.6													9.4	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	1.1												9.4			
Approach LOS													A			

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HCS7 Two-Way Stop-Control Report

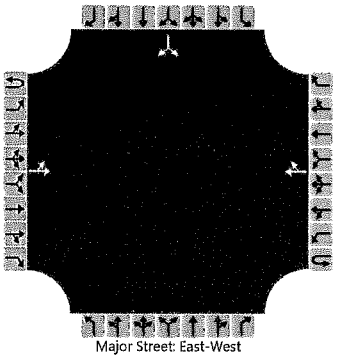
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/20/21
Analysis Year	2021
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Existing Conditions - Adj. 2021 Data

Site Information

Intersection	Cole St. & Springhouse Tr
Jurisdiction	Seekonk, MA
East/West Street	Cole St
North/South Street	Springhouse Trail
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		55	242				75	16						13		29
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														-3		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												5.80		5.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		60													46	
Capacity, c (veh/h)		1507													802	
v/c Ratio		0.04													0.06	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
Control Delay (s/veh)		7.5													9.8	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	1.7												9.8			
Approach LOS													A			

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Table 7 CAPACITY ANALYSES SUMMARY – 2021 EXISTING CONDITIONS

Signalized Intersections

Period	Location	Condition	Movements[1]	V/C[2]	Delay[3]	LOS[4]	Queue Length 50th / Queue Length 95th	Overall Approach Delay/LOS
AM PEAK HOUR	Fall River Ave. (Rte. 114) at County Street	2021 Adjusted Traffic Volumes (Includes Current Construction Improvements)	NB L	1.27	182.4	F	~192/#222	71.4/E
			NB T/R	0.70	26.3	C	340/522	
			SB L	0.05	24.8	C	4/10	118.7/F
			SB T/R	1.16	119.9	F	~678/#917	
			EB L	0.45	28.7	C	54/81	26.9/C
			EB T/R	0.36	26.1	C	116/165	
			WB	0.83	52.9	D	264/379	52.9/D
		Overall Intersection		**1.27 max**	**77.6**	**E**		
PM PEAK HOUR		2021 Adjusted Traffic Volumes (Includes Current Construction Improvements & Opt. Timings)	NB L	0.83	68.9	E	56/60	310.8/F
			NB T/R	1.66	331.0	F	~1,608/#1,132	
			SB L	0.21	42.3	D	7/7	460.2/F
			SB T/R	1.96	464.4	F	~1,562/#1,170	
			EB L	1.43	238.3	F	~425/122	120.3/F
			EB T/R	0.78	35.6	D	441/340	
			WB	2.21	575.5	F	~958/#540	575.5/F
		Overall Intersection		**2.21 max**	**345.8**	**F**		
AM PEAK HOUR	Fall River Ave. (Rte. 114) at I-195 WB Ramps	2021 Adjusted Traffic Volumes & Existing Ramps Coordinated System Timings	WB L	0.61	32.4	C	67/89	12.3/B
			WB R	0.30	0.4	A	0/0	
			NB T	0.17	3.8	A	21/39	2.3/A
			NB R	0.18	0.2	A	0/0	
			SB	0.50	6.6	A	81/144	6.6/A
		Overall Intersection		**0.61 max**	**7.4**	**A**		
PM PEAK HOUR		2021 Adjusted Traffic Volumes & Existing Ramps Coordinated System Timings	WB L	0.78	43.2	D	139/172	18.9/B
			WB R	0.37	0.6	A	0/0	
			NB T	0.27	**5.4**	A	48/104	3.8/A
			NB R	0.16	0.1	A	0/m0	
			SB	0.52	8.1	A	131/200	8.1/A
		Overall Intersection		**0.78 max**	**10.8**	**B**		
AM PEAK HOUR	Fall River Ave. (Rte. 114) at I-195 EB Ramps	2021 Adjusted Traffic Volumes & Existing Ramps Coordinated System Timings	EB L	0.35	30.2	C	32/63	5.1/A
			EB R	0.25	0.3	A	0/0	
			NB T/L	0.41	3.7	A	41/82	3.7/A
			SB T	0.26	1.8	A	23/33	1.2/A
			SB R	0.27	0.4	A	0/0	
		Overall Intersection		**0.41 max**	**2.8**	**A**		
PM PEAK HOUR		2021 Adjusted Traffic Volumes & Existing Ramps Coordinated System Timings	EB L	0.61	42.8	D	100/162	12.6/B
			EB R	0.27	0.4	A	0/0	
			NB L	0.78	19.6	B	57/#122	10.5/B
			NB T	0.49	5.8	A	123/217	
			SB T	0.42	10.2	B	143/156	6.5/A
			SB R	0.30	0.4	A	0/0	

Table 7 CAPACITY ANALYSES SUMMARY – 2021 EXISTING CONDITIONS (Cont.)

Signalized Intersections

Period	Location	Condition	Movements[1]	V/C[2]	Delay[3]	LOS[4]	Queue Length 50th / Queue Length 95th	Overall Approach Delay/LOS
		Overall Intersection		0.78 max	9.1	A		

Source: Synchro 10 software

1. L= Left-turn movement, T= Through movement, R = Right-turn movement
2. V/C = Volume to Capacity Ratio
3. Control Delay = expressed in seconds per vehicle
4. LOS = Level of Service
5. # = 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.
6. m = Volume for 95th percentile queue is metered by upstream signal.
7. ~ = Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	264	469	343	266	146	730
Future Volume (vph)	264	469	343	266	146	730
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	11	16	12	12
Storage Length (ft)	80	0		200	250	
Storage Lanes	2	1		1	0	
Taper Length (ft)	200				100	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.991
Satd. Flow (prot)	3255	1794	3261	1564	0	3440
Flt Permitted	0.950					0.781
Satd. Flow (perm)	3255	1794	3261	1564	0	2711
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		40			40
Link Distance (ft)	302		1268			302
Travel Time (s)	8.2		21.6			5.1
Peak Hour Factor	0.83	0.87	0.89	0.93	0.85	0.95
Heavy Vehicles (%)	4%	2%	7%	17%	4%	4%
Adj. Flow (vph)	318	539	385	286	172	768
Shared Lane Traffic (%)						
Lane Group Flow (vph)	318	539	385	286	0	940
Turn Type	Prot	Free	NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		Free		Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	6.0		20.0		6.0	20.0
Minimum Split (s)	11.2		25.2		11.2	25.2
Total Split (s)	28.0		29.0		13.0	42.0
Total Split (%)	40.0%		41.4%		18.6%	60.0%
Yellow Time (s)	3.2		3.2		3.2	3.2
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.2		5.2			5.2
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Max		None	Max
Act Effct Green (s)	11.1	70.0	48.5	70.0		48.5
Actuated g/C Ratio	0.16	1.00	0.69	1.00		0.69
v/c Ratio	0.61	0.30	0.17	0.18		0.50
Control Delay	32.4	0.4	3.8	0.2		6.6
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	32.4	0.4	3.8	0.2		6.6
LOS	C	A	A	A		A
Approach Delay	12.3		2.3			6.6
Approach LOS	B		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	67	0	21	0		81
Queue Length 95th (ft)	89	0	39	0		144
Internal Link Dist (ft)	222		1188			222
Turn Bay Length (ft)	80			200		
Base Capacity (vph)	1060	1794	2257	1564		1876
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.30	0.30	0.17	0.18		0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 37 (53%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Route 114A & I-195 WB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	77	116	34	262	38	172	570	25	5	529	169
Future Volume (vph)	90	77	116	34	262	38	172	570	25	5	529	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	8	8	12	8	11	12	8	11	12	8
Storage Length (ft)	180		0	0		0	200		0	50		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	100			50			100			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.910			0.984			0.989			0.966	
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	1631	1688	0	0	1847	0	1728	1780	0	1396	1752	0
Flt Permitted	0.295				0.921		0.082			0.327		
Satd. Flow (perm)	506	1688	0	0	1713	0	149	1780	0	480	1752	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		972			1967			1073			2461	
Travel Time (s)		22.1			44.7			20.9			55.9	
Peak Hour Factor	0.78	0.84	0.84	0.64	0.89	0.80	0.66	0.96	0.53	0.50	0.87	0.95
Heavy Vehicles (%)	7%	6%	0%	4%	0%	0%	1%	6%	0%	25%	5%	4%
Adj. Flow (vph)	115	92	138	53	294	48	261	594	47	10	608	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	230	0	0	395	0	261	641	0	10	786	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	41.5		30.5	30.5		11.5	51.5		39.5	39.5	
Total Split (s)	11.5	53.5		42.5	42.5		14.5	63.5		48.5	48.5	
Total Split (%)	8.4%	38.9%		30.9%	30.9%		10.5%	46.2%		35.3%	35.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	42.6	42.6			31.1		57.7	57.7		43.2	43.2	
Actuated g/C Ratio	0.38	0.38			0.28		0.52	0.52		0.39	0.39	
v/c Ratio	0.45	0.36			0.83		1.27	0.70		0.05	1.16	
Control Delay	28.7	26.1			52.9		182.4	26.3		24.8	119.9	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	28.7	26.1			52.9		182.4	26.3		24.8	119.9	
LOS	C	C			D		F	C		C	F	
Approach Delay		26.9			52.9			71.4			118.7	
Approach LOS		C			D			E			F	

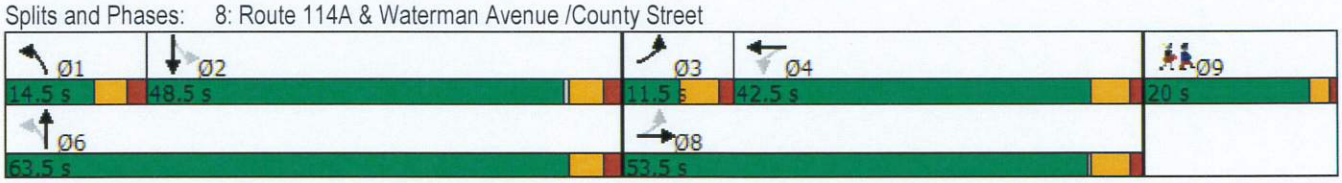
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	15%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	54	116			264		~192	340		4	~678	
Queue Length 95th (ft)	81	165			379		#222	522		10	#917	
Internal Link Dist (ft)		892			1887			993			2381	
Turn Bay Length (ft)	180						200			50		
Base Capacity (vph)	254	737			570		205	929		187	686	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.45	0.31			0.69		1.27	0.69		0.05	1.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 137.5			
Actuated Cycle Length: 111.4			
Natural Cycle: 145			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 77.6		Intersection LOS: E	
Intersection Capacity Utilization 95.1%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Route 114A & Waterman Avenue /County Street



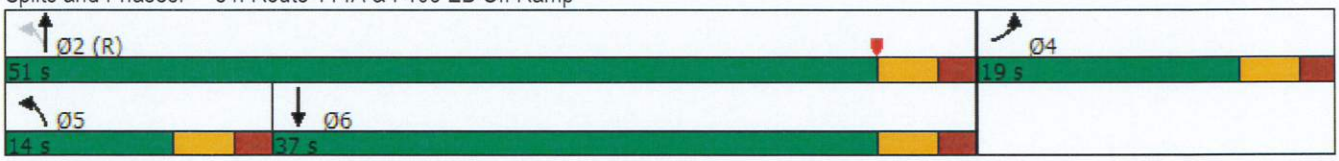


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	386	156	542	628	385
Future Volume (vph)	70	386	156	542	628	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	16	8	12	12	16
Storage Length (ft)	0	200	0			200
Storage Lanes	1	1	0			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950			0.989		
Satd. Flow (prot)	1594	1727	0	3327	3471	1727
Flt Permitted	0.950			0.677		
Satd. Flow (perm)	1594	1727	0	2278	3471	1727
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			40	40	
Link Distance (ft)	858			787	1268	
Travel Time (s)	23.4			13.4	21.6	
Peak Hour Factor	0.85	0.89	0.90	0.95	0.87	0.83
Heavy Vehicles (%)	17%	6%	5%	8%	4%	6%
Adj. Flow (vph)	82	434	173	571	722	464
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	434	0	744	722	464
Turn Type	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	11.2		11.2	25.2	25.2	
Total Split (s)	19.0		14.0	51.0	37.0	
Total Split (%)	27.1%		20.0%	72.9%	52.9%	
Yellow Time (s)	3.2		3.2	3.2	3.2	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.2			-2.2	-2.2	
Total Lost Time (s)	3.0			3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	Max	
Act Effct Green (s)	10.4	70.0		56.4	56.4	70.0
Actuated g/C Ratio	0.15	1.00		0.81	0.81	1.00
v/c Ratio	0.35	0.25		0.41	0.26	0.27
Control Delay	30.2	0.3		3.7	1.8	0.4
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	30.2	0.3		3.7	1.8	0.4
LOS	C	A		A	A	A
Approach Delay	5.1			3.7	1.2	
Approach LOS	A			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	32	0		41	23	0
Queue Length 95th (ft)	63	0		82	33	0
Internal Link Dist (ft)	778			707	1188	
Turn Bay Length (ft)		200				200
Base Capacity (vph)	364	1727		1836	2798	1727
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.23	0.25		0.41	0.26	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 43 (61%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 2.8		Intersection LOS: A	
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 54: Route 114A & I-195 EB Off Ramp

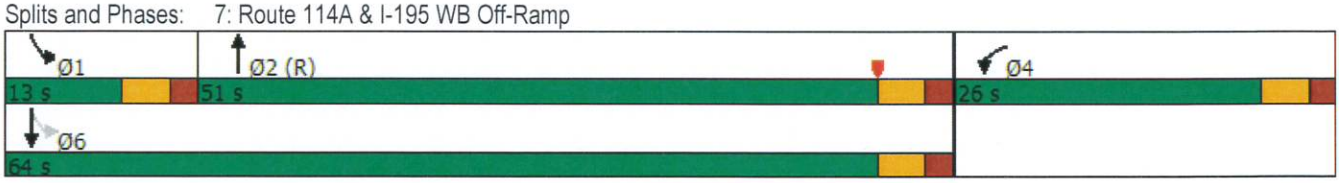


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	423	601	614	252	68	887
Future Volume (vph)	423	601	614	252	68	887
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	11	16	12	12
Storage Length (ft)	80	0		200	250	
Storage Lanes	2	1		1	0	
Taper Length (ft)	200				100	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.996
Satd. Flow (prot)	3351	1794	3455	1794	0	3517
Flt Permitted	0.950					0.830
Satd. Flow (perm)	3351	1794	3455	1794	0	2931
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		35			35
Link Distance (ft)	302		1268			302
Travel Time (s)	8.2		24.7			5.9
Peak Hour Factor	0.85	0.91	0.95	0.90	0.81	0.92
Heavy Vehicles (%)	1%	2%	1%	2%	5%	2%
Adj. Flow (vph)	498	660	646	280	84	964
Shared Lane Traffic (%)						
Lane Group Flow (vph)	498	660	646	280	0	1048
Turn Type	Prot	Free	NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		Free		Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	6.0		20.0		6.0	20.0
Minimum Split (s)	11.2		25.2		11.2	25.2
Total Split (s)	26.0		51.0		13.0	64.0
Total Split (%)	28.9%		56.7%		14.4%	71.1%
Yellow Time (s)	3.2		3.2		3.2	3.2
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.2		5.2			5.2
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Max		None	Max
Act Effct Green (s)	17.2	90.0	62.4	90.0		62.4
Actuated g/C Ratio	0.19	1.00	0.69	1.00		0.69
v/c Ratio	0.78	0.37	0.27	0.16		0.52
Control Delay	43.2	0.6	5.4	0.1		8.1
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	43.2	0.6	5.4	0.1		8.1
LOS	D	A	A	A		A
Approach Delay	18.9		3.8			8.1
Approach LOS	B		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	139	0	48	0		131
Queue Length 95th (ft)	172	0	104	m0		200
Internal Link Dist (ft)	222		1188			222
Turn Bay Length (ft)	80			200		
Base Capacity (vph)	774	1794	2393	1794		2030
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.64	0.37	0.27	0.16		0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 7 (8%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: Route 114A & I-195 WB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	186	177	40	210	32	64	810	36	3	672	123
Future Volume (vph)	177	186	177	40	210	32	64	810	36	3	672	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	8	8	12	8	11	12	8	11	12	8
Storage Length (ft)	180		0	0		0	200		0	50		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	100			50			100			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.918			0.976			0.995			0.979	
Flt Protected	0.950				0.989		0.950			0.950		
Satd. Flow (prot)	1745	1702	0	0	1803	0	1694	1853	0	1745	1808	0
Flt Permitted	0.296				0.445		0.081			0.091		
Satd. Flow (perm)	544	1702	0	0	811	0	144	1853	0	167	1808	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		972			1967			1073			2461	
Travel Time (s)		22.1			44.7			20.9			47.9	
Peak Hour Factor	0.38	0.63	0.50	0.25	0.50	0.25	0.58	0.64	0.75	0.25	0.65	0.75
Heavy Vehicles (%)	0%	3%	2%	0%	2%	3%	3%	2%	3%	0%	3%	2%
Adj. Flow (vph)	466	295	354	160	420	128	110	1266	48	12	1034	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	466	649	0	0	708	0	110	1314	0	12	1198	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	53.5		42.5	42.5		11.5	51.5		39.5	39.5	
Total Split (s)	12.0	69.0		57.0	57.0		11.5	61.0		49.5	49.5	
Total Split (%)	8.0%	46.0%		38.0%	38.0%		7.7%	40.7%		33.0%	33.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	63.5	63.5			51.5		55.5	55.5		44.0	44.0	
Actuated g/C Ratio	0.49	0.49			0.40		0.43	0.43		0.34	0.34	
v/c Ratio	1.43	0.78			2.21		0.83	1.66		0.21	1.96	
Control Delay	238.3	35.6			575.5		68.9	331.0		42.3	464.4	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	238.3	35.6			575.5		68.9	331.0		42.3	464.4	
LOS	F	D			F		E	F		D	F	
Approach Delay		120.3			575.5			310.8			460.2	
Approach LOS		F			F			F			F	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	13%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~425	441			~958		56	~1608		7	~1562	
Queue Length 95th (ft)	122	340			#540		60	#1132		7	#1170	
Internal Link Dist (ft)		892			1887			993			2381	
Turn Bay Length (ft)	180						200			50		
Base Capacity (vph)	325	831			321		133	791		56	611	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	1.43	0.78			2.21		0.83	1.66		0.21	1.96	

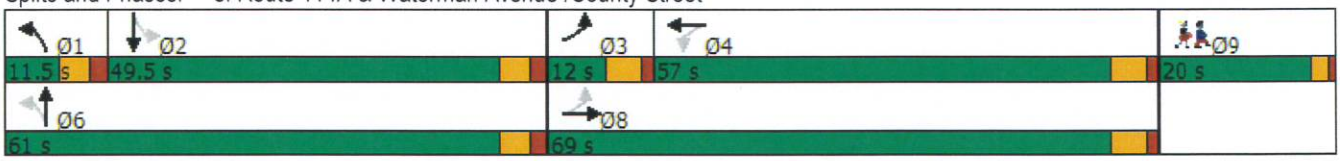
Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 130
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 2.21
Intersection Signal Delay: 345.8 Intersection LOS: F
Intersection Capacity Utilization 102.8% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Route 114A & Waterman Avenue /County Street



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	179	429	299	666	820	502
Future Volume (vph)	179	429	299	666	820	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	16	12	12	12	16
Storage Length (ft)	0	200	0			200
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1743	1752	1881	3539	1794
Flt Permitted	0.950		0.236			
Satd. Flow (perm)	1829	1743	435	1881	3539	1794
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			35	35	
Link Distance (ft)	858			787	1268	
Travel Time (s)	23.4			15.3	24.7	
Peak Hour Factor	0.94	0.91	0.83	0.95	0.92	0.93
Heavy Vehicles (%)	2%	5%	3%	1%	2%	2%
Adj. Flow (vph)	190	471	360	701	891	540
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	471	360	701	891	540
Turn Type	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	11.2		11.2	25.2	25.2	
Total Split (s)	22.0		13.0	68.0	55.0	
Total Split (%)	24.4%		14.4%	75.6%	61.1%	
Yellow Time (s)	3.2		3.2	3.2	3.2	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.2		0.0	-2.2	-2.2	
Total Lost Time (s)	3.0		5.2	3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	Max	
Act Effct Green (s)	15.3	90.0	66.5	68.7	53.9	90.0
Actuated g/C Ratio	0.17	1.00	0.74	0.76	0.60	1.00
v/c Ratio	0.61	0.27	0.78	0.49	0.42	0.30
Control Delay	42.8	0.4	19.6	5.8	10.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	0.4	19.6	5.8	10.2	0.4
LOS	D	A	B	A	B	A
Approach Delay	12.6			10.5	6.5	
Approach LOS	B			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	100	0	57	123	143	0
Queue Length 95th (ft)	162	0	#122	217	156	0
Internal Link Dist (ft)	778			707	1188	
Turn Bay Length (ft)		200				200
Base Capacity (vph)	386	1743	462	1435	2117	1794
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.27	0.78	0.49	0.42	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 17 (19%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 54: Route 114A & I-195 EB Off Ramp



Cole Street WB
east of Fall River Avenue
Queue/Delay Study
City, State: Seekonk, MA
Date: Thursday, August 26, 2021
Time: 7:30am-8:30am
PDI File#: 218108 B
Client: Caputo & Wick/ A. Novo
Client #: TBA

Vehicle #	Entered Queue	Left Queue	Delay in sec.	Queue Length	Turning Movement
1	7:29:54 AM	7:30:11 AM	00:17	1	Left
2	7:31:28 AM	7:31:30 AM	00:02	1	Right
3	7:31:31 AM	7:31:33 AM	00:02	1	Right
4	7:31:58 AM	7:32:06 AM	00:08	1	Left
5	7:32:02 AM	7:32:10 AM	00:08	2	Left
6	7:32:54 AM	7:33:01 AM	00:07	1	Right
7	7:32:58 AM	7:33:03 AM	00:05	2	Right
8	7:33:08 AM	7:33:24 AM	00:16	1	Right
9	7:34:01 AM	7:34:11 AM	00:10	1	Right
10	7:34:50 AM	7:35:18 AM	00:28	1	Left
11	7:34:52 AM	7:35:31 AM	00:39	2	Left
12	7:35:11 AM	7:35:53 AM	00:42	3	Left
13	7:36:49 AM	7:36:51 AM	00:02	1	Right
14	7:37:57 AM	7:38:00 AM	00:03	1	Right
15	7:37:59 AM	7:38:01 AM	00:02	2	Left
16	7:38:45 AM	7:38:46 AM	00:01	1	Right
17	7:39:16 AM	7:39:20 AM	00:04	1	Left
18	7:39:18 AM	7:39:29 AM	00:11	2	Left
19	7:39:40 AM	7:39:59 AM	00:19	1	Left
20	7:39:45 AM	7:39:59 AM	00:14	2	Right
21	7:39:48 AM	7:40:43 AM	00:55	3	Left
22	7:40:12 AM	7:40:24 AM	00:12	2	Right
23	7:41:06 AM	7:41:18 AM	00:12	1	Left
24	7:41:17 AM	7:41:23 AM	00:06	2	Left
25	7:41:28 AM	7:41:34 AM	00:06	1	Left
26	7:41:50 AM	7:41:54 AM	00:04	1	Left
27	7:41:54 AM	7:41:57 AM	00:03	1	Right
28	7:42:44 AM	7:42:49 AM	00:05	1	Right
29	7:43:07 AM	7:43:31 AM	00:24	1	Left
30	7:43:23 AM	7:44:12 AM	00:49	2	Left
31	7:43:48 AM	7:44:06 AM	00:18	2	Right
32	7:44:27 AM	7:44:29 AM	00:02	1	Right
33	7:44:35 AM	7:45:05 AM	00:30	1	Left
34	7:45:54 AM	7:46:08 AM	00:14	1	Right
35	7:45:56 AM	7:46:30 AM	00:34	2	Left
36	7:46:45 AM	7:46:50 AM	00:05	1	Right
37	7:46:49 AM	7:46:52 AM	00:03	2	Right
38	7:47:08 AM	7:47:11 AM	00:03	1	Right
39	7:47:15 AM	7:47:19 AM	00:04	1	Left
40	7:47:25 AM	7:47:28 AM	00:03	1	Left
41	7:47:50 AM	7:48:00 AM	00:10	1	Left
42	7:48:03 AM	7:48:04 AM	00:01	1	Right
43	7:48:12 AM	7:48:18 AM	00:06	1	Left
44	7:48:22 AM	7:48:25 AM	00:03	1	Right
45	7:48:24 AM	7:48:37 AM	00:13	2	Left
46	7:48:26 AM	7:48:33 AM	00:07	2	Right
47	7:49:04 AM	7:49:06 AM	00:02	1	Right
48	7:49:09 AM	7:49:12 AM	00:03	1	Left
49	7:49:14 AM	7:49:16 AM	00:02	1	Left
50	7:49:25 AM	7:49:43 AM	00:18	1	Left
51	7:49:33 AM	7:49:38 AM	00:05	2	Right
52	7:50:25 AM	7:50:30 AM	00:05	1	Right
53	7:50:57 AM	7:51:00 AM	00:03	1	Right

	Totals
Total Vehicles	117
Ave Stopped Time	00:13
Max Stopped Time	01:25
Average Queue	1.38
Max Queue	5
Total Delay	0:26:15

Sheet 2
Cole Street WB

54	7:51:21 AM	7:52:08 AM	00:47	1	Left
55	7:51:22 AM	7:52:43 AM	01:21	2	Left
56	7:51:24 AM	7:52:49 AM	01:25	3	Left
57	7:51:26 AM	7:51:51 AM	00:25	4	Right
58	7:51:36 AM	7:52:02 AM	00:26	5	Right
59	7:52:17 AM	7:52:26 AM	00:09	5	Right
60	7:53:13 AM	7:53:29 AM	00:16	1	Left
61	7:53:51 AM	7:54:21 AM	00:30	1	Left
62	7:54:36 AM	7:54:45 AM	00:09	1	Left
63	7:54:58 AM	7:55:02 AM	00:04	1	Left
64	7:55:03 AM	7:55:10 AM	00:07	1	Left
65	7:55:11 AM	7:55:30 AM	00:19	1	Right
66	7:59:16 AM	7:59:31 AM	00:15	1	Right
67	7:59:19 AM	7:59:35 AM	00:16	2	Right
68	7:59:42 AM	7:59:51 AM	00:09	1	Right
69	7:59:56 AM	7:59:58 AM	00:02	1	Left
70	8:00:19 AM	8:00:22 AM	00:03	1	Right
71	8:00:42 AM	8:00:46 AM	00:04	1	Left
72	8:01:38 AM	8:02:08 AM	00:30	1	Left
73	8:02:22 AM	8:02:30 AM	00:08	1	Left
74	8:02:34 AM	8:02:53 AM	00:19	1	Left
75	8:02:36 AM	8:03:38 AM	01:02	2	Left
76	8:02:59 AM	8:03:13 AM	00:14	2	Right
77	8:04:09 AM	8:04:40 AM	00:31	1	Left
78	8:05:09 AM	8:05:17 AM	00:08	1	Right
79	8:05:53 AM	8:06:03 AM	00:10	1	Left
80	8:06:00 AM	8:06:07 AM	00:07	2	Left
81	8:07:31 AM	8:07:38 AM	00:07	1	Left
82	8:08:06 AM	8:08:13 AM	00:07	1	Right
83	8:08:37 AM	8:08:53 AM	00:16	1	Left
84	8:09:08 AM	8:09:15 AM	00:07	1	Right
85	8:09:50 AM	8:09:55 AM	00:05	1	Left
86	8:10:55 AM	8:11:02 AM	00:07	1	Left
87	8:12:39 AM	8:12:45 AM	00:06	1	Left
88	8:13:40 AM	8:13:48 AM	00:08	1	Left
89	8:14:10 AM	8:14:20 AM	00:10	1	Right
90	8:14:49 AM	8:15:00 AM	00:11	1	Right
91	8:15:22 AM	8:15:44 AM	00:22	1	Right
92	8:15:34 AM	8:15:48 AM	00:14	2	Left
93	8:15:03 AM	8:15:12 AM	00:09	3	Right
94	8:16:28 AM	8:16:33 AM	00:05	1	Left
95	8:16:44 AM	8:16:55 AM	00:11	1	Left
96	8:16:57 AM	8:17:14 AM	00:17	1	Left
97	8:16:59 AM	8:17:30 AM	00:31	2	Left
98	8:17:33 AM	8:17:35 AM	00:02	1	Left
99	8:18:00 AM	8:18:02 AM	00:02	1	Right
100	8:18:08 AM	8:18:26 AM	00:18	1	Left
101	8:19:11 AM	8:19:17 AM	00:06	1	Left
102	8:19:14 AM	8:19:17 AM	00:03	2	Right
103	8:22:21 AM	8:22:25 AM	00:04	1	Right
104	8:22:36 AM	8:22:39 AM	00:03	1	Right
105	8:23:55 AM	8:23:58 AM	00:03	1	Right
106	8:24:30 AM	8:24:52 AM	00:22	1	Left
107	8:24:54 AM	8:25:13 AM	00:19	1	Left
108	8:25:50 AM	8:25:53 AM	00:03	1	Right
109	8:25:55 AM	8:25:58 AM	00:03	1	Left
110	8:25:56 AM	8:25:59 AM	00:03	2	Right
111	8:26:14 AM	8:26:25 AM	00:11	1	Left
112	8:26:33 AM	8:26:56 AM	00:23	1	Left
113	8:26:35 AM	8:26:59 AM	00:24	2	Left
114	8:27:01 AM	8:27:18 AM	00:17	1	Left
115	8:27:55 AM	8:28:00 AM	00:05	1	Right
116	8:28:58 AM	8:29:00 AM	00:02	1	Right
117	8:29:05 AM	8:29:08 AM	00:03	1	Left

Cole Street WB
east of Fall River Avenue
Queue/Delay Study
City, State: Seekonk, MA
Date: Thursday, August 26, 2021
Time: 5:15pm-6:15pm
PDI File#: 218108 B
Client: Caputo & Wick/ A. Novo
Client #: TBA

Vehicle #	Entered Queue	Left Queue	Delay in sec.	Queue Length	Turning Movement
1	5:15:35 PM	5:15:51 PM	00:16	1	Right
2	5:15:44 PM	5:15:59 PM	00:15	2	Right
3	5:15:56 PM	5:16:00 PM	00:04	2	Left
4	5:16:16 PM	5:16:35 PM	00:19	1	Right
5	5:16:40 PM	5:16:59 PM	00:19	1	Left
6	5:16:51 PM	5:17:05 PM	00:14	2	Left
7	5:17:17 PM	5:17:31 PM	00:14	1	Right
8	5:18:30 PM	5:18:33 PM	00:03	1	Right
9	5:18:39 PM	5:19:19 PM	00:40	1	Left
10	5:18:40 PM	5:19:07 PM	00:27	2	Right
11	5:19:28 PM	5:19:31 PM	00:03	1	Right
12	5:21:49 PM	5:22:23 PM	00:34	1	Left
13	5:22:09 PM	5:22:53 PM	00:44	2	Left
14	5:22:46 PM	5:22:53 PM	00:07	2	Right
15	5:23:19 PM	5:24:16 PM	00:57	1	Left
16	5:24:28 PM	5:24:50 PM	00:22	1	Left
17	5:25:01 PM	5:25:06 PM	00:05	1	Right
18	5:25:16 PM	5:25:36 PM	00:20	1	Left
19	5:25:59 PM	5:26:10 PM	00:11	1	Left
20	5:27:34 PM	5:27:55 PM	00:21	1	Right
21	5:29:10 PM	5:29:45 PM	00:35	1	Left
22	5:29:15 PM	5:29:50 PM	00:35	2	Left
23	5:30:12 PM	5:30:46 PM	00:34	1	Left
24	5:30:20 PM	5:30:59 PM	00:39	2	Left
25	5:30:23 PM	5:30:31 PM	00:08	3	Right
26	5:30:47 PM	5:31:10 PM	00:23	3	Left
27	5:30:51 PM	5:30:56 PM	00:05	4	Right
28	5:34:01 PM	5:34:20 PM	00:19	1	Left
29	5:34:25 PM	5:34:30 PM	00:05	1	Right
30	5:34:48 PM	5:35:15 PM	00:27	1	Left
31	5:34:58 PM	5:35:24 PM	00:26	2	Left
32	5:35:01 PM	5:35:41 PM	00:40	3	Left
33	5:35:43 PM	5:35:55 PM	00:12	1	Right
34	5:35:57 PM	5:36:05 PM	00:08	1	Right
35	5:38:40 PM	5:39:02 PM	00:22	1	Left
36	5:41:23 PM	5:41:26 PM	00:03	1	Right
37	5:41:58 PM	5:42:23 PM	00:25	1	Right
38	5:42:01 PM	5:42:45 PM	00:44	2	Left
39	5:42:36 PM	5:42:43 PM	00:07	2	Right
40	5:42:44 PM	5:42:59 PM	00:15	3	Left
41	5:42:47 PM	5:43:21 PM	00:34	2	Left
42	5:42:54 PM	5:44:06 PM	01:12	3	Left
43	5:42:57 PM	5:44:15 PM	01:18	4	Left
44	5:43:30 PM	5:44:02 PM	00:32	3	Right
45	5:44:42 PM	5:44:55 PM	00:13	1	Left
46	5:45:40 PM	5:45:48 PM	00:08	1	Left
47	5:45:45 PM	5:46:22 PM	00:37	2	Left
48	5:46:44 PM	5:46:54 PM	00:10	1	Left
49	5:49:30 PM	5:49:35 PM	00:05	1	Right

	Totals
Total Vehicles	83
Ave Stopped Time	00:22
Max Stopped Time	01:18
Average Queue	1.58
Max Queue	4
Total Delay	0:29:56

Sheet 2
Cole Street WB

50	5:49:55 PM	5:50:04 PM	00:09	1	Left
51	5:51:05 PM	5:52:16 PM	01:11	1	Left
52	5:51:13 PM	5:51:55 PM	00:42	2	Right
53	5:52:49 PM	5:53:45 PM	00:56	1	Left
54	5:55:28 PM	5:55:42 PM	00:14	1	Left
55	5:55:33 PM	5:55:46 PM	00:13	2	Right
56	5:55:34 PM	5:55:47 PM	00:13	3	Left
57	5:55:43 PM	5:55:53 PM	00:10	3	Right
58	5:56:14 PM	5:56:24 PM	00:10	1	Left
59	5:57:25 PM	5:57:38 PM	00:13	1	Left
60	5:57:33 PM	5:58:04 PM	00:31	2	Left
61	5:58:17 PM	5:58:22 PM	00:05	1	Left
62	5:58:31 PM	5:58:34 PM	00:03	1	Right
63	5:59:50 PM	6:00:00 PM	00:10	1	Right
64	6:00:05 PM	6:00:28 PM	00:23	1	Left
65	6:00:34 PM	6:00:46 PM	00:12	1	Left
66	6:00:47 PM	6:01:01 PM	00:14	1	Left
67	6:00:52 PM	6:01:30 PM	00:38	2	Right
68	6:00:54 PM	6:01:31 PM	00:37	3	Left
69	6:01:08 PM	6:01:35 PM	00:27	3	Left
70	6:01:33 PM	6:01:45 PM	00:12	2	Left
71	6:01:34 PM	6:02:05 PM	00:31	3	Left
72	6:02:21 PM	6:02:45 PM	00:24	1	Left
73	6:04:52 PM	6:05:22 PM	00:30	1	Left
74	6:05:27 PM	6:05:36 PM	00:09	1	Right
75	6:05:29 PM	6:05:41 PM	00:12	2	Right
76	6:06:23 PM	6:06:29 PM	00:06	1	Right
77	6:06:33 PM	6:06:38 PM	00:05	1	Right
78	6:07:40 PM	6:07:50 PM	00:10	1	Right
79	6:08:05 PM	6:08:10 PM	00:05	1	Left
80	6:09:29 PM	6:09:34 PM	00:05	1	Right
81	6:10:52 PM	6:11:12 PM	00:20	1	Right
82	6:11:10 PM	6:11:38 PM	00:28	2	Left
83	6:11:58 PM	6:12:30 PM	00:32	1	Left

Greenbriar Drive WB
east of Fall River Avenue
Queue/Delay Study
City, State: Seekonk, MA
Date: Thursday, August 26, 2021
Time: 7:00am-8:00am
PDI File#: 218108 A
Client: Caputo & Wick/ A. Novo
Client #: TBA

Vehicle #	Entered Queue	Left Queue	Delay in sec.	Queue Length	Turning Movement
1	7:00:41 AM	7:01:02 AM	00:21	1	Right
2	7:03:45 AM	7:04:35 AM	00:50	1	Left
3	7:04:53 AM	7:04:55 AM	00:02	1	Right
4	7:04:59 AM	7:05:28 AM	00:29	1	Left
5	7:05:18 AM	7:05:31 AM	00:13	2	Right
6	7:09:54 AM	7:10:05 AM	00:11	1	Left
7	7:13:28 AM	7:14:02 AM	00:34	1	Left
8	7:13:30 AM	7:14:06 AM	00:36	2	Left
9	7:14:44 AM	7:14:55 AM	00:11	1	Right
10	7:16:27 AM	7:16:32 AM	00:05	1	Right
11	7:22:17 AM	7:22:22 AM	00:05	1	Left
12	7:26:05 AM	7:27:14 AM	01:09	1	Left
13	7:27:25 AM	7:27:28 AM	00:03	1	Left
14	7:32:24 AM	7:32:30 AM	00:06	1	Left
15	7:33:19 AM	7:33:36 AM	00:17	1	Left
16	7:34:02 AM	7:34:34 AM	00:32	1	Left
17	7:37:22 AM	7:37:40 AM	00:18	1	Left
18	7:37:28 AM	7:38:02 AM	00:34	2	Left
19	7:37:30 AM	7:38:08 AM	00:38	3	Left
20	7:40:51 AM	7:40:55 AM	00:04	1	Left
21	7:40:56 AM	7:41:07 AM	00:11	1	Left
22	7:41:31 AM	7:41:44 AM	00:13	1	Left
23	7:41:36 AM	7:41:49 AM	00:13	2	Left
24	7:42:55 AM	7:43:12 AM	00:17	1	Left
25	7:43:50 AM	7:44:05 AM	00:15	1	Left
26	7:43:53 AM	7:44:35 AM	00:42	2	Left
27	7:44:20 AM	7:44:54 AM	00:34	2	Left
28	7:46:26 AM	7:46:33 AM	00:07	1	Left
29	7:52:04 AM	7:52:46 AM	00:42	1	Left
30	7:57:47 AM	7:57:49 AM	00:02	1	Left

	Totals
Total Vehicles	30
Ave Stopped Time	00:21
Max Stopped Time	01:09
Average Queue	1.27
Max Queue	3
Total Delay	0:10:34

Greenbriar Drive WB
east of Fall River Avenue
Queue/Delay Study
City, State: Seekonk, MA
Date: Thursday, August 26, 2021
Time: 4:15pm-5:15pm
PDI File#: 218108 A
Client: Caputo & Wick/ A. Novo
Client #: TBA

Vehicle #	Entered Queue	Left Queue	Delay in sec.	Queue Length	Turning Movement
1	4:17:12 PM	4:17:39 PM	00:27	1	Left
2	4:18:25 PM	4:18:37 PM	00:12	1	Left
3	4:20:31 PM	4:20:50 PM	00:19	1	Left
4	4:24:34 PM	4:24:38 PM	00:04	1	Left
5	4:25:40 PM	4:25:49 PM	00:09	1	Right
6	4:27:37 PM	4:27:48 PM	00:11	1	Left
7	4:28:18 PM	4:28:35 PM	00:17	1	Left
8	4:28:42 PM	4:28:46 PM	00:04	1	Right
9	4:28:53 PM	4:29:00 PM	00:07	1	Right
10	4:30:00 PM	4:30:18 PM	00:18	1	Right
11	4:31:37 PM	4:31:43 PM	00:06	1	Right
12	4:32:32 PM	4:32:43 PM	00:11	1	Right
13	4:32:59 PM	4:33:22 PM	00:23	1	Left
14	4:41:16 PM	4:41:21 PM	00:05	1	Right
15	4:49:47 PM	4:50:01 PM	00:14	1	Left
16	4:51:20 PM	4:51:23 PM	00:03	1	Right
17	4:56:17 PM	4:56:26 PM	00:09	1	Left
18	4:59:35 PM	4:59:47 PM	00:12	1	Left
19	5:00:06 PM	5:00:19 PM	00:13	1	Left
20	5:00:10 PM	5:00:20 PM	00:10	2	Right
21	5:02:05 PM	5:02:11 PM	00:06	1	Right
22	5:02:22 PM	5:02:26 PM	00:04	1	Right
23	5:03:55 PM	5:04:10 PM	00:15	1	Left
24	5:05:14 PM	5:05:48 PM	00:34	1	Left
25	5:06:01 PM	5:06:36 PM	00:35	1	Left
26	5:07:30 PM	5:07:34 PM	00:04	1	Left
27	5:10:33 PM	5:11:06 PM	00:33	1	Left
28	5:11:23 PM	5:12:21 PM	00:58	1	Left
29	5:13:36 PM	5:13:56 PM	00:20	1	Left

	Totals
Total Vehicles	29
Ave Stopped Time	00:15
Max Stopped Time	00:58
Average Queue	1.03
Max Queue	2
Total Delay	0:07:23

Warrants Summary Matrix Report

INTID	Intersection Name	Warrant Status									
		1	2	3	4	5	6	7	8	9	Bicycle	AWSC
58	**Cole Street & Fall River Ave**	Met	Met	Not Met	Not Met	Not Met	Not Met	N/A	N/A			

Warrants Summary Report

58: Cole Street & Fall River Ave

Intersection Information

	Major Street	Minor Street
Street Name	Fall River Avenue	Cole Street
Direction	NB/SB	EB/WB
Number of Lane:	1	1
Approach Speed	35	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	Yes	
Condition A or B Met'	Yes	8 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	Yes	7 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Condition A Met?	No	0 Hours met (4 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

Yes

Traffic Volume Condi	Yes	12 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

Yes

Warrant 9, Intersection Near a Grade Crossing

No

AWSC Warrant, Multiway Stop Application

Yes

Condition A Met?	Yes
Condition B Met?	Yes
Condition C Met?	No

Raw Volumes

58: Cole Street & Fall River Ave

Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
6:30	0	119	5	1	89	0	0	0	0	16	0	2
6:45	0	119	8	3	129	0	0	0	0	15	0	9
7:00	0	135	2	4	123	0	0	0	0	17	0	4
7:15	1	162	6	4	133	0	0	0	1	17	0	6
7:30	0	156	4	0	145	0	0	0	0	17	0	14
7:45	1	163	1	8	137	0	0	0	0	18	0	18
8:00	1	143	5	6	156	0	1	0	3	15	0	7
8:15	1	139	7	8	139	0	0	1	2	16	0	11
8:30	2	164	9	2	139	0	0	0	0	21	0	6
8:45	0	120	7	4	148	1	0	0	0	15	0	10
9:00	0	108	6	4	149	0	0	0	0	13	0	12
9:15	2	125	14	10	115	0	0	0	0	15	0	5
9:30	1	114	12	7	149	1	0	0	1	14	0	10
9:45	1	123	4	8	124	1	0	0	0	17	0	9
10:00	1	122	9	3	130	0	0	0	0	15	0	6
10:15	1	119	9	6	167	1	0	1	0	12	0	3
10:30	1	110	11	10	145	1	0	0	1	12	0	5
10:45	0	132	16	3	164	0	0	0	0	17	0	6
11:00	3	133	10	7	175	0	1	0	3	6	0	6
11:15	2	148	9	10	153	0	0	0	1	10	0	5
11:30	1	146	18	7	152	0	0	0	2	13	0	5
11:45	0	137	16	6	155	0	0	0	1	17	0	6
12:00	1	154	16	8	155	1	0	0	3	6	0	5
12:15	0	179	18	7	159	0	0	0	2	14	1	9
12:30	2	162	24	8	172	0	0	0	2	10	0	7
12:45	1	155	14	10	170	0	0	0	1	13	0	6

13:00	3	167	15	9	161	0	0	0	0	15	0	10
13:15	0	149	17	10	147	0	1	1	1	15	1	9
13:30	1	196	14	5	147	0	0	0	4	13	0	10
13:45	1	170	7	7	155	0	0	0	0	12	0	7
14:00	0	164	23	12	167	0	0	0	1	5	0	8
14:15	1	184	13	14	154	0	0	0	0	7	0	7
14:30	3	168	19	7	153	0	0	0	2	17	0	4
14:45	0	166	28	12	190	0	0	0	0	11	0	13
15:00	3	230	22	17	206	0	1	0	1	14	0	9
15:15	1	213	29	9	192	0	1	0	0	10	0	11
15:30	0	204	26	14	179	2	1	0	0	10	0	10
15:45	1	234	26	8	194	0	1	1	2	9	0	7
16:00	3	211	33	13	187	0	1	1	0	6	0	8
16:15	1	230	35	14	191	1	0	0	0	4	0	8
16:30	5	210	22	14	208	0	0	0	1	7	0	8
16:45	1	217	30	15	201	0	0	0	3	9	0	8
17:00	1	239	21	16	192	0	0	1	3	11	0	6
17:15	1	216	39	14	191	0	0	0	0	13	0	11
17:30	2	208	42	21	190	1	0	0	0	14	0	9
17:45	0	193	32	19	180	0	0	1	0	12	0	5
18:00	1	251	30	5	158	0	0	0	0	12	0	8
18:15	1	241	18	13	165	0	0	0	2	14	0	7

Warrant 1: Eight-hour Vehicular Volume

58: Cole Street & Fall River Ave

Intersection Informatior

Major Street Name:	Fall River Avenue
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	8 Hours met (8 required)
Condition B Met?	No	0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
					Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
06:30 to 07:30	**1,043**		**86**		No	Yes*	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
06:45 to 07:45	**1,134**		**99**		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
07:00 to 08:00	**1,185**		**111**		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
07:15 to 08:15	**1,232**		**112**		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

07:30 to 08:30	1,220		116		No	Yes*	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

07:45 to 08:45	1,231		112		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

08:00 to 09:00	1,201		101		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

08:15 to 09:15	1,157		104		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

08:30 to 09:30	1,129		97		No	Yes*	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

08:45 to 09:45	1,097		94		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

09:00 to 10:00	1,078		95		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100%**	Yes	**Volume >= 100%**	Yes				

09:15 to 10:15	1,076		91		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

09:30 to 10:30	1,113		86		No	Yes*	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

09:45 to 10:45	1,107		79		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

10:00 to 11:00	1,161		76		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

10:15 to 11:15	1,224		67		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

10:30 to 11:30	1,243		67		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

10:45 to 11:45	1,289		68		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100%**	Yes	**Volume >= 100%**	No				

11:00 to 12:00	1,288		68		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

11:15 to 12:15	1,295		67		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

11:30 to 12:30	1,336		76		No	Yes*	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

11:45 to 12:45	1,380		75		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

12:00 to 13:00	1,416		71		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

12:15 to 13:15	1,436		85		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

12:30 to 13:30	1,396		86		No	Yes*	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100%**	Yes	**Volume >= 100%**	Yes				

12:45 to 13:45	1,391		92		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

13:00 to 14:00	1,381		92		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

13:15 to 14:15	1,392		80		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

13:30 to 14:30	1,435		69		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

13:45 to 14:45	1,422		67		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

14:00 to 15:00	1,478		72		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

14:15 to 15:15	1,590		82		No	Yes*	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100%**	Yes	**Volume >= 100%**	Yes				

14:30 to 15:30	1,668		89		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

14:45 to 15:45	1,743		88		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

15:00 to 16:00	1,810		80		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

15:15 to 16:15	1,779		71		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

15:30 to 16:30	1,807		62		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

15:45 to 16:45	1,841		57		No	No	No	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	No				

16:00 to 17:00	1,842		58		No	No	No	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100%**	Yes	**Volume >= 100%**	No				

16:15 to 17:15	**1,864**		**61**		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
16:30 to 17:30	**1,853**		**73**		No	No	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
16:45 to 17:45	**1,858**		**81**		No	Yes*	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:00 to 18:00	**1,818**		**81**		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:15 to 18:15	**1,794**		**84**		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:30 to 18:30	**1,771**		**81**		No	Yes	No	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:45 to 18:45	**1,307**		**58**		No	No	No	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100%**	Yes	**Volume >= 100%**	No				

18:00 to 19:00	883		41		No	No	No	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	No				

18:15 to 19:15	438		21		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

Warrant 2: Four-hour Vehicular Volume

58: Cole Street & Fall River Ave

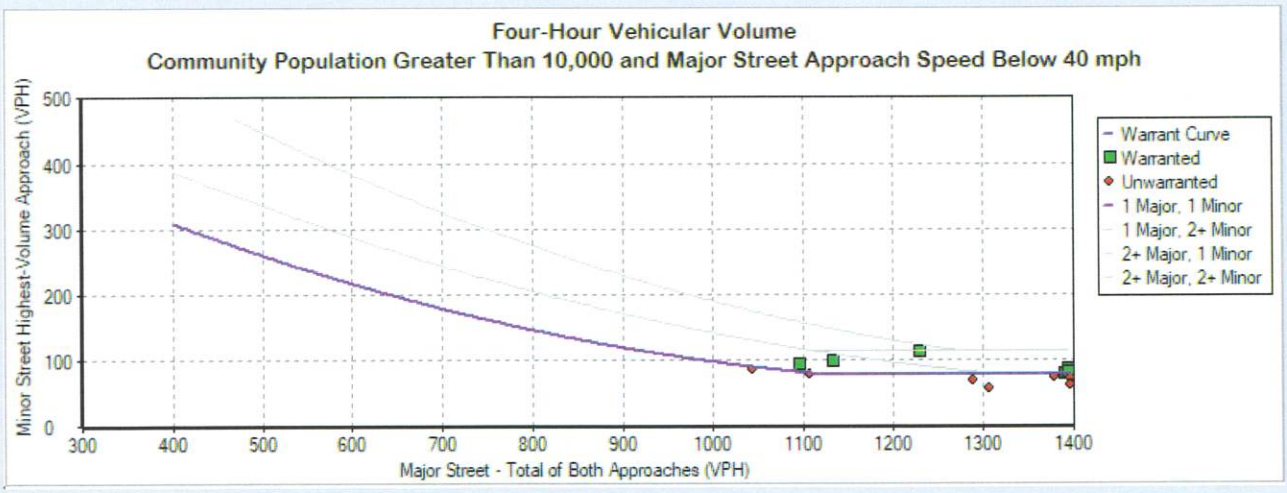
Intersection Informatior

	Major Street	Minor Street
Street Name	Fall River Avenue	Cole Street
Direction	NB/SB	EB/WB
Number of Lane:	1	1
Approch Speed	35	30

Warrant 2 Met? Yes

Details:

Notes	7 Hours met (4 required)
Low populatior	No



Hourly Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
00:00:00 - 01:00:00	0.00	0.00
01:00:00 - 02:00:00	0.00	0.00
02:00:00 - 03:00:00	0.00	0.00
03:00:00 - 04:00:00	0.00	0.00
04:00:00 - 05:00:00	0.00	0.00
05:00:00 - 06:00:00	0.00	0.00
06:00:00 - 07:00:00	473.00	42.00
07:00:00 - 08:00:00	1,185.00	111.00
08:00:00 - 09:00:00	1,201.00	101.00
09:00:00 - 10:00:00	1,078.00	95.00
10:00:00 - 11:00:00	1,161.00	76.00
11:00:00 - 12:00:00	1,288.00	68.00
12:00:00 - 13:00:00	1,416.00	71.00
13:00:00 - 14:00:00	1,381.00	92.00
14:00:00 - 15:00:00	1,478.00	72.00
15:00:00 - 16:00:00	1,810.00	80.00
16:00:00 - 17:00:00	1,842.00	58.00
17:00:00 - 18:00:00	1,818.00	81.00
18:00:00 - 19:00:00	883.00	41.00
19:00:00 - 20:00:00	0.00	0.00
20:00:00 - 21:00:00	0.00	0.00
21:00:00 - 22:00:00	0.00	0.00
22:00:00 - 23:00:00	0.00	0.00
23:00:00 - 00:00:00	0.00	0.00

Warranted Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
06:45:00 - 07:45:00	1,134.00	99.00
07:45:00 - 08:45:00	1,231.00	112.00
08:45:00 - 09:45:00	1,097.00	94.00
12:15:00 - 13:15:00	1,436.00	85.00
13:15:00 - 14:15:00	1,392.00	80.00
14:15:00 - 15:15:00	1,590.00	82.00
16:45:00 - 17:45:00	1,858.00	81.00

Warrant 3: Peak Hour

58: Cole Street & Fall River Ave

Intersection Informatior

	Major Street	Minor Street
Street Name	Fall River Avenue	Cole Street
Direction	NB/SB	EB/WB
Number of Lane:	1	1
Approch Speed	35	30

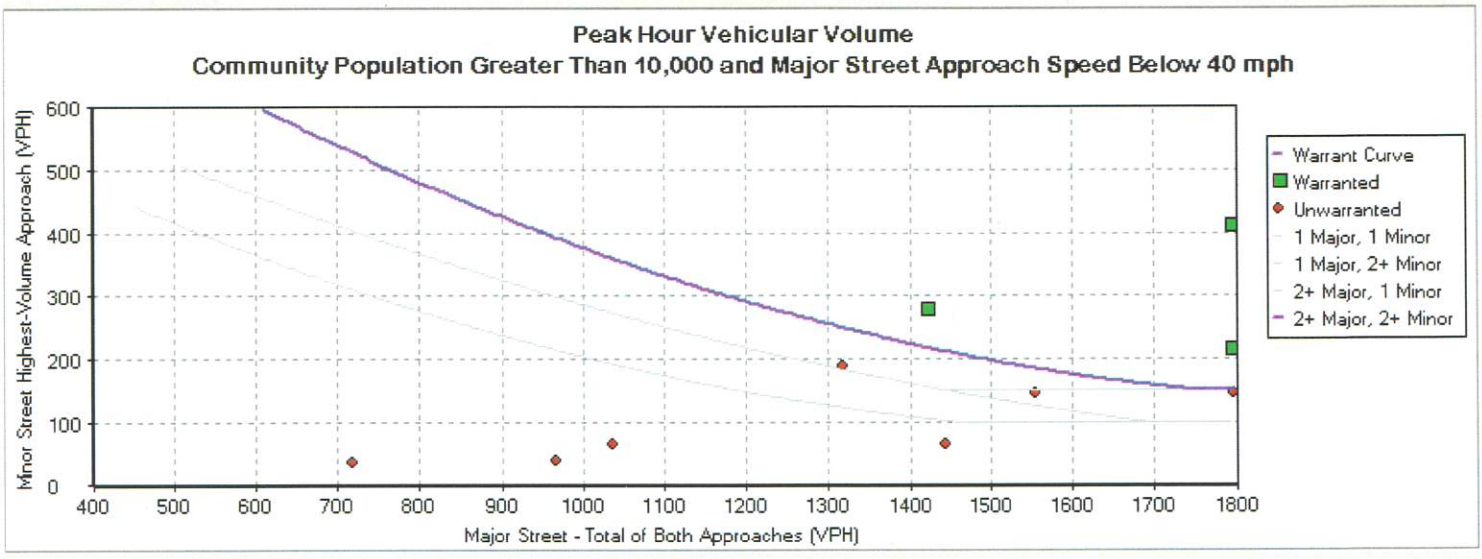
Warrant 3 Met? No

Details

Low Population? No

Condition A Met	No	**Condition B Met**	No
Notes	0 Hours met (1 required)	**Notes**	0 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Met
Total Entering Intersection Volume Condition Met?	Not Met



Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
6:30	1,043	86
7:30	1,220	116
8:30	1,129	97
9:30	1,113	86
10:30	1,243	67
11:30	1,336	76
12:30	1,396	86
13:30	1,435	69
14:30	1,668	89
15:30	1,807	62
16:30	1,853	73
17:30	1,771	81

Warrant 4: Pedestrian Volume

58: Cole Street & Fall River Ave

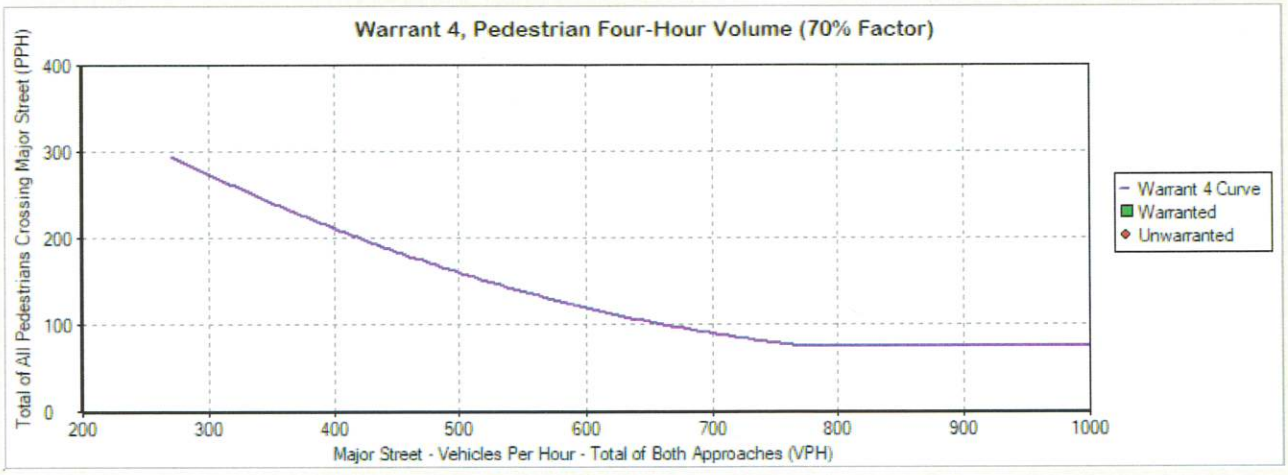
Intersection Informatior

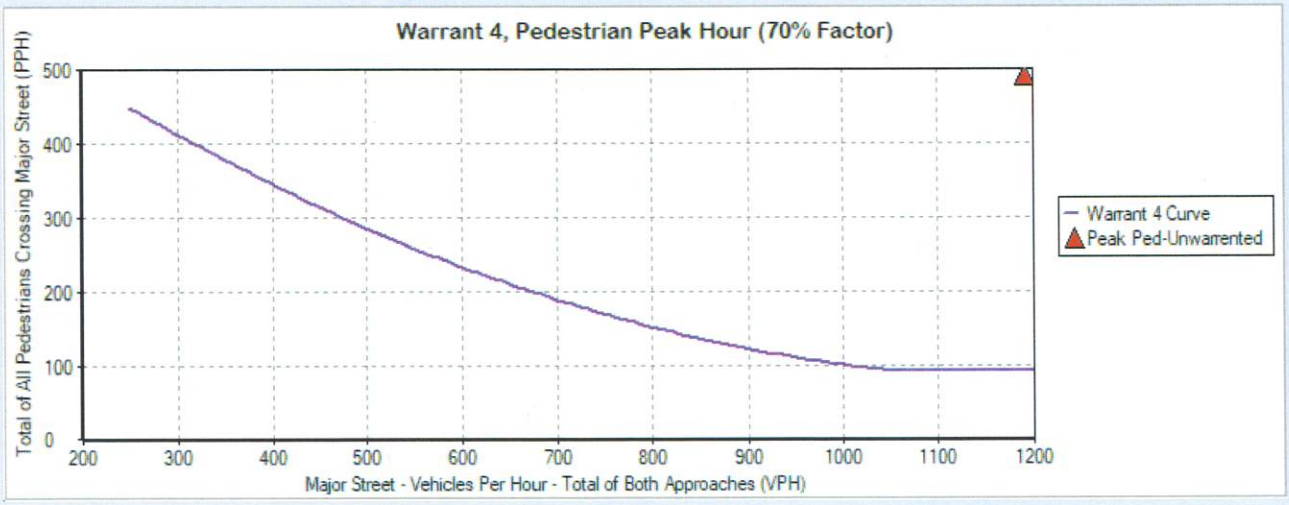
	Major Street	Minor Street
Street Name	Fall River Avenue	Cole Street
Direction	NB/SB	EB/WB
Number of Lane:	1	1
Approch Speed	35	30

WARRANT 4 MET ? No

Details

Pedestrian Four Hour Volume Warrant Met?	No		
Pedestrian Peak Hour Warrant Met?	No	Notes	0 Hours met (4 required)
Speed Limit or 85th Percentile Speed on Major Street > 35mph, or Intersection lies within an Isolated Community with Population < 10,000?	Yes		





Warrant 5: School Crossing

58: Cole Street & Fall River

Intersection Informatior

Major Street Name	Fall River Avenue
Major Street Direction	NB/SB

WARRANT 5 MET? No

Details:

Time Period Interval for Students Crossing (min)	0
Number of Students Crossing in Time Period	0
Number of Adequate Gaps in Time Period	0
Other Remedial Measures Attempted?	No
Adjacent Signal on NB approach?	No
Distance to signal on NB Approach (ft)	-
Adjacent Signal on SB approach?	No
Distance to signal on SB Approach (ft)	-
Will New Signal Restrict Progressive Traffic?	No

Warrant 6: Coordinated Signal System

58: Cole Street & Fall River Ave

Intersection Informatior

Major Street Name	Fall River Avenue
Major Street Direction	NB/SB

WARRANT 6 MET? No

Details:

Approach Direction & Name	Acceptable Platooning?	Adjacent Coordinating Signal?	Adjacent Intersection Distance
SB Approach (Fall River Avenue)	Yes	No	N/A
NB Approach (Fall River Avenue)	Yes	No	N/A
WB Approach (Cole Street)	Yes	No	N/A
EB Approach (Fireplace Showcase)	Yes	No	N/A

Unacceptable Platooning? (At least one approach)	Distance to Closest Signal (Must be N/A or > 1000)
No	N/A

Warrant 7: Crash Experience

58: Cole Street & Fall River Ave

Intersection Informatior

Major Street Name	Fall River Avenue
Major Street Direction	NB/SB
Minor Street Direction	EB/WB

WARRANT 7 MET? Yes

Details:

Low Population?	No	Traffic Volume Condition Met?	Yes
Major Street Speed Limit	35		12 Hours Met (8 Required)
Major Street 85th-% tile Speed	40.00	Ped Volume Condition Met?	No
			0 Hours Met (8 Required)

Qualifying Crashes **5**

Adequate Alternative Trials? Yes

Hour	Traffic Volumes				Pedestrian Volumes			
	Major Street Vehicles	Minor Street Vehicles	80% Standard Met? A or B		Eastbound Ped Volumes		Westbound Ped Volumes	
			Condition A	Condition B	Peds	> 80?	Peds	> 80?
06:30 to 07:30	1,043	0	No	No	0	No	0	No
06:45 to 07:45	1,134	0	No	No	0	No	0	No
07:00 to 08:00	1,185	0	No	No	0	No	0	No
07:15 to 08:15	1,232	0	No	No	0	No	0	No
07:30 to 08:30	1,220	0	No	No	0	No	0	No
07:45 to 08:45	1,231	0	No	No	0	No	0	No
08:00 to 09:00	1,201	0	No	No	0	No	0	No
08:15 to 09:15	1,157	0	No	No	0	No	0	No

08:30 to 09:30	1,129	0	No	No	0	No	0	No
08:45 to 09:45	1,097	0	No	No	0	No	0	No
09:00 to 10:00	1,078	0	No	No	0	No	0	No
09:15 to 10:15	1,076	0	No	No	0	No	0	No
09:30 to 10:30	1,113	0	No	No	0	No	0	No
09:45 to 10:45	1,107	0	No	No	0	No	0	No
10:00 to 11:00	1,161	0	No	No	0	No	0	No
10:15 to 11:15	1,224	0	No	No	0	No	0	No
10:30 to 11:30	1,243	0	No	No	0	No	0	No
10:45 to 11:45	1,289	0	No	No	0	No	0	No
11:00 to 12:00	1,288	0	No	No	0	No	0	No
11:15 to 12:15	1,295	0	No	No	0	No	0	No
11:30 to 12:30	1,336	0	No	No	0	No	0	No
11:45 to 12:45	1,380	0	No	No	0	No	0	No
12:00 to 13:00	1,416	0	No	No	0	No	0	No
12:15 to 13:15	1,436	0	No	No	0	No	0	No
12:30 to 13:30	1,396	0	No	No	0	No	0	No
12:45 to 13:45	1,391	0	No	No	0	No	0	No

13:00 to 14:00	1,381	0	No	No	0	No	0	No
13:15 to 14:15	1,392	0	No	No	0	No	0	No
13:30 to 14:30	1,435	0	No	No	0	No	0	No
13:45 to 14:45	1,422	0	No	No	0	No	0	No
14:00 to 15:00	1,478	0	No	No	0	No	0	No
14:15 to 15:15	1,590	0	No	No	0	No	0	No
14:30 to 15:30	1,668	0	No	No	0	No	0	No
14:45 to 15:45	1,743	0	No	No	0	No	0	No
15:00 to 16:00	1,810	0	No	No	0	No	0	No
15:15 to 16:15	1,779	0	No	No	0	No	0	No
15:30 to 16:30	1,807	0	No	No	0	No	0	No
15:45 to 16:45	1,841	0	No	No	0	No	0	No
16:00 to 17:00	1,842	0	No	No	0	No	0	No
16:15 to 17:15	1,864	0	No	No	0	No	0	No
16:30 to 17:30	1,853	0	No	No	0	No	0	No
16:45 to 17:45	1,858	0	No	No	0	No	0	No
17:00 to 18:00	1,818	0	No	No	0	No	0	No
17:15 to 18:15	1,794	0	No	No	0	No	0	No

17:30 to 18:30	1,771	0	No	No	0	No	0	No
17:45 to 18:45	1,307	0	No	No	0	No	0	No
18:00 to 19:00	883	0	No	No	0	No	0	No
18:15 to 19:15	438	0	No	No	0	No	0	No

Warrant 8: Roadway Network

58: Cole Street & Fall River Ave

Intersection Informatior

Major Street Name	Fall River Avenue
Major Street Direction	NB/SB
Minor Street Direction	EB/WB

WARRANT 8 MET? (A or B) Yes

Details:

Growth Rates % (per year)

	NB	SB	EB	WB
L	0.00	0.00	0.00	0.00
T	0.00	0.00	0.00	0.00
R	0.00	0.00	0.00	0.00

Condition A, Total Entering Volume

Existing Peak Hour	1,946
Years	7.00
Future Peak Hour	2,086
Warrant 1 in 5 Years?	Yes
Warrant 2 in 5 Years?	Yes
Warrant 3 in 5 Years?	No

Condition B, Non-normal Business Day

	Existing	Future
Highest Hour	0	0
Second Highest Hour	0	0
Third Highest Hour	0	0
Fourth Highest Hour	0	0
Fifth Highest Hour	0	0
Yearly Growth Rate (%)	1.00	
Years	7.00	

Condition A Met? Yes **Condition B Met?** No

Warrant 9: Intersection Near a Grade Crossing

58: Cole Street & Fall River Ave

Intersection Informatior

	Major Street	Minor Street
Street Name	Fall River Avenue	Cole Street
Direction	NB/SB	EB/WB
Number of Lane:	1	1
Approch Speed	35	30

WARRANT 9 MET ? **No**

Details

Note **No approach with a railroad grade crossing**

Minor street approach having a grade crossing

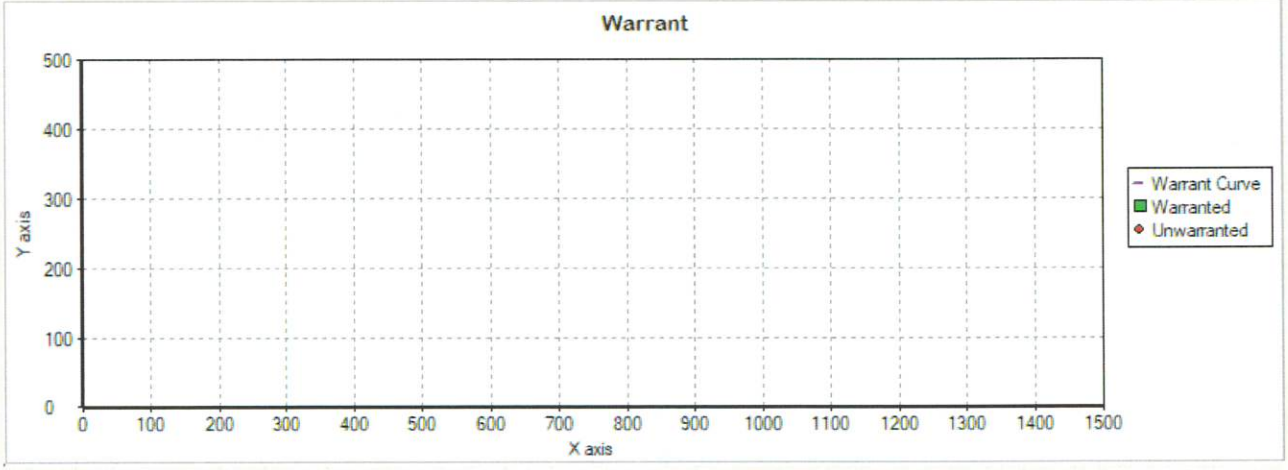
Distance from the center of the track to the stop or yield line — Interpolated

Number of occurences of rail traffic per day — Adjustment Factor

Percentage of high-occupancy buses crossing the track (%) — Adjustment Factor

Percentage of tractor-trailer trucks crossing the track (%) — Adjustment Factor

The rail traffic arrival times are uknown, the highest traffic volume hour of the day is used



Hour	Major Street Total of Both Approaches (vph)	Minor Street Adjusted Volume Crossing Tracks (vph)

All-Way Stop Control Warrant: Multiway Stop Applications

58: Cole Street & Fall River Ave

Intersection Informatior

Major Street Name:	Fall River Avenue
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

AWSC WARRANT MET? **Yes**

Details:

Condition A Met?	Yes	Qualifying Crashes	5
Condition B Met?	Yes	Major Street 85th %-tile Speed	40.00
Condition C Met?	No	Major Street Speed Limit	35

Notes: 0 Hours Met (8 Required)

Hour	Traffic Volumes		Bicycle Volumes		Ped Volumes		Condition C		
	Major Street	Minor Street	North Bound Bicycle Volumes	East Bound Bicycle Volumes	North Bound Ped Volumes	East Bound Ped Volumes	Major Street	Minor Street	
							Veh Volume > 300	Avg(Veh + Ped + Bicycle) > 200	Delay > 30

APPENDIX D

Site Trip Generation

- ITE Trip Generation Calculations
  - Proposed Site
  - Other Planned Developments
  - Land Use Code Sheets

Trip Generation Analysis - Proposed Residential Development

Institute of Transportation Engineers (ITE)
Trip Generation, 10th Edition
Land Use: Code 221 – Multifamily Housing (Mid-Rise)

Average Vehicle Trip End vs: Dwelling Units
Directional Distribution (DD)
Total number of units (X) at Proposed Site Driveway = 240 units

Prop. Driveway (Off Cole Street – Approximately 300 feet East of Fall River Ave)

Average Weekday Daily Vehicle Trips
T = 5.45 (X) - 1.75 Avg. Rate = 5.44 (1,306)
T = 5.45 (240) - 1.75
T = 1306 vehicle trips
DD = 50% enter (653 vehicle trips) and 50% exit (653 vehicle trips)

Weekday Morning Peak Hour of Adjacent Street Traffic
Ln T = 0.98 Ln (X) - 0.98 Avg. Rate = 0.36 (86)
Ln T = 0.98 Ln 240 - 0.98
T = 81 vehicle trips
DD = 26% enter (21 vehicle trips) and 74% exit (60 vehicle trips)

Note: The existing 180 units (same ITE land use code), located approximately 360 feet east of the proposed driveway generated the following vehicle trips and directional distribution during a typical weekday morning peak hour of the adjacent street traffic.

T = 61 vehicle trips DD = 13 vehicle trips entering (21%) and 48 vehicle trips exiting (79%).

Using ITE rates for 180 units:
Ln T = 0.98 Ln (X) - 0.98
Ln T = 0.98 Ln 180 - 0.98
T = 61 vehicle trips
DD = 26% enter (16 vehicle trips) and 74% exit (45 vehicle trips)

Our evaluation shows that during the morning peak hour, the existing site generated traffic and the ITE trip generation rates for this land use code, resulted in a similar number of trips and directional distribution.

Weekday Evening Peak Hour of Adjacent Street Traffic
Ln T = 0.96 Ln (X) - 0.63 Avg. Rate = 0.44 (106)
Ln T = 0.96 Ln 240 - 0.63
T = 103 vehicle trips
DD = 61% enter (63 vehicle trips) and 39% exit (40 vehicle trips)

Trip Generation Analysis - Proposed Residential Development (cont.)

Note: The existing 180 units generated the following vehicle trips and directional distribution during a typical weekday evening peak hour of the adjacent street traffic.

T = 119 vehicle trips DD = 75 vehicle trips entering (63%) and 44 vehicle trips exiting (37%).

Using ITE rates for 180 units:
Ln T = 0.96 Ln (X) - 0.63
Ln T = 0.96 Ln 180 - 0.63
T = 78 vehicle trips
DD = 61% enter (48 vehicle trips) and 39% exit (30 vehicle trips)

Our evaluation shows that during the evening peak hour, the ITE trip generation rates for this land use code will result in approximately 34% less vehicle trips than the actual number of vehicle trips generated by the existing site. As a result, we have adjusted the ITE estimated 103 vehicle trips for the evening peak hour by 34% for the proposed 240 units as shown below.

T = 103 + (103 x 0.34)
T = 138 vehicle trips
DD = 61% enter (84 vehicle trips) and 39% exit (54 vehicle trips)

Saturday Daily Vehicle Trips
T = 3.04 (X) + 417.11 Avg. Rate = 4.91 (1,178)
T = 3.04 (240) + 417.11
T = 1146 vehicle trips
DD = 50% entering (573 vehicle trips) and 50% exiting (573 vehicle trips)

Saturday Peak Hour of Generator
T = 0.42 (X) + 6.73 Avg. Rate = 0.47 (117)
T = 0.42 (240) + 6.73
T = 108 vehicle trips
DD = 49% enter (53 vehicle trips) and 51% exit (55 vehicle trips)

Trip Generation Analysis - Proposed Development of 800 Fall River Ave (Existing Showcase Building)

A) Land Use: Code 150 - Warehousing

Five sections of the existing showcase building will be utilized for storage of goods/equipment/vehicles with small office or retail space as follows:

(1) area with a total of 7,300 sq. ft. of gross floor area = 7, 300 sq. ft.

Trip Generation Analysis for Showcase Building (cont.)

(2) areas each with a total of 7,200 sq. ft. of gross floor area	=	14, 400 sq. ft.
(1) area with a total of 8,120 sq. ft. of gross floor area	=	8,120 sq. ft.
(1) area with a total of 12,130 sq. ft. of gross floor area	=	12,130 sq. ft.
Total Sq. Ft. of GFA	=	41,950 sq. ft.

Average Vehicle Trip End vs: 1,000 Sq. Ft. GFA
Directional Distribution (DD)
Total square foot (X) = 41,950 sq. ft. GFA/1,000 = 41.95

Average Weekday Daily Vehicle Trips
T = 1.58 (X) + 45.54 Avg. Rate = 1.74 (73)
T = 1.58 (41.95) + 45.54
T = 112 vehicle trips
DD = 50% enter (56 vehicle trips) and 50% exit (56 vehicle trips)

Weekday Morning Peak Hour of Adjacent Street Traffic
T = 0.12 (X) + 25.32 Avg. Rate = 0.17 (7)
T = 0.12 (41.95) + 25.32
T = 30 vehicle trips
DD = 77% enter (23 vehicle trips) and 23% exit (7 vehicle trips)

Weekday Evening Peak Hour of Adjacent Street Traffic
T = 0.12 (X) + 27.82 Avg. Rate = 0.19 (8)
T = 0.12 (41.95) + 27.82
T = 33 vehicle trips
DD = 27% enter (9 vehicle trips) and 73% exit (24 vehicle trips)

Saturday Daily Vehicle Trips
No fitted curve data Avg. Rate = 0.15 (6)
T = 6 vehicle trips
DD = 50% entering (3 vehicle trips) and 50% exiting (3 vehicle trips)

Saturday Peak Hour of Generator
No fitted curve data Avg. Rate = 0.05 (2)
T = 2 vehicle trips
DD = 64% enter (1 vehicle trip) and 36% exit (1 vehicle trip)

B) Land Use: Code 720 - Medical-Dental Office Building

A section of the existing showcase building (6,500 sq. ft. of GFA) will be utilized for medical office space.

Average Vehicle Trip End vs: 1,000 Sq. Ft. GFA
Directional Distribution (DD)
Total square foot (X) = 6,500 sq. ft. GFA/1,000 = 6.5

Trip Generation Analysis for Showcase Building (cont.)

Average Weekday Daily Vehicle Trips
T = 38.42 (X) - 87.62 Avg. Rate = 34.8 (226)
T = 38.42 (6.5) - 87.62
T = 162 vehicle trips
DD = 50% enter (81 vehicle trips) and 50% exit (81 vehicle trips)

Weekday Morning Peak Hour of Adjacent Street Traffic
Ln T = 0.89 Ln (X) + 1.31 Avg. Rate = 2.78 (18)
Ln T = 0.89 Ln 6.5 + 1.31
T = 20 vehicle trips
DD = 78% enter (16 vehicle trips) and 22% exit (4 vehicle trips)

Weekday Evening Peak Hour of Adjacent Street Traffic
T = 3.39 (X) + 2.02 Avg. Rate = 3.46 (22)
T = 3.39 (6.5) + 2.02
T = 24 vehicle trips
DD = 28% enter (7 vehicle trips) and 72% exit (17 vehicle trips)

Saturday Daily Vehicle Trips
No fitted curve data Avg. Rate = 8.57 (56)
T = 56 vehicle trips
DD = 50% entering (28 vehicle trips) and 50% exiting (28 vehicle trips)

Saturday Peak Hour of Generator
No fitted curve data Avg. Rate = 3.10 (20)
T = 20 vehicle trips
DD = 57% enter (11 vehicle trips) and 43% exit (9 vehicle trips)

Trip Generation Analysis - Proposed Hotel

Average Vehicle Trip End vs: Number of Rooms
Directional Distribution (DD)
Total number of rooms (X) at Proposed Hotel Driveway = 85 rooms

Note: The hotel is proposed to be located adjacent to the Fireplace Showcase property with access provided via the abandon section of Fall River Avenue. Vehicle trips generated by the proposed hotel will enter and exit at the existing Fireplace Showcase driveway intersection with Fall River Avenue, which is located directly across from the Cole Street intersection.

Average Weekday Daily Vehicle Trips
T = 11.29 (X) - 426.97 Avg. Rate = 8.36 (711)
T = 11.29 (85) - 426.97
T = 532 vehicle trips
DD = 50% enter (266 vehicle trips) & 50% exit (226 vehicle trips)

Trip Generation Analysis - Proposed Hotel (cont.)

Weekday Morning Peak Hour of Adjacent Street Traffic
T = 0.50 (X) - 5.34 Avg. Rate = 0.47 (40)
T = 0.50 (85) - 5.34
T = 38 vehicle trips
DD = 59% enter (22 vehicle trips) and 41% exit (16 vehicle trips)

Weekday Evening Peak Hour of Adjacent Street Traffic
T = 0.75 (X) - 26.02 Avg. Rate = 0.60 (51)
T = 0.75 (85) - 26.02
T = 38 vehicle trips
DD = 51% enter (19 vehicle trips) and 49% exit (19 vpd)

Saturday Daily Vehicle Trips
T = 9.62 (X) - 294.56 Avg. Rate = 8.19 (696)
T = 9.62 (85) - 294.56
T = 524 vehicle trips
DD = 50% enter (262 vehicle trips) and 50% exit (262 vehicle trips)

Saturday Peak Hour of Generator
T = 0.69 (X) + 4.32 Avg. Rate = 0.72 (61)
T = 0.69 (85) + 4.32
T = 63 vehicle trips
DD = 56% enter (35 vehicle trips) and 44% exit (28 vehicle trips)

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (Land Use 225), and mid-rise residential with 1st-floor commercial (Land Use 231) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.46 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 95.7 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 4:45 and 5:45 p.m., respectively.

For the four dense multi-use urban sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:15 and 5:15 p.m., respectively. For the three center city core sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:45 and 7:45 a.m. and 5:00 and 6:00 p.m., respectively.

For the six sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.46 residents per occupied dwelling unit.

For the five sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 95.7 percent of the units were occupied.

The average numbers of person trips per vehicle trip at the five center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 1.84 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.94 during Weekday, AM Peak Hour of Generator
- 2.07 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.59 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 32 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.90 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.90 during Weekday, AM Peak Hour of Generator
- 2.00 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.08 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 13 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.56 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.88 during Weekday, AM Peak Hour of Generator
- 1.70 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.07 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Delaware, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Virginia, and Wisconsin.

Source Numbers

168, 188, 204, 305, 306, 321, 357, 390, 436, 525, 530, 579, 638, 818, 857, 866, 901, 904, 910, 912, 918, 934, 936, 939, 944, 947, 948, 949, 959, 963, 964, 966, 967, 969, 970

Multifamily Housing (Mid-Rise)
(221)

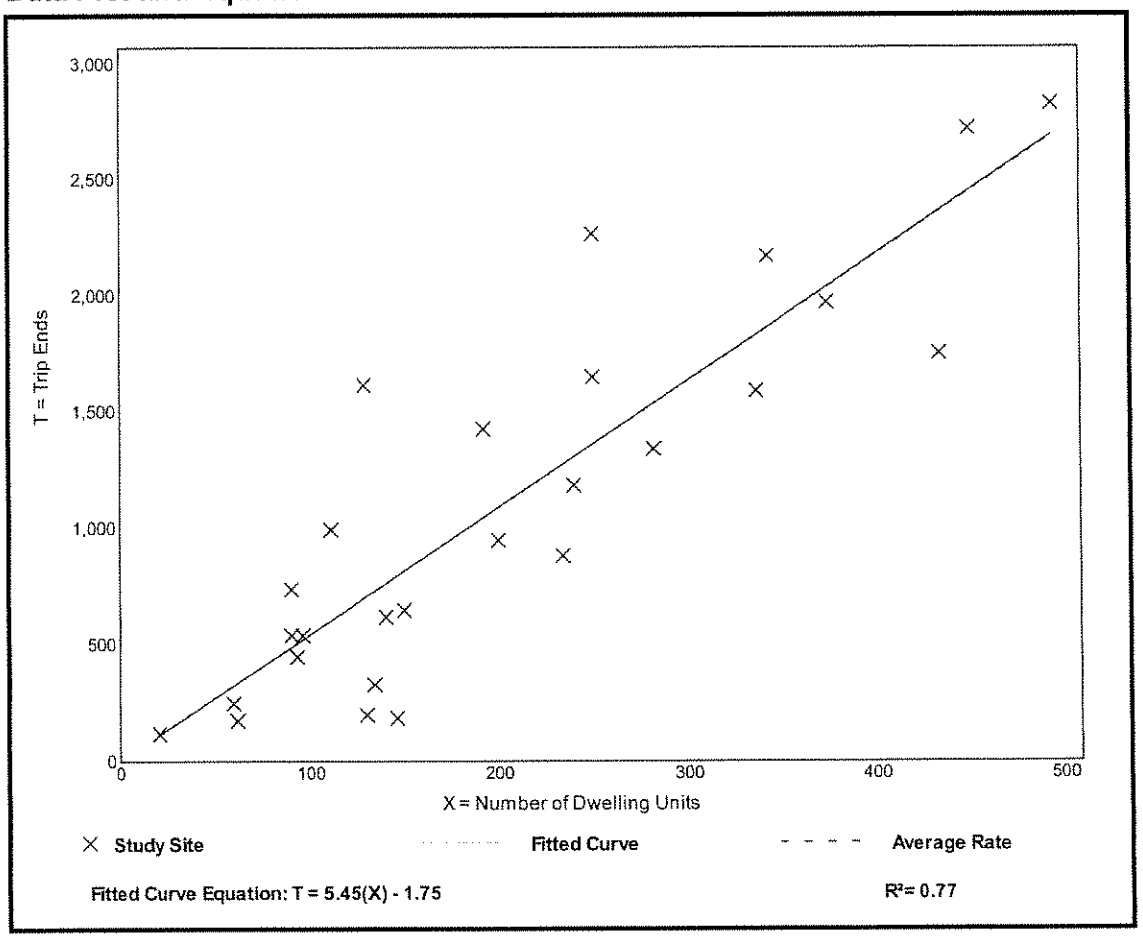
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



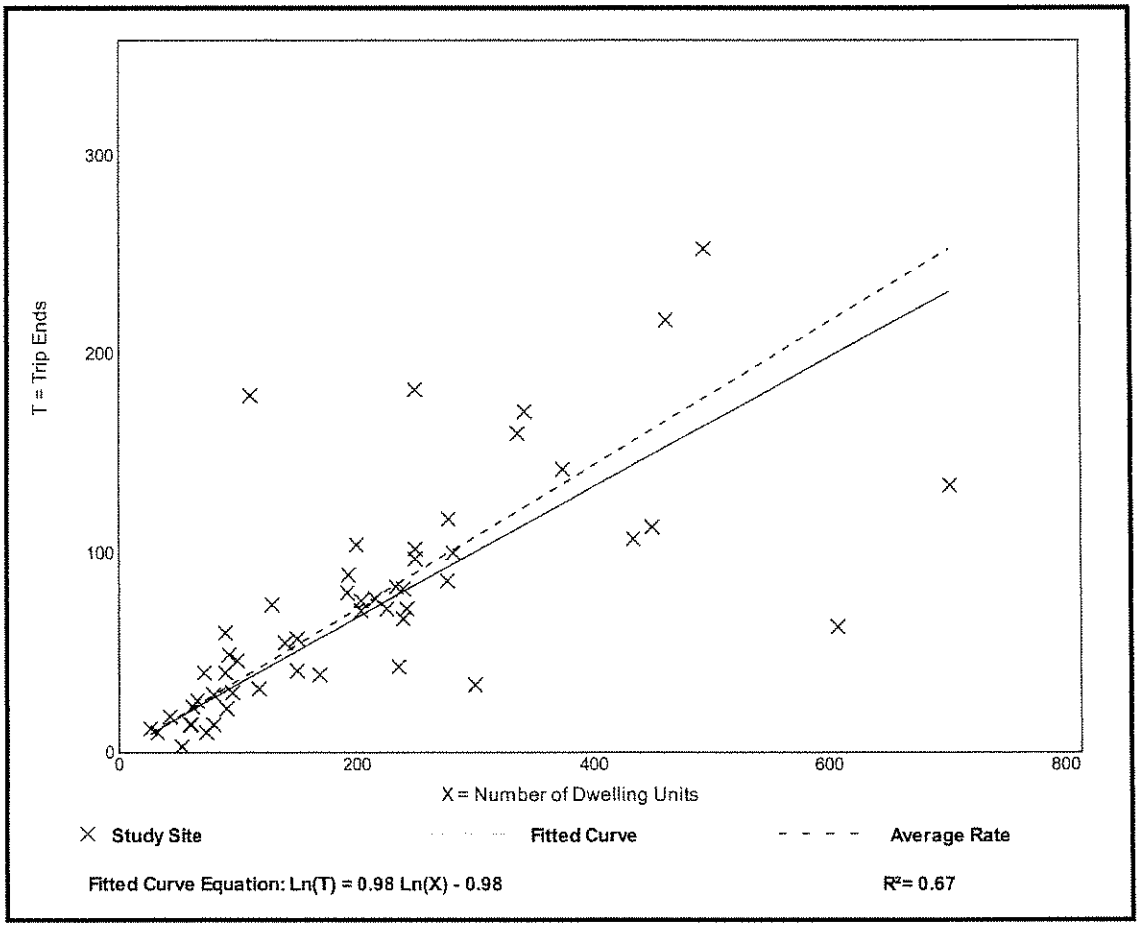
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



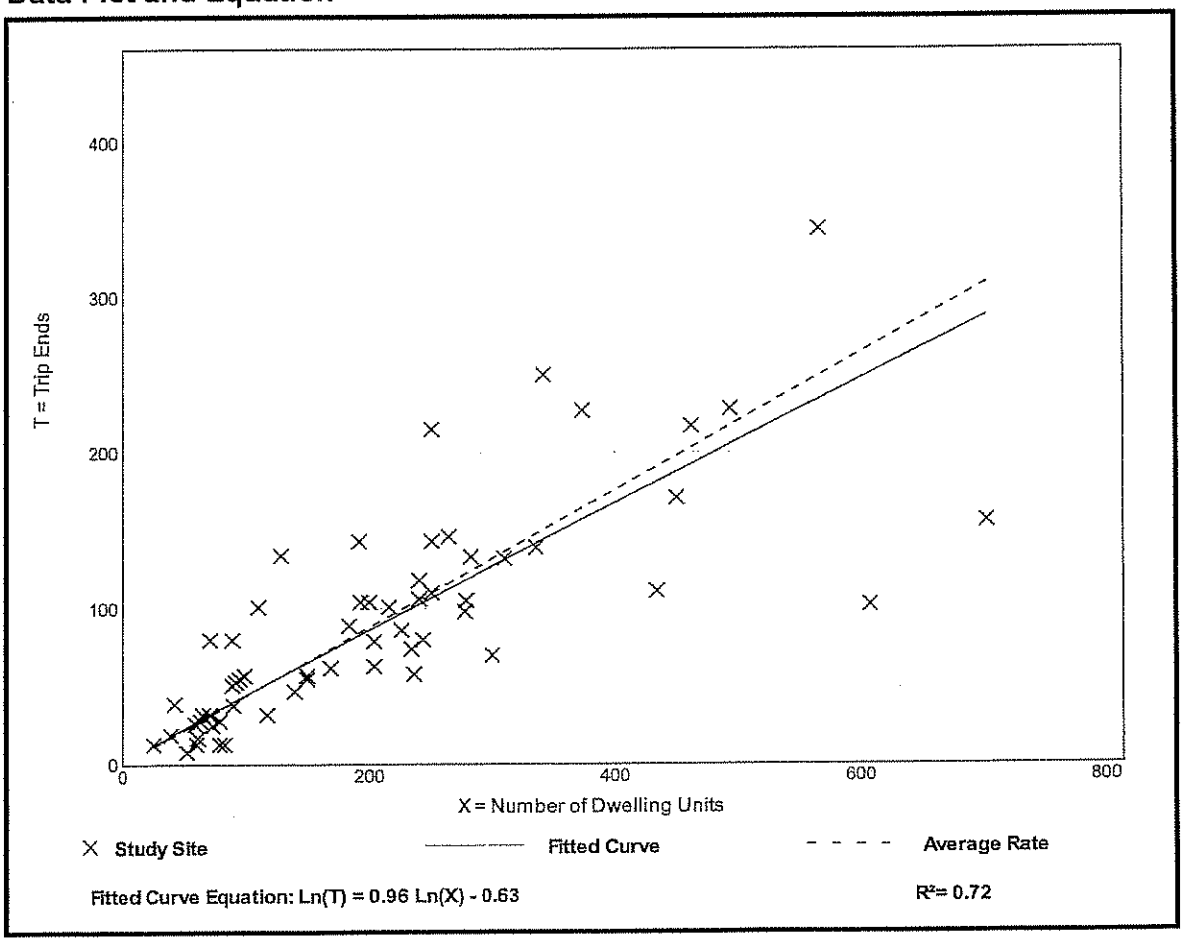
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Multifamily Housing (Mid-Rise)
(221)

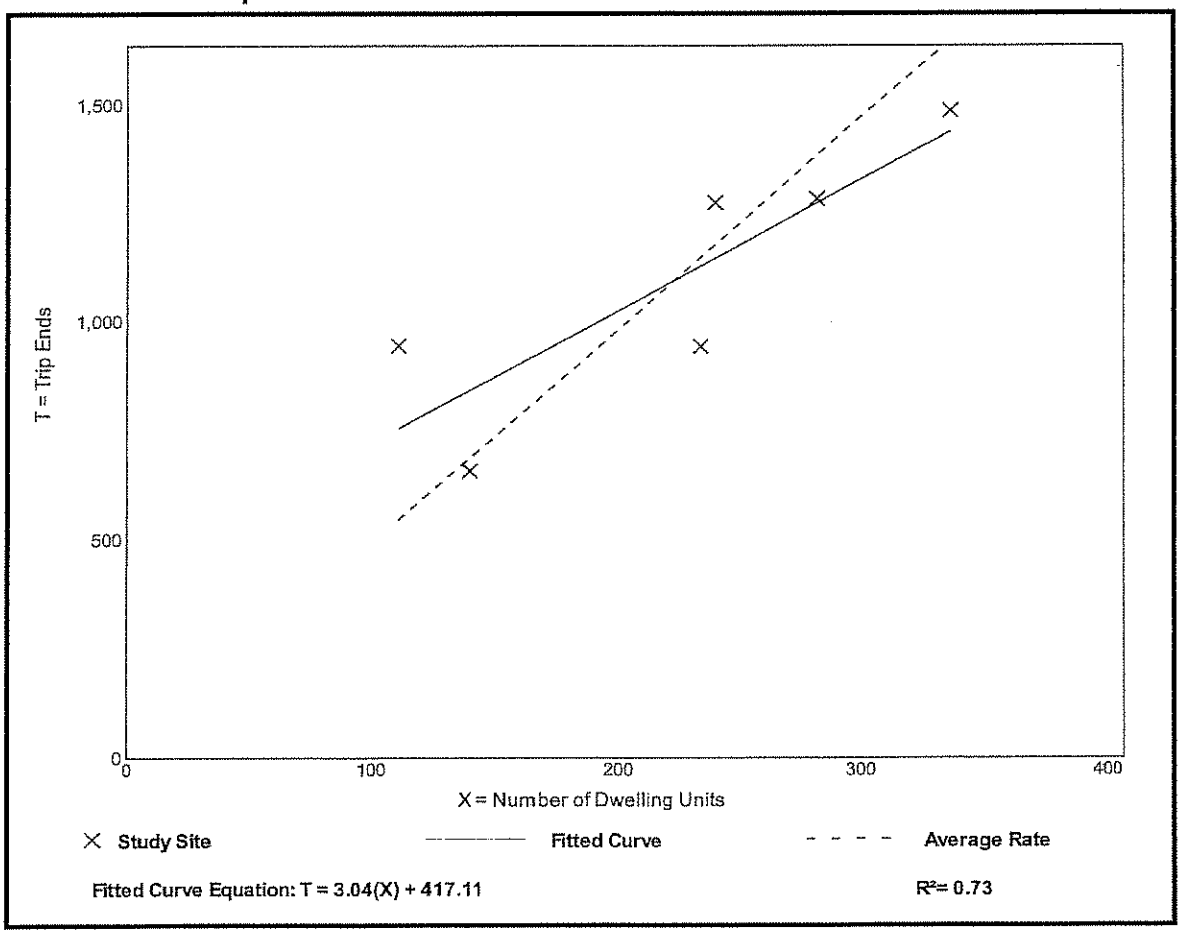
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Saturday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Dwelling Units: 224
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.91	4.03 - 8.51	1.26

Data Plot and Equation



Multifamily Housing (Mid-Rise)
(221)

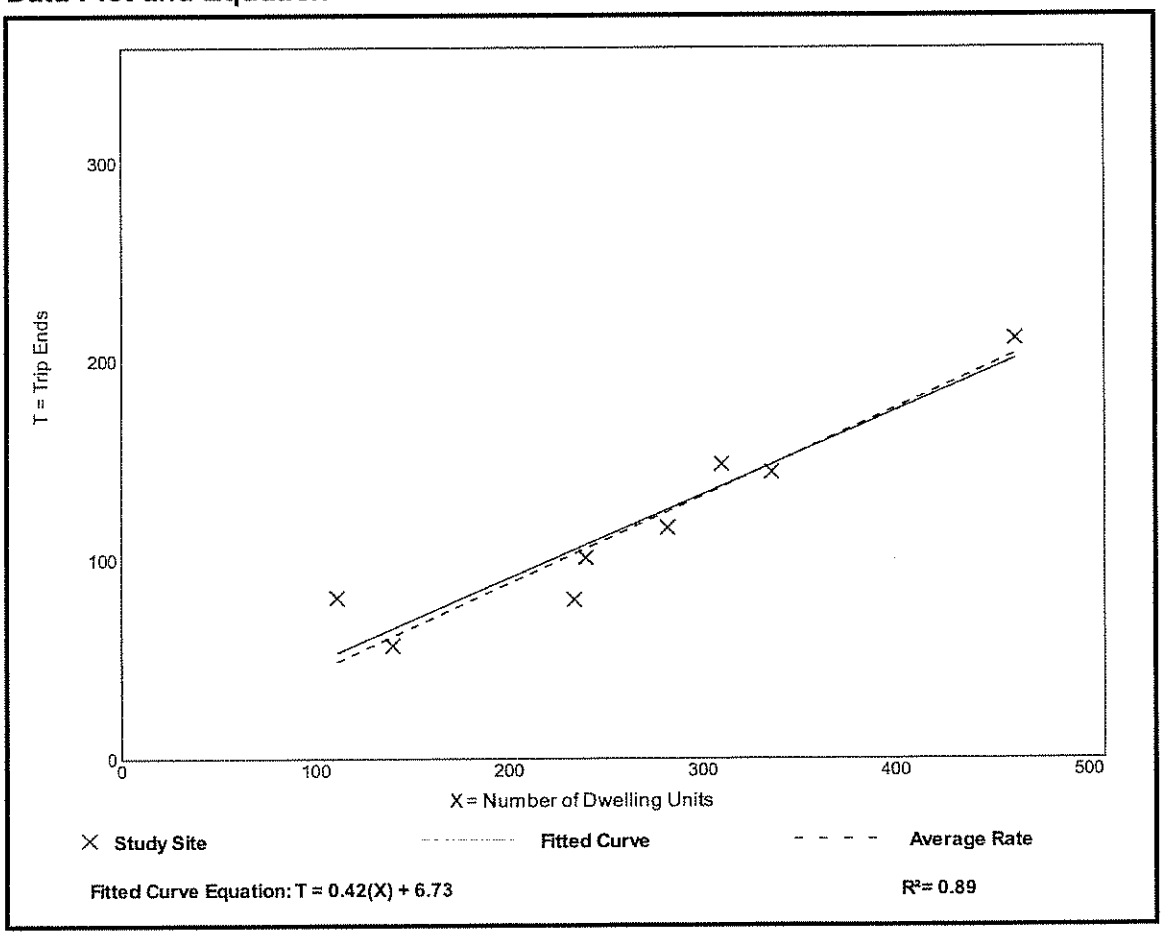
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 8
Avg. Num. of Dwelling Units: 264
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.34 - 0.73	0.08

Data Plot and Equation



Land Use: 310
Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Studies of hotel employment density indicate that, on the average, a hotel will employ 0.9 employees per room.[1]

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties contained in this land use provide guest transportation services such as airport shuttles, limousine service, or golf course shuttle service, which may have an impact on the overall trip generation rates.

Time-of-day distribution data for this land use are presented in Appendix A. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 3:15 and 4:15 p.m., respectively. On Saturday and Sunday, the peak hours were between 5:00 and 6:00 p.m. and 10:15 and 11:15 a.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951

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[1] Buttke, Carl H. Unpublished studies of building employment densities, Portland, Oregon.

Hotel
(310)

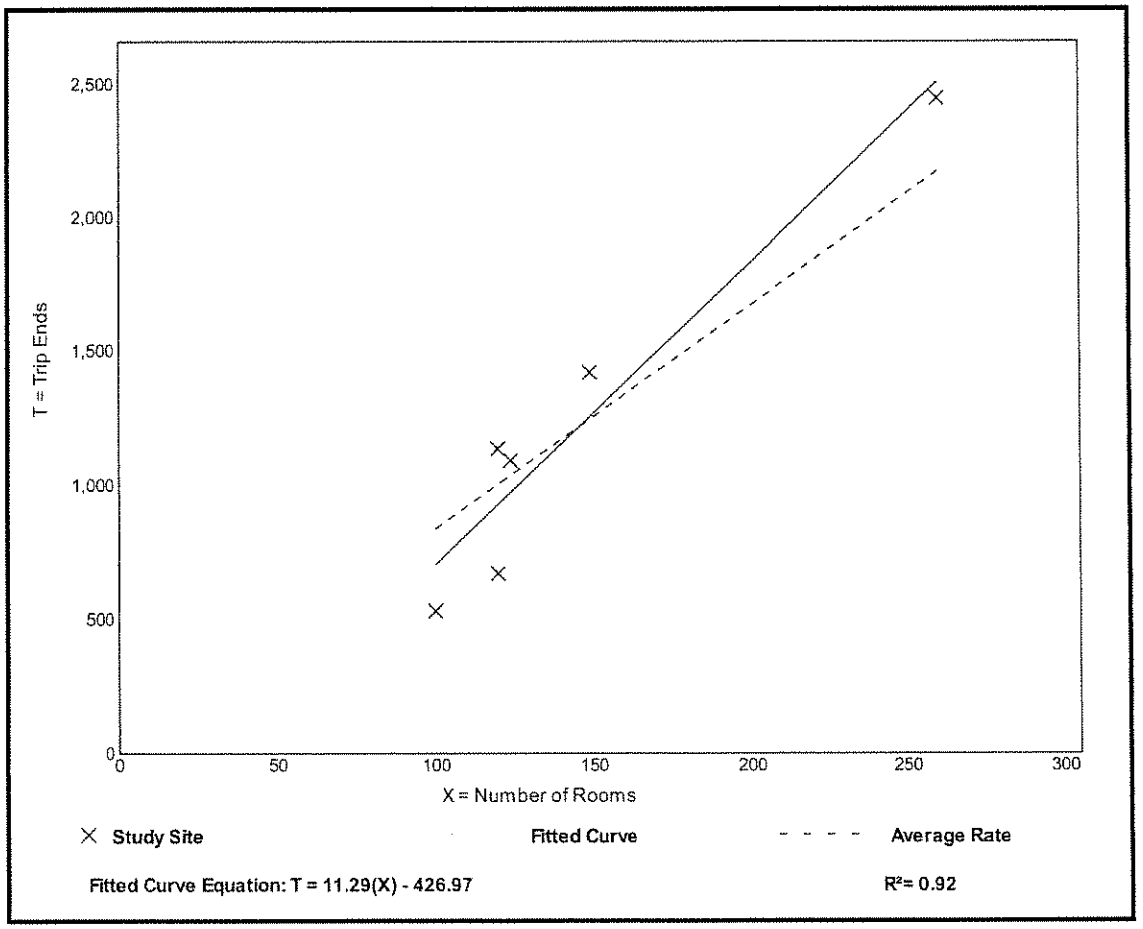
Vehicle Trip Ends vs: **Rooms**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Rooms: 146
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.36	5.31 - 9.53	1.86

Data Plot and Equation



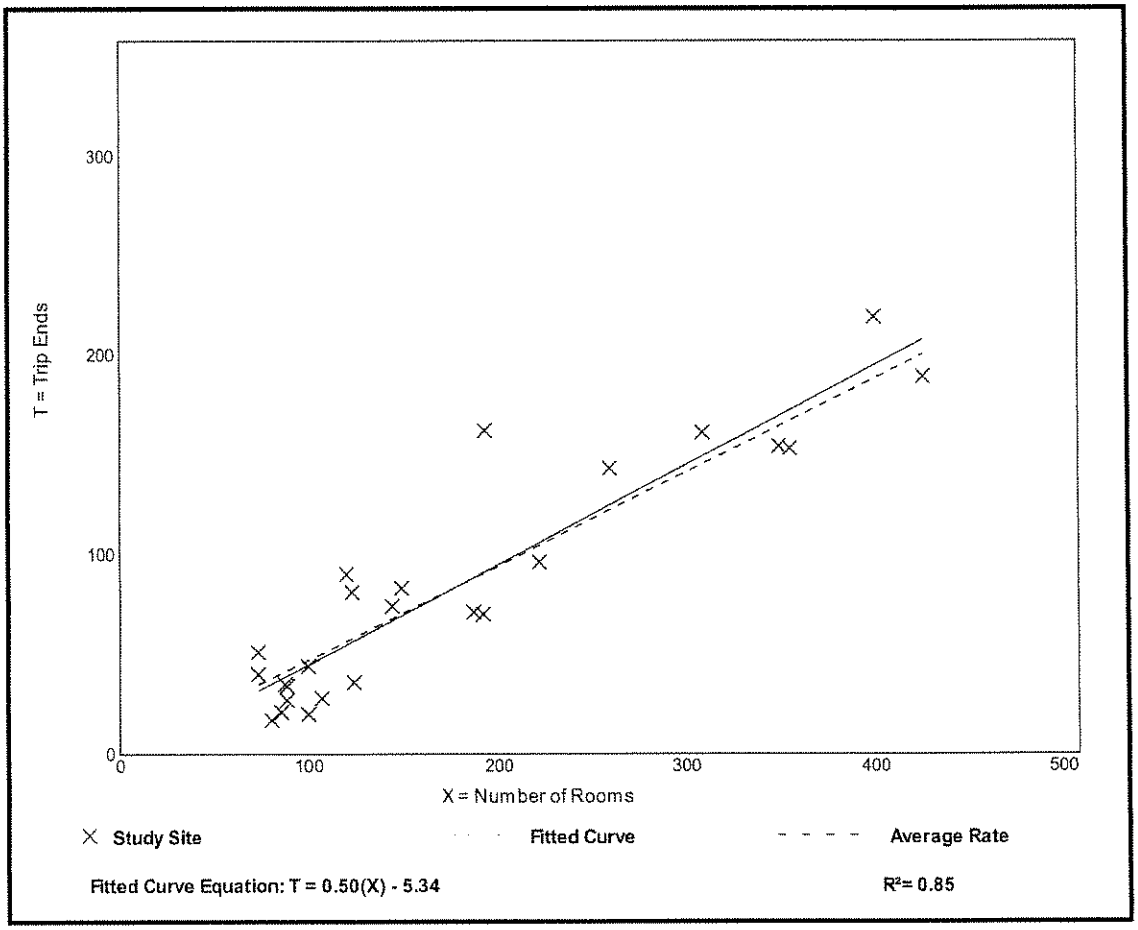
Hotel
(310)

Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. Num. of Rooms: 178
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.20 - 0.84	0.14

Data Plot and Equation



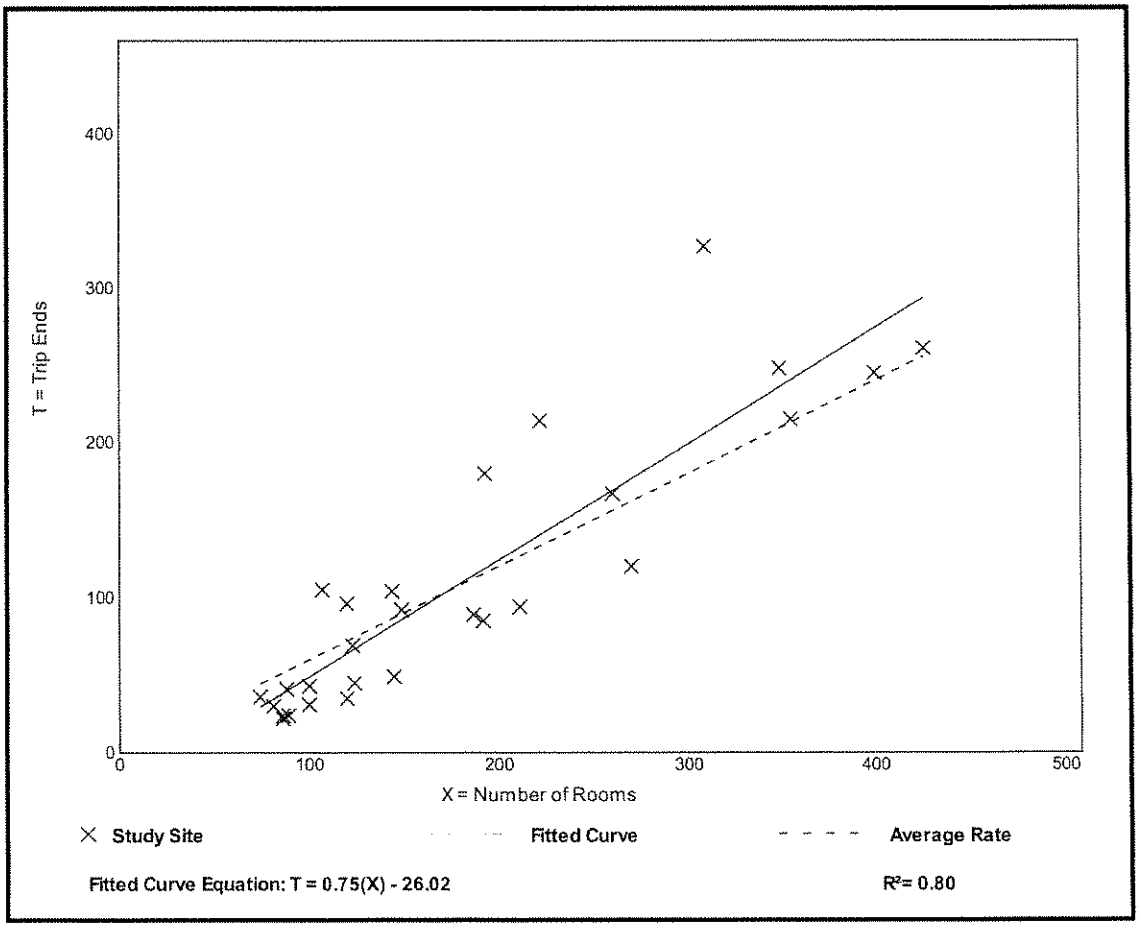
Hotel
(310)

Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. Num. of Rooms: 183
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.26 - 1.06	0.22

Data Plot and Equation



Hotel
(310)

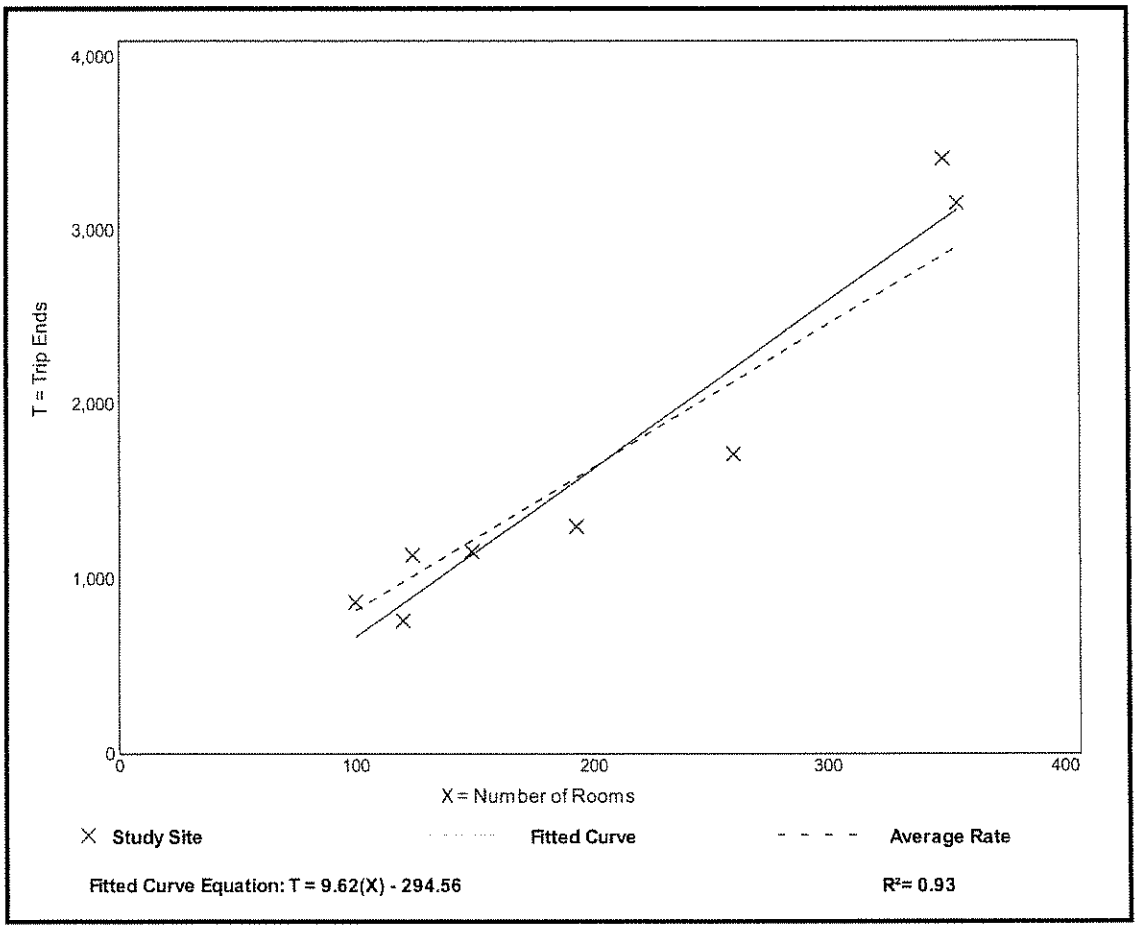
Vehicle Trip Ends vs: **Rooms**
On a: **Saturday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 8
Avg. Num. of Rooms: 206
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.19	6.35 - 9.79	1.37

Data Plot and Equation



Hotel
(310)

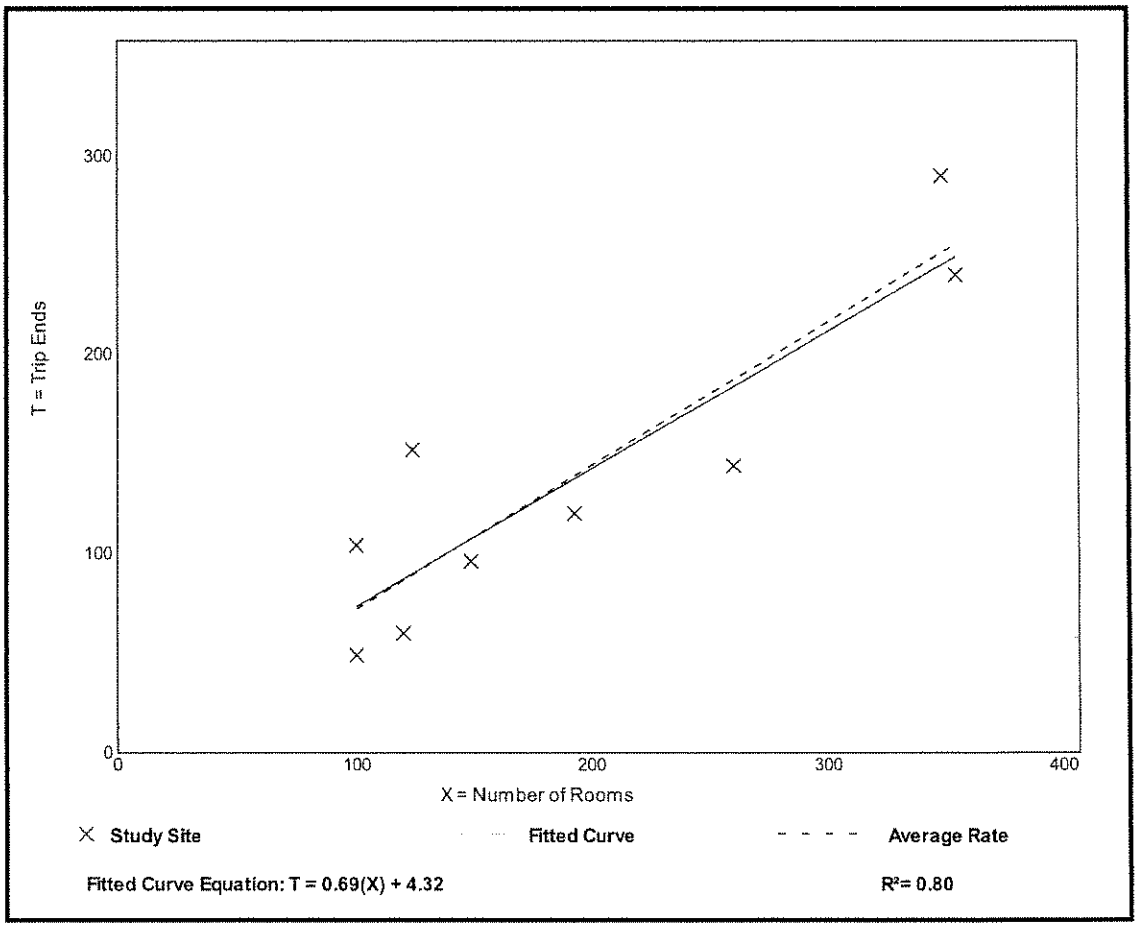
Vehicle Trip Ends vs: **Rooms**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Rooms: 194
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.72	0.49 - 1.23	0.21

Data Plot and Equation



Land Use: 150
Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 13 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:30 a.m. and 12:30 p.m. and 3:00 and 4:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940

Warehousing
(150)

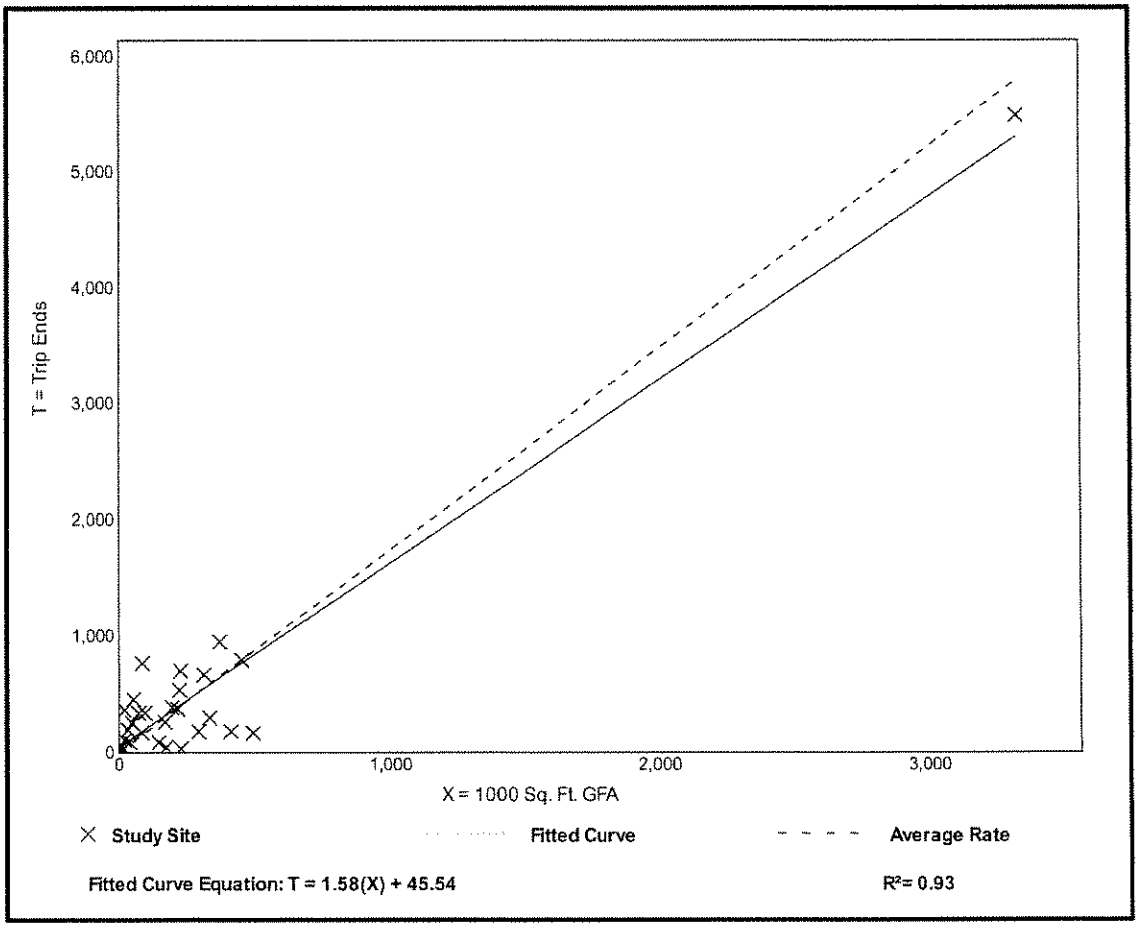
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
1000 Sq. Ft. GFA: 285
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.74	0.15 - 16.93	1.55

Data Plot and Equation



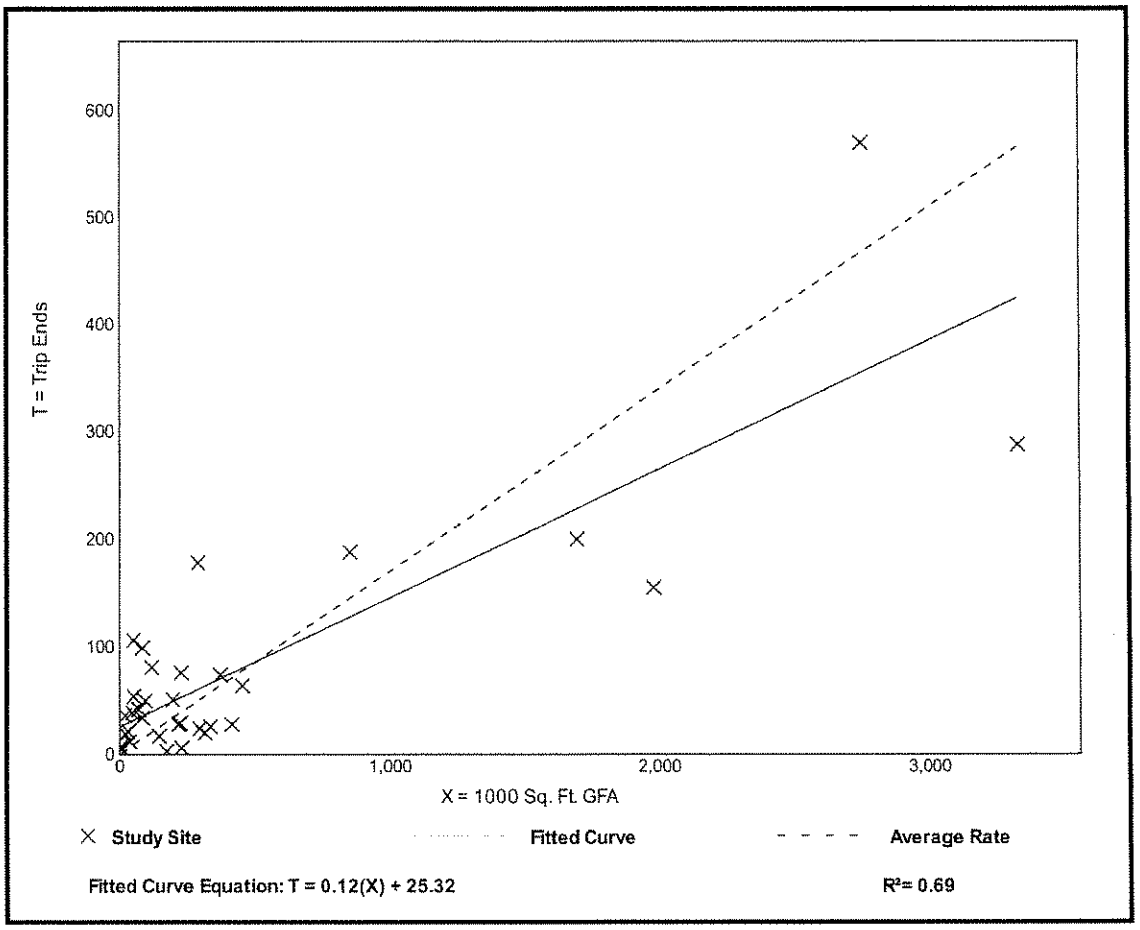
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	34
1000 Sq. Ft. GFA:	451
Directional Distribution:	77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.20

Data Plot and Equation



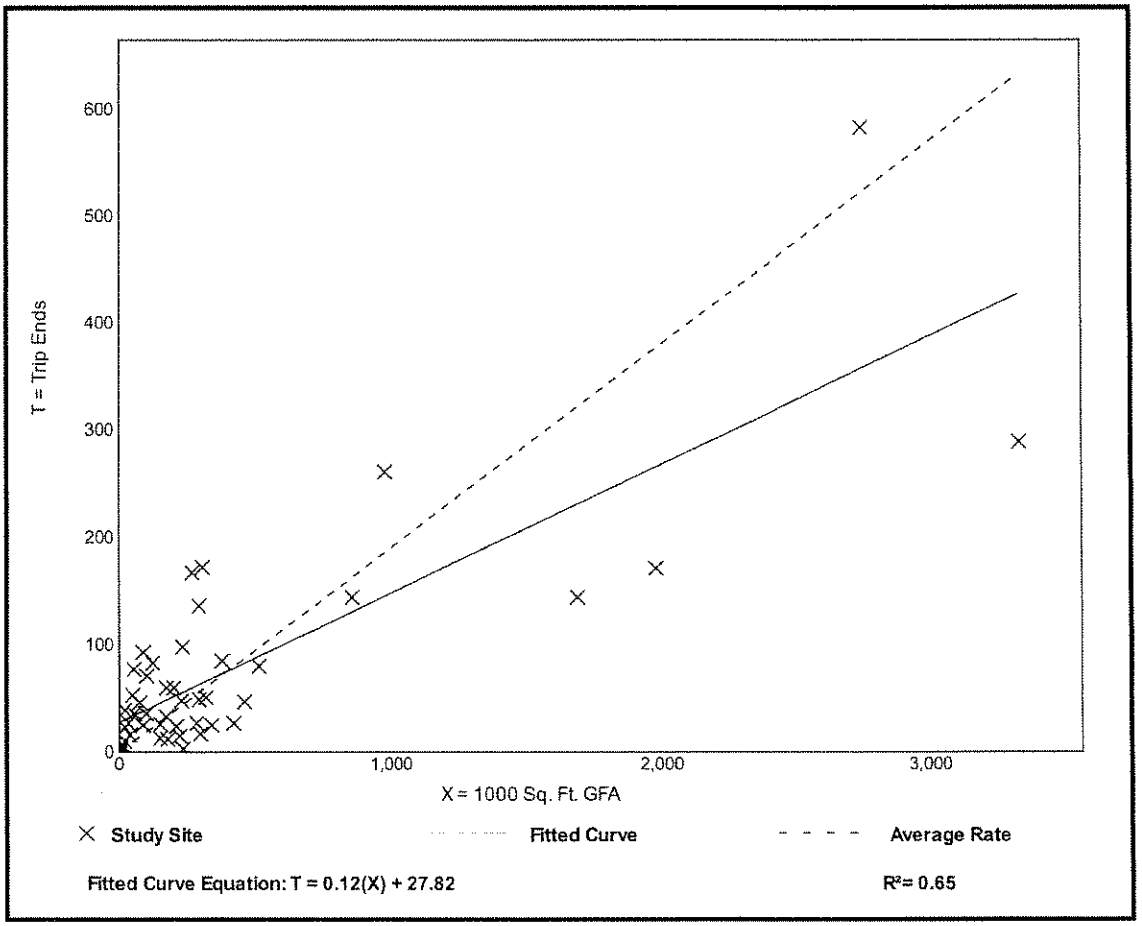
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	47
1000 Sq. Ft. GFA:	400
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.01 - 1.80	0.18

Data Plot and Equation



Warehousing
(150)

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

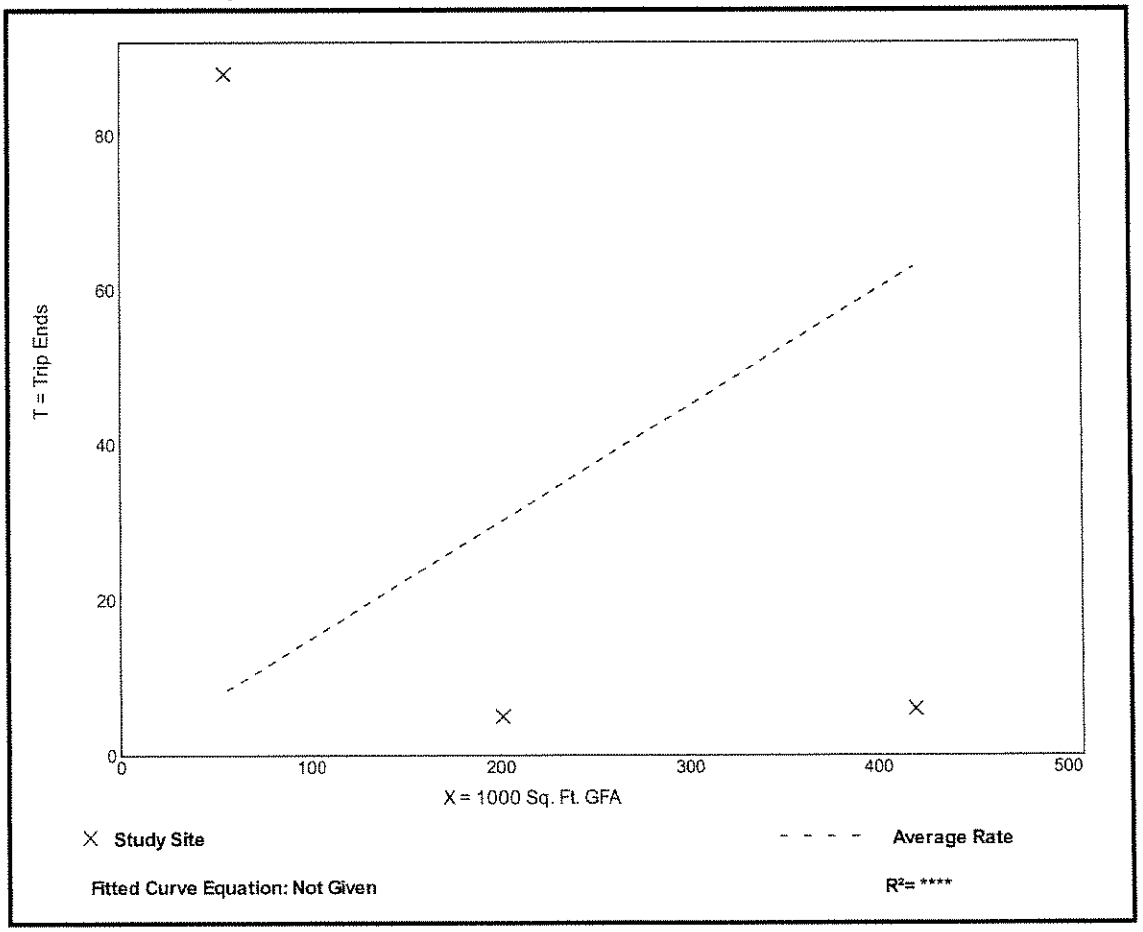
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
1000 Sq. Ft. GFA: 226
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.01 - 1.58	1.12

Data Plot and Equation

Caution – Small Sample Size



Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

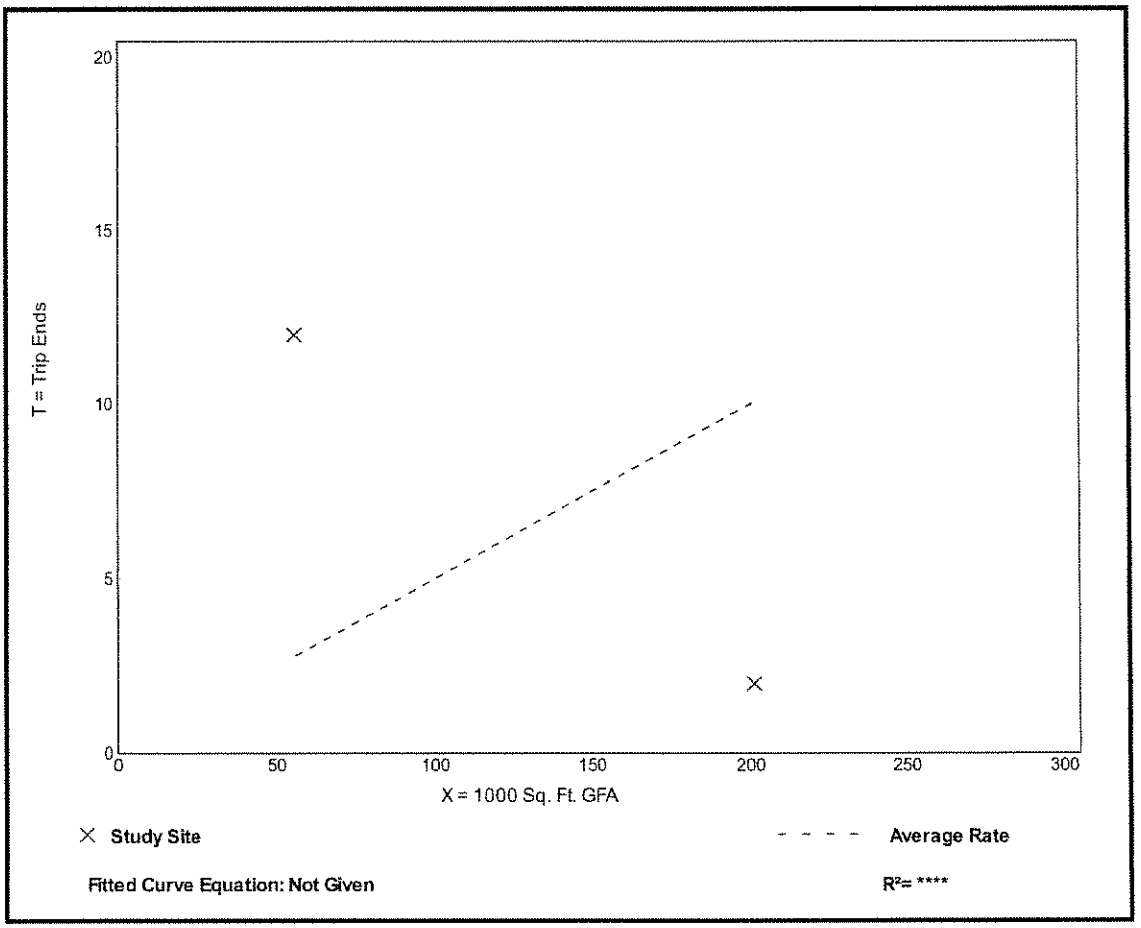
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
1000 Sq. Ft. GFA: 129
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.01 - 0.22	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

Percent of Daily Traffic During the 60-Minute Period Beginning at Displayed Time

Land Use	110 General Light Industrial		140 Manufacturing		150 Warehousing		151 Mini-Warehouse					
Setting	General Urban/ Suburban		General Urban/ Suburban		General Urban/ Suburban		General Urban/Suburban					
Time Period	Weekday		Weekday		Weekday		Weekday		Saturday		Sunday	
Trip Type	Vehicle		Vehicle		Vehicle		Vehicle		Vehicle		Vehicle	
# Data Sites	30		17		13		10		1		1	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0.0	9.8	1.3	7.5	0.3	8.6	0.0	8.6	0.0	11.5	0.0	19.2
12:15	0.0	8.9	1.0	6.5	0.6	7.9	0.0	9.3	0.0	10.3	0.0	17.3
12:30	0.0	8.9	1.1	6.5	0.5	7.4	0.0	10.7	0.0	12.6	0.0	15.4
12:45	0.0	7.8	1.0	6.9	0.5	6.8	0.0	11.7	0.0	10.3	0.0	13.5
1:00	0.0	7.2	0.9	6.9	0.5	6.6	0.0	12.2	0.0	9.2	0.0	9.6
1:15	0.1	6.1	0.4	6.9	0.2	6.4	0.0	12.8	0.0	6.9	0.0	7.7
1:30	0.1	5.7	0.2	6.6	0.3	6.7	0.0	10.6	0.0	3.4	0.0	11.5
1:45	0.0	6.9	0.5	6.4	0.4	7.4	0.0	10.7	0.0	4.6	0.0	11.5
2:00	0.0	8.1	0.7	6.0	0.4	7.0	0.0	12.2	0.0	6.9	0.0	21.2
2:15	0.0	8.2	1.0	7.7	0.5	8.3	0.0	8.9	0.0	10.3	0.0	21.2
2:30	0.0	9.2	0.9	10.2	0.6	8.4	0.0	9.4	0.0	10.3	0.0	15.4
2:45	0.0	9.3	0.7	13.4	0.5	9.2	0.0	7.8	0.0	10.3	0.0	11.5
3:00	0.0	8.8	0.6	15.1	0.7	10.0	0.0	5.7	0.0	6.9	0.0	3.8
3:15	0.1	9.0	0.5	14.8	0.9	8.8	0.0	7.3	0.0	3.4	0.0	5.8
3:30	0.2	7.8	0.6	12.7	1.1	8.6	0.0	7.6	0.0	6.9	0.0	5.8
3:45	0.3	7.0	0.7	9.4	1.3	8.1	0.0	7.3	0.0	6.9	0.0	5.8
4:00	0.3	7.4	0.8	7.6	1.4	7.8	0.0	8.8	0.0	9.2	0.0	3.8
4:15	0.2	9.9	0.8	7.6	1.5	9.0	0.0	11.4	0.0	9.2	0.0	3.8
4:30	0.3	10.3	0.9	6.9	1.6	8.8	0.6	10.4	0.0	12.6	0.0	5.8
4:45	0.8	9.4	1.1	6.0	2.4	7.8	0.6	10.1	0.0	12.6	0.0	7.7
5:00	2.4	7.7	1.6	6.1	3.1	6.6	0.6	9.6	0.0	11.5	0.0	9.6
5:15	3.3	4.5	3.6	4.0	3.8	5.0	0.6	5.8	0.0	13.8	0.0	9.6
5:30	3.6	3.3	5.2	3.4	4.2	4.1	0.0	6.8	0.0	9.2	0.0	9.6
5:45	4.1	2.4	7.8	2.7	4.8	3.1	0.0	7.1	0.0	10.3	0.0	13.5
6:00	5.3	1.7	9.7	1.8	6.3	2.7	0.0	5.8	0.0	13.8	0.0	13.5
6:15	7.2	0.9	9.8	1.6	6.9	1.7	0.0	4.7	0.0	11.5	0.0	11.5
6:30	8.0	0.4	10.6	1.7	7.4	1.2	0.0	2.8	0.0	9.2	0.0	9.6
6:45	9.4	0.3	9.5	1.5	7.4	1.2	1.0	0.8	0.0	5.7	0.0	1.9
7:00	10.4	0.4	8.5	1.4	7.3	0.9	1.9	0.6	0.0	0.0	0.0	0.0
7:15	11.0	0.4	7.5	1.2	7.4	0.7	4.2	1.0	0.0	0.0	0.0	0.0
7:30	11.0	0.4	6.1	1.0	7.7	0.8	7.1	1.3	0.0	0.0	0.0	0.0
7:45	9.9	0.3	5.2	1.2	7.1	0.6	9.1	1.3	0.0	0.0	0.0	0.0
8:00	7.4	0.1	4.2	1.3	6.0	0.6	8.8	1.3	0.0	0.0	0.0	0.0
8:15	5.5	0.0	3.6	1.2	5.3	0.7	7.8	0.6	0.0	0.0	3.8	0.0
8:30	6.2	0.0	3.2	1.2	4.8	0.6	6.5	0.0	0.0	0.0	3.8	0.0
8:45	6.4	0.0	3.2	1.2	6.3	0.7	4.7	0.0	3.4	0.0	7.7	0.0
9:00	7.1	0.4	3.2	1.6	6.5	0.7	5.5	0.0	4.6	0.0	7.7	0.0
9:15	7.5	0.4	3.4	2.1	7.5	0.7	5.4	0.0	4.6	0.0	7.7	0.0
9:30	7.1	0.4	3.3	2.3	7.9	0.5	5.0	0.0	4.6	0.0	7.7	0.0
9:45	7.7	0.4	3.2	2.4	7.0	0.7	7.3	0.0	1.1	0.0	11.5	0.0
10:00	7.4	0.0	3.0	2.1	6.5	0.8	8.0	0.0	5.7	0.0	11.5	0.0
10:15	7.2	0.0	3.3	2.0	6.6	1.1	11.9	0.0	9.2	0.0	7.7	0.0
10:30	7.3	0.0	3.8	2.0	6.8	1.2	11.9	0.0	12.6	0.0	7.7	0.0
10:45	7.2	0.0	4.3	2.0	6.9	1.0	11.4	0.0	25.3	0.0	0.0	0.0
11:00	7.9	0.0	5.5	2.5	7.6	1.0	10.4	0.0	20.7	0.0	0.0	0.0
11:15	9.7	0.0	6.7	2.8	8.0	0.6	8.3	0.0	20.7	0.0	3.8	0.0
11:30	9.8	0.0	7.1	2.5	8.4	0.6	9.3	0.0	18.4	0.0	7.7	0.0
11:45	10.3	0.0	7.6	2.2	8.3	0.5	9.1	0.0	9.2	0.0	15.4	0.0

Land Use: 720
Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. Clinic (Land Use 630) is a related use.

Additional Data

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 19 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:30 and 10:30 a.m. and 2:15 and 3:15 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Medical-Dental Office Building
(720)

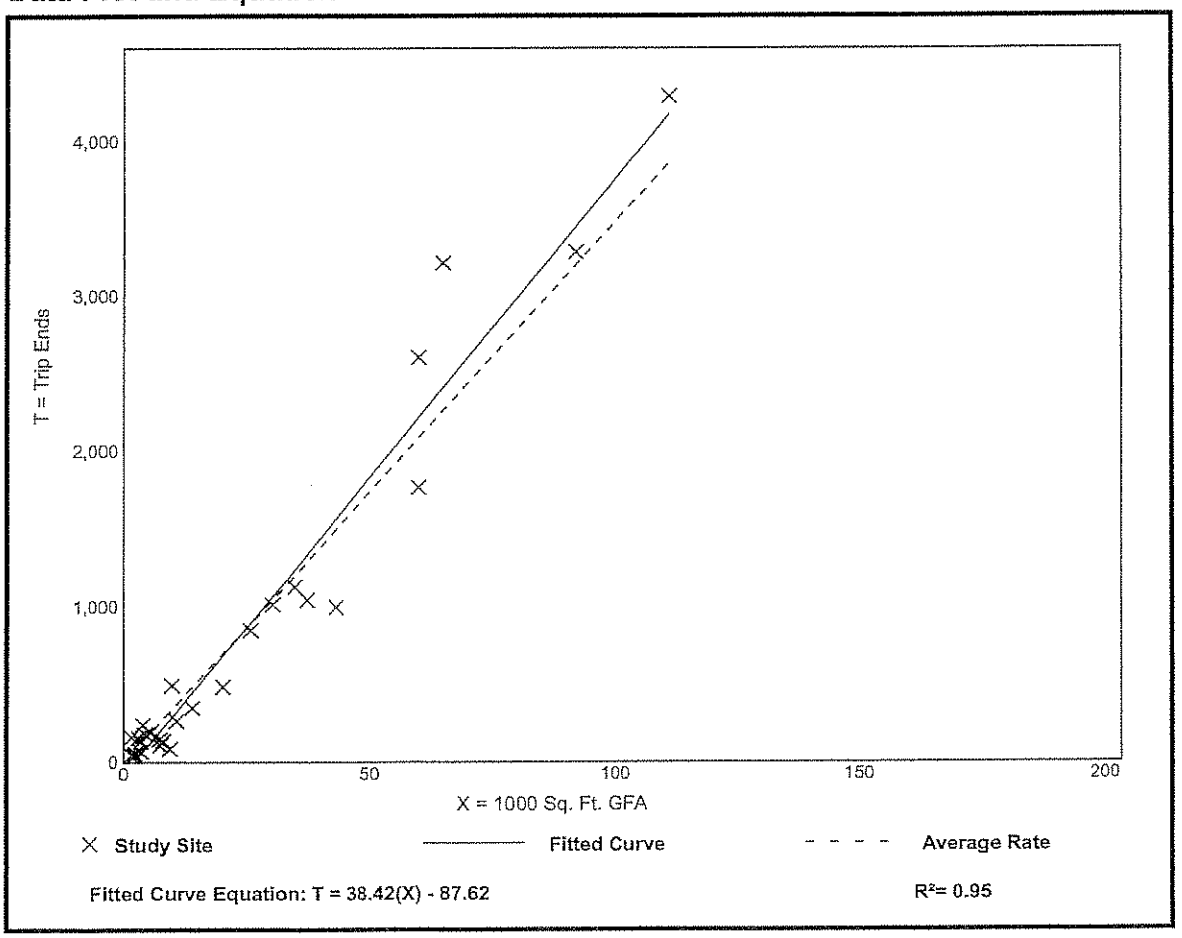
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 28
1000 Sq. Ft. GFA: 24
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
34.80	9.14 - 100.75	9.79

Data Plot and Equation



Fitted Curve Equation: T = 38.42(X) - 87.62

R^2= 0.95

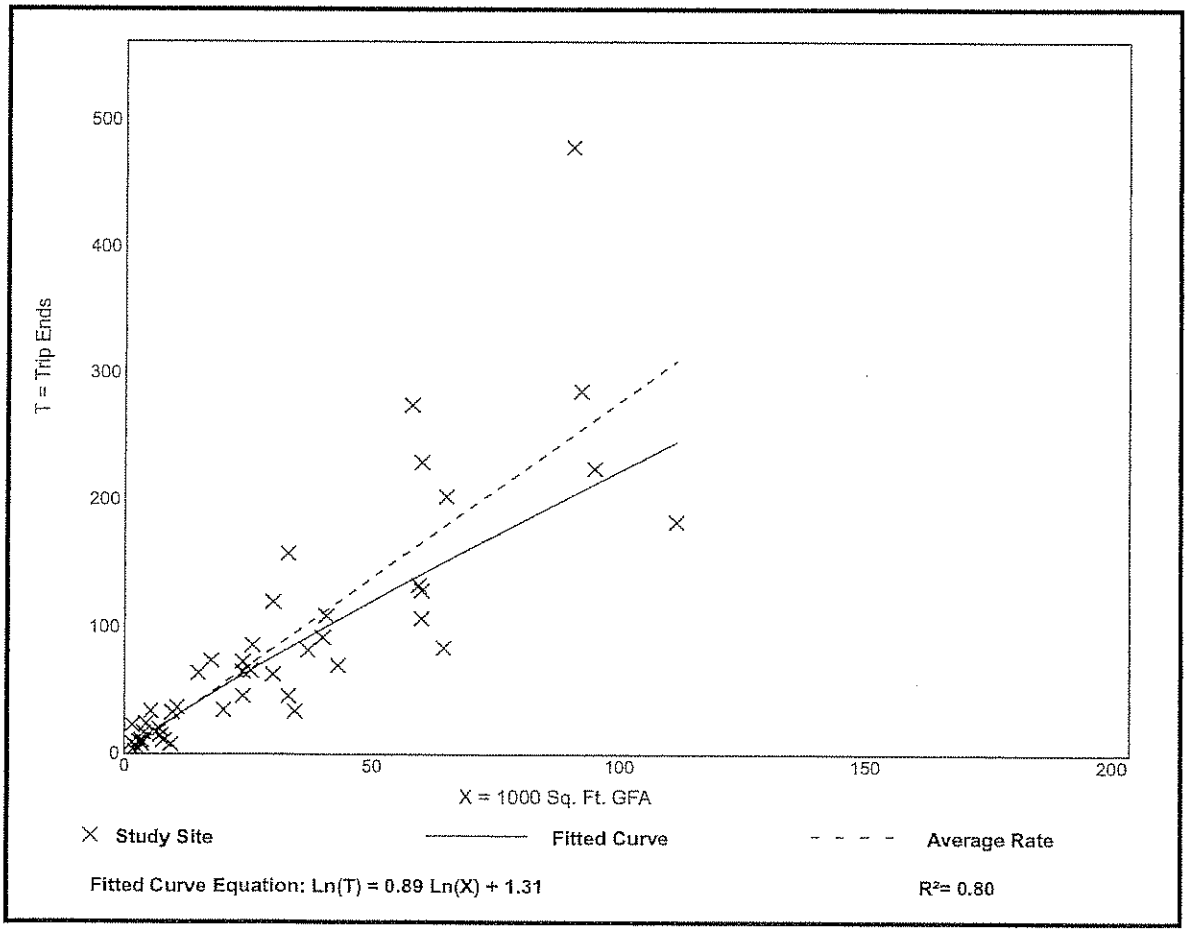
Medical-Dental Office Building
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
1000 Sq. Ft. GFA: 32
Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.78	0.85 - 14.30	1.28

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.89 Ln(X) + 1.31

R^2= 0.80

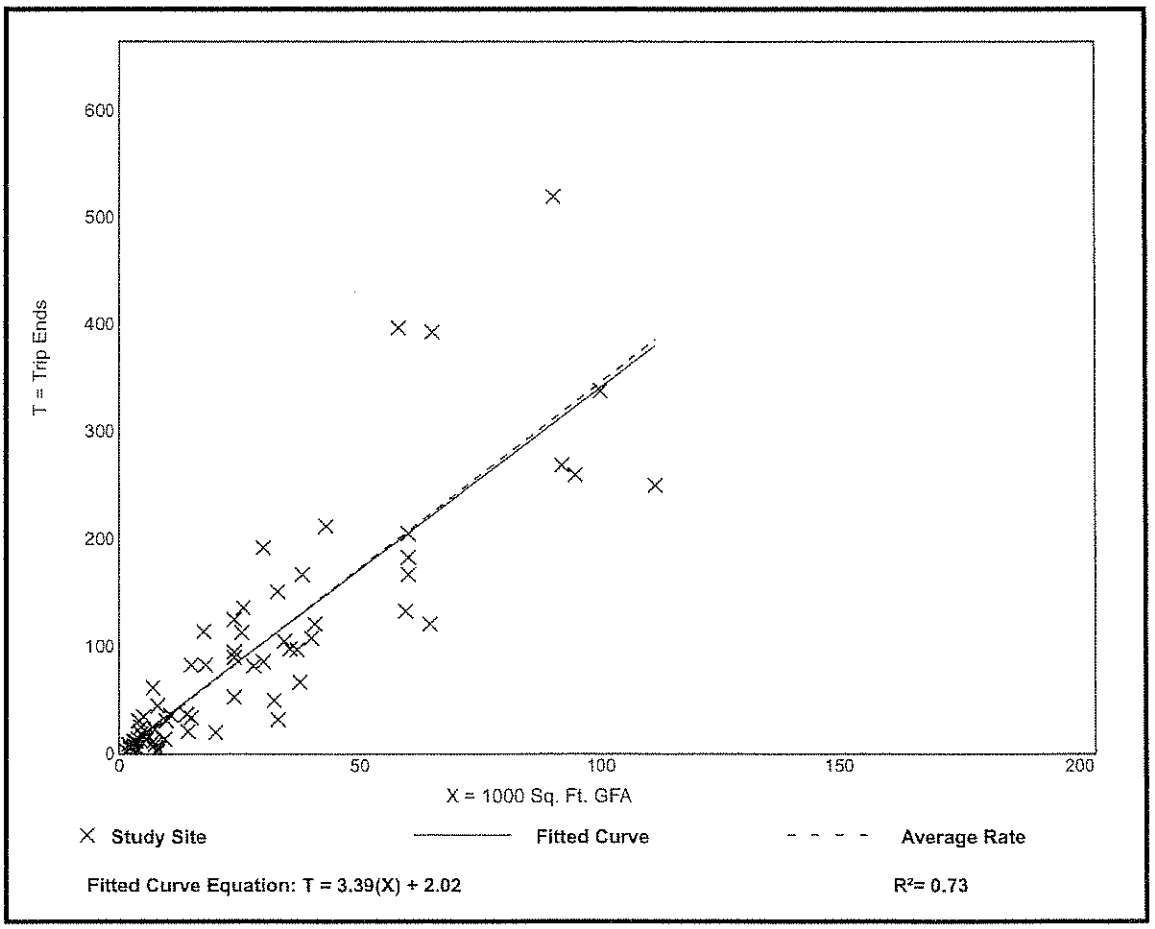
Medical-Dental Office Building
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 65
1000 Sq. Ft. GFA: 28
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.46	0.25 - 8.86	1.58

Data Plot and Equation



Medical-Dental Office Building
(720)

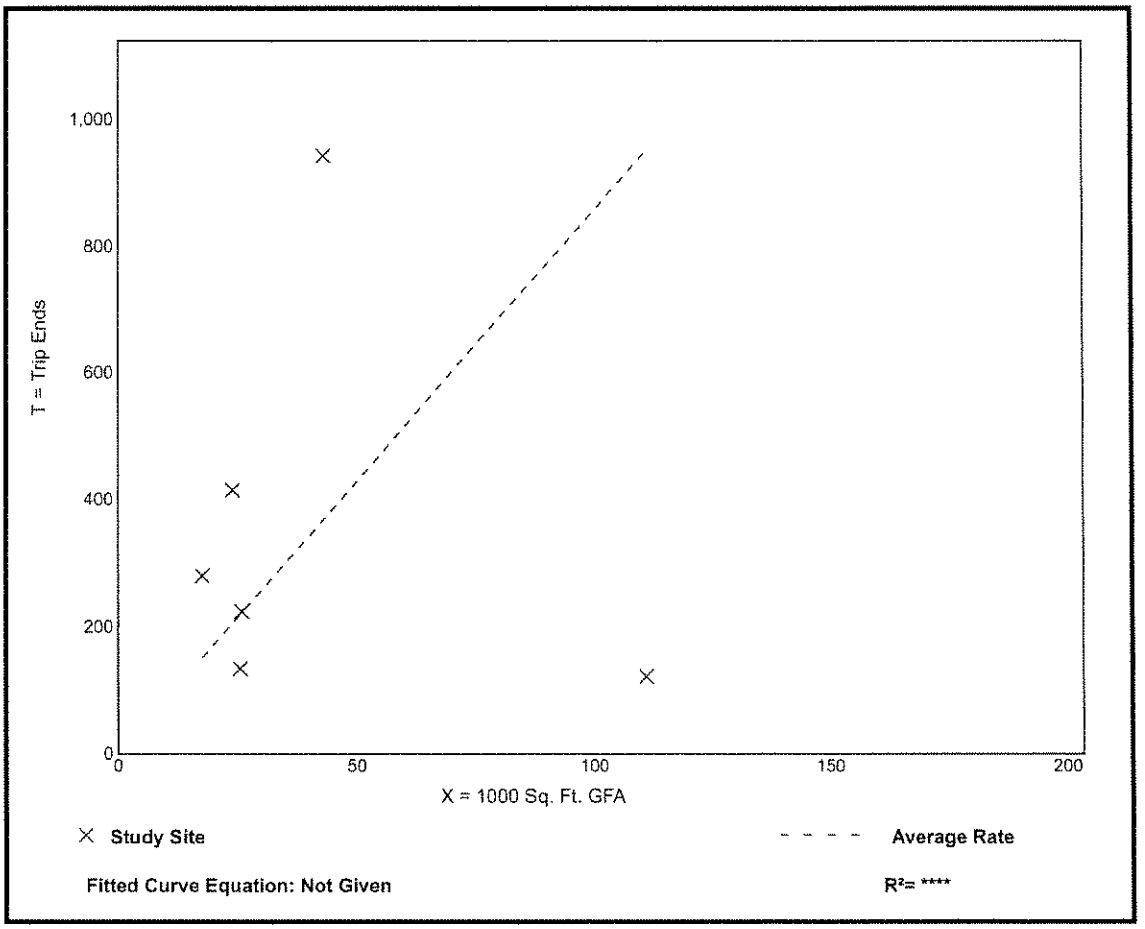
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
1000 Sq. Ft. GFA: 41
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.57	1.10 - 21.93	9.07

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Medical-Dental Office Building
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

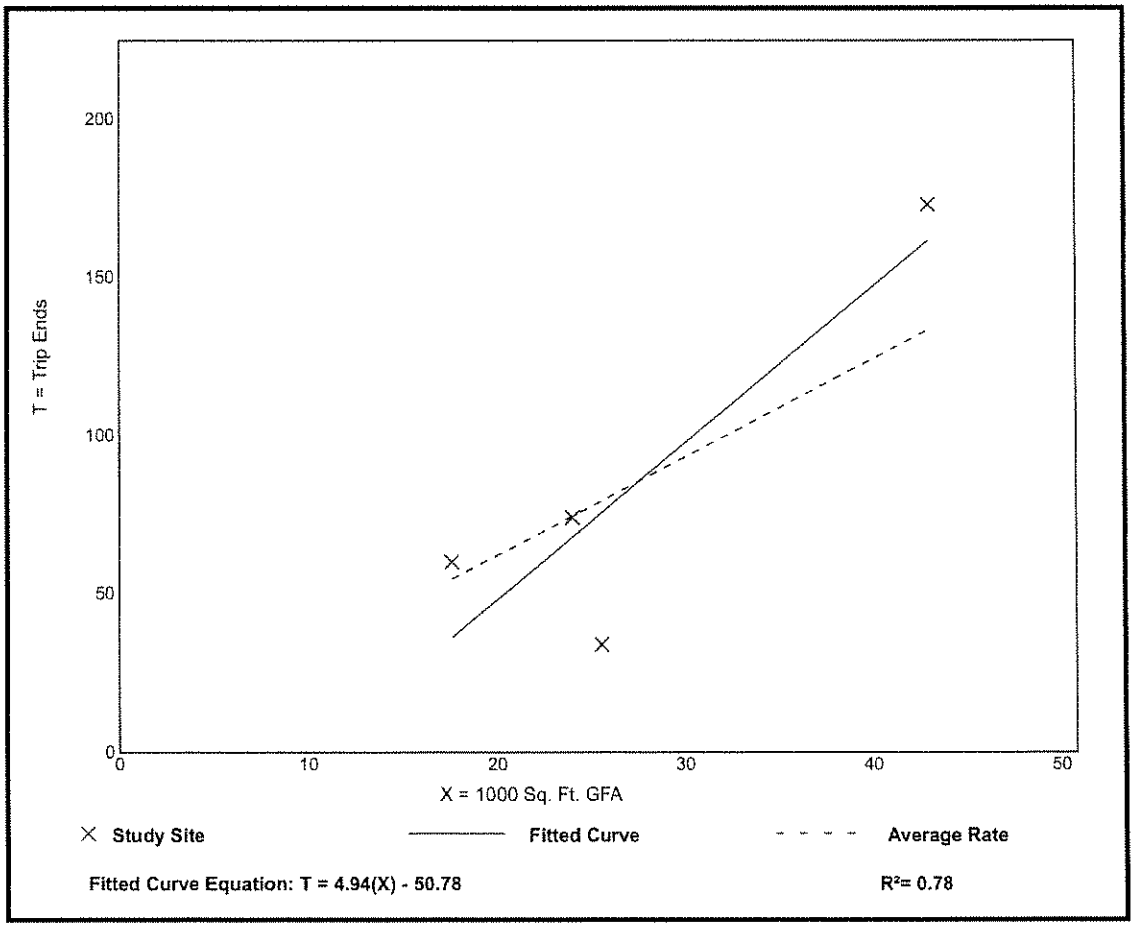
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
1000 Sq. Ft. GFA: 28
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	1.33 - 4.02	1.20

Data Plot and Equation

Caution – Small Sample Size



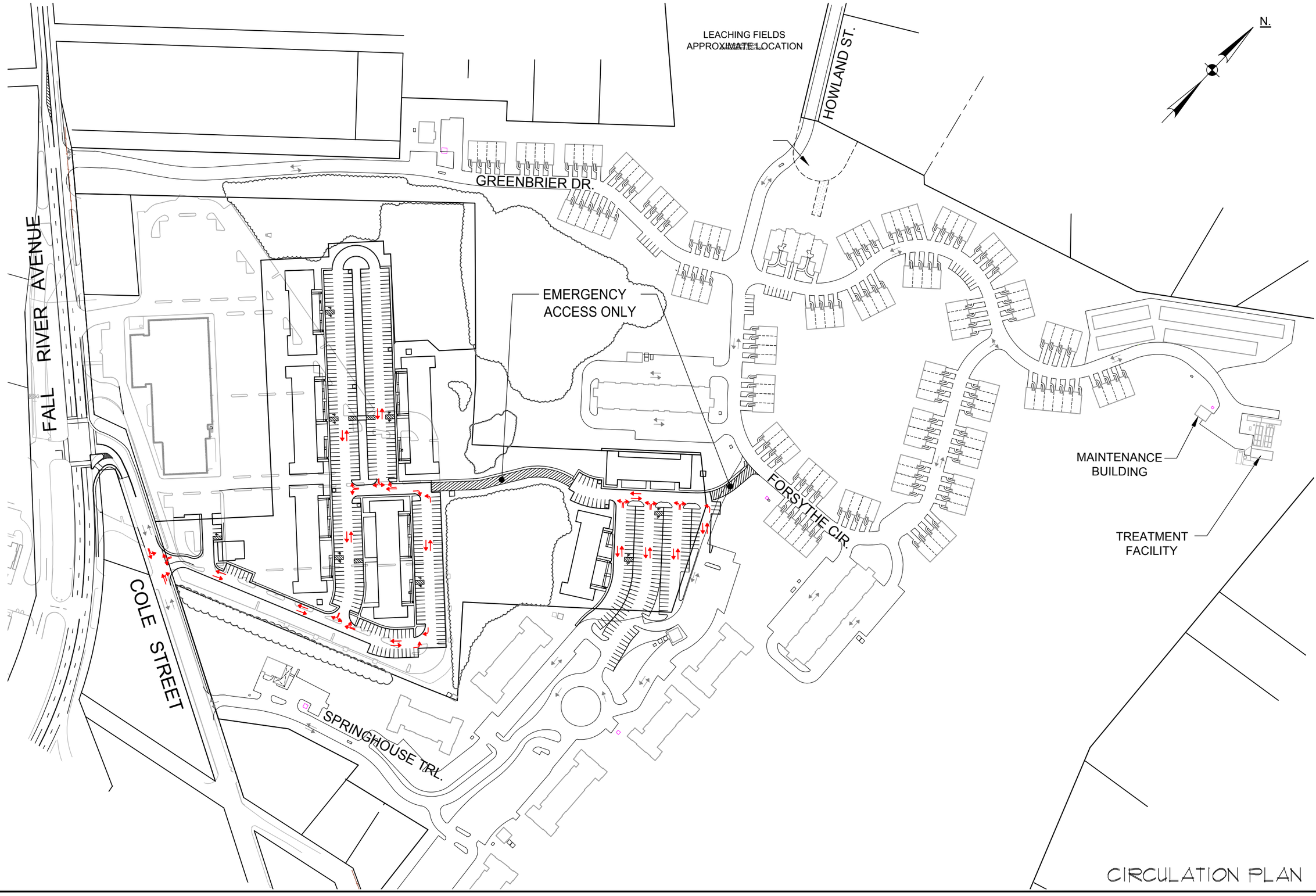
Fitted Curve Equation: T = 4.94(X) - 50.78

R^2= 0.78

APPENDIX E

Plans

- Site Access Circulation Plan
- Fire Truck Sweep Path Plan
- Site Distance Plan



CIRCULATION PLAN

Caputo & Wick LTD
CIVIL ENGINEERING • SURVEYING
TRANSPORTATION • ENVIRONMENTAL
1150 Pawtucket Avenue
Rumford, RI 02916-1897
(401) 434-8880 Office
(401) 434-1615 Fax
www.cwltd.net

DATE:	8/2021
SCALE:	1" = 200'
DRAWN BY:	

AJA architects

PROJECT # 2018070

GREENBRIER II
RI SEEKONK HOLDINGS LLC

AJA ARCHITECTS
16 MASON AVE SUITE 5
NORTH ATTLEBORO, MA 02760

AJA GROUP, INC.
(781) 935-2500

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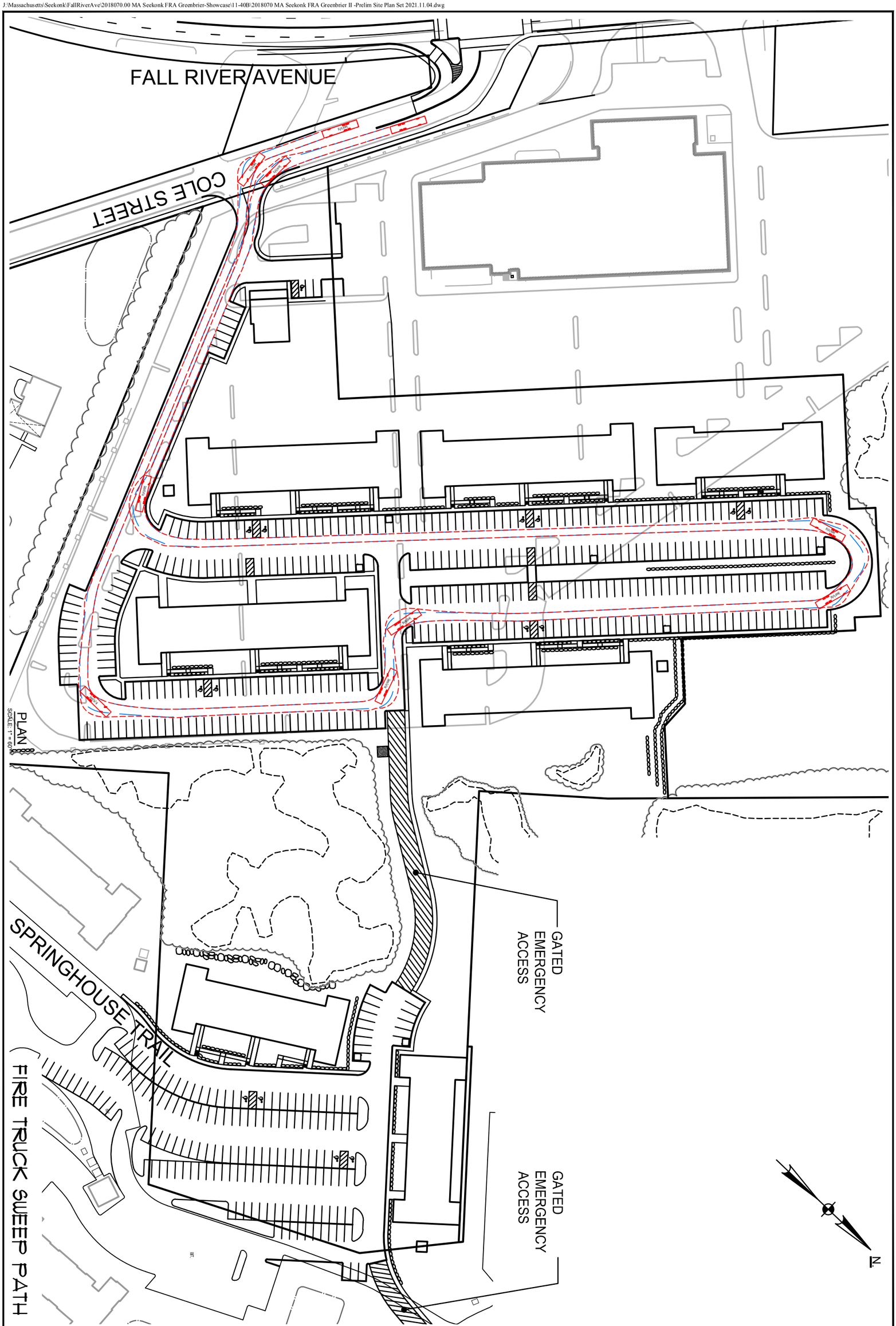

GREENBRIER II

RI SEEKONK HOLDINGS LLC

AJA ARCHITECTS
16 MASON AVE SUITE 5
NORTH ATTLEBORO, MA 02760

AJA GROUP, INC.
(781) 935-2500

PROJECT # 2018070

DRAWN BY:

SCALE: 1" = 100'

DATE: 8/2021

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N.

SPRINGHOUSE TRAIL

VEHICLE 1

350'

15'

308'

VEHICLE 3

VEHICLE 2

COLE STREET

POSTED SPEED 30 MPH

FALL RIVER AVENUE

PLAN
SCALE: 1" = 60'

SIGHT DISTANCE PLAN

Caputo & Wick LTD
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1150 Pawtucket Avenue
Rumford, RI 02916-1897
(401) 434-8880 Office
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www.cwltd.net

DATE: 8/2021
SCALE: 1" = 60'
DRAWN BY:

AJA architects
PROJECT # 2018070

GREENBRIER II
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AJA ARCHITECTS
16 MASON AVE SUITE 5
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APPENDIX F

Future Conditions Operational Analyses

No-Build

- Table 10 Capacity Analyses Summary – 2028 No-Build Conditions (Unsignalized Intersections) & Analyses Reports
- Table 11 Capacity Analyses Summary – 2028 No- Build Conditions (Signalized Intersections) & Analyses Reports
- Intersections 2028 No-Build TMCs Morning and Afternoon Peak Periods Sheets

Build

- Table 12 Capacity Analyses Summary – 2028 Build Conditions (Unsignalized Intersections) & Analyses Reports
- Table 13 Capacity Analyses Summary – 2028 Build Conditions (Signalized Intersections) & Analyses Reports
- Intersections 2028 Build TMCs Morning and Afternoon Peak Periods Sheets

Table 10 CAPACITY ANALYSES SUMMARY – 2028 NO-BUILD CONDITIONS

Unsignalized Intersections

Location	Peak Period	Movements[1]	Demand[2]	V/C[3]	Delay[4]	LOS[5]	95% QUEUE[6]	Approach Delay[7] - LOS
County Street at Howland Street & Mill Road	AM	NB	43	0.12	15.6	C	0.4	**NB = 15.6 - C**
		SB	63	0.21	18.9	C	0.8	**SB = 18.9 - C**
		EB L/TR	16/141	0.02	8.3	A	0.0	EB = 1.0
		WB L/TR	0/429	0.00	7.5	A	0.0	WB = 0.0
	PM	NB	41	0.13	17.3	C	0.4	**NB = 17.3 - C**
		SB	143	0.47	25.1	C	1.9	**SB = 25.1 - C**
		EB L/TR	11/280	0.01	7.9	A	0.0	EB = 0.3
		WB L/TR	8/297	0.01	7.9	A	0.0	WB = 0.4
Fall River Avenue (Rte. 114A) at Greenbrier Drive	AM	NB T/R	856	-	-	-	-	-
		SB L/T	6/760	0.01	9.6	A	0.0	SB = 0.1
		WB L/R	37	0.30	44.6	E	1.1	**WB = 44.6 - E**
	PM	NB T/R	1,061	-	-	-	-	-
		SB L/T	16/956	0.03	11.0	B	0.1	SB = 0.2
		WB L/R	33	0.45	83.2	F	1.8	**WB = 83.2 - F**
Fall River Avenue (Rte. 114A) at 800 F.R.A. DRIVEWAY	AM	NB T/R	870	-	-	-	-	-
		SB L/T	19/774	0.03	10.1	B	0.1	SB = 0.8
		WB L/R	11	0.09	33.6	D	0.3	**WB = 33.6 - D**
	PM	NB T/R	1,048	-	-	-	-	-
		SB L/T	8/969	0.01	10.9	B	0.0	SB = 0.5
		WB L/R	41	0.55	93.9	F	2.4	**WB = 93.9 - F**
Cole Street at Springhouse Trail	AM	SB L/R	46	0.06	9.5	A	0.1	**SB = 9.5 - A**
		EB L/T	11/76	0.01	7.6	A	0.0	SB = 1.0
		WB T/R	164	-	-	-	-	-
	PM	SB L/R	42	0.06	9.8	A	0.2	**SB = 9.8 - A**
		EB L/T	55/259	0.04	7.5	A	0.1	SB = 1.6
		WB T/R	96	-	-	-	-	-

Source: Highway Capacity software using the procedures in the 2016 Highway Capacity Manual for Two-Way Stop Control.

1. L= Left-turn movement, T= Through movement, R = Right-turn movement
2. Demand = Demand of critical movement, expressed in vehicles per hour
3. V/C = Volume to Capacity Ratio
4. Delay = Control Delay expressed in seconds per vehicle
5. LOS = Level of Service
6. 95% Queue Length (veh)
7. Approach Delay (s/veh)

HCS7 Two-Way Stop-Control Report

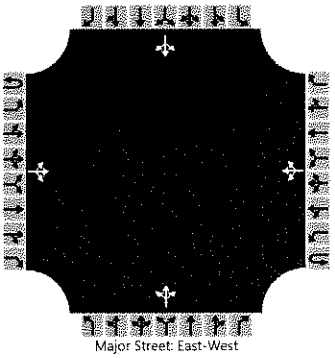
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/20/2021
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	2028 No-Build Conditions

Site Information

Intersection	Howland, Mill & County St
Jurisdiction	Seekonk, MA
East/West Street	County St
North/South Street	Howland St/Mill Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		16	140	1		0	398	31		12	25	6		34	12	17
Percent Heavy Vehicles (%)		0				0				0	0	0		4	0	8
Proportion Time Blocked																
Percent Grade (%)										1				6		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.30	6.70	6.30		8.34	7.70	6.88
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.54	4.00	3.37

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18				0					47				69	
Capacity, c (veh/h)		1101				1438					388				327	
v/c Ratio		0.02				0.00					0.12				0.21	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.4				0.8	
Control Delay (s/veh)		8.3				7.5					15.6				18.9	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	1.0				0.0				15.6				18.9			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/20/2021
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	2028 No-Build Conditions

Site Information

Intersection	Howland, Mill & County St
Jurisdiction	Seekonk, MA
East/West Street	County St
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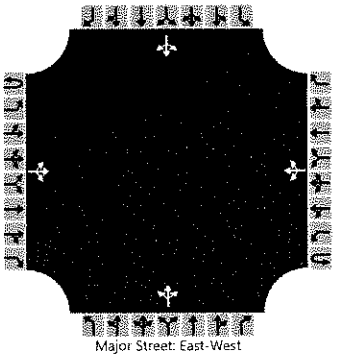
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	286	11		11	245	35		17	20	4		70	40	33
Percent Heavy Vehicles (%)		0				0				8	0	0		4	0	4
Proportion Time Blocked																
Percent Grade (%)										1				6		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.38	6.70	6.30		8.34	7.70	6.84
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.57	4.00	3.30		3.54	4.00	3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				12					45				157	
Capacity, c (veh/h)		1264				1245					337				333	
v/c Ratio		0.01				0.01					0.13				0.47	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.5				2.4	
Control Delay (s/veh)		7.9				7.9					17.3				25.1	
Level of Service (LOS)		A				A					C				D	
Approach Delay (s/veh)	0.3				0.4				17.3				25.1			
Approach LOS									C				D			

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HCS7 Two-Way Stop-Control Report

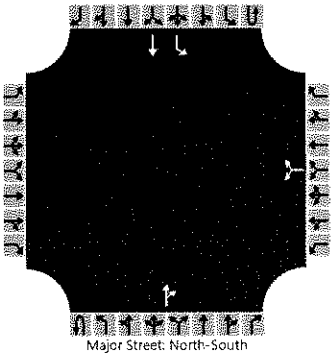
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/23/2021
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	2028 No-Build Conditions

Site Information

Intersection	Greenbrier Drive & 114A
Jurisdiction	Seekonk, MA
East/West Street	Greenbrier Drive
North/South Street	114A Fall River Ave
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						33		4			848	8		6	760	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)							-1									
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.20		6.10						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							38							6		
Capacity, c (veh/h)							128							781		
v/c Ratio							0.30							0.01		
95% Queue Length, Q_{95} (veh)							1.1							0.0		
Control Delay (s/veh)							44.6							9.6		
Level of Service (LOS)							E							A		
Approach Delay (s/veh)					44.6								0.1			
Approach LOS					E											

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HCS7 Two-Way Stop-Control Report

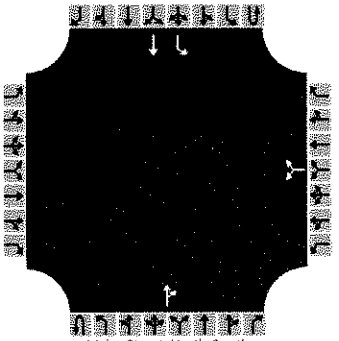
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/23/2021
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	2028 No-Build Conditions

Site Information

Intersection	Greenbrier Drive & 114A
Jurisdiction	Seekonk, MA
East/West Street	Greenbrier Drive
North/South Street	114A Fall River Ave
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						21		12			1015	46		16	956	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)							-1									
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.20		6.10						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							35							17		
Capacity, c (veh/h)							79							620		
v/c Ratio							0.45							0.03		
95% Queue Length, Q_{95} (veh)							1.8							0.1		
Control Delay (s/veh)							83.2							11.0		
Level of Service (LOS)							F							B		
Approach Delay (s/veh)					83.2								0.2			
Approach LOS					F											

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HCS7 Two-Way Stop-Control Report

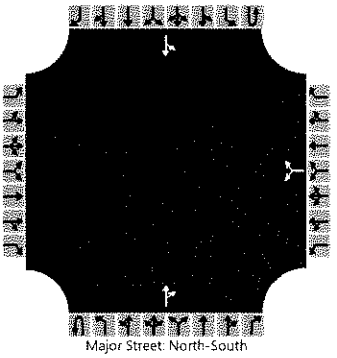
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/23/2021
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	2028 No-Build Conditions

Site Information

Intersection	800 F.R.A. Drive. & 114A
Jurisdiction	Seekonk, MA
East/West Street	800 F.R.A. Driveway
North/South Street	114A Fall River Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		6			850	20		19	774	
Percent Heavy Vehicles (%)						1		1						2		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							12							21		
Capacity, c (veh/h)							138							726		
v/c Ratio							0.09							0.03		
95% Queue Length, Q_{95} (veh)							0.3							0.1		
Control Delay (s/veh)							33.6							10.1		
Level of Service (LOS)							D							B		
Approach Delay (s/veh)					33.6								0.8			
Approach LOS					D											

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HCS7 Two-Way Stop-Control Report

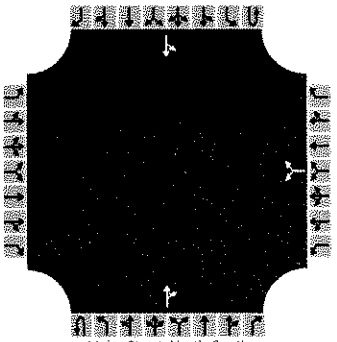
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/23/2021
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	2028 No-Build Conditions

Site Information

Intersection	800 F.R.A. Drive. & 114A
Jurisdiction	Seekonk, MA
East/West Street	800 F.R.A. Driveway
North/South Street	114A Fall River Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		21			1040	8		8	969	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							45							9		
Capacity, c (veh/h)							81							617		
v/c Ratio							0.55							0.01		
95% Queue Length, Q_{95} (veh)							2.4							0.0		
Control Delay (s/veh)							93.9							10.9		
Level of Service (LOS)							F							B		
Approach Delay (s/veh)					93.9								0.5			
Approach LOS					F											

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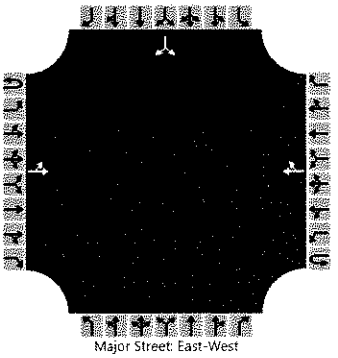
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Anna Novo	Intersection	Cole St. & Springhouse Tr
Agency/Co.	C&W	Jurisdiction	Seekonk, MA
Date Performed	10/21/21	East/West Street	Cole St
Analysis Year	2028	North/South Street	Springhouse Trail
Time Analyzed	AM Peak	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 No-Build Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		11	76				163	1						7		39
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														-3		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												5.80		5.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													51	
Capacity, c (veh/h)		1407													856	
v/c Ratio		0.01													0.06	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
Control Delay (s/veh)		7.6													9.5	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	1.0												9.5			
Approach LOS													A			

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HCS7 Two-Way Stop-Control Report

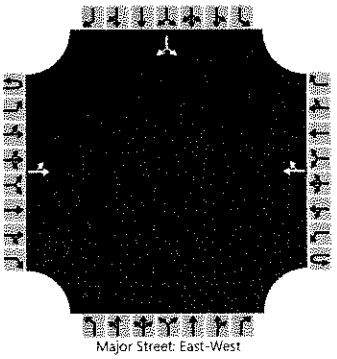
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/21/21
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	2028 No-Build Conditions

Site Information

Intersection	Cole St. & Springhouse Tr
Jurisdiction	Seekonk, MA
East/West Street	Cole St
North/South Street	Springhouse Trail
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		55	259				80	16						13		29
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														-3		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												5.80		5.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		60													46	
Capacity, c (veh/h)		1500													790	
v/c Ratio		0.04													0.06	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
Control Delay (s/veh)		7.5													9.8	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	1.6												9.8			
Approach LOS													A			

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Table 11 CAPACITY ANALYSES SUMMARY – 2028 NO-BUILD CONDITIONS

Signalized Intersections

Period	Location	Condition	Movements[1]	V/C[2]	Delay[3]	LOS[4]		Queue Length 50th / Queue Length 95th	Overall Approach Delay/LOS
AM PEAK HOUR	Fall River Ave. (Rte. 114) at County Street	2028 No-Build Traffic Volumes (Includes Current Construction Improvements & Opt. Timings)	NB L	1.30	196.2	F		~245/#248	72.8/E
			NB T/R	0.68	22.8	C		377/521	
			SB L	0.05	21.2	C		5/9	105.5/F
			SB T/R	1.13	106.5	F		~811/#1,001	
			EB L	0.64	47.7	D		71/103	39.5/D
			EB T/R	0.45	35.6	D		160/221	
			WB	1.03	99.0	F		~368/#561	99.0/F
		Overall Intersection		**1.30 max**	**83.0**	**F**			
PM PEAK HOUR		2028 No-Build Traffic Volumes (Includes Current Construction Improvements & Opt. Timings)	NB L	0.97	99.4	F		67/68	380.1/F
			NB T/R	1.83	405.2	F		~1,842/#1,299	
			SB L	0.21	42.3	D		7/7	534.2/F
			SB T/R	2.13	538.7	F		~1,747/#1,304	
			EB L	1.58	301.7	F		~506/131	149.0/F
			EB T/R	0.84	40.2	D		502/377	
			WB	2.91	887.3	F		~900/#648	887.3/F
		Overall Intersection		**2.91 max**	**444.2**	**F**			
AM PEAK HOUR	Fall River Ave. (Rte. 114) at I-195 WB Ramps	2028 No-Build Traffic Volumes, Existing Coordinated Ramp System	WB L	0.63	32.2	C		71/94	12.0/B
			WB R	0.33	0.5	A		0/0	
			NB T	0.19	4.0	A		24/45	2.4/A
			NB R	0.20	0.3	A		0/0	
			SB	0.56	5.3	A		42/125	5.3/A
		Overall Intersection		**0.63 max**	**6.9**	**A**			
PM PEAK HOUR		2028 No-Build Traffic Volumes, Existing Coordinated Ramp System	WB L	0.80	43.7	D		148/185	19.0/B
			WB R	0.40	0.7	A		0/0	
			NB T	0.30	5.8	A		55/117	4.1/A
			NB R	0.17	0.1	A		0/m0	
			SB	0.59	9.5	A		162/238	9.5/A
		Overall Intersection		**0.80 max**	**11.4**	**B**			
AM PEAK HOUR		2028 No-Build Traffic Volumes, Coord. System w/Cole (Req. EIR Mitigations)	WB L	0.63	32.2	C		71/94	12.0/B
			WB R	0.33	0.5	A		0/0	
			NB T	0.19	4.0	A		24/45	2.4/A
			NB R	0.20	0.3	A		0/0	
			SB	0.58	5.6	A		71/103	5.6/A
		Overall Intersection		**0.63 max**	**7.0**	**A**			
PM PEAK HOUR		2028 No-Build Traffic Volumes, Coord. System w/Cole (Req. EIR Mitigations)	WB L	0.80	43.7	D		148/185	19.0/B
			WB R	0.40	0.7	A		0/0	
			NB T	0.30	4.8	A		55/81	3.4/A
			NB R	0.17	0.2	A		0/0	
			SB	0.59	7.4	A		97/163	7.4/A
		Overall Intersection		**0.80 max**	**10.5**	**B**			

Table 11 CAPACITY ANALYSES SUMMARY – 2028 NO-BUILD CONDITIONS (Cont.)

Signalized Intersections

Period	Location	Condition	Movements[1]	V/C[2]	Delay[3]	LOS[4]	Queue Length 50th / Queue Length 95th	Overall Approach Delay/LOS
AM PEAK HOUR	Fall River Ave. (Rte. 114) at I-195 EB Ramps	2028 No-Build Traffic Volumes, Existing Coordinated Ramp System	EB L	0.37	30.3	C	36/68	5.3/A
			EB R	0.27	0.4	A	0/0	
			NB T/L	0.46	4.3	A	48/101	4.3/A
			SB T	0.28	1.7	A	22/30	1.2/A
			SB R	0.29	0.4	A	0/0	
		Overall Intersection		**0.46 max**	**3.0**	**A**		
PM PEAK HOUR		2028 No-Build Traffic Volumes, Existing Coordinated Ramp System	EB L	0.64	43.3	D	109/175	12.9/B
			EB R	0.29	0.4	A	0/0	
			NB L	0.86	31.0	C	74/#168	14.8/B
			NB T	0.53	6.6	A	146/249	
			SB T	0.48	12.7	B	176/206	8.0/A
			SB R	0.33	0.4	A	0/0	
		Overall Intersection		**0.86 max**	**11.3**	**B**		
AM PEAK HOUR		2028 No-Build Traffic Volumes, Coord. System w/Cole (Req. EIR Mitigations)	EB L	0.37	30.3	C	36/68	5.3/A
			EB R	0.27	0.4	A	0/0	
			NB T/L	0.46	4.3	A	48/101	4.3/A
			SB T	0.28	1.9	A	23/38	1.3/A
			SB R	0.29	0.4	A	0/0	
		Overall Intersection		**0.46 max**	**3.1**	**A**		
PM PEAK HOUR		2028 No-Build Traffic Volumes, Coord. System w/Cole (Req. EIR Mitigations)	EB L	0.64	43.3	D	109/175	12.9/B
			EB R	0.29	0.4	A	0/0	
			NB L	0.86	31.0	C	74/#168	14.8/B
			NB T	0.53	6.6	A	146/249	
			SB T	0.48	12.3	B	175/196	7.8/A
			SB R	0.33	0.4	A	0/0	
		Overall Intersection		**0.86 max**	**11.2**	**B**		
AM PEAK HOUR	Fall River Ave. (Rte. 114) at Cole Street	2028 No-Build Traffic Volumes, Coord. System w/Ramps (Req. EIR Mitigations)	SB	0.46	7.0	A	84/125	7.0/A
			NB	0.46	6.0	A	66/95	6.0/A
			EB	0.23	24.4	C	26/15	24.4/C
			WB	0.63	34.6	C	79/33	34.6/C
		Overall Intersection		**0.63 max**	**9.8**	**A**		
PM PEAK HOUR		2028 No-Build Traffic Volumes, Coord. System w/Ramps (Req. EIR Mitigations)	SB	0.56	5.6	A	108/158	5.6/A
			NB	0.52	3.0	A	75/60	3.0/A
			EB	0.40	42.5	D	39/21	42.5/D
			WB	0.57	48.6	D	60/29	48.6/D
		Overall Intersection		**0.57 max**	**7.2**	**A**		

Source: Synchro 10 software

1. L= Left-turn movement, T= Through movement, R = Right-turn movement
2. V/C = Volume to Capacity Ratio
3. Control Delay = expressed in seconds per vehicle
4. LOS = Level of Service
5. # = 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.
6. m = Volume for 95th percentile queue is metered by upstream signal.
7. ~ = Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	83	130	37	281	41	187	621	28	5	589	181
Future Volume (vph)	96	83	130	37	281	41	187	621	28	5	589	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	8	8	12	8	11	12	8	11	12	8
Storage Length (ft)	180		0	0		0	200		0	50		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	100			50			100			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.908			0.984			0.989			0.967	
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	1631	1686	0	0	1846	0	1728	1780	0	1396	1753	0
Flt Permitted	0.230				0.910		0.066			0.317		
Satd. Flow (perm)	395	1686	0	0	1692	0	120	1780	0	466	1753	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		972			1967			1073			2461	
Travel Time (s)		22.1			44.7			20.9			47.9	
Peak Hour Factor	0.78	0.84	0.84	0.64	0.89	0.80	0.66	0.96	0.53	0.50	0.87	0.95
Heavy Vehicles (%)	7%	6%	0%	4%	0%	0%	1%	6%	0%	25%	5%	4%
Adj. Flow (vph)	123	99	155	58	316	51	283	647	53	10	677	191
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	254	0	0	425	0	283	700	0	10	868	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	41.5		30.5	30.5		11.5	51.5		39.5	39.5	
Total Split (s)	11.5	47.5		36.0	36.0		17.0	77.5		60.5	60.5	
Total Split (%)	7.9%	32.8%		24.8%	24.8%		11.7%	53.4%		41.7%	41.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	42.0	42.0			30.5		72.0	72.0		55.0	55.0	
Actuated g/C Ratio	0.34	0.34			0.24		0.58	0.58		0.44	0.44	
v/c Ratio	0.64	0.45			1.03		1.30	0.68		0.05	1.13	
Control Delay	47.7	35.6			99.0		196.2	22.8		21.2	106.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	47.7	35.6			99.0		196.2	22.8		21.2	106.5	
LOS	D	D			F		F	C		C	F	
Approach Delay		39.5			99.0			72.8			105.5	
Approach LOS		D			F			E			F	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	14%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	71	160			~368		~245	377		5	~811	
Queue Length 95th (ft)	103	221			#561		#248	521		9	#1001	
Internal Link Dist (ft)		892			1887			993			2381	
Turn Bay Length (ft)	180						200			50		
Base Capacity (vph)	192	566			412		217	1025		205	771	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.64	0.45			1.03		1.30	0.68		0.05	1.13	

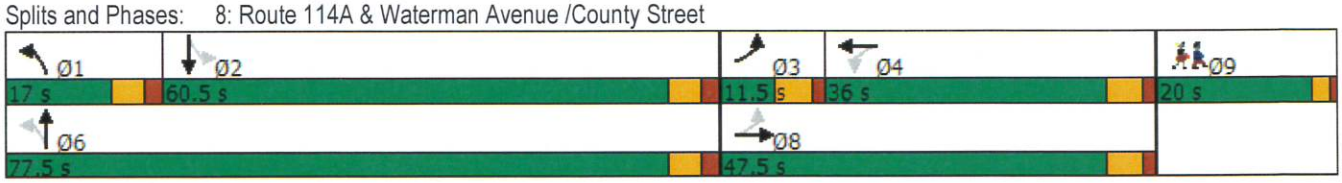
Intersection Summary

Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 125
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 83.0 Intersection LOS: F
Intersection Capacity Utilization 102.4% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Route 114A & Waterman Avenue /County Street

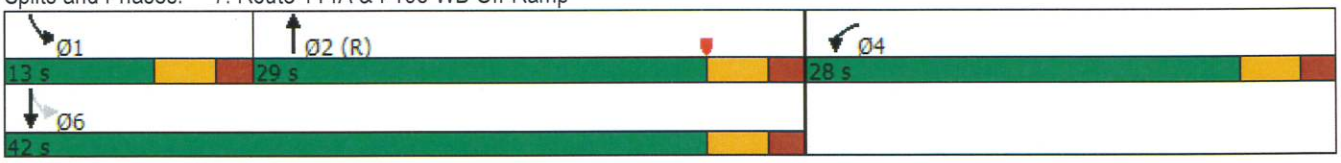


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	283	519	384	285	158	795
Future Volume (vph)	283	519	384	285	158	795
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	11	16	8	11
Storage Length (ft)	80	0		200	0	
Storage Lanes	2	1		1	0	
Taper Length (ft)	200				100	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.991
Satd. Flow (prot)	3255	1794	3261	1564	0	3325
Flt Permitted	0.950					0.764
Satd. Flow (perm)	3255	1794	3261	1564	0	2564
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		40			40
Link Distance (ft)	310		1264			301
Travel Time (s)	8.5		21.5			5.1
Peak Hour Factor	0.83	0.87	0.89	0.93	0.85	0.95
Heavy Vehicles (%)	4%	2%	7%	17%	4%	4%
Adj. Flow (vph)	341	597	431	306	186	837
Shared Lane Traffic (%)						
Lane Group Flow (vph)	341	597	431	306	0	1023
Turn Type	Prot	Free	NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		Free		Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	6.0		20.0		6.0	20.0
Minimum Split (s)	11.2		25.2		11.2	25.2
Total Split (s)	28.0		29.0		13.0	42.0
Total Split (%)	40.0%		41.4%		18.6%	60.0%
Yellow Time (s)	3.2		3.2		3.2	3.2
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.2		5.2			5.2
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Max		None	Max
Act Effct Green (s)	11.6	70.0	48.0	70.0		48.0
Actuated g/C Ratio	0.17	1.00	0.69	1.00		0.69
v/c Ratio	0.63	0.33	0.19	0.20		0.58
Control Delay	32.2	0.5	4.0	0.3		5.6
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	32.2	0.5	4.0	0.3		5.6
LOS	C	A	A	A		A
Approach Delay	12.0		2.4			5.6
Approach LOS	B		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	71	0	24	0		71
Queue Length 95th (ft)	94	0	45	0		103
Internal Link Dist (ft)	230		1184			221
Turn Bay Length (ft)	80			200		
Base Capacity (vph)	1060	1794	2234	1564		1756
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.32	0.33	0.19	0.20		0.58

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 37 (53%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Route 114A & I-195 WB Off-Ramp

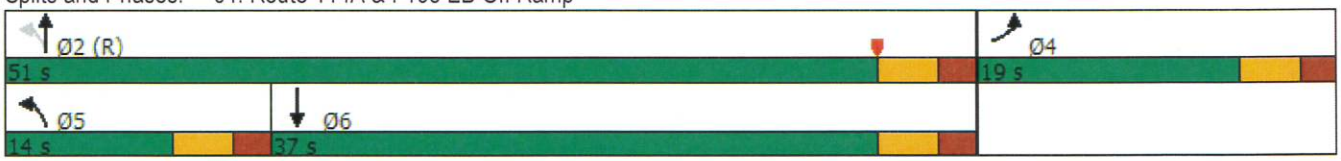


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	78	414	167	594	680	418
Future Volume (vph)	78	414	167	594	680	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	16	8	12	12	16
Storage Length (ft)	0	200	0			200
Storage Lanes	1	1	0			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950			0.989		
Satd. Flow (prot)	1594	1727	0	3327	3471	1727
Flt Permitted	0.950			0.660		
Satd. Flow (perm)	1594	1727	0	2220	3471	1727
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			40	40	
Link Distance (ft)	858			787	1264	
Travel Time (s)	23.4			13.4	21.5	
Peak Hour Factor	0.85	0.89	0.90	0.95	0.87	0.83
Heavy Vehicles (%)	17%	6%	5%	8%	4%	6%
Adj. Flow (vph)	92	465	186	625	782	504
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	465	0	811	782	504
Turn Type	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	11.2		11.2	25.2	25.2	
Total Split (s)	19.0		14.0	51.0	37.0	
Total Split (%)	27.1%		20.0%	72.9%	52.9%	
Yellow Time (s)	3.2		3.2	3.2	3.2	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.2			-2.2	-2.2	
Total Lost Time (s)	3.0			3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	Max	
Act Effct Green (s)	10.8	70.0		56.0	56.0	70.0
Actuated g/C Ratio	0.15	1.00		0.80	0.80	1.00
v/c Ratio	0.37	0.27		0.46	0.28	0.29
Control Delay	30.3	0.4		4.3	1.9	0.4
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	30.3	0.4		4.3	1.9	0.4
LOS	C	A		A	A	A
Approach Delay	5.3			4.3	1.3	
Approach LOS	A			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	36	0		48	23	0
Queue Length 95th (ft)	68	0		101	38	0
Internal Link Dist (ft)	778			707	1184	
Turn Bay Length (ft)		200				200
Base Capacity (vph)	364	1727		1776	2777	1727
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.25	0.27		0.46	0.28	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 43 (61%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 3.1		Intersection LOS: A	
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 54: Route 114A & I-195 EB Off Ramp



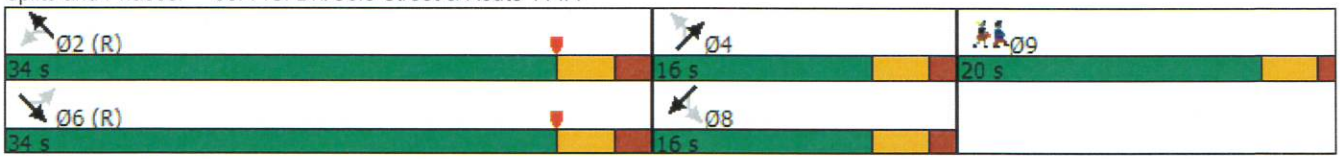
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	31	739	11	18	804	28	9	1	14	90	0	54
Future Volume (vph)	31	739	11	18	804	28	9	1	14	90	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	11	8	8	11	8	8	15	8	8	15	8
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.993			0.939			0.938	
Flt Protected		0.998			0.998			0.976			0.974	
Satd. Flow (prot)	0	3326	0	0	3329	0	0	1915	0	0	1899	0
Flt Permitted		0.878			0.911			0.809			0.824	
Satd. Flow (perm)	0	2926	0	0	3039	0	0	1588	0	0	1607	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			20			30	
Link Distance (ft)		122			452			242			96	
Travel Time (s)		2.1			7.7			8.3			2.2	
Peak Hour Factor	0.75	0.92	0.25	0.63	0.93	0.61	0.25	0.25	0.42	0.83	0.25	0.58
Heavy Vehicles (%)	8%	4%	0%	0%	4%	4%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	41	803	44	29	865	46	36	4	33	108	0	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	888	0	0	940	0	0	73	0	0	201	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		15.0	15.0		15.0	15.0	
Total Split (s)	34.0	34.0		34.0	34.0		16.0	16.0		16.0	16.0	
Total Split (%)	48.6%	48.6%		48.6%	48.6%		22.9%	22.9%		22.9%	22.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		46.6			46.6			13.9			13.9	
Actuated g/C Ratio		0.67			0.67			0.20			0.20	
v/c Ratio		0.46			0.46			0.23			0.63	
Control Delay		7.0			6.0			24.4			34.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.0			6.0			24.4			34.6	
LOS		A			A			C			C	
Approach Delay		7.0			6.0			24.4			34.6	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		84			66			26			79	
Queue Length 95th (ft)		125			95			15			33	
Internal Link Dist (ft)		42			372			162			16	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	29%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)												
Base Capacity (vph)		1948			2023			325			329	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.46			0.22			0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 45 (64%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 58: F.S. Dr./Cole Street & Route 114A



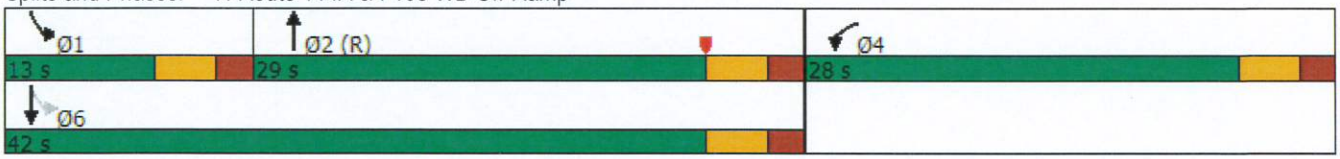


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	283	519	384	285	158	795
Future Volume (vph)	283	519	384	285	158	795
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	11	16	12	12
Storage Length (ft)	80	0		200	250	
Storage Lanes	2	1		1	0	
Taper Length (ft)	200				100	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.991
Satd. Flow (prot)	3255	1794	3261	1564	0	3440
Flt Permitted	0.950					0.764
Satd. Flow (perm)	3255	1794	3261	1564	0	2652
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		40			40
Link Distance (ft)	302		1268			302
Travel Time (s)	8.2		21.6			5.1
Peak Hour Factor	0.83	0.87	0.89	0.93	0.85	0.95
Heavy Vehicles (%)	4%	2%	7%	17%	4%	4%
Adj. Flow (vph)	341	597	431	306	186	837
Shared Lane Traffic (%)						
Lane Group Flow (vph)	341	597	431	306	0	1023
Turn Type	Prot	Free	NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		Free		Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	6.0		20.0		6.0	20.0
Minimum Split (s)	11.2		25.2		11.2	25.2
Total Split (s)	28.0		29.0		13.0	42.0
Total Split (%)	40.0%		41.4%		18.6%	60.0%
Yellow Time (s)	3.2		3.2		3.2	3.2
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.2		5.2			5.2
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Max		None	Max
Act Effct Green (s)	11.6	70.0	48.0	70.0		48.0
Actuated g/C Ratio	0.17	1.00	0.69	1.00		0.69
v/c Ratio	0.63	0.33	0.19	0.20		0.56
Control Delay	32.2	0.5	4.0	0.3		5.3
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	32.2	0.5	4.0	0.3		5.3
LOS	C	A	A	A		A
Approach Delay	12.0		2.4			5.3
Approach LOS	B		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	71	0	24	0		42
Queue Length 95th (ft)	94	0	45	0		125
Internal Link Dist (ft)	222		1188			222
Turn Bay Length (ft)	80			200		
Base Capacity (vph)	1060	1794	2234	1564		1816
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.32	0.33	0.19	0.20		0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 37 (53%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Route 114A & I-195 WB Off-Ramp

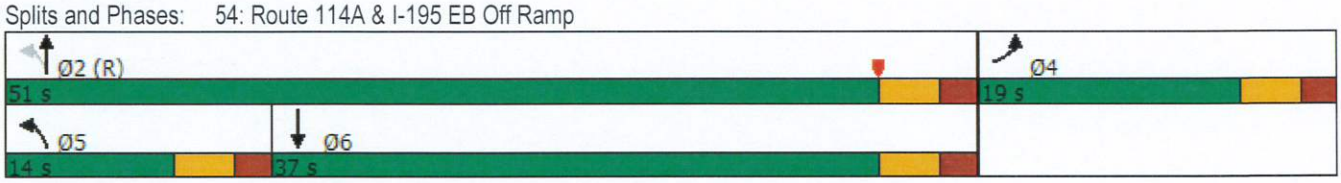


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	78	414	167	594	680	418
Future Volume (vph)	78	414	167	594	680	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	16	8	12	12	16
Storage Length (ft)	0	200	0			200
Storage Lanes	1	1	0			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950			0.989		
Satd. Flow (prot)	1594	1727	0	3327	3471	1727
Flt Permitted	0.950			0.660		
Satd. Flow (perm)	1594	1727	0	2220	3471	1727
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			40	40	
Link Distance (ft)	858			787	1268	
Travel Time (s)	23.4			13.4	21.6	
Peak Hour Factor	0.85	0.89	0.90	0.95	0.87	0.83
Heavy Vehicles (%)	17%	6%	5%	8%	4%	6%
Adj. Flow (vph)	92	465	186	625	782	504
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	465	0	811	782	504
Turn Type	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	11.2		11.2	25.2	25.2	
Total Split (s)	19.0		14.0	51.0	37.0	
Total Split (%)	27.1%		20.0%	72.9%	52.9%	
Yellow Time (s)	3.2		3.2	3.2	3.2	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.2			-2.2	-2.2	
Total Lost Time (s)	3.0			3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	Max	
Act Effct Green (s)	10.8	70.0		56.0	56.0	70.0
Actuated g/C Ratio	0.15	1.00		0.80	0.80	1.00
v/c Ratio	0.37	0.27		0.46	0.28	0.29
Control Delay	30.3	0.4		4.3	1.7	0.4
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	30.3	0.4		4.3	1.7	0.4
LOS	C	A		A	A	A
Approach Delay	5.3			4.3	1.2	
Approach LOS	A			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	36	0		48	22	0
Queue Length 95th (ft)	68	0		101	30	0
Internal Link Dist (ft)	778			707	1188	
Turn Bay Length (ft)		200				200
Base Capacity (vph)	364	1727		1776	2777	1727
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.25	0.27		0.46	0.28	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 43 (61%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 3.0		Intersection LOS: A	
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 54: Route 114A & I-195 EB Off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	199	193	44	225	34	75	891	41	3	733	132
Future Volume (vph)	190	199	193	44	225	34	75	891	41	3	733	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	8	8	12	8	11	12	8	11	12	8
Storage Length (ft)	180		0	0		0	200		0	50		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	100			50			100			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.918			0.976			0.994			0.980	
Flt Protected	0.950				0.989		0.950			0.950		
Satd. Flow (prot)	1745	1702	0	0	1803	0	1694	1851	0	1745	1810	0
Flt Permitted	0.285				0.363		0.081			0.091		
Satd. Flow (perm)	523	1702	0	0	662	0	144	1851	0	167	1810	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		972			1967			1073			2461	
Travel Time (s)		22.1			44.7			20.9			47.9	
Peak Hour Factor	0.38	0.63	0.50	0.25	0.50	0.25	0.58	0.64	0.75	0.25	0.65	0.75
Heavy Vehicles (%)	0%	3%	2%	0%	2%	3%	3%	2%	3%	0%	3%	2%
Adj. Flow (vph)	500	316	386	176	450	136	129	1392	55	12	1128	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	500	702	0	0	762	0	129	1447	0	12	1304	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	53.5		42.5	42.5		11.5	51.5		39.5	39.5	
Total Split (s)	12.0	69.0		57.0	57.0		11.5	61.0		49.5	49.5	
Total Split (%)	8.0%	46.0%		38.0%	38.0%		7.7%	40.7%		33.0%	33.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	63.5	63.5			51.5		55.5	55.5		44.0	44.0	
Actuated g/C Ratio	0.49	0.49			0.40		0.43	0.43		0.34	0.34	
v/c Ratio	1.58	0.84			2.91		0.97	1.83		0.21	2.13	
Control Delay	301.7	40.2			887.3		99.4	405.2		42.3	538.7	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	301.7	40.2			887.3		99.4	405.2		42.3	538.7	
LOS	F	D			F		F	F		D	F	
Approach Delay		149.0			887.3			380.1			534.2	
Approach LOS		F			F			F			F	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	13%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

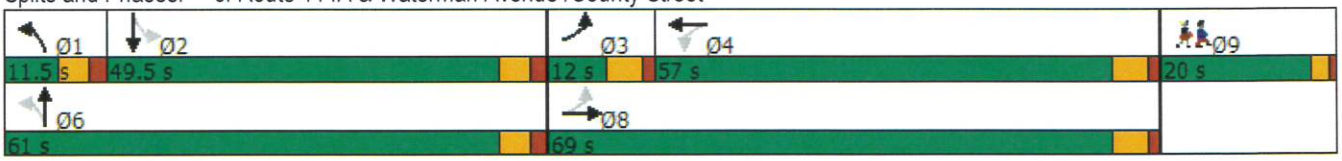
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~506	502			~900		67	~1842		7	~1747	
Queue Length 95th (ft)	131	377			#648		68	#1299		7	#1304	
Internal Link Dist (ft)		892			1887			993			2381	
Turn Bay Length (ft)	180						200			50		
Base Capacity (vph)	316	831			262		133	790		56	612	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	1.58	0.84			2.91		0.97	1.83		0.21	2.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 130			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.91			
Intersection Signal Delay: 444.2		Intersection LOS: F	
Intersection Capacity Utilization 114.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Route 114A & Waterman Avenue /County Street

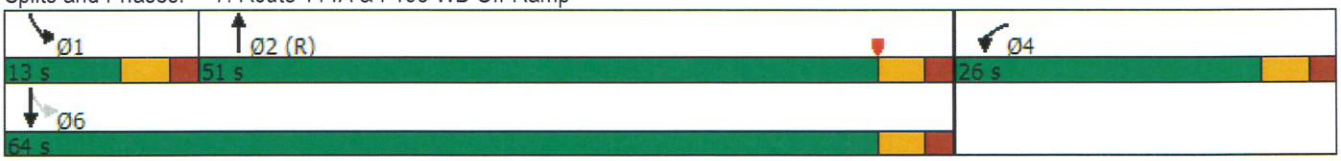


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	454	653	667	270	76	977
Future Volume (vph)	454	653	667	270	76	977
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	11	16	12	12
Storage Length (ft)	80	0		200	250	
Storage Lanes	2	1		1	0	
Taper Length (ft)	200				100	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.996
Satd. Flow (prot)	3351	1794	3455	1794	0	3517
Flt Permitted	0.950					0.812
Satd. Flow (perm)	3351	1794	3455	1794	0	2867
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		40			40
Link Distance (ft)	302		1268			302
Travel Time (s)	8.2		21.6			5.1
Peak Hour Factor	0.85	0.91	0.95	0.90	0.81	0.92
Heavy Vehicles (%)	1%	2%	1%	2%	5%	2%
Adj. Flow (vph)	534	718	702	300	94	1062
Shared Lane Traffic (%)						
Lane Group Flow (vph)	534	718	702	300	0	1156
Turn Type	Prot	Free	NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		Free		Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	6.0		20.0		6.0	20.0
Minimum Split (s)	11.2		25.2		11.2	25.2
Total Split (s)	26.0		51.0		13.0	64.0
Total Split (%)	28.9%		56.7%		14.4%	71.1%
Yellow Time (s)	3.2		3.2		3.2	3.2
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.2		5.2			5.2
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Max		None	Max
Act Effct Green (s)	18.0	90.0	61.6	90.0		61.6
Actuated g/C Ratio	0.20	1.00	0.68	1.00		0.68
v/c Ratio	0.80	0.40	0.30	0.17		0.59
Control Delay	43.7	0.7	4.8	0.2		7.4
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	43.7	0.7	4.8	0.2		7.4
LOS	D	A	A	A		A
Approach Delay	19.0		3.4			7.4
Approach LOS	B		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	148	0	55	0		97
Queue Length 95th (ft)	185	0	81	0		163
Internal Link Dist (ft)	222		1188			222
Turn Bay Length (ft)	80			200		
Base Capacity (vph)	774	1794	2365	1794		1963
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.69	0.40	0.30	0.17		0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 7 (8%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Route 114A & I-195 WB Off-Ramp



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	194	460	321	721	893	550
Future Volume (vph)	194	460	321	721	893	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	16	12	12	12	16
Storage Length (ft)	0	200	0			200
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1743	1752	1881	3539	1794
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	1829	1743	367	1881	3539	1794
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			40	40	
Link Distance (ft)	858			787	1268	
Travel Time (s)	23.4			13.4	21.6	
Peak Hour Factor	0.94	0.91	0.83	0.95	0.92	0.93
Heavy Vehicles (%)	2%	5%	3%	1%	2%	2%
Adj. Flow (vph)	206	505	387	759	971	591
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	505	387	759	971	591
Turn Type	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	11.2		11.2	25.2	25.2	
Total Split (s)	22.0		14.0	68.0	54.0	
Total Split (%)	24.4%		15.6%	75.6%	60.0%	
Yellow Time (s)	3.2		3.2	3.2	3.2	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.2		0.0	-2.2	-2.2	
Total Lost Time (s)	3.0		5.2	3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	Max	
Act Effct Green (s)	15.9	90.0	65.9	68.1	51.2	90.0
Actuated g/C Ratio	0.18	1.00	0.73	0.76	0.57	1.00
v/c Ratio	0.64	0.29	0.86	0.53	0.48	0.33
Control Delay	43.3	0.4	31.0	6.6	12.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	0.4	31.0	6.6	12.3	0.4
LOS	D	A	C	A	B	A
Approach Delay	12.9			14.8	7.8	
Approach LOS	B			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	109	0	74	146	175	0
Queue Length 95th (ft)	175	0	#168	249	196	0
Internal Link Dist (ft)	778			707	1188	
Turn Bay Length (ft)		200				200
Base Capacity (vph)	386	1743	449	1423	2012	1794
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.29	0.86	0.53	0.48	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 17 (19%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 54: Route 114A & I-195 EB Off Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	74	892	10	15	999	149	10	1	15	53	0	38
Future Volume (vph)	74	892	10	15	999	149	10	1	15	53	0	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	11	8	8	11	8	8	15	8	8	15	8
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.978			0.945			0.941	
Flt Protected		0.996			0.999			0.974			0.973	
Satd. Flow (prot)	0	3387	0	0	3349	0	0	1924	0	0	1889	0
Flt Permitted		0.696			0.921			0.769			0.820	
Satd. Flow (perm)	0	2367	0	0	3087	0	0	1519	0	0	1592	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			20			25	
Link Distance (ft)		122			452			242			96	
Travel Time (s)		2.4			8.8			8.3			2.6	
Peak Hour Factor	0.79	0.96	0.25	0.63	0.92	0.79	0.25	0.25	0.50	0.84	0.25	0.77
Heavy Vehicles (%)	3%	2%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%
Adj. Flow (vph)	94	929	40	24	1086	189	40	4	30	63	0	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1063	0	0	1299	0	0	74	0	0	112	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		15.0	15.0		15.0	15.0	
Total Split (s)	55.0	55.0		55.0	55.0		15.0	15.0		15.0	15.0	
Total Split (%)	61.1%	61.1%		61.1%	61.1%		16.7%	16.7%		16.7%	16.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		72.7			72.7			10.9			11.1	
Actuated g/C Ratio		0.81			0.81			0.12			0.12	
v/c Ratio		0.56			0.52			0.40			0.57	
Control Delay		5.6			3.0			42.5			48.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.6			3.0			42.5			48.6	
LOS		A			A			D			D	
Approach Delay		5.6			3.0			42.5			48.6	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)		108			75			39			60	
Queue Length 95th (ft)		158			60			21			29	
Internal Link Dist (ft)		42			372			162			16	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	22%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)												
Base Capacity (vph)		1913			2494			200			210	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.52			0.37			0.53	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 24 (27%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 7.2 Intersection LOS: A
Intersection Capacity Utilization 80.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 58: F.S. Dr./Cole Street & Route 114A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	454	653	667	270	76	977
Future Volume (vph)	454	653	667	270	76	977
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	11	16	12	12
Storage Length (ft)	80	0		200	250	
Storage Lanes	2	1		1	0	
Taper Length (ft)	200				100	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.996
Satd. Flow (prot)	3351	1794	3455	1794	0	3517
Flt Permitted	0.950					0.812
Satd. Flow (perm)	3351	1794	3455	1794	0	2867
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		40			40
Link Distance (ft)	302		1268			302
Travel Time (s)	8.2		21.6			5.1
Peak Hour Factor	0.85	0.91	0.95	0.90	0.81	0.92
Heavy Vehicles (%)	1%	2%	1%	2%	5%	2%
Adj. Flow (vph)	534	718	702	300	94	1062
Shared Lane Traffic (%)						
Lane Group Flow (vph)	534	718	702	300	0	1156
Turn Type	Prot	Free	NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		Free		Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	6.0		20.0		6.0	20.0
Minimum Split (s)	11.2		25.2		11.2	25.2
Total Split (s)	26.0		51.0		13.0	64.0
Total Split (%)	28.9%		56.7%		14.4%	71.1%
Yellow Time (s)	3.2		3.2		3.2	3.2
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.2		5.2			5.2
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Max		None	Max
Act Effct Green (s)	18.0	90.0	61.6	90.0		61.6
Actuated g/C Ratio	0.20	1.00	0.68	1.00		0.68
v/c Ratio	0.80	0.40	0.30	0.17		0.59
Control Delay	43.7	0.7	5.8	0.1		9.5
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	43.7	0.7	5.8	0.1		9.5
LOS	D	A	A	A		A
Approach Delay	19.0		4.1			9.5
Approach LOS	B		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	148	0	55	0		162
Queue Length 95th (ft)	185	0	117	m0		238
Internal Link Dist (ft)	222		1188			222
Turn Bay Length (ft)	80			200		
Base Capacity (vph)	774	1794	2365	1794		1963
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.69	0.40	0.30	0.17		0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 7 (8%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: Route 114A & I-195 WB Off-Ramp





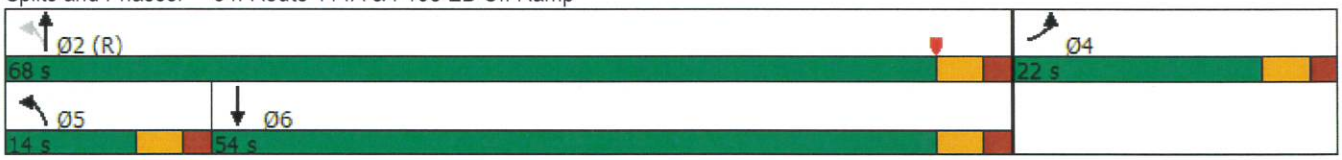
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	194	460	321	721	893	550
Future Volume (vph)	194	460	321	721	893	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	16	12	12	12	16
Storage Length (ft)	0	200	0			200
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1743	1752	1881	3539	1794
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	1829	1743	367	1881	3539	1794
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			40	40	
Link Distance (ft)	858			787	1268	
Travel Time (s)	23.4			13.4	21.6	
Peak Hour Factor	0.94	0.91	0.83	0.95	0.92	0.93
Heavy Vehicles (%)	2%	5%	3%	1%	2%	2%
Adj. Flow (vph)	206	505	387	759	971	591
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	505	387	759	971	591
Turn Type	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	11.2		11.2	25.2	25.2	
Total Split (s)	22.0		14.0	68.0	54.0	
Total Split (%)	24.4%		15.6%	75.6%	60.0%	
Yellow Time (s)	3.2		3.2	3.2	3.2	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.2		0.0	-2.2	-2.2	
Total Lost Time (s)	3.0		5.2	3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	Max	
Act Effct Green (s)	15.9	90.0	65.9	68.1	51.2	90.0
Actuated g/C Ratio	0.18	1.00	0.73	0.76	0.57	1.00
v/c Ratio	0.64	0.29	0.86	0.53	0.48	0.33
Control Delay	43.3	0.4	31.0	6.6	12.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	0.4	31.0	6.6	12.7	0.4
LOS	D	A	C	A	B	A
Approach Delay	12.9			14.8	8.0	
Approach LOS	B			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	109	0	74	146	176	0
Queue Length 95th (ft)	175	0	#168	249	206	0
Internal Link Dist (ft)	778			707	1188	
Turn Bay Length (ft)		200				200
Base Capacity (vph)	386	1743	449	1423	2012	1794
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.29	0.86	0.53	0.48	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 17 (19%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 54: Route 114A & I-195 EB Off Ramp



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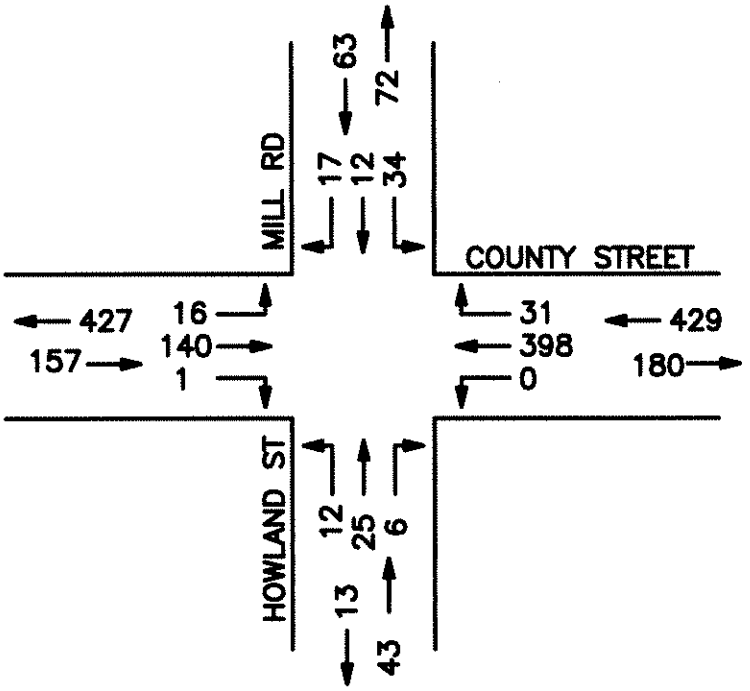
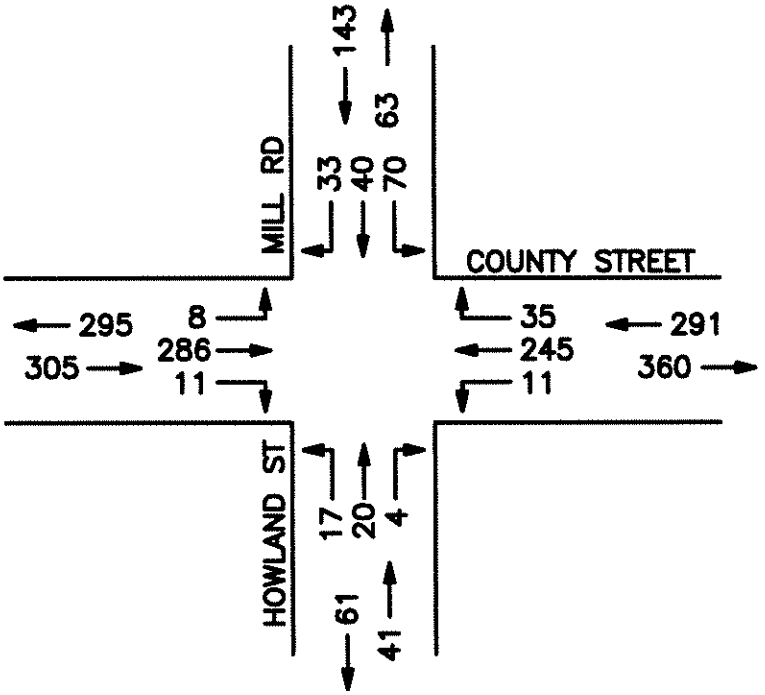
2028 NO-BUILD
TRAFFIC VOLUMES

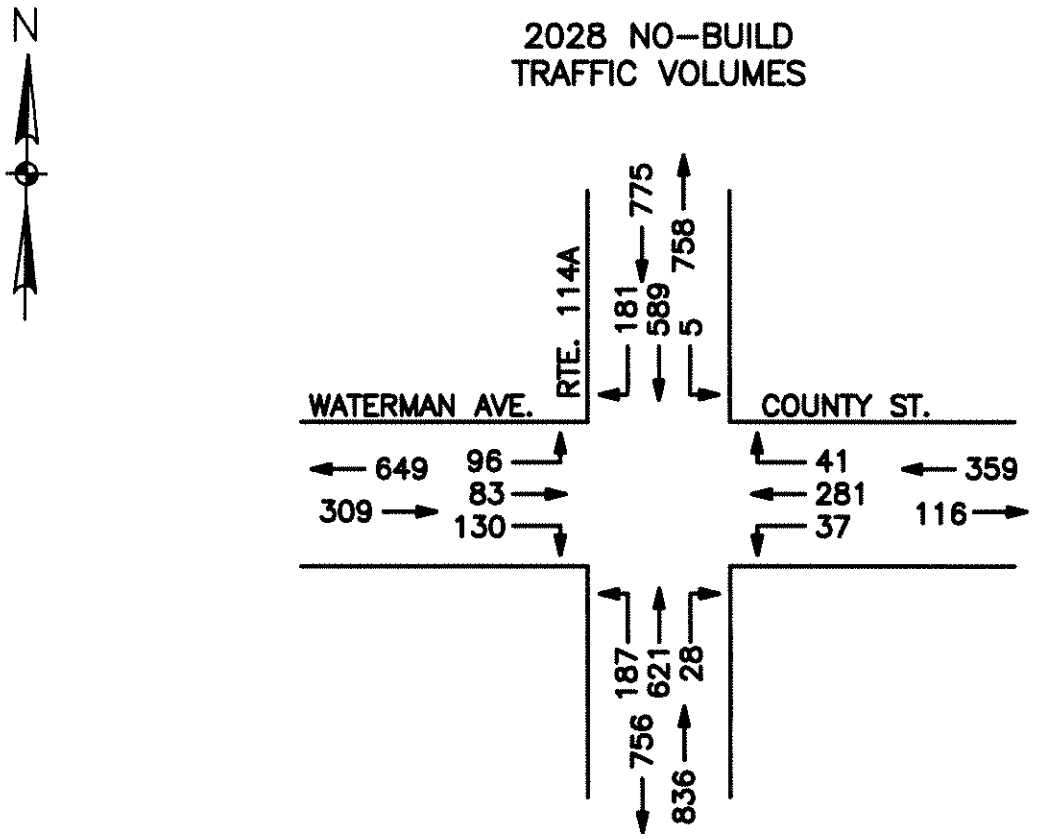


MORNING PEAK HOUR
7:30 - 8:30 AM

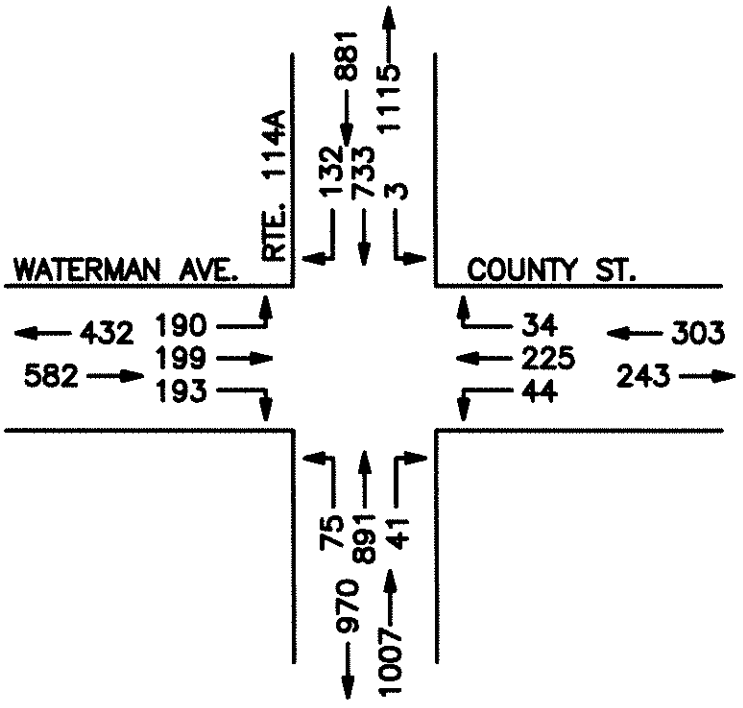


AFTERNOON PEAK HOUR
4:15 - 5:15 PM

2028 NO-BUILD TRAFFIC VOLUMES



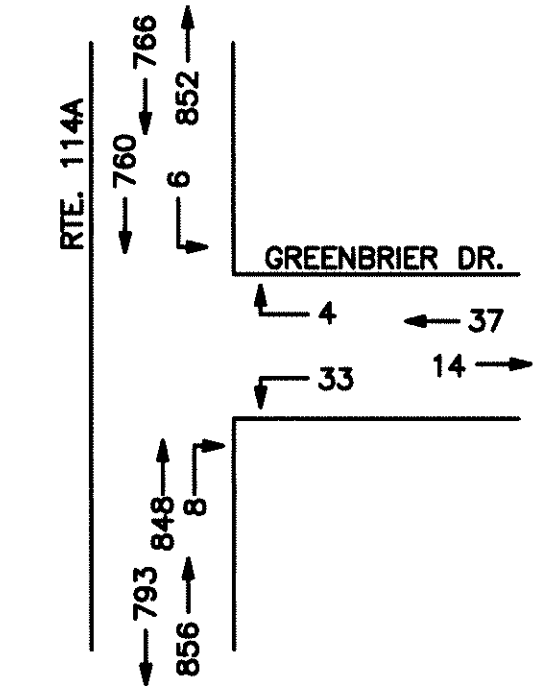
MORNING PEAK HOUR
7:15 - 8:15 AM



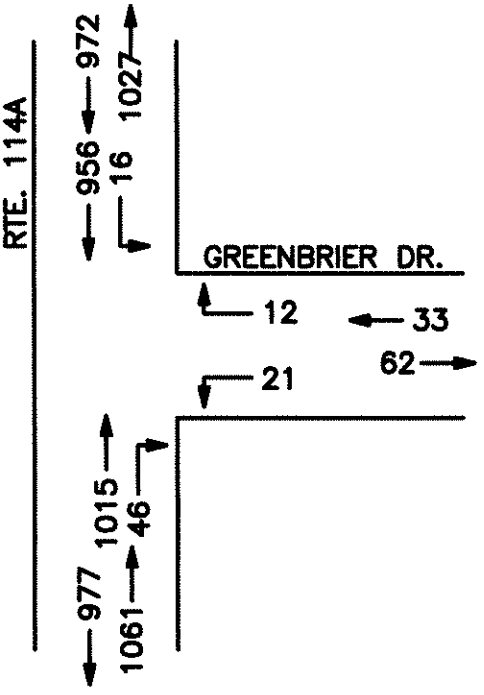
AFTERNOON PEAK HOUR
4:30 - 5:30 PM

N

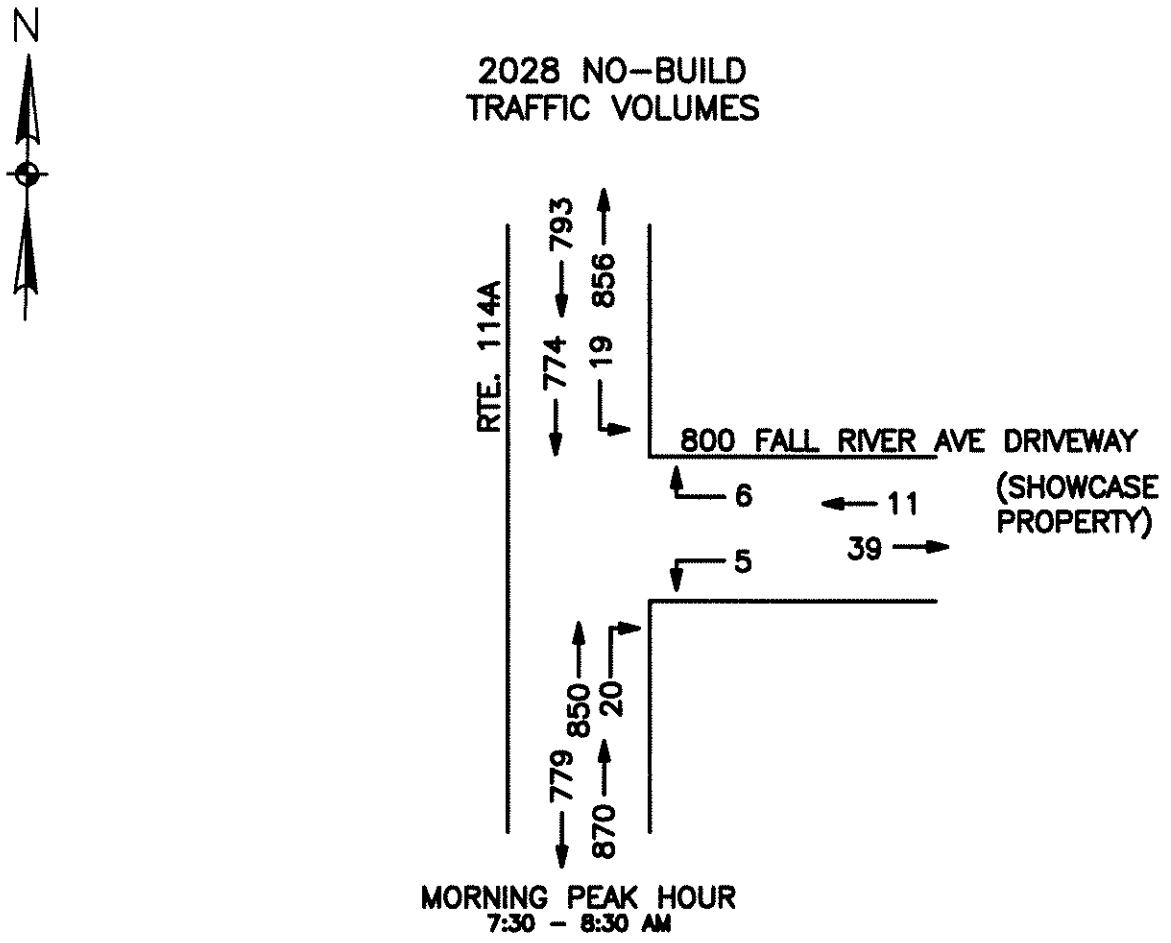
2028 NO-BUILD
TRAFFIC VOLUMES



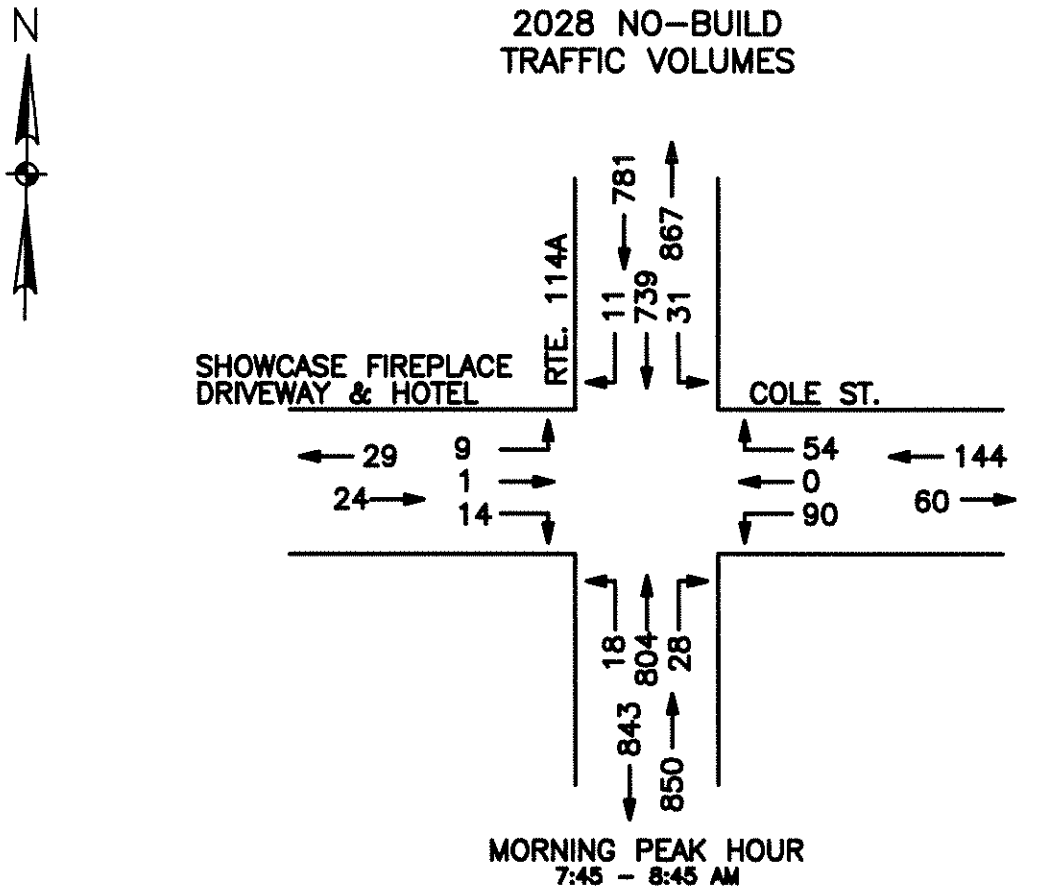
MORNING PEAK HOUR
7:30 - 8:30 AM



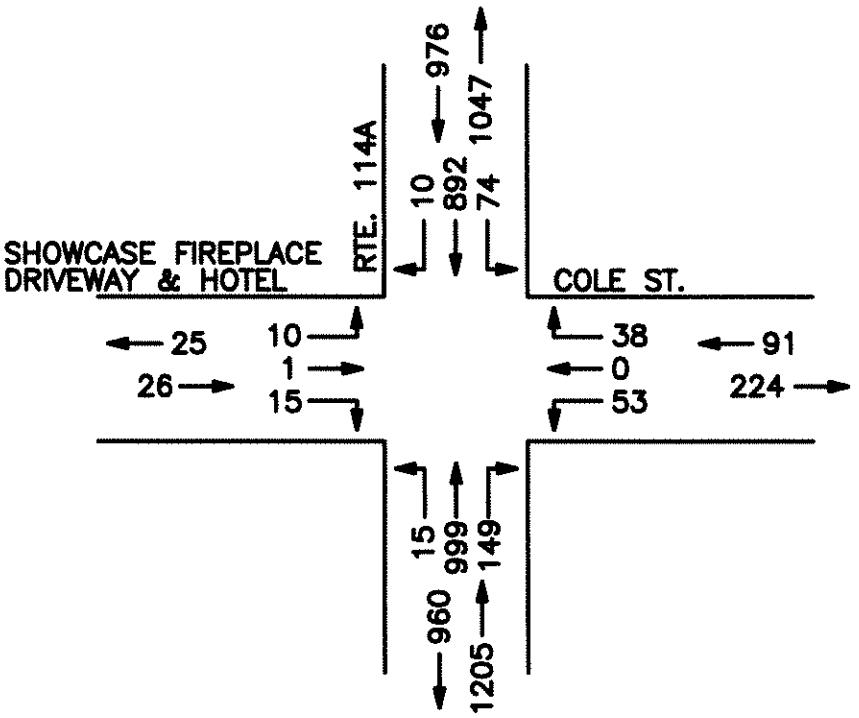
AFTERNOON PEAK HOUR
4:15 - 5:15 PM


N
2028 NO-BUILD
TRAFFIC VOLUMES
RTE. 114A
793
856
774
19
800 FALL RIVER AVE DRIVEWAY
6
11
(SHOWCASE
PROPERTY)
39
5
850
20
779
870
MORNING PEAK HOUR
7:30 - 8:30 AM
RTE. 114A
977
1061
969
8
800 FALL RIVER AVE DRIVEWAY
21
41
(SHOWCASE
PROPERTY)
16
20
1040
8
989
1048
AFTERNOON PEAK HOUR
4:15 - 5:15 PM

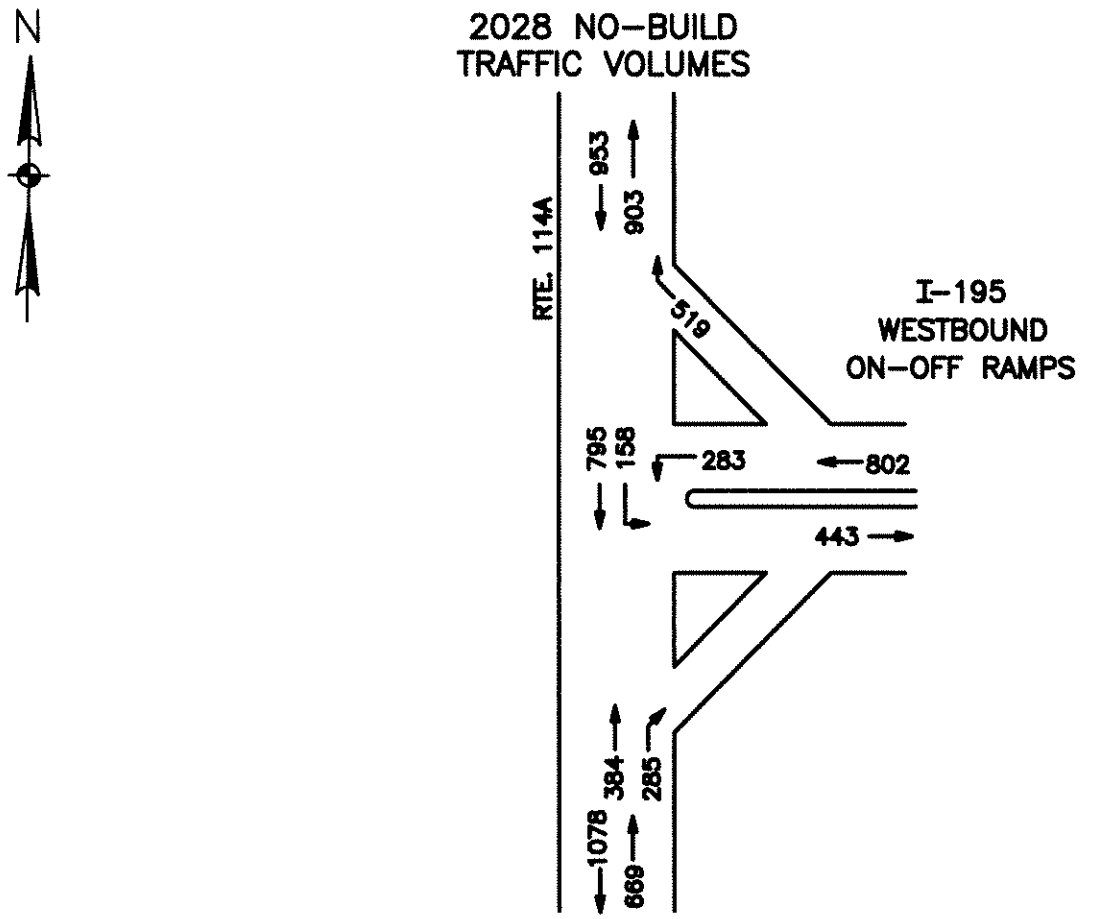
2028 NO-BUILD
TRAFFIC VOLUMES

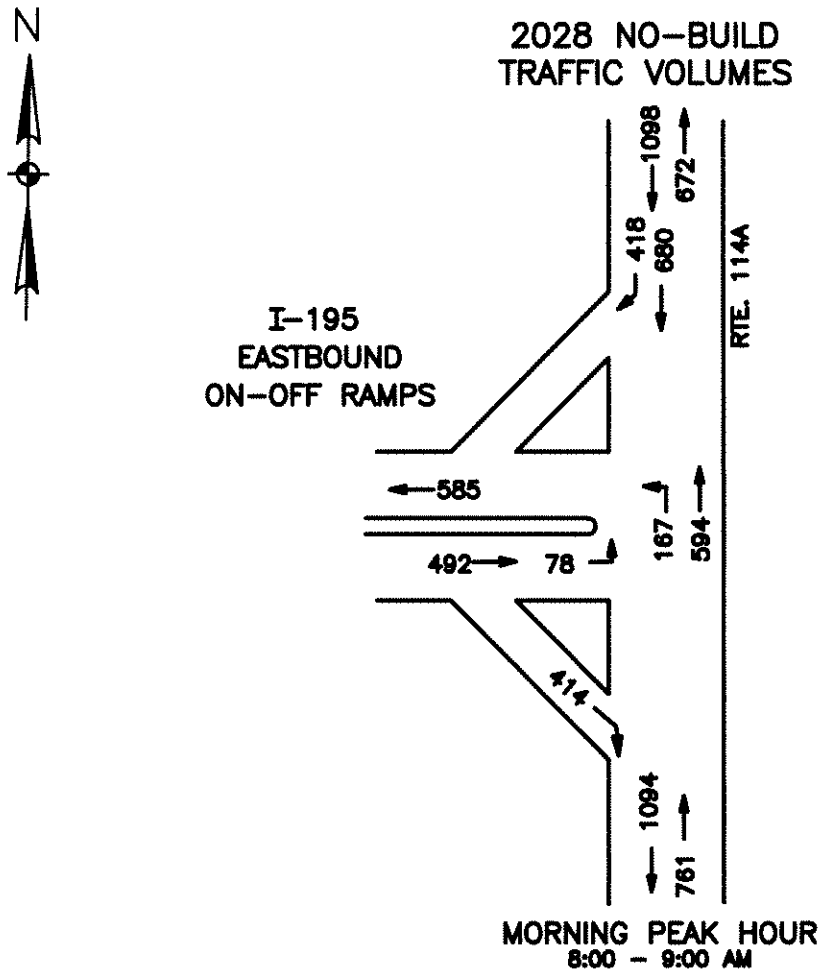


MORNING PEAK HOUR
7:45 - 8:45 AM



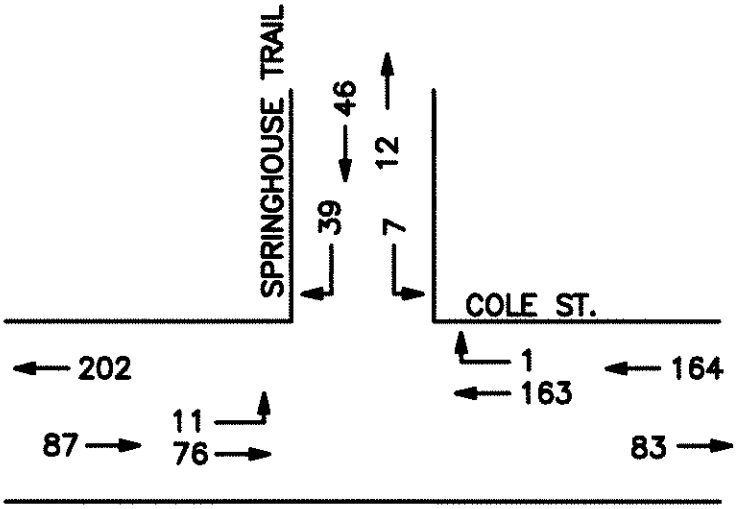
AFTERNOON PEAK HOUR
4:45 - 5:45 PM


N
2028 NO-BUILD
TRAFFIC VOLUMES
RTE. 114A
953
903
519
I-195
WESTBOUND
ON-OFF RAMPS
795
158
283
802
443
384
285
1078
669
MORNING PEAK HOUR
7:45 - 8:45 AM
1053
1320
670
977
76
454
1107
347
867
270
1431
937
AFTERNOON PEAK HOUR
4:15 - 5:15 PM

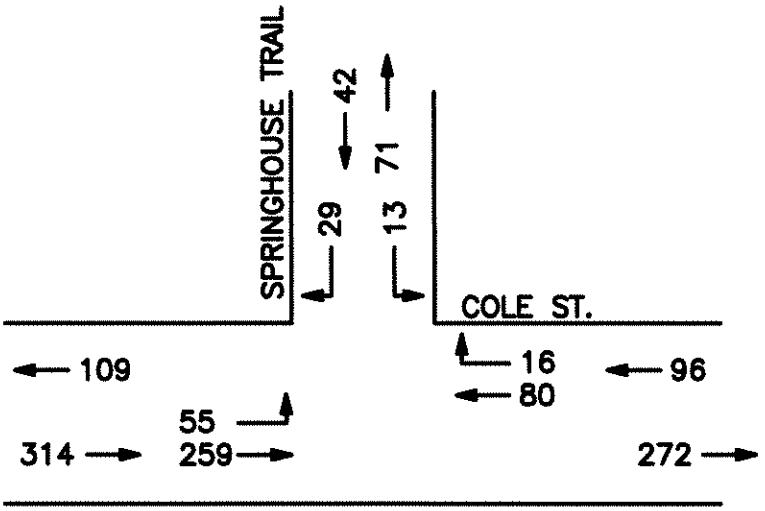

N
2028 NO-BUILD
TRAFFIC VOLUMES
I-195
EASTBOUND
ON-OFF RAMPS
RTE. 114A
1098
672
418
680
585
167
594
492
78
414
1094
761
MORNING PEAK HOUR
8:00 - 9:00 AM
1443
915
550
893
871
321
721
654
194
480
1353
1042
AFTERNOON PEAK HOUR
4:15 - 5:15 PM

N

2028 NO-BUILD
TRAFFIC VOLUMES



MORNING PEAK HOUR
7:45 - 8:45 AM



AFTERNOON PEAK HOUR
4:45 - 5:45 PM

Table 12 CAPACITY ANALYSES SUMMARY – 2028 BUILD CONDITIONS

Unsignalized Intersections

Location	Peak Period	Movements[1]	Demand[2]	V/C[3]	Delay[4]	LOS[5]	95% QUEUE[6]	Approach Delay[7] - LOS
County Street at Howland Street & Mill Road	AM	NB	43	0.12	15.6	C	0.4	**NB = 15.6 - C**
		SB	63	0.21	18.9	C	0.8	**SB = 18.9 - C**
		EB L/TR	16/141	0.02	8.3	A	0.0	EB = 1.0
		WB L/TR	0/429	0.00	7.5	A	0.0	WB = 0.0
	PM	NB	41	0.13	17.3	C	0.4	**NB = 17.3 - C**
		SB	143	0.47	25.1	C	1.9	**SB = 25.1 - C**
		EB L/TR	11/280	0.01	7.9	A	0.0	EB = 0.3
		WB L/TR	8/297	0.01	7.9	A	0.0	WB = 0.4
Fall River Avenue (Rte. 114A) at Greenbrier Drive	AM	NB T/R	871	-	-	-	-	-
		SB L/T	6/765	0.01	9.7	A	0.0	SB = 0.1
		WB L/R	37	0.30	46.2	E	1.2	**WB = 46.2 - E**
	PM	NB T/R	1,075	-	-	-	-	-
		SB L/T	16/977	0.03	11.1	B	0.1	SB = 0.2
		WB L/R	33	0.47	89.7	F	1.9	**WB = 89.7 - F**
Fall River Avenue (Rte. 114A) at 800 F.R.A. DRIVEWAY	AM	NB T/R	885	-	-	-	-	-
		SB L/T	19/779	0.03	10.2	B	0.1	SB = 0.8
		WB L/R	11	0.09	34.6	D	0.3	**WB = 34.6 - D**
	PM	NB T/R	1,062	-	-	-	-	-
		SB L/T	8/990	0.01	11.0	B	0.0	SB = 0.5
		WB L/R	41	0.58	102.4	F	2.5	**WB = 102.4 - F**
Cole Street at Springhouse Trail	AM	SB L/R	46	0.06	9.5	A	0.2	**SB = 9.5 - A**
		EB L/T	11/91	0.01	7.6	A	0.0	SB = 0.9
		WB T/R	169	-	-	-	-	-
	PM	SB L/R	42	0.06	10.0	B	0.2	**SB = 10.0 - B**
		EB L/T	55/273	0.04	7.6	A	0.1	SB = 1.6
		WB T/R	118	-	-	-	-	-
Cole Street at Proposed Driveway	AM	SB L/R	60	0.08	10.1	B	0.3	**SB = 10.1 - B**
		EB L/T	16/87	0.01	7.7	A	0.0	SB = 1.3
		WB T/R	207	-	-	-	-	-
	PM	SB L/R	54	0.08	10.3	B	0.3	**SB = 10.3 - B**
		EB L/T	63/315	0.05	7.6	A	0.1	SB = 1.6
		WB T/R	131	-	-	-	-	-

Source: Highway Capacity software using the procedures in the 2016 Highway Capacity Manual for Two-Way Stop Control.

1. L= Left-turn movement, T= Through movement, R = Right-turn movement
2. Demand = Demand of critical movement, expressed in vehicles per hour
3. V/C = Volume to Capacity Ratio
4. Delay = Control Delay expressed in seconds per vehicle
5. LOS = Level of Service
6. 95% Queue Length (veh)
7. Approach Delay (s/veh)

HCS7 Two-Way Stop-Control Report

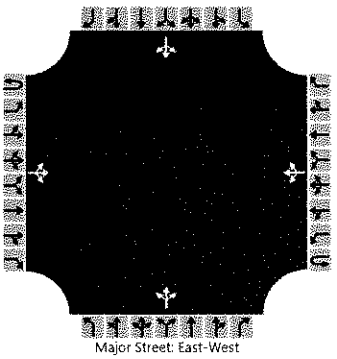
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/20/2021
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	2028 Build Conditions

Site Information

Intersection	Howland, Mill & County St
Jurisdiction	Seekonk, MA
East/West Street	County St
North/South Street	Howland St/Mill Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		16	140	1		0	398	31		12	25	6		34	12	17
Percent Heavy Vehicles (%)		0				0				0	0	0		4	0	8
Proportion Time Blocked																
Percent Grade (%)										1				6		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.30	6.70	6.30		8.34	7.70	6.88
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.54	4.00	3.37

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18				0					47				69	
Capacity, c (veh/h)		1101				1438					388				327	
v/c Ratio		0.02				0.00					0.12				0.21	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.4				0.8	
Control Delay (s/veh)		8.3				7.5					15.6				18.9	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)		1.0				0.0				15.6				18.9		
Approach LOS										C				C		

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HCS7 Two-Way Stop-Control Report

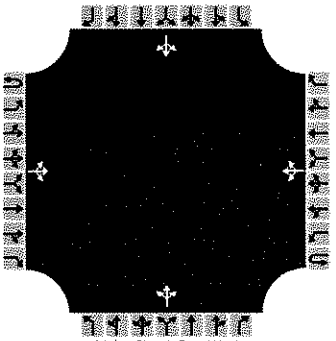
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/20/2021
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	2028 Build Conditions

Site Information

Intersection	Howland, Mill & County St
Jurisdiction	Seekonk, MA
East/West Street	County St
North/South Street	Howland St/Mill Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	286	11		11	245	35		17	20	4		70	40	33
Percent Heavy Vehicles (%)		0				0				8	0	0		4	0	4
Proportion Time Blocked																
Percent Grade (%)										1				6		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.38	6.70	6.30		8.34	7.70	6.84
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.57	4.00	3.30		3.54	4.00	3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				12					45				157	
Capacity, c (veh/h)		1264				1245					337				333	
v/c Ratio		0.01				0.01					0.13				0.47	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.5				2.4	
Control Delay (s/veh)		7.9				7.9					17.3				25.1	
Level of Service (LOS)		A				A					C				D	
Approach Delay (s/veh)	0.3				0.4				17.3				25.1			
Approach LOS									C				D			

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HCS7 Two-Way Stop-Control Report

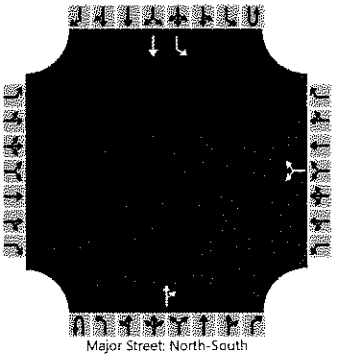
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/23/2021
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	2028 Build Conditions

Site Information

Intersection	Greenbrier Drive & 114A
Jurisdiction	Seekonk, MA
East/West Street	Greenbrier Drive
North/South Street	114A Fall River Ave
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						33		4			863	8		6	765	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)							-1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.20		6.10						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							38							6		
Capacity, c (veh/h)							124							771		
v/c Ratio							0.30							0.01		
95% Queue Length, Q_{95} (veh)							1.2							0.0		
Control Delay (s/veh)							46.2							9.7		
Level of Service (LOS)							E							A		
Approach Delay (s/veh)						46.2							0.1			
Approach LOS						E										

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HCS7 Two-Way Stop-Control Report

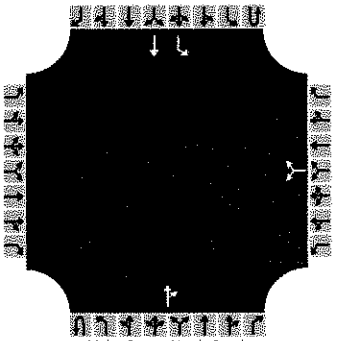
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/23/2021
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	2028 Build Conditions

Site Information

Intersection	Greenbrier Drive & 114A
Jurisdiction	Seekonk, MA
East/West Street	Greenbrier Drive
North/South Street	114A Fall River Ave
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						21		12			1029	46		16	977	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)							-1									
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.20		6.10						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							35							17		
Capacity, c (veh/h)							75							612		
v/c Ratio							0.47							0.03		
95% Queue Length, Q_{95} (veh)							1.9							0.1		
Control Delay (s/veh)							89.7							11.1		
Level of Service (LOS)							F							B		
Approach Delay (s/veh)					89.7								0.2			
Approach LOS					F											

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HCS7 Two-Way Stop-Control Report

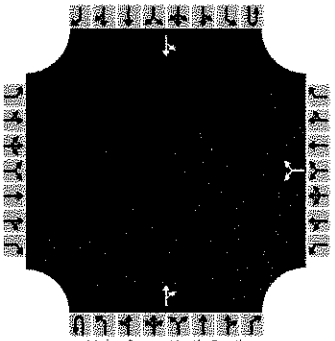
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/23/2021
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	2028 Build Conditions

Site Information

Intersection	800 F.R.A. Drive. & 114A
Jurisdiction	Seekonk, MA
East/West Street	800 F.R.A. Driveway
North/South Street	114A Fall River Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		6			865	20		19	779	
Percent Heavy Vehicles (%)						1		1						2		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							12							21		
Capacity, c (veh/h)							134							715		
v/c Ratio							0.09							0.03		
95% Queue Length, Q_{95} (veh)							0.3							0.1		
Control Delay (s/veh)							34.6							10.2		
Level of Service (LOS)							D							B		
Approach Delay (s/veh)						34.6							0.8			
Approach LOS						D										

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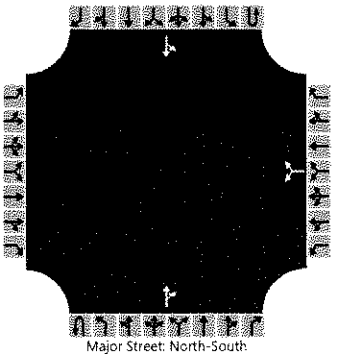
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Anna Novo	Intersection	800 F.R.A. Drive. & 114A
Agency/Co.	C&W	Jurisdiction	Seekonk, MA
Date Performed	10/23/2021	East/West Street	800 F.R.A. Driveway
Analysis Year	2028	North/South Street	114A Fall River Ave
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2028 Build Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		21			1054	8		8	990	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							45							9		
Capacity, c (veh/h)							77							609		
v/c Ratio							0.58							0.01		
95% Queue Length, Q_{95} (veh)							2.5							0.0		
Control Delay (s/veh)							102.4							11.0		
Level of Service (LOS)							F							B		
Approach Delay (s/veh)						102.4								0.5		
Approach LOS						F										

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HCS7 Two-Way Stop-Control Report

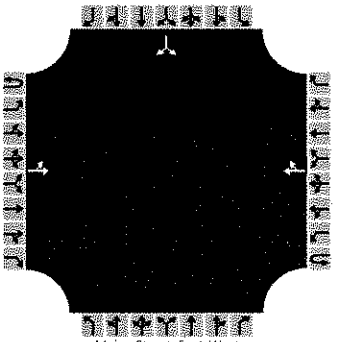
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/21/21
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	2028 Build Conditions

Site Information

Intersection	Cole St. & Springhouse Tr
Jurisdiction	Seekonk, MA
East/West Street	Cole St
North/South Street	Springhouse Trail
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		11	91				168	1						7		39
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														-3		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												5.80		5.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													51	
Capacity, c (veh/h)		1401													847	
v/c Ratio		0.01													0.06	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
Control Delay (s/veh)		7.6													9.5	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	0.9												9.5			
Approach LOS													A			

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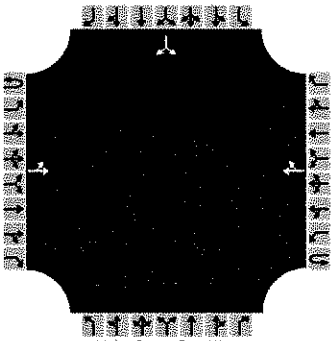
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Anna Novo	Intersection	Cole St. & Springhouse Tr
Agency/Co.	C&W	Jurisdiction	Seekonk, MA
Date Performed	10/21/21	East/West Street	Cole St
Analysis Year	2028	North/South Street	Springhouse Trail
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 Build Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		55	273				102	16						13		29
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														-3		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												5.80		5.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		60													46	
Capacity, c (veh/h)		1470													761	
v/c Ratio		0.04													0.06	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
Control Delay (s/veh)		7.6													10.0	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	1.6												10.0			
Approach LOS													B			

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HCS7 Two-Way Stop-Control Report

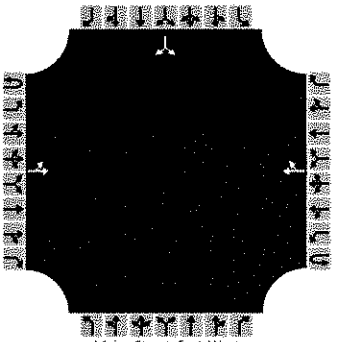
General Information

Analyst	Anna Novo
Agency/Co.	C&W
Date Performed	10/21/21
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	2028 Build Conditions

Site Information

Intersection	Cole St. & Prop. Driveway
Jurisdiction	Seekonk, MA
East/West Street	Cole St
North/South Street	Proposed Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		16	87				202	5						15		45
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														-1		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.20		6.10
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17													65	
Capacity, c (veh/h)		1356													776	
v/c Ratio		0.01													0.08	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		7.7													10.1	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	1.3												10.1			
Approach LOS													B			

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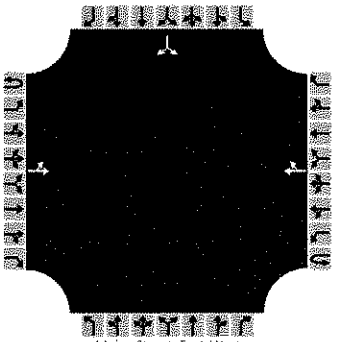
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Anna Novo	Intersection	Cole St. & Prop. Driveway
Agency/Co.	C&W	Jurisdiction	Seekonk, MA
Date Performed	10/21/21	East/West Street	Cole St
Analysis Year	2028	North/South Street	Proposed Driveway
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 Build Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		63	315				110	21						13		41
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														-1		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.20		6.10
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		68													59	
Capacity, c (veh/h)		1453													738	
v/c Ratio		0.05													0.08	
95% Queue Length, Q_{95} (veh)		0.1													0.3	
Control Delay (s/veh)		7.6													10.3	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	1.6												10.3			
Approach LOS													B			

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Table 13 CAPACITY ANALYSES SUMMARY – 2028 BUILD CONDITIONS

Signalized Intersections

Period	Location	Condition	Movements[1]	V/C[2]	Delay[3]	LOS[4]	Queue Length 50th / Queue Length 95th	Overall Approach Delay/LOS
AM PEAK HOUR	Fall River Ave. (Rte. 114) at County Street	2028 Build Traffic Volumes (Includes Current Construction Improvements & Opt. Timings)	NB L	1.35	212.7	F	~260/#260	77.8/E
			NB T/R	0.68	22.2	C	377/520	
			SB L	0.05	20.6	C	4/9	99.1/F
			SB T/R	1.11	100.0	F	~804/#996	
			EB L	0.67	51.4	D	72/104	41.4/D
			EB T/R	0.46	36.6	D	164/225	
			WB	1.07	109.8	F	~379/#573	109.8/F
		Overall Intersection		**1.35 max**	**84.7**	**F**		
PM PEAK HOUR		2028 Build Traffic Volumes (Includes Current Construction Improvements & Opt. Timings)	NB L	1.06	123.7	F	~79/#79	374.1/F
			NB T/R	1.82	398.1	F	~1,852/#1,302	
			SB L	0.21	41.7	D	7/7	527.2/F
			SB T/R	2.12	531.6	F	~1,770/#1,316	
			EB L	1.61	315.3	F	~518/133	155.5/F
			EB T/R	0.88	44.3	D	531/395	
			WB	3.34	1,081.2	F	~959/#678	1,081.2/F
		Overall Intersection		**3.34 max**	**471.1**	**F**		
AM PEAK HOUR	Fall River Ave. (Rte. 114) at I-195 WB Ramps	2028 Build Traffic Volumes, Existing Coordinated Ramp System	WB L	0.63	32.2	C	71/94	12.0/B
			WB R	0.34	0.5	A	0/0	
			NB T	0.20	4.0	A	24/45	2.4/A
			NB R	0.20	0.3	A	0/0	
			SB	0.59	8.0	A	103/185	8.0/A
		Overall Intersection		**0.63 max**	**7.9**	**A**		
PM PEAK HOUR		2028 Build Traffic Volumes, Existing Coordinated Ramp System	WB L	0.78	41.5	D	145/177	17.9/B
			WB R	0.41	0.7	A	0/0	
			NB T	0.31	6.6	A	76/118	4.7/A
			NB R	0.17	0.2	A	0/0	
			SB	0.63	10.5	B	171/269	10.5/B
		Overall Intersection		**0.78 max**	**11.5**	**B**		
AM PEAK HOUR		2028 Build Traffic Volumes, Coord. System w/Cole (Req. EIR Mitigations)	WB L	0.63	32.2	C	71/94	12.0/B
			WB R	0.34	0.5	A	0/0	
			NB T	0.20	4.0	A	24/45	2.4/A
			NB R	0.20	0.3	A	0/0	
			SB	0.59	5.4	A	68/110	5.4/A
		Overall Intersection		**0.63 max**	**6.9**	**A**		
PM PEAK HOUR		2028 Build Traffic Volumes, Coord. System w/Cole (Req. EIR Mitigations)	WB L	0.79	42.9	D	148/182	18.4/B
			WB R	0.41	0.7	A	0/0	
			NB T	0.31	5.1	A	56/84	3.6/A
			NB R	0.17	0.2	A	0/0	
			SB	0.63	7.8	B	132/176	7.8/A
		Overall Intersection		**0.79 max**	**10.4**	**B**		

Table 13 CAPACITY ANALYSES SUMMARY – 2028 BUILD CONDITIONS (Cont.)

Signalized Intersections

Period	Location	Condition	Movements[1]	V/C[2]	Delay[3]	LOS[4]	Queue Length 50th / Queue Length 95th	Overall Approach Delay/LOS
AM PEAK HOUR	Fall River Ave. (Rte. 114) at I-195 EB Ramps	2028 Build Traffic Volumes, Existing Coordinated Ramp System	EB L	0.38	30.2	C	38/70	5.5/A
			EB R	0.27	0.4	A	0/0	
			NB T/L	0.46	4.4	A	51/103	4.4/A
			SB T	0.28	2.0	A	27/43	1.4/A
			SB R	0.30	0.4	A	0/0	
		Overall Intersection		**0.46 max**	**3.2**	**A**		
PM PEAK HOUR		2028 Build Traffic Volumes, Existing Coordinated Ramp System	EB L	0.68	44.7	D	121/193	14.2/B
			EB R	0.29	0.4	A	0/0	
			NB L	0.91	38.0	D	76/#177	17.4/B
			NB T	0.54	6.9	A	158/252	
			SB T	0.48	12.7	B	190/196	8.0/A
			SB R	0.34	0.4	A	0/0	
		Overall Intersection		**0.91 max**	**12.5**	**B**		
AM PEAK HOUR		2028 Build Traffic Volumes, Coord. System w/Cole (Req. EIR Mitigations)	EB L	0.38	30.2	C	38/70	5.5/A
			EB R	0.27	0.4	A	0/0	
			NB T/L	0.46	4.4	A	51/103	4.4/A
			SB T	0.28	2.4	A	30/51	1.6/A
			SB R	0.30	0.4	A	0/0	
		Overall Intersection		**0.46 max**	**3.3**	**A**		
PM PEAK HOUR		2028 Build Traffic Volumes, Coord. System w/Cole (Req. EIR Mitigations)	EB L	0.68	44.7	D	121/193	14.2/B
			EB R	0.29	0.4	A	0/0	
			NB L	0.91	38.0	D	76/#177	17.4/B
			NB T	0.54	6.9	A	158/252	
			SB T	0.48	12.6	B	183/202	7.9/A
			SB R	0.34	0.4	A	0/0	
		Overall Intersection		**0.91 max**	**12.4**	**B**		
AM PEAK HOUR	Fall River Ave. (Rte. 114) at Cole Street	2028 Build Traffic Volumes, Coord. System w/Ramps (Req. EIR Mitigations)	SB	0.53	9.7	A	114/126	9.7/A
			NB	0.53	8.2	A	82/96	8.2/A
			EB	0.17	21.6	C	23/15	21.6/C
			WB	0.62	32.0	C	96/42	32.0/C
		Overall Intersection		**0.62 max**	**12.1**	**B**		
PM PEAK HOUR		2028 Build Traffic Volumes, Coord. System w/Ramps (Req. EIR Mitigations)	SB	0.69	9.4	A	148/218	9.0/A
			NB	0.59	3.9	A	159/210	6.5/A
			EB	0.33	37.6	D	38/20	38.5/D
			WB	0.70	52.3	D	88/38	54.7/D
		Overall Intersection		**0.70 max**	**10.0**	**A**		

Source: Synchro 10 software

1. L= Left-turn movement, T= Through movement, R = Right-turn movement
2. V/C = Volume to Capacity Ratio
3. Control Delay = expressed in seconds per vehicle
4. LOS = Level of Service
5. # = 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.
6. m = Volume for 95th percentile queue is metered by upstream signal.
7. ~ = Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	83	132	37	281	41	193	630	28	5	592	181
Future Volume (vph)	96	83	132	37	281	41	193	630	28	5	592	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	8	8	12	8	11	12	8	11	12	8
Storage Length (ft)	180		0	0		0	200		0	50		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	100			50			100			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.908			0.984			0.989			0.967	
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	1631	1686	0	0	1846	0	1728	1780	0	1396	1753	0
Flt Permitted	0.218				0.909		0.065			0.316		
Satd. Flow (perm)	374	1686	0	0	1690	0	118	1780	0	464	1753	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		972			1967			1073			2461	
Travel Time (s)		22.1			44.7			20.9			47.9	
Peak Hour Factor	0.78	0.84	0.84	0.64	0.89	0.80	0.66	0.96	0.53	0.50	0.87	0.95
Heavy Vehicles (%)	7%	6%	0%	4%	0%	0%	1%	6%	0%	25%	5%	4%
Adj. Flow (vph)	123	99	157	58	316	51	292	656	53	10	680	191
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	256	0	0	425	0	292	709	0	10	871	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	41.5		30.5	30.5		11.5	51.5		39.5	39.5	
Total Split (s)	11.5	46.5		35.0	35.0		17.0	78.5		61.5	61.5	
Total Split (%)	7.9%	32.1%		24.1%	24.1%		11.7%	54.1%		42.4%	42.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	41.0	41.0			29.5		73.0	73.0		56.0	56.0	
Actuated g/C Ratio	0.33	0.33			0.24		0.58	0.58		0.45	0.45	
v/c Ratio	0.67	0.46			1.07		1.35	0.68		0.05	1.11	
Control Delay	51.4	36.6			109.8		212.7	22.2		20.6	100.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	51.4	36.6			109.8		212.7	22.2		20.6	100.0	
LOS	D	D			F		F	C		C	F	
Approach Delay		41.4			109.8			77.8			99.1	
Approach LOS		D			F			E			F	

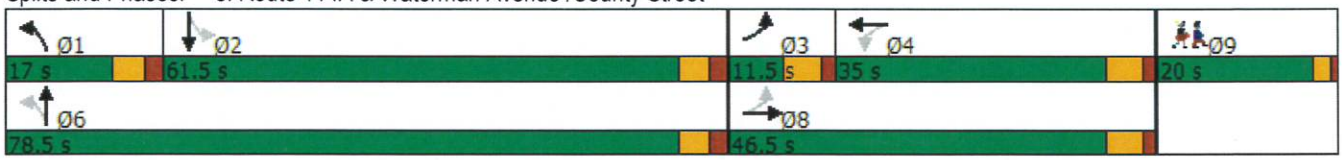
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	14%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	72	164			~379		~260	377		4	~804	
Queue Length 95th (ft)	104	225			#573		#260	520		9	#996	
Internal Link Dist (ft)		892			1887			993			2381	
Turn Bay Length (ft)	180						200			50		
Base Capacity (vph)	183	553			398		217	1039		207	785	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.67	0.46			1.07		1.35	0.68		0.05	1.11	

Intersection Summary

Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 125
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.35
Intersection Signal Delay: 84.7 Intersection LOS: F
Intersection Capacity Utilization 103.0% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Route 114A & Waterman Avenue /County Street



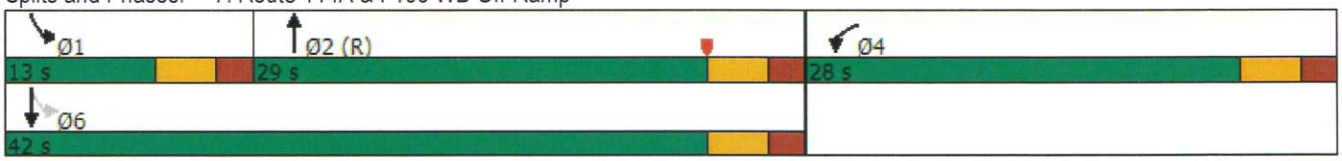


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	283	525	389	285	173	810
Future Volume (vph)	283	525	389	285	173	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	11	16	12	12
Storage Length (ft)	80	0		200	250	
Storage Lanes	2	1		1	0	
Taper Length (ft)	200				80	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.990
Satd. Flow (prot)	3255	1794	3261	1564	0	3436
Flt Permitted	0.950					0.755
Satd. Flow (perm)	3255	1794	3261	1564	0	2621
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		40			40
Link Distance (ft)	302		1268			302
Travel Time (s)	8.2		21.6			5.1
Peak Hour Factor	0.83	0.87	0.89	0.93	0.85	0.95
Heavy Vehicles (%)	4%	2%	7%	17%	4%	4%
Adj. Flow (vph)	341	603	437	306	204	853
Shared Lane Traffic (%)						
Lane Group Flow (vph)	341	603	437	306	0	1057
Turn Type	Prot	Free	NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		Free		Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	6.0		20.0		6.0	20.0
Minimum Split (s)	11.2		25.2		11.2	25.2
Total Split (s)	28.0		29.0		13.0	42.0
Total Split (%)	40.0%		41.4%		18.6%	60.0%
Yellow Time (s)	3.2		3.2		3.2	3.2
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.2		5.2			5.2
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	Max
Act Effct Green (s)	11.6	70.0	48.0	70.0		48.0
Actuated g/C Ratio	0.17	1.00	0.69	1.00		0.69
v/c Ratio	0.63	0.34	0.20	0.20		0.59
Control Delay	32.2	0.5	4.0	0.3		5.4
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	32.2	0.5	4.0	0.3		5.4
LOS	C	A	A	A		A
Approach Delay	12.0		2.4			5.4
Approach LOS	B		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	71	0	25	0		68
Queue Length 95th (ft)	94	0	45	0		110
Internal Link Dist (ft)	222		1188			222
Turn Bay Length (ft)	80			200		
Base Capacity (vph)	1060	1794	2234	1564		1795
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.32	0.34	0.20	0.20		0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 37 (53%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Route 114A & I-195 WB Off-Ramp



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	414	167	595	683	430
Future Volume (vph)	82	414	167	595	683	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	16	8	12	12	16
Storage Length (ft)	0	200	0			200
Storage Lanes	1	1	0			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950			0.989		
Satd. Flow (prot)	1594	1727	0	3327	3471	1727
Flt Permitted	0.950			0.659		
Satd. Flow (perm)	1594	1727	0	2217	3471	1727
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			35	35	
Link Distance (ft)	858			787	1268	
Travel Time (s)	23.4			15.3	24.7	
Peak Hour Factor	0.85	0.89	0.90	0.95	0.87	0.83
Heavy Vehicles (%)	17%	6%	5%	8%	4%	6%
Adj. Flow (vph)	96	465	186	626	785	518
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	465	0	812	785	518
Turn Type	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	19.0		11.2	25.2	25.2	
Total Split (s)	19.0		14.0	51.0	37.0	
Total Split (%)	27.1%		20.0%	72.9%	52.9%	
Yellow Time (s)	3.2		3.2	3.2	3.2	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.2			-2.2	-2.2	
Total Lost Time (s)	3.0			3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	Max	
Act Effct Green (s)	11.0	70.0		55.8	55.8	70.0
Actuated g/C Ratio	0.16	1.00		0.80	0.80	1.00
v/c Ratio	0.38	0.27		0.46	0.28	0.30
Control Delay	30.2	0.4		4.4	2.4	0.4
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	30.2	0.4		4.4	2.4	0.4
LOS	C	A		A	A	A
Approach Delay	5.5			4.4	1.6	
Approach LOS	A			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	38	0		51	30	0
Queue Length 95th (ft)	70	0		103	51	0
Internal Link Dist (ft)	778			707	1188	
Turn Bay Length (ft)		200				200
Base Capacity (vph)	364	1727		1767	2766	1727
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.26	0.27		0.46	0.28	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 43 (61%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 3.3		Intersection LOS: A	
Intersection Capacity Utilization 55.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 54: Route 114A & I-195 EB Off Ramp



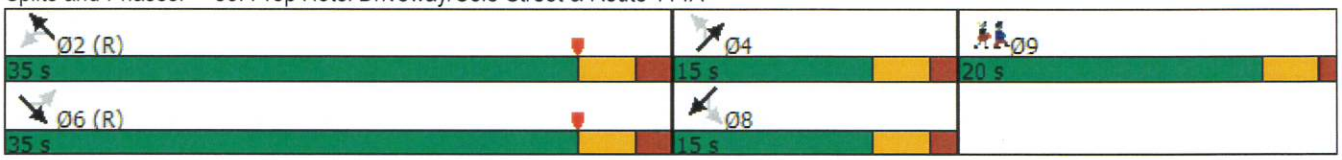
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↰↑↱			↰↑↱			↱			↱	
Traffic Volume (vph)	36	739	11	18	804	39	9	1	14	120	0	69
Future Volume (vph)	36	739	11	18	804	39	9	1	14	120	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	11	8	8	11	8	8	15	8	8	15	8
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.990			0.939			0.939	
Flt Protected		0.997			0.998			0.976			0.973	
Satd. Flow (prot)	0	3321	0	0	3319	0	0	1915	0	0	1899	0
Flt Permitted		0.857			0.911			0.818			0.796	
Satd. Flow (perm)	0	2855	0	0	3030	0	0	1605	0	0	1554	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			20			30	
Link Distance (ft)		122			452			242			96	
Travel Time (s)		2.1			7.7			8.3			2.2	
Peak Hour Factor	0.75	0.92	0.25	0.63	0.93	0.61	0.25	0.25	0.42	0.83	0.25	0.58
Heavy Vehicles (%)	8%	4%	0%	0%	4%	4%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	48	803	44	29	865	64	36	4	33	145	0	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	895	0	0	958	0	0	73	0	0	264	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	15.0		15.0	15.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		21.4%	21.4%		21.4%	21.4%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		41.4			41.4			19.1			19.1	
Actuated g/C Ratio		0.59			0.59			0.27			0.27	
v/c Ratio		0.53			0.53			0.17			0.62	
Control Delay		9.7			8.2			21.6			32.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.7			8.2			21.6			32.0	
LOS		A			A			C			C	
Approach Delay		9.7			8.2			21.6			32.0	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		114			82			23			96	
Queue Length 95th (ft)		126			96			15			42	
Internal Link Dist (ft)		42			372			162			16	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	29%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)												
Base Capacity (vph)		1689			1793			437			423	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.53			0.53			0.17			0.62	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 46 (66%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 58: Prop Hotel Driveway/Cole Street & Route 114A



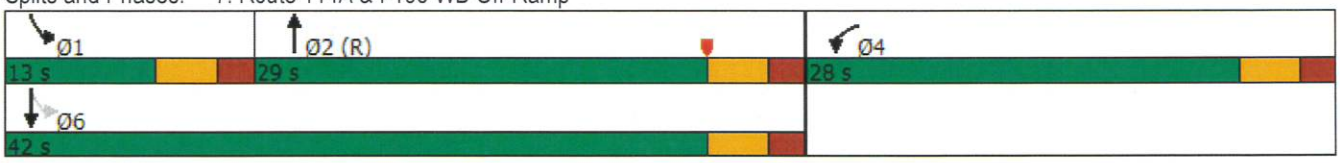


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	283	525	389	285	173	810
Future Volume (vph)	283	525	389	285	173	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	11	16	12	12
Storage Length (ft)	80	0		200	250	
Storage Lanes	2	1		1	0	
Taper Length (ft)	200				80	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.990
Satd. Flow (prot)	3255	1794	3261	1564	0	3436
Flt Permitted	0.950					0.755
Satd. Flow (perm)	3255	1794	3261	1564	0	2621
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		40			40
Link Distance (ft)	302		1268			302
Travel Time (s)	8.2		21.6			5.1
Peak Hour Factor	0.83	0.87	0.89	0.93	0.85	0.95
Heavy Vehicles (%)	4%	2%	7%	17%	4%	4%
Adj. Flow (vph)	341	603	437	306	204	853
Shared Lane Traffic (%)						
Lane Group Flow (vph)	341	603	437	306	0	1057
Turn Type	Prot	Free	NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		Free		Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	6.0		20.0		6.0	20.0
Minimum Split (s)	11.2		25.2		11.2	25.2
Total Split (s)	28.0		29.0		13.0	42.0
Total Split (%)	40.0%		41.4%		18.6%	60.0%
Yellow Time (s)	3.2		3.2		3.2	3.2
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.2		5.2			5.2
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	Max
Act Effct Green (s)	11.6	70.0	48.0	70.0		48.0
Actuated g/C Ratio	0.17	1.00	0.69	1.00		0.69
v/c Ratio	0.63	0.34	0.20	0.20		0.59
Control Delay	32.2	0.5	4.0	0.3		8.0
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	32.2	0.5	4.0	0.3		8.0
LOS	C	A	A	A		A
Approach Delay	12.0		2.4			8.0
Approach LOS	B		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	71	0	25	0		103
Queue Length 95th (ft)	94	0	45	0		185
Internal Link Dist (ft)	222		1188			222
Turn Bay Length (ft)	80			200		
Base Capacity (vph)	1060	1794	2234	1564		1795
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.32	0.34	0.20	0.20		0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 37 (53%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 7.9		Intersection LOS: A	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Route 114A & I-195 WB Off-Ramp

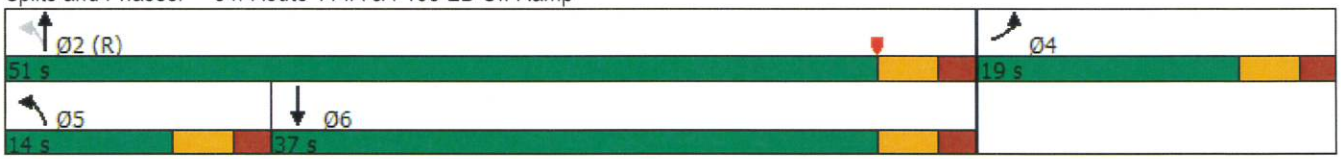


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	414	167	595	683	430
Future Volume (vph)	82	414	167	595	683	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	16	8	12	12	16
Storage Length (ft)	0	200	0			200
Storage Lanes	1	1	0			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950			0.989		
Satd. Flow (prot)	1594	1727	0	3327	3471	1727
Flt Permitted	0.950			0.659		
Satd. Flow (perm)	1594	1727	0	2217	3471	1727
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			35	35	
Link Distance (ft)	858			787	1268	
Travel Time (s)	23.4			15.3	24.7	
Peak Hour Factor	0.85	0.89	0.90	0.95	0.87	0.83
Heavy Vehicles (%)	17%	6%	5%	8%	4%	6%
Adj. Flow (vph)	96	465	186	626	785	518
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	465	0	812	785	518
Turn Type	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	19.0		11.2	25.2	25.2	
Total Split (s)	19.0		14.0	51.0	37.0	
Total Split (%)	27.1%		20.0%	72.9%	52.9%	
Yellow Time (s)	3.2		3.2	3.2	3.2	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.2			-2.2	-2.2	
Total Lost Time (s)	3.0			3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	Max	
Act Effct Green (s)	11.0	70.0		55.8	55.8	70.0
Actuated g/C Ratio	0.16	1.00		0.80	0.80	1.00
v/c Ratio	0.38	0.27		0.46	0.28	0.30
Control Delay	30.2	0.4		4.4	2.0	0.4
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	30.2	0.4		4.4	2.0	0.4
LOS	C	A		A	A	A
Approach Delay	5.5			4.4	1.4	
Approach LOS	A			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	38	0		51	27	0
Queue Length 95th (ft)	70	0		103	43	0
Internal Link Dist (ft)	778			707	1188	
Turn Bay Length (ft)		200				200
Base Capacity (vph)	364	1727		1767	2766	1727
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.26	0.27		0.46	0.28	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 43 (61%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 3.2		Intersection LOS: A	
Intersection Capacity Utilization 55.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 54: Route 114A & I-195 EB Off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	199	201	44	225	34	81	899	41	3	746	132
Future Volume (vph)	190	199	201	44	225	34	81	899	41	3	746	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	8	8	12	8	11	12	8	11	12	8
Storage Length (ft)	180		0	0		0	200		0	50		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	100			50			100			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.916			0.976			0.994			0.980	
Flt Protected	0.950				0.989		0.950			0.950		
Satd. Flow (prot)	1745	1699	0	0	1803	0	1694	1851	0	1745	1810	0
Flt Permitted	0.282				0.322		0.079			0.089		
Satd. Flow (perm)	518	1699	0	0	587	0	141	1851	0	163	1810	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		972			1967			1073			2461	
Travel Time (s)		22.1			44.7			20.9			47.9	
Peak Hour Factor	0.38	0.63	0.50	0.25	0.50	0.25	0.58	0.64	0.75	0.25	0.65	0.75
Heavy Vehicles (%)	0%	3%	2%	0%	2%	3%	3%	2%	3%	0%	3%	2%
Adj. Flow (vph)	500	316	402	176	450	136	140	1405	55	12	1148	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	500	718	0	0	762	0	140	1460	0	12	1324	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	53.5		42.5	42.5		11.5	51.5		39.5	39.5	
Total Split (s)	12.0	68.0		56.0	56.0		11.5	62.0		50.5	50.5	
Total Split (%)	8.0%	45.3%		37.3%	37.3%		7.7%	41.3%		33.7%	33.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	62.5	62.5			50.5		56.5	56.5		45.0	45.0	
Actuated g/C Ratio	0.48	0.48			0.39		0.43	0.43		0.35	0.35	
v/c Ratio	1.61	0.88			3.34		1.06	1.82		0.21	2.12	
Control Delay	315.3	44.3			1081.2		123.7	398.1		41.7	531.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	315.3	44.3			1081.2		123.7	398.1		41.7	531.6	
LOS	F	D			F		F	F		D	F	
Approach Delay		155.5			1081.2			374.1			527.2	
Approach LOS		F			F			F			F	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	13%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~518	531			~959		~79	~1852		7	~1770	
Queue Length 95th (ft)	133	395			#678		#79	#1302		7	#1316	
Internal Link Dist (ft)		892			1887			993			2381	
Turn Bay Length (ft)	180						200			50		
Base Capacity (vph)	310	816			228		132	804		56	626	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	1.61	0.88			3.34		1.06	1.82		0.21	2.12	

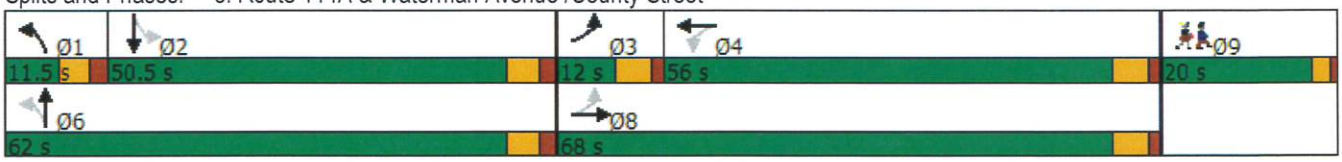
Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 130
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 3.34
Intersection Signal Delay: 471.1 Intersection LOS: F
Intersection Capacity Utilization 115.6% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Route 114A & Waterman Avenue /County Street



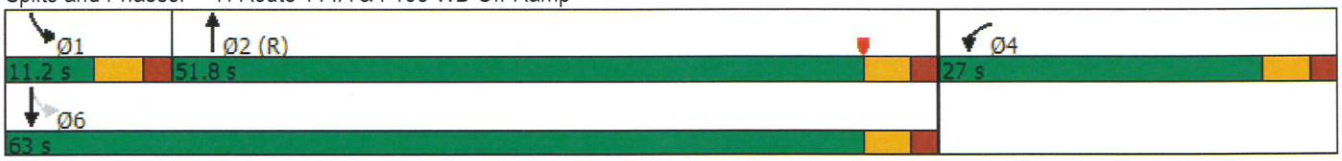


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	454	670	692	270	90	990
Future Volume (vph)	454	670	692	270	90	990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	11	16	12	12
Storage Length (ft)	80	0		200	250	
Storage Lanes	2	1		1	0	
Taper Length (ft)	200				80	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.995
Satd. Flow (prot)	3351	1794	3455	1794	0	3512
Flt Permitted	0.950					0.783
Satd. Flow (perm)	3351	1794	3455	1794	0	2764
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		40			40
Link Distance (ft)	302		1268			302
Travel Time (s)	8.2		21.6			5.1
Peak Hour Factor	0.85	0.91	0.95	0.90	0.81	0.92
Heavy Vehicles (%)	1%	2%	1%	2%	5%	2%
Adj. Flow (vph)	534	736	728	300	111	1076
Shared Lane Traffic (%)						
Lane Group Flow (vph)	534	736	728	300	0	1187
Turn Type	Prot	Free	NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		Free		Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	6.0		20.0		6.0	20.0
Minimum Split (s)	11.2		25.2		11.2	25.2
Total Split (s)	27.0		51.8		11.2	63.0
Total Split (%)	30.0%		57.6%		12.4%	70.0%
Yellow Time (s)	3.2		3.2		3.2	3.2
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.2		5.2			5.2
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	Max
Act Effct Green (s)	18.2	90.0	61.4	90.0		61.4
Actuated g/C Ratio	0.20	1.00	0.68	1.00		0.68
v/c Ratio	0.79	0.41	0.31	0.17		0.63
Control Delay	42.9	0.7	5.1	0.2		7.8
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	42.9	0.7	5.1	0.2		7.8
LOS	D	A	A	A		A
Approach Delay	18.4		3.6			7.8
Approach LOS	B		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	148	0	56	0		132
Queue Length 95th (ft)	182	0	94	0		176
Internal Link Dist (ft)	222		1188			222
Turn Bay Length (ft)	80			200		
Base Capacity (vph)	811	1794	2357	1794		1886
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.66	0.41	0.31	0.17		0.63

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Route 114A & I-195 WB Off-Ramp



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	215	460	321	725	896	560
Future Volume (vph)	215	460	321	725	896	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	16	12	12	12	16
Storage Length (ft)	0	200	0			200
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1743	1752	1881	3539	1794
Flt Permitted	0.950		0.201			
Satd. Flow (perm)	1829	1743	371	1881	3539	1794
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			35	35	
Link Distance (ft)	858			787	1268	
Travel Time (s)	23.4			15.3	24.7	
Peak Hour Factor	0.94	0.91	0.83	0.95	0.92	0.93
Heavy Vehicles (%)	2%	5%	3%	1%	2%	2%
Adj. Flow (vph)	229	505	387	763	974	602
Shared Lane Traffic (%)						
Lane Group Flow (vph)	229	505	387	763	974	602
Turn Type	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	19.0		11.2	25.2	25.2	
Total Split (s)	22.0		13.0	68.0	55.0	
Total Split (%)	24.4%		14.4%	75.6%	61.1%	
Yellow Time (s)	3.2		3.2	3.2	3.2	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.2		0.0	-2.2	-2.2	
Total Lost Time (s)	3.0		5.2	3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	Max	
Act Effct Green (s)	16.6	90.0	65.2	67.4	52.0	90.0
Actuated g/C Ratio	0.18	1.00	0.72	0.75	0.58	1.00
v/c Ratio	0.68	0.29	0.91	0.54	0.48	0.34
Control Delay	44.7	0.4	38.0	6.9	12.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	0.4	38.0	6.9	12.6	0.4
LOS	D	A	D	A	B	A
Approach Delay	14.2			17.4	7.9	
Approach LOS	B			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	121	0	76	158	183	0
Queue Length 95th (ft)	193	0	#177	252	202	0
Internal Link Dist (ft)	778			707	1188	
Turn Bay Length (ft)		200				200
Base Capacity (vph)	386	1743	425	1409	2044	1794
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.29	0.91	0.54	0.48	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 17 (19%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 54: Route 114A & I-195 EB Off Ramp



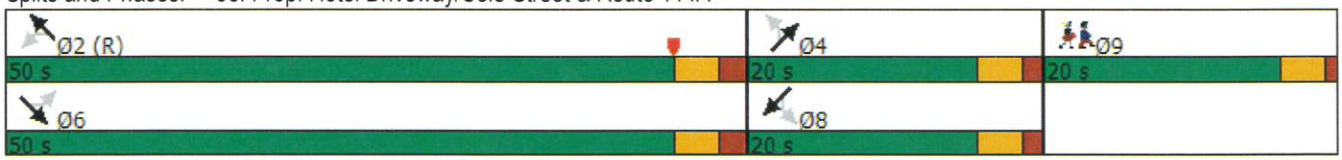
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	95	892	10	15	999	191	10	1	15	80	0	52
Future Volume (vph)	95	892	10	15	999	191	10	1	15	80	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	11	8	8	11	8	8	15	8	8	15	8
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.973			0.945			0.944	
Flt Protected		0.995			0.999			0.974			0.972	
Satd. Flow (prot)	0	3382	0	0	3333	0	0	1924	0	0	1894	0
Flt Permitted		0.620			0.921			0.769			0.810	
Satd. Flow (perm)	0	2108	0	0	3072	0	0	1519	0	0	1578	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			20			30	
Link Distance (ft)		122			452			242			96	
Travel Time (s)		2.1			7.7			8.3			2.2	
Peak Hour Factor	0.79	0.96	0.25	0.63	0.92	0.79	0.25	0.25	0.50	0.84	0.25	0.77
Heavy Vehicles (%)	3%	2%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%
Adj. Flow (vph)	120	929	40	24	1086	242	40	4	30	95	0	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1089	0	0	1352	0	0	74	0	0	163	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		15.0	15.0		15.0	15.0	
Total Split (s)	50.0	50.0		50.0	50.0		20.0	20.0		20.0	20.0	
Total Split (%)	55.6%	55.6%		55.6%	55.6%		22.2%	22.2%		22.2%	22.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		67.2			67.2			13.3			13.3	
Actuated g/C Ratio		0.75			0.75			0.15			0.15	
v/c Ratio		0.69			0.59			0.33			0.70	
Control Delay		9.4			3.9			37.6			52.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.4			3.9			37.6			52.3	
LOS		A			A			D			D	
Approach Delay		9.4			3.9			37.6			52.3	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)		148			68			38			88	
Queue Length 95th (ft)		231			94			20			37	
Internal Link Dist (ft)		42			372			162			16	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	22%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)												
Base Capacity (vph)		1573			2292			261			271	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.69			0.59			0.28			0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 10 (11%), Referenced to phase 2:NWTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 58: Prop. Hotel Driveway/Cole Street & Route 114A



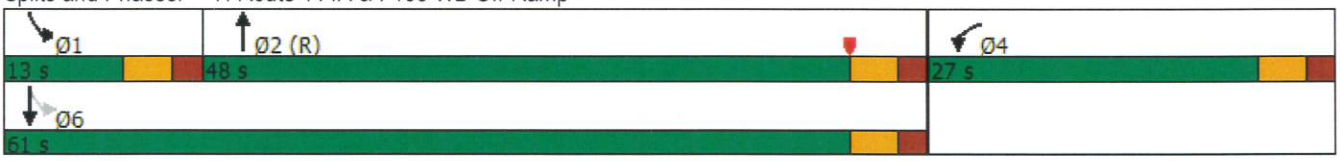


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	454	670	692	270	90	990
Future Volume (vph)	454	670	692	270	90	990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	11	16	12	12
Storage Length (ft)	80	0		200	250	
Storage Lanes	2	1		1	0	
Taper Length (ft)	200				80	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.995
Satd. Flow (prot)	3351	1794	3455	1794	0	3512
Flt Permitted	0.950					0.784
Satd. Flow (perm)	3351	1794	3455	1794	0	2767
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		40			40
Link Distance (ft)	302		1268			302
Travel Time (s)	8.2		21.6			5.1
Peak Hour Factor	0.85	0.91	0.95	0.90	0.81	0.92
Heavy Vehicles (%)	1%	2%	1%	2%	5%	2%
Adj. Flow (vph)	534	736	728	300	111	1076
Shared Lane Traffic (%)						
Lane Group Flow (vph)	534	736	728	300	0	1187
Turn Type	Prot	Free	NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		Free		Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	6.0		20.0		6.0	20.0
Minimum Split (s)	11.2		25.2		11.2	25.2
Total Split (s)	27.0		48.0		13.0	61.0
Total Split (%)	30.7%		54.5%		14.8%	69.3%
Yellow Time (s)	3.2		3.2		3.2	3.2
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.2		5.2			5.2
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	Max
Act Effct Green (s)	17.9	88.0	59.7	88.0		59.7
Actuated g/C Ratio	0.20	1.00	0.68	1.00		0.68
v/c Ratio	0.78	0.41	0.31	0.17		0.63
Control Delay	41.5	0.7	6.6	0.2		10.5
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	41.5	0.7	6.6	0.2		10.5
LOS	D	A	A	A		B
Approach Delay	17.9		4.7			10.5
Approach LOS	B		A			B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	145	0	76	0		171
Queue Length 95th (ft)	177	0	118	0		269
Internal Link Dist (ft)	222		1188			222
Turn Bay Length (ft)	80			200		
Base Capacity (vph)	830	1794	2342	1794		1875
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.64	0.41	0.31	0.17		0.63

Intersection Summary			
Area Type:	Other		
Cycle Length: 88			
Actuated Cycle Length: 88			
Offset: 7 (8%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Route 114A & I-195 WB Off-Ramp



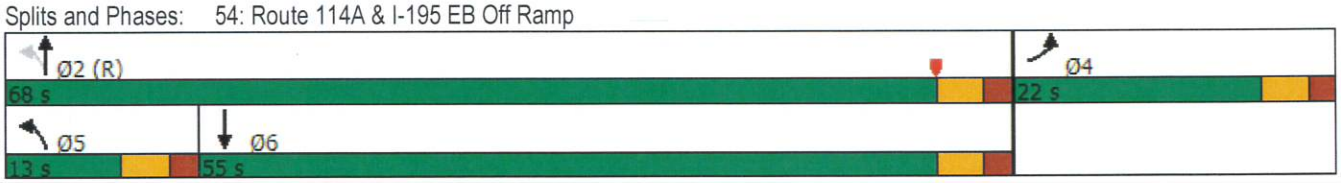
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	215	460	321	725	896	560
Future Volume (vph)	215	460	321	725	896	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	16	12	12	12	16
Storage Length (ft)	0	200	0			200
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1743	1752	1881	3539	1794
Flt Permitted	0.950		0.201			
Satd. Flow (perm)	1829	1743	371	1881	3539	1794
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			35	35	
Link Distance (ft)	858			787	1268	
Travel Time (s)	23.4			15.3	24.7	
Peak Hour Factor	0.94	0.91	0.83	0.95	0.92	0.93
Heavy Vehicles (%)	2%	5%	3%	1%	2%	2%
Adj. Flow (vph)	229	505	387	763	974	602
Shared Lane Traffic (%)						
Lane Group Flow (vph)	229	505	387	763	974	602
Turn Type	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	19.0		11.2	25.2	25.2	
Total Split (s)	22.0		13.0	68.0	55.0	
Total Split (%)	24.4%		14.4%	75.6%	61.1%	
Yellow Time (s)	3.2		3.2	3.2	3.2	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.2		0.0	-2.2	-2.2	
Total Lost Time (s)	3.0		5.2	3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	Max	
Act Effct Green (s)	16.6	90.0	65.2	67.4	52.0	90.0
Actuated g/C Ratio	0.18	1.00	0.72	0.75	0.58	1.00
v/c Ratio	0.68	0.29	0.91	0.54	0.48	0.34
Control Delay	44.7	0.4	38.0	6.9	12.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	0.4	38.0	6.9	12.7	0.4
LOS	D	A	D	A	B	A
Approach Delay	14.2			17.4	8.0	
Approach LOS	B			B	A	

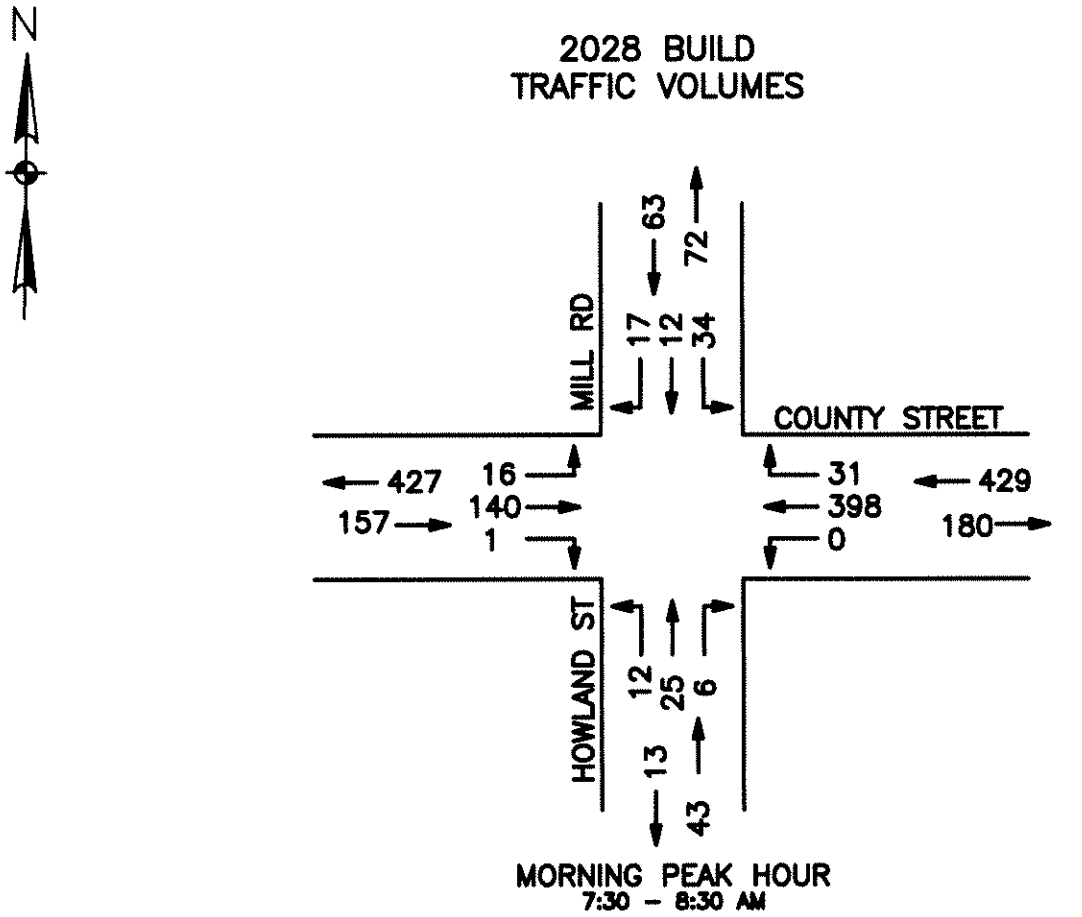
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	121	0	76	158	190	0
Queue Length 95th (ft)	193	0	#177	252	196	0
Internal Link Dist (ft)	778			707	1188	
Turn Bay Length (ft)		200				200
Base Capacity (vph)	386	1743	425	1409	2044	1794
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.29	0.91	0.54	0.48	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 17 (19%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

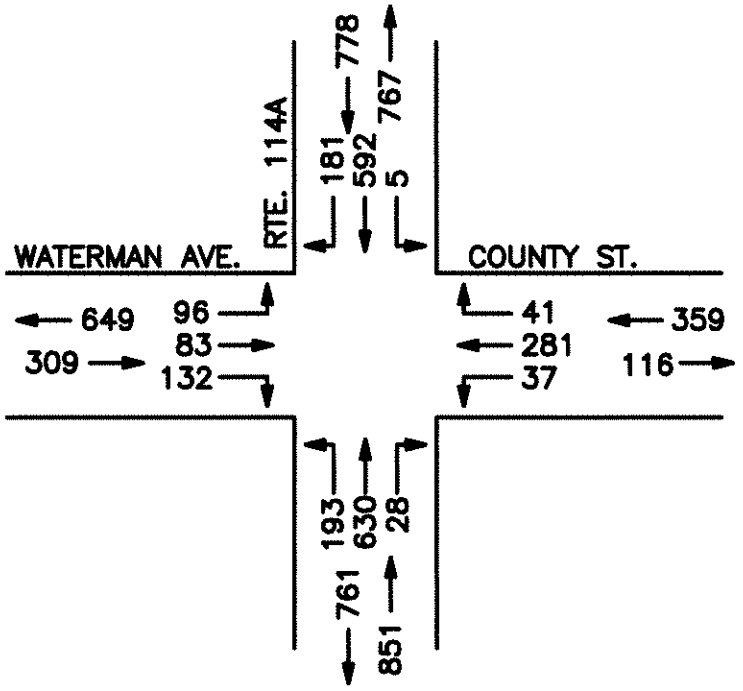
Splits and Phases: 54: Route 114A & I-195 EB Off Ramp



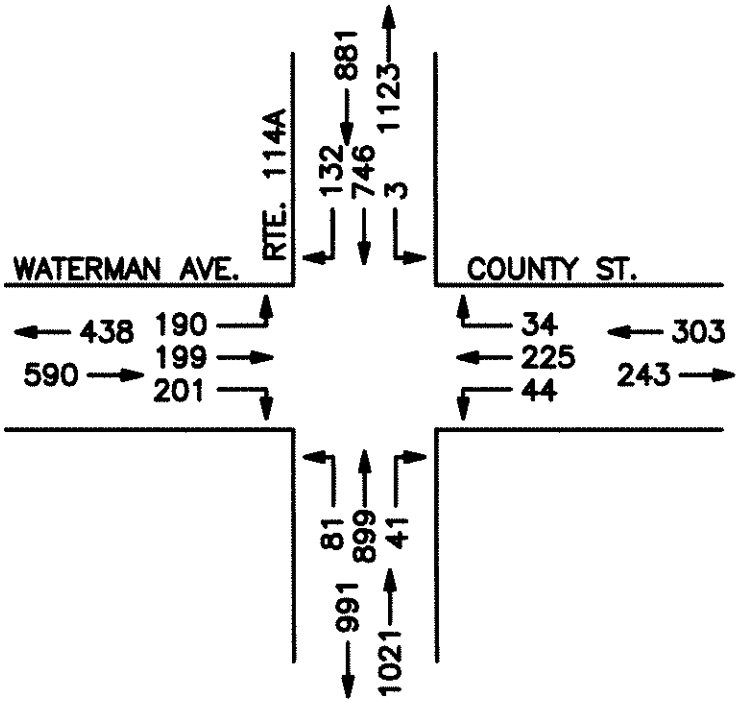

N
2028 BUILD
TRAFFIC VOLUMES
MILL RD
HOWLAND ST
COUNTY STREET
63
72
17
12
34
427
16
140
157
1
31
398
0
429
180
12
25
6
13
43
MORNING PEAK HOUR
7:30 - 8:30 AM
143
63
33
40
70
295
8
286
305
11
35
245
11
291
360
17
20
4
62
41
AFTERNOON PEAK HOUR
4:15 - 5:15 PM



2028 BUILD
TRAFFIC VOLUMES



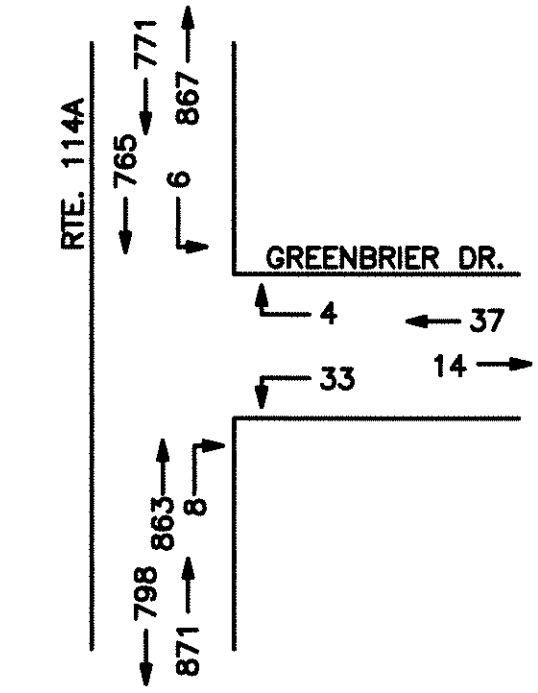
MORNING PEAK HOUR
7:15 - 8:15 AM



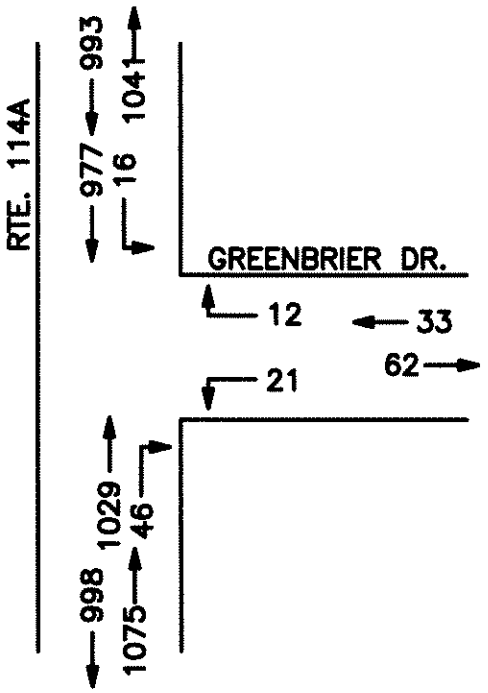
AFTERNOON PEAK HOUR
4:30 - 5:30 PM



2028 BUILD
TRAFFIC VOLUMES



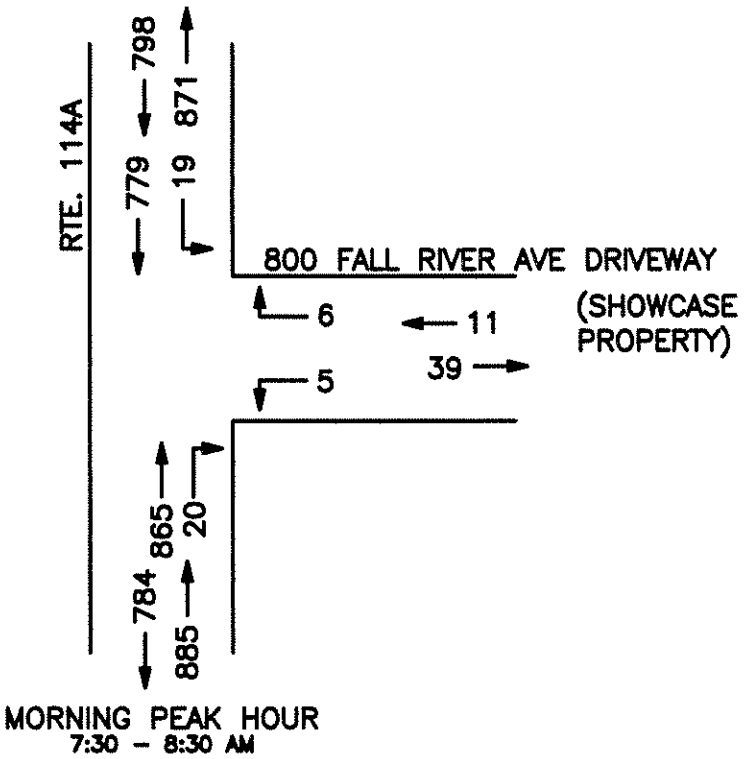
MORNING PEAK HOUR
7:30 - 8:30 AM



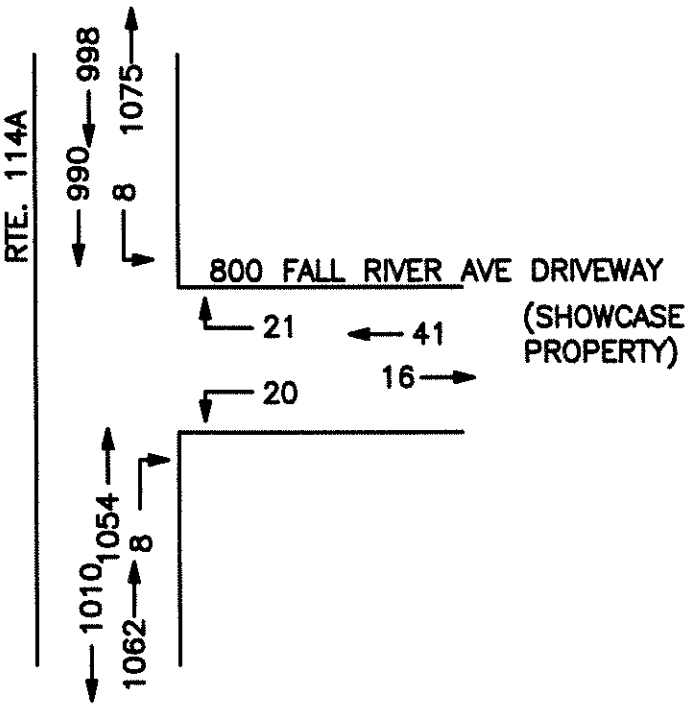
AFTERNOON PEAK HOUR
4:15 - 5:15 PM



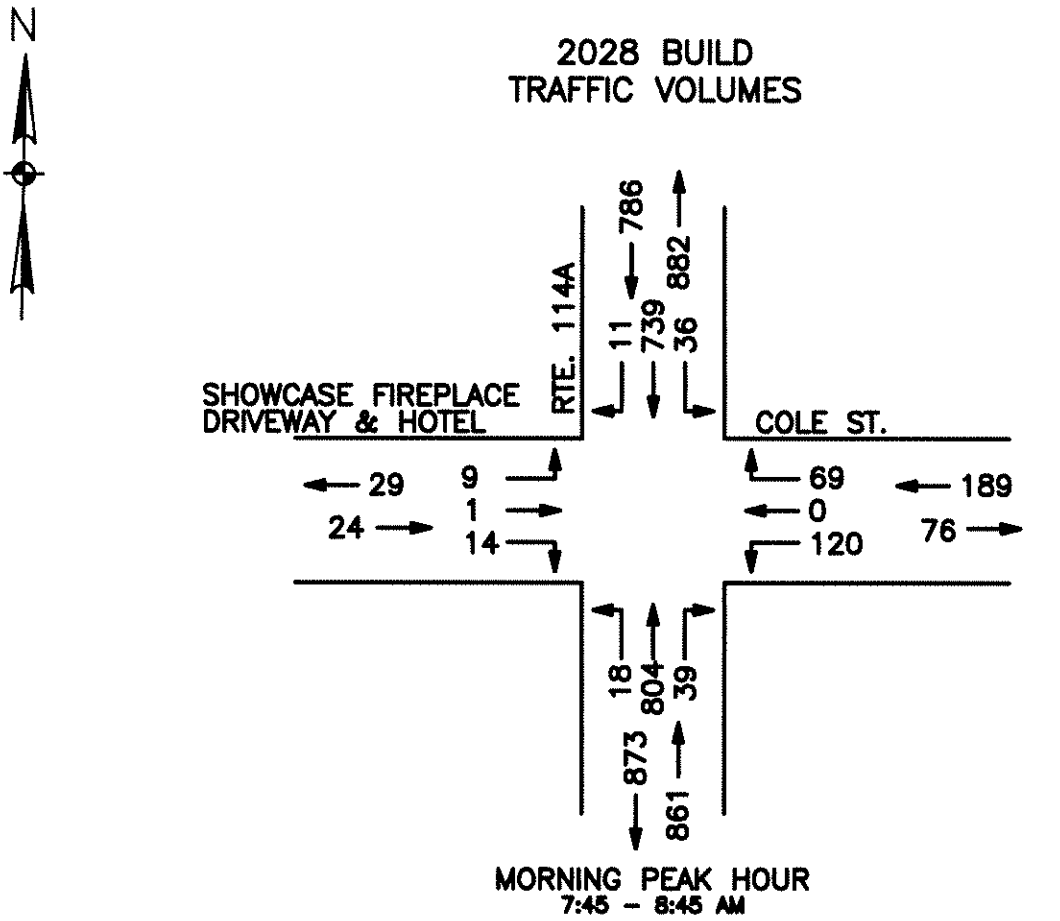
2028 BUILD TRAFFIC VOLUMES

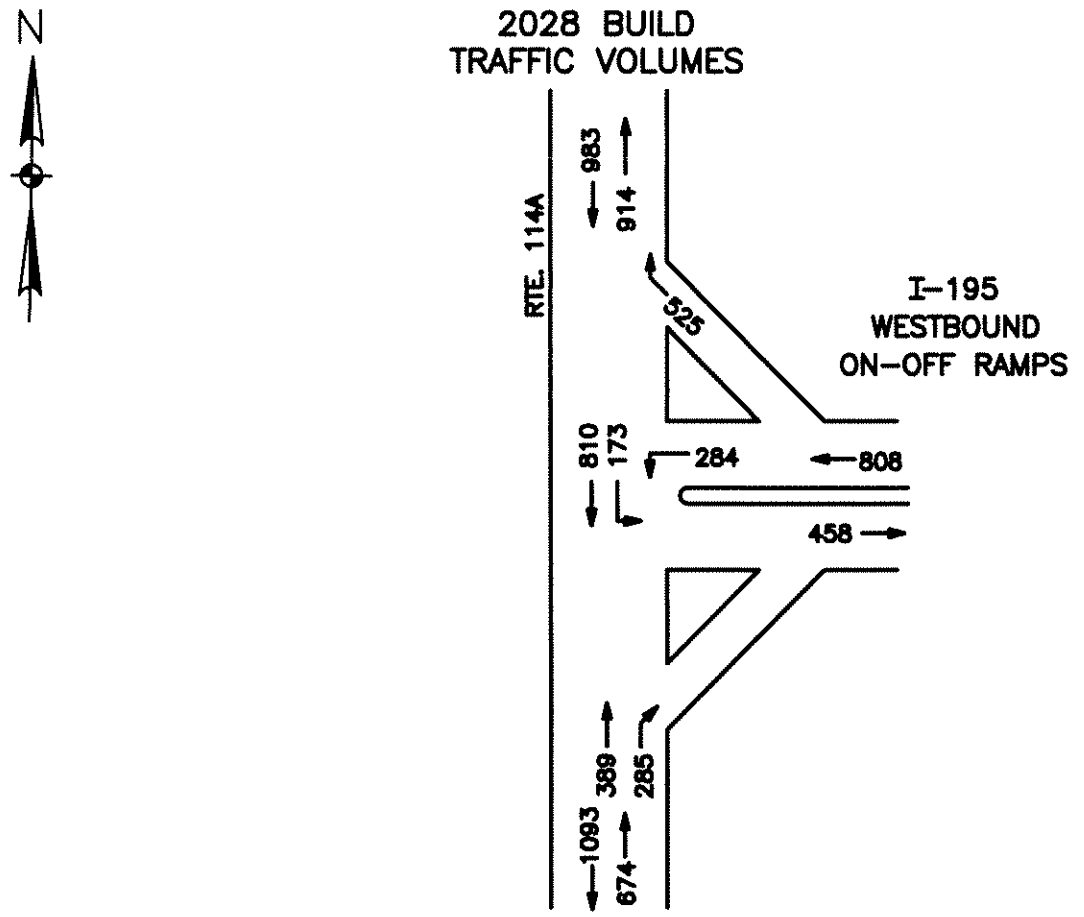


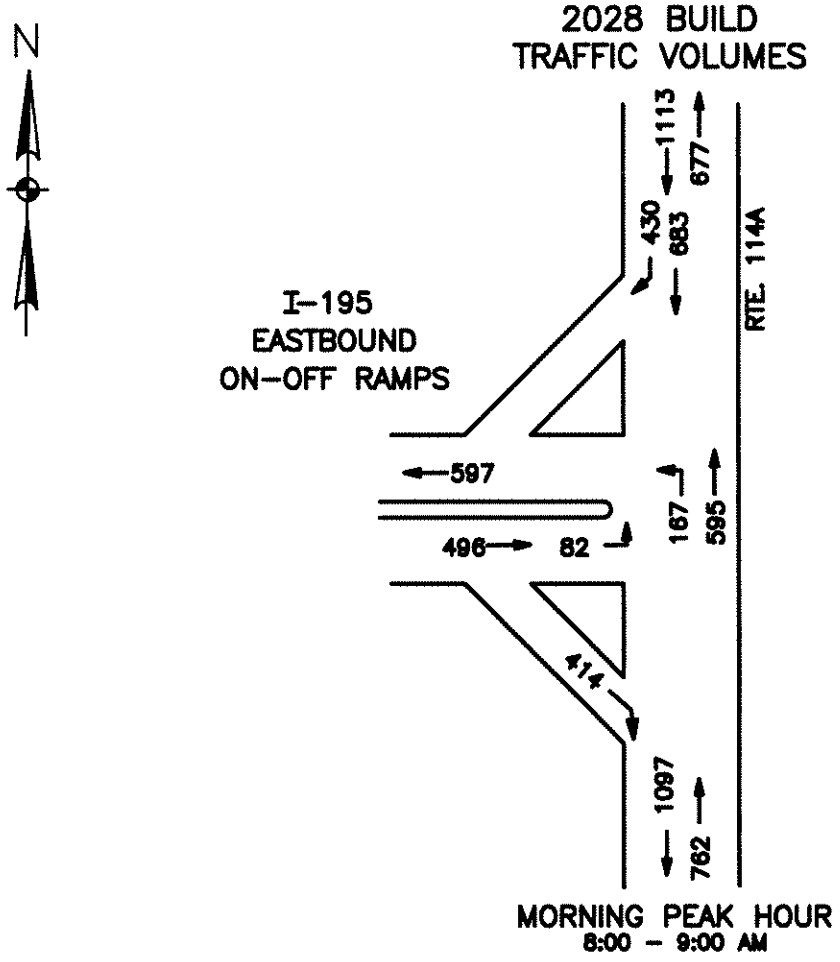
MORNING PEAK HOUR
7:30 – 8:30 AM



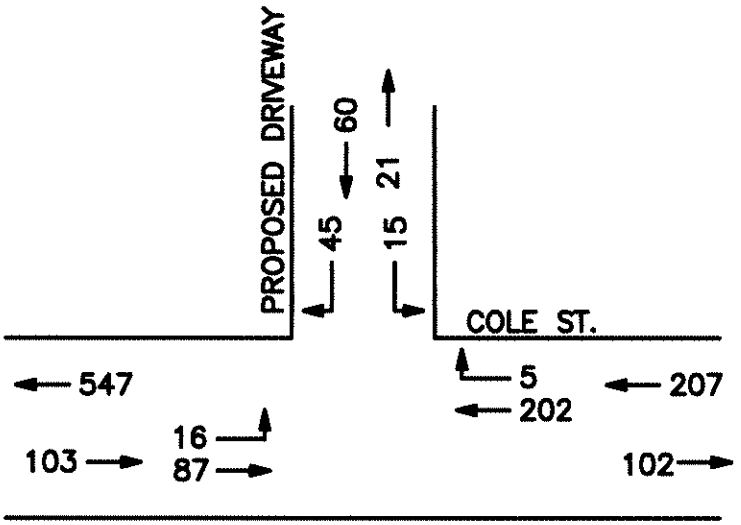
AFTERNOON PEAK HOUR
4:15 – 5:15 PM


N
2028 BUILD
TRAFFIC VOLUMES
RTE. 114A
SHOWCASE FIREPLACE
DRIVEWAY & HOTEL
COLE ST.
786
882
11
739
36
29
9
1
14
24
69
0
120
189
76
18
804
39
873
861
MORNING PEAK HOUR
7:45 - 8:45 AM
997
1061
10
892
95
25
10
1
15
26
52
0
80
132
287
15
999
191
987
1205
AFTERNOON PEAK HOUR
4:45 - 5:45 PM

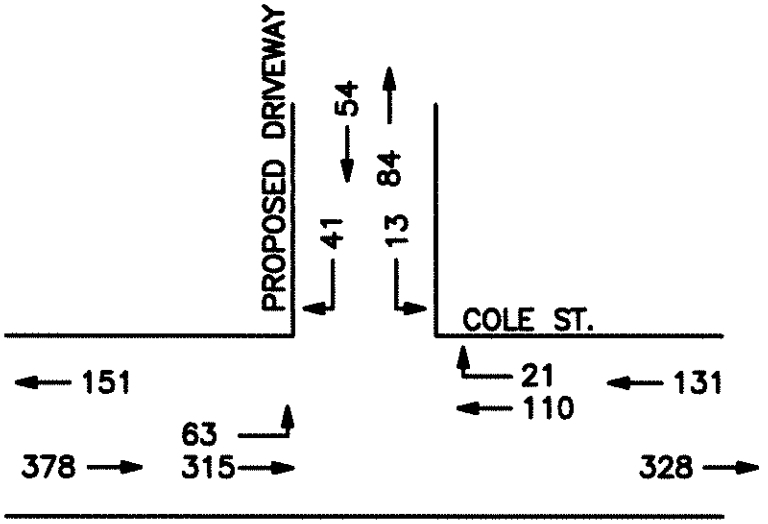

N
2028 BUILD
TRAFFIC VOLUMES
RTE. 114A
983
914
525
I-195
WESTBOUND
ON-OFF RAMPS
810
173
284
808
458
389
285
1093
674
MORNING PEAK HOUR
7:45 - 8:45 AM
RTE. 114A
1080
1362
670
I-195
WESTBOUND
ON-OFF RAMPS
990
90
454
1124
360
692
270
1444
962
AFTERNOON PEAK HOUR
4:15 - 5:15 PM


N
2028 BUILD
TRAFFIC VOLUMES
1113
677
430
883
RTE. 114A
I-195
EASTBOUND
ON-OFF RAMPS
597
167
595
496
82
414
1097
762
MORNING PEAK HOUR
8:00 - 9:00 AM
1456
940
560
896
RTE. 114A
I-195
EASTBOUND
ON-OFF RAMPS
881
321
725
675
215
480
1356
1046
AFTERNOON PEAK HOUR
4:15 - 5:15 PM

2028 BUILD
TRAFFIC VOLUMES

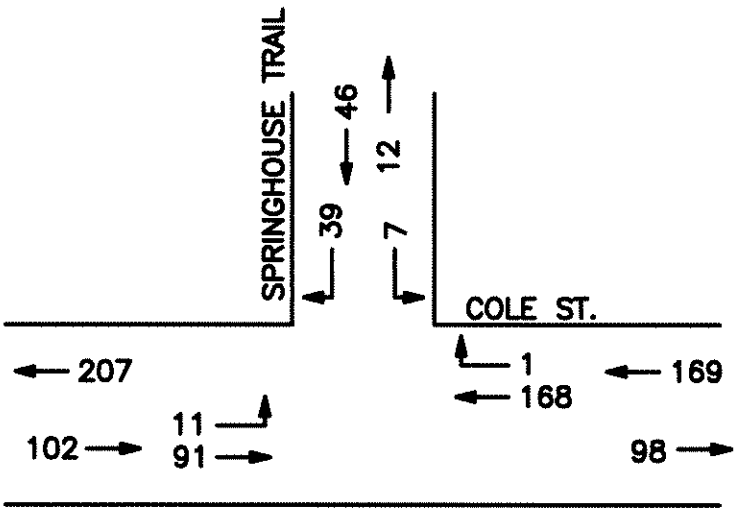


MORNING PEAK HOUR
7:45 – 8:45 AM

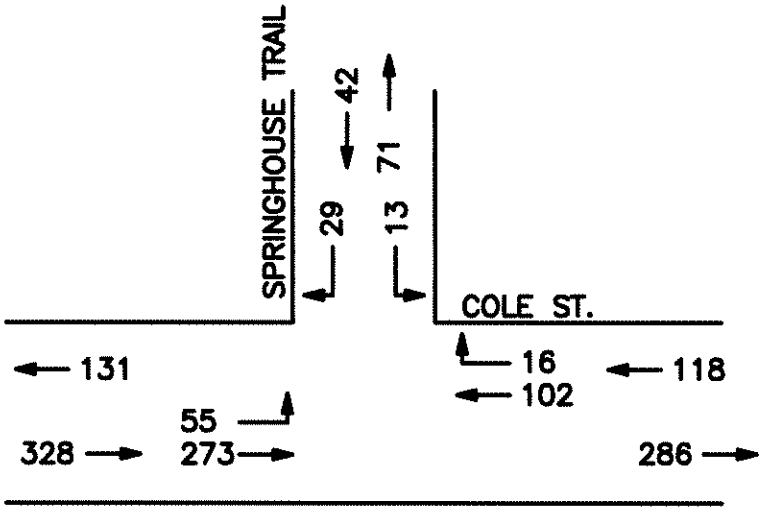


AFTERNOON PEAK HOUR
4:45 – 5:45 PM

2028 BUILD
TRAFFIC VOLUMES



MORNING PEAK HOUR
7:45 – 8:45 AM



AFTERNOON PEAK HOUR
4:45 – 5:45 PM

APPENDIX G

Proposed Improvements Plan Showing

- Final Environmental Impact Report (FEIR) Certificate EEA #13450 Mitigation for Existing Greenbrier Complex
- Additional Proposed Improvements

N.

GREENBRIER DRIVE

SPRINGHOUSE TRAIL

TAPER TO SINGLE
NORTH BOUND LANE

CLOSE EXISTING
ENTRANCE

PROPOSED
DEVELOPMENT
ENTRANCE

SIDEWALK

COLE STREET

SIDEWALK

CLOSE EXISTING
BY-PASS DRIVE

SIDEWALK

SIDEWALK

FALL RIVER AVENUE

PEDESTRIAN
CROSSING

TWO LANES
SOUTH BOUND

BY-PASS
TURNING LANE

PROPOSED SIGNALIZED
INTERSECTION

SIDEWALK TO
PERRY AVE.

4 LANE SECTION

LEGEND

MITIGATION IMPROVEMENTS PER EEA #13450 SHOWN IN RED
PROPOSED IMPROVEMENTS SHOWN IN BLUE

FEIR CERTIFICATE EEA #13450
APPROVED MITIGATION &
PROPOSED IMPROVEMENTS

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(401) 434-1615 Fax
www.cwltd.net

DATE: 8/2021
SCALE: 1" = 100'
DRAWN BY:

AJA architects
PROJECT # 2018070

GREENBRIER II
RI SEEKONK HOLDINGS LLC

AJA ARCHITECTS
16 MASON AVE SUITE 5
NORTH ATTLEBORO, MA 02760

AJA GROUP, INC.
(781) 935-2500

J:\Massachusetts\Seekonk\FallRiverAve\2018070 00 MA Seekonk FRA Greenbrier-Showcase\11-408\2018070 MA Seekonk FRA Greenbrier II -Prelim Site Plan Set 2021.11.04.dwg