



Memorandum

To: Karen Joseph
Scituate Planning Board
600 Chief Justice Cushing Highway
Scituate, MA 02066

Date: July 21, 2020

Project #: 14980.00

From: Kathleen Keen, PE
Tess Benson, EIT

Re: Transportation Impact & Access Study
48-52 New Driftway
Scituate, Massachusetts

Introduction

VHB has conducted a transportation impact and access study (TIAS) on behalf of Petro Realty Corporation (the "Proponent") in support of the proposed gasoline filling station with convenience store (the "Project") at 48-52 New Driftway in Scituate, Massachusetts (the "Site"). Currently, the Site consists of a single building with commercial uses which will be removed, and the existing building demolished as part of the proposed Project. The proposed development program includes the construction of a gas station with four gas pumps/eight fueling positions, an approximately 4,000 square foot (sf) convenience store, and an approximately 1,500 sf retail/restaurant space supported by an additional 550 sf of outdoor space. The Project will be supported by approximately 28 surface parking spaces accessed via a single driveway along New Driftway.

This TIAS provides an evaluation of the existing traffic operations; assessment of future conditions without the Project; an estimate of project-related traffic volumes for the Project; and its potential impact on future traffic operations in and around the Site. The evaluation concludes that the introduction of the Project-related trips will have a minimal impact and can be accommodated within the existing roadway network.

Project Description

The Project site is located just east of Route 3A at 48-52 New Driftway in Scituate, Massachusetts. Currently, a single commercial building exists on the Site which is accessed via one wide unsignalized driveway on New Driftway. The proposed development includes the construction of a gas station with four gas pumps/eight fueling positions, an approximately 4,000 square foot (sf) convenience store, and an approximately 1,500 sf retail/restaurant space supported by an additional 550 sf of outdoor space. The Project will be supported by approximately 28 surface parking spaces accessed via a single driveway along New Driftway.

Under the proposed conditions, the Site driveway will be narrowed and located along the western edge of the Site. The proposed Site driveway will consist of a single entrance lane and separate left- and right-turn exit lanes. The entrance and exit lanes will be separated by a median.

A conceptual Site plan and Figure 1, showing the project Site in relation to the surrounding area, are included in the Attachments.

Existing Conditions

The following sections provide a description of the study area and of the existing transportation conditions.

Study Area

Based on an understanding of the current traffic operations in the region and a discussion Town of Scituate staff, a study area comprised of the following intersections and their approach roadways were selected for review:

- Route 3A/Route 123/Country Way/New Driftway (Scituate Rotary) (*unsignalized*)
- Route 123 at Old Oaken Bucket Road (*unsignalized*)
- New Driftway at Old Driftway (*signalized*)
- Old Driftway at Stockbridge Road (*unsignalized*)
- Country Way at Stockbridge Road (*unsignalized*)
- New Driftway at Site Driveway – future conditions (*unsignalized*)

Figures 2 and 3, showing the locations of the study area intersections and lane geometry and traffic control, respectively, are included in the Attachments.

Traffic Volumes

To assess the existing operational conditions within the study area, peak hour turning movement counts (TMCs) conducted at the study area intersections in June 2018¹ were utilized. The June 2018 counts were conducted while schools were still in session, during the weekday evening peak period from 4:00 PM to 6:00 PM and Saturday midday peak period from 11:00 AM to 2:00 PM. Based on a review of the count data, the weekday evening and the Saturday midday peak hours of vehicular activity were determined to be 5:00 PM to 6:00 PM and 11:30 AM to 12:30 PM, respectively. Concurrent with the TMCs, 24-hour roadway counts were conducted using an automatic traffic recorder (ATR) along New Driftway east of the MBTA east driveway. An annual growth rate of one-percent per year was applied to the 2018 traffic count data to establish the 2020 existing conditions traffic volumes.

Because of current nationwide conditions due to the Covid-19 pandemic, collecting new traffic data was not feasible at the time of this study. The appropriateness of this data collection in terms of timing and the general scope was confirmed through subsequent consultation with the Town of Scituate and it was agreed that the June 2018 counts would be used for the analysis purposes of this transportation study.

Table 1 summarizes the existing traffic volumes and count data is provided in the Attachments.

¹ Counts were conducted in April 2018 as part of the 247 Driftway project and included in the *Traffic Impact and Access Study (Revised), Mixed-Use Development, Scituate, Massachusetts*, VHB, April 19, 2019.

Table 1 Existing Traffic Volumes

Location	Weekday				Saturday			
	Daily ^a	Weekday Evening Peak Hour		Dir.	Daily ^a	Saturday Midday Peak Hour		Dir.
	Vol.	Vol. ^b	K Factor ^c	Dist. ^d	Vol.	Vol.	K Factor	Dist.
New Driftway, east of MBTA East Driveway	11,600	890	7.7%	58% EB	13,800	1,180	8.5%	53% EB

Source: VHB; Based on automatic traffic recorder (ATR) counts conducted in June 2018 and grown to reflect 2020 base year conditions.

Note: Peak hours do not necessarily coincide with the peak hours of turning movement counts.

- a Average Daily Traffic volume, expressed in vehicles per day
- b Peak period traffic volumes expressed in vehicles per day
- c Represents the percent daily traffic which occurs during the peak hour
- d Directional distribution of peak hour traffic

As shown in Table 1, New Driftway east of the MBTA East Driveway carries approximately 11,600 vehicles on a typical weekday with the weekday evening peak hour accounting for 7.7-percent of the weekday daily traffic flow. New Driftway carries approximately 13,800 vehicles on a typical Saturday with the Saturday midday peak hour accounting for 8.5-percent of the Saturday daily traffic flow. Traffic flow along New Driftway is slightly heavier in the eastbound direction during the weekday evening and Saturday midday peak hours.

Seasonal Variation

The peak hour traffic data collected for the Project was obtained during the month of June. To quantify the seasonal variation of traffic volumes in the area, historic traffic data available from MassDOT at a permanent count station along Route 3 in Norwell was reviewed. Based on the review, June traffic counts are generally the same or slightly higher than average month conditions. Therefore, to provide a conservative analysis, no seasonal adjustment factor was applied to the traffic counts to establish the 2020 existing conditions peak hour traffic volumes.

The seasonal adjustment data and Figures 4 and 5 showing the 2020 existing conditions peak hour traffic volume networks are provided in the Attachments.

Safety Analysis

To identify potential vehicle crash trends in the study area, vehicular crash data for the study area intersections were obtained from Massachusetts Department of Transportation (MassDOT) for the most recent five-year period (2013 – 2017) available. A summary of the MassDOT vehicle crash history is provided in Table 2 and the detailed crash data is provided in the Attachments.

Crash rates are calculated based on the number of crashes at an intersection and the volume of traffic traveling through that intersection on a daily basis. MassDOT average crash rates for District 5 (the MassDOT district designation for Scituate) are 0.75 and 0.57 for signalized and unsignalized intersections, respectively. In other words, on average, 0.75 crashes occurred per million vehicles entering signalized intersections, and 0.57 crashes occurred per million vehicles entering unsignalized intersections throughout District 5.

Table 2 Vehicular Crash Data (2013 – 2017)

	Cornet Stenson New Driftway at					
	Scituate Rotary	at Old Oaken Bucket	Site Driveway (future)	New Driftway at Old Driftway	Stockbridge at Old Driftway	Stockbridge at Country Way
Signalized?	No	No	No	Yes	No	No
MassDOT Average Crash Rate	0.57	0.57	0.57	0.75	0.57	0.57
Calculated Crash Rate	0.61	0.56	0.09	0.17	0.00	0.00
Exceeds Average?	Yes	No	No	No	No	No
Year						
2013	6	0	0	0	0	0
2014	12	4	0	1	0	0
2015	4	2	0	0	0	0
2016	3	3	1	3	0	0
<u>2017</u>	<u>4</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	29	12	2	4	0	0
Collision Type						
Angle	2	6	0	3	0	0
Head-On	1	0	0	0	0	0
Rear-End	11	1	2	1	0	0
Sideswipe, opposite direction	2	3	0	0	0	0
Sideswipe, same direction	3	0	0	0	0	0
Single Vehicle Crash	10	2	0	0	0	0
Unknown/Not Reported	0	0	0	0	0	0
Severity						
Fatal Injury	0	0	0	0	0	0
Non-Fatal Injury	6	1	0	0	0	0
Property Damage Only	21	10	2	3	0	0
Unknown/Not Reported	0	1	0	1	0	0
Time of day						
Weekday, 7:00 AM - 9:00 AM	1	1	0	0	0	0
Weekday, 4:00 – 6:00 PM	1	3	0	0	0	0
Saturday, 11:00 AM – 2:00 PM	2	2	0	0	0	0
Weekday, other time	17	6	2	4	0	0
Weekend, other time	8	0	0	0	0	0
Pavement Conditions						
Dry	23	7	2	4	0	0
Wet	5	3	0	0	0	0
Snow	1	2	0	0	0	0
Ice	0	0	0	0	0	0
Unknown/Not Reported	0	0	0	0	0	0
Non-Motorist (Bike, Pedestrian)	1	0	0	0	0	0

Source: Crash data was obtained from MassDOT Crash Portal, accessed June 2020.

As shown in Table 2, only one study area intersection, the Scituate Rotary, has a calculated crash rate higher than MassDOT average crash rate for District 5. One crash involving a non-motorist (bike, pedestrian) was reported at the Scituate Rotary. The crashes that occurred at the study area intersections were primarily single vehicle, angle, and rear-end collisions, resulting in property damage only. No crashes were reported within the study area which resulted in a fatality.

In addition, the MassDOT Top Crash Locations map was reviewed and none of the study intersections have been identified as a Highway Safety Improvement Program (HSIP) cluster (2015 – 2017).

It should be noted that as part of the transportation mitigation program for the 247 Driftway mixed-use project by the Drew Company, Inc., a Road Safety Audit (RSA) will be completed at the Scituate Rotary prior to the issuance of the final certificate of occupancy for that project.

Public Transportation

The MBTA provides commuter rail service out of the Greenbush Station, located across the street from the Project Site and immediately adjacent to Old Driftway. The station operates as the southern terminus of the Greenbush Line, which offers weekday and weekend service to South Station in Boston. Service is most frequent during peak commute times in peak directions. The schedule for the MBTA Greenbush Line is included in the Attachments².

Local transit service is provided by the Greater Attleboro Taunton Regional Transit Authority (GATRA) on its Scituate Loop (SLOOP) line. The SLOOP, which links the Greenbush MBTA station to Scituate Harbor, North Scituate, and several intermediate destinations, operates on weekdays and weekends with 55-minute to 75-minute headways. The schedule for the GATRA SLOOP Line is included in the Attachments³.

Pedestrian and Bicycle Accommodations

Sidewalks run along both sides of New Driftway in the immediate vicinity of the Site. In addition, crosswalks exist across the northern, southern, and eastern legs of the signalized intersection of New Driftway and Old Driftway located directly east of the Site. There is a continuous sidewalk/crosswalk network between the Site and the adjacent MBTA Greenbush Station.

Elsewhere in the study area, sidewalks run along one or both sides of portions of New Driftway, Old Driftway, Country Way, Chief Justice Cushing Highway (Route 3A), and Stockbridge Road. Some of these sidewalks, however, extend only a few hundred feet from a major intersection, such as the Scituate Rotary. Sidewalks generally do not run along Cornet Stenson Road (Route 123) or Old Oaken Bucket Road, though there are pedestrian crossings at the intersections between these roads and where Route 123 enters the Scituate Rotary. Sidewalk conditions vary within the study area.

In addition, the Driftway Pedestrian/Bicycle Trail runs along the southerly side of New Driftway and, upon completion of Phase II, will connect the MBTA Greenbush Station and the Scituate Harbor. The trail is largely constructed and funding for Phase II, which will complete the trail, has been approved. No other formal bicycle facilities exist within the vicinity of the Site.

2 The new MBTA Greenbush Line 2020 schedule was supposed to be effective as of June 22, 2020 to replace the October 2019 schedule. However, due to COVID-19 conditions this line is currently operating on a reduced schedule. Both schedules can be found in the Attachments.

3 The GATRA SLOOP schedule may be impacted by COVID-19 conditions. However, no information is provided on the GATRA website. The normal operating schedule is provided in the Attachments.

Sight Distance Analysis

A sight distance analysis, in conformance with guidelines of the American Association of State Highway and Transportation Officials (AASHTO) was performed at the intersection of New Driftway at the proposed Site Driveway. Sight distance considerations are generally divided into two categories: Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD). Stopping Sight Distance (SSD) is the distance required for a vehicle approaching an intersection from either direction to perceive, react and come to a complete stop before colliding with an object in the road, in this case the exiting vehicle from a driveway. In this respect, SSD can be considered as the minimum visibility criterion for the safe operation of an unsignalized intersection.

Intersection Sight Distance (ISD) is based on the time required for perception, reaction and completion of the desired critical exiting maneuver once the driver on a minor street or driveway approach decided to execute the maneuver. Calculation for the critical ISD includes the time to (1) turn left, and to clear the half of the intersection without conflicting with the vehicles approaching from the left; and (2) accelerate to the operating speed of the roadway without causing approaching vehicles to unduly reduce their speed. In this context, ISD can be considered as a desirable visibility criterion for the safe operation of an unsignalized intersection. Essentially, while SSD is the minimum distance needed to avoid collisions, ISD is the minimum distance needed so that mainline motorists will not have to substantially reduce their speed due to turning vehicles. To maintain the safe operation of an unsignalized intersection, ISD only needs to be equal to the stopping sight distance, though it is desirable to meet ISD requirements by themselves.

To calculate the required SSD and ISD the 85th percentile speeds measured by the ATR counts along New Driftway were utilized. The 85th percentile speed along New Driftway was observed to be 38 mph eastbound and 36 mph westbound. Table 3 summarizes the sight distance analysis and the sight distance worksheets are included in the Attachments.

Table 3 Sight Distance Analysis Summary

Location	Stopping Sight Distance (feet) ^a			Intersection Sight Distance (feet) ^a		
	Traveling	Required	Measured	Looking	Desired	Measured
Site Driveway (proposed) at New Driftway	Eastbound	280	745	Left	420	930
	Westbound	260	750	Right	420	660

^a Based on guidelines established in A Policy on the Geometric Design of Highways and Streets, Seventh Edition, American Association of State Highway and Transportation Officials (AASHTO) 2018 for an 85th percentile speed of 38 mph eastbound and 36 mph westbound on New Driftway.

As shown in Table 3, the required SSD and desired ISD are exceeded in all directions.

Future Conditions

To determine the impacts of the site-generated traffic volumes in the vicinity of the site, future traffic conditions were evaluated. A seven-year horizon (2027) was used for the transportation evaluation, which is consistent with MassDOT TIA requirements.

Traffic growth on area roadways is a function of the expected land development, environmental activity, and changes in demographics. A frequently used procedure is to identify estimated traffic generated by planned developments that would be expected to affect the Project study area roadways. An alternative procedure is to estimate an annual

percentage increase and apply that increase to study area traffic volumes. For this evaluation, both procedures were used. The following summarizes this traffic forecasting process.

Historic Growth

Historic traffic data from a MassDOT permanent count station along Route 3 and recent traffic studies conducted in the vicinity of the Site were reviewed to determine an appropriate growth rate. Based on this review, an annual growth rate of one-percent per year was determined to be appropriate for this study.

Site Specific Development Growth

In addition to accounting for background growth, the traffic associated with other planned and/or recently-approved developments near the Site was considered which would affect transportation conditions within the seven-year horizon. Based on information from the Town of Scituate staff, the following planned or approved projects were identified in the vicinity of the Site.

- **50 Country Way** – This project involved the razing of an existing 5-unit multi-family residential building and the construction of a mixed-use development of three buildings containing 30 dwelling units, 6,400 sf of office space, and 2,200 of retail space. The Project is currently completed and occupied, however since it was not completed at the time of the traffic counts, the trips generated by the project were included in the future conditions traffic volumes. Projected traffic volumes expected to be generated by this project were obtained from the published traffic study submitted as part of the permitting process for the project.
- **Gunther Tooties** – This project is located at 52 Country Way and replaced the existing Morning Glories bakery. The Gunther Tooties consists of the same number of seats as the prior Morning Glories and therefore, no increase in trips was anticipated. The Project is currently completed and operational, however, since it was not completed at the time of the traffic counts is referenced in this study for completeness.
- **60 New Driftway** – This project includes a proposed mixed-use building within the existing Riverway development, which was permitted in 2008. The proposed mixed-use building would support the existing Riverway development and is not anticipated to generate many new trips. Therefore, trips associated with the proposed mixed-use building were assumed to be included in the general background growth.
- **6 McDonald Terrace** – This project includes one building consisting of five residential units and one office unit at 6 McDonald Terrace. The project was approved by the Planning Board on December 12, 2018. No formal traffic study was included as part of the project filings and therefore trips associated with the potential project were assumed to be included in the general background growth.
- **14-16 Old Country Way** – This project includes the demolition of two single family dwellings and accessory structures and construction of two buildings containing eight shops and office space for “carpenter(s), cabinetmaker(s), electrician(s), job printer(s), painter(s), paperhanger(s), plumber(s), sign painter(s), or upholsterer(s). No formal traffic study was filed as part of the project. The Zoning Board of Appeals (ZBA) issued a Section 6 finding approving the project on April 9, 2018. The ZBA Section 6 finding indicated that the project will “not be substantially more detrimental to the neighborhood.” Therefore, trips associated with the potential project were assumed to be included in the general background growth.
- **18 Ford Place** – This project includes the construction of a multi-family building with five, two-bedroom units in one building. The project is currently in the local permitting process. No formal traffic study was included as part

of the project filings and therefore trips associated with the potential project were assumed to be included in the general background growth.

- **247 Driftway:** This project is located on a portion of the existing Massachusetts Bay Transportation Authority (MBTA) Greenbush Station parking lot east of Old Driftway and north of New Driftway. The mixed-used development will consist of approximately 8,700 square feet (sf) of retail/commercial uses, an approximately 2,000 sf restaurant, and 78 residential units. The project was approved by the Planning Board on August 13, 2019. Projected traffic volumes expected to be generated by this project were obtained from the published traffic study and were included in the future conditions traffic volumes.

The trips associated with each development were incorporated into the future No-Build and Build conditions networks as noted above.

Background Transportation Projects

In assessing future traffic conditions, proposed roadway improvements within the study area were considered. Based on discussions with the Town of Scituate, there is one proposed roadway improvement project in the vicinity of the Site that may influence traffic conditions within the seven-year horizon.

- **New Driftway at Old Driftway Signal Improvements:** As part of the 247 Driftway project, traffic signal timing updates are being considered at the intersection of New Driftway at Old Driftway. Per the Planning Board decision for the project dated August 13, 2019, *"The Applicant shall review the traffic signal timing at the New Driftway/Old Driftway intersection on or before achieving sixty (60) percent occupancy of the residential component of the Project and shall undertake the necessary review and analyses to determine if adjustments to the traffic signal timing are necessary to accommodate the resulting change in traffic volumes and/or distribution of traffic on the intersection approaches. To the extent that it is determined that adjustments are required to the traffic signal timing, the Applicant shall design and implement the timing changes subject to the review and approval of the Town."* However, for the purposes of this analysis, no changes to the signal timings at the New Driftway/Old Driftway intersection were included in the future conditions as the exact improvements are not known at this time.

No-Build Traffic Volumes

The 2027 No-Build conditions traffic volumes were generated by adding the one-percent per year general regional growth and the background projects to the existing conditions traffic volumes. The resulting 2027 No-Build conditions peak hour traffic volume networks for the weekday evening and Saturday midday peak hours, respectively are included as Figures 6 and 7 in the Attachments.

Trip Generation

The rate at which any development generates traffic is dependent upon several factors such as size, location, and concentration of surrounding developments. Currently, the Site consists of a single building with commercial uses which will be removed, and the existing building demolished as part of the proposed Project. The Project includes the construction of a gas station with four gas pumps/eight fueling positions, an approximately 4,000 sf convenience store, and an approximately 1,500 sf retail/restaurant space supported by an additional 550 sf of outdoor space. Trip generation estimates for the proposed uses were projected using trip generation rates published by the Institute of

Transportation Engineers (ITE) *Trip Generation, 10th Edition*⁴, for Land Use Code (LUC) 960 (Super Convenience Market/Gas Station) and LUC 930 (Fast Casual Restaurant). While a portion of the existing building is currently tenanted, the trips generated by the Site are minimal. Therefore, to provide a conservative analysis, no credit for existing trips was applied to the trip generation projections for the proposed Project.

Pass-by Trips

Not all the trips generated by the Project will be new traffic that is added to the study area intersections and roadways. Gas stations as well as retail/restaurant uses typically attract a significant percentage of their traffic from the traffic streams passing the Site, particularly during peak periods. These trips, which are considered pass-by trips, are already on the roadway system traveling to and from locations other than the Site (such as home, work, or other shopping destinations).

Pass-by trips are attracted to the Site as they pass through the area. The rate at which pass-by trips are attracted to a Site is highly dependent on the type of land use at that Site, the proximity of the Site to major traffic corridors, and the location and type of nearby land uses. ITE pass-by data is not available for LUC 960 (Super Convenience Market/Gas Station) and LUC 930 (Fast Casual Restaurant), therefore data for similar land uses were reviewed. ITE data shows pass-by rates for LUC 945 (Gasoline/Service Station with Convenience Mart) and LUC 932 (High-Turnover (Sit-Down) Restaurant) of 56-percent and 43-percent, during the weekday evening peak hour. The pass-by rate for the Saturday midday peak hour was assumed to be the same as the weekday evening peak hour. Based on the MassDOT TIA Guidelines, pass-by trips should not account for more than 15-percent of an adjacent street traffic volume. Using the ITE pass-by rates does not result in the pass-by volumes exceeding 15-percent of the adjacent street traffic. As such, the ITE pass-by rates were used for the trip generation projections.

The estimated trip generation for the proposed Project is summarized in Table 4. The detailed trip generation calculations and Figures 9 and 10, which show the site-generated trips, are included in the Attachments.

⁴ Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington D.C., 2017.

Table 4 Trip Generation Summary

Time Period	Gas Station/ Convenience Market ¹			Retail/Restaurant ²			Total Net New Trips
	Gross Trips	Pass-By Trips ³	Net New Trips	Gross Trips	Pass-By Trips	Net New Trips	
Weekday Evening							
Enter	92	52	40	16	6	10	50
<u>Exit</u>	<u>92</u>	<u>52</u>	<u>40</u>	<u>13</u>	<u>6</u>	<u>7</u>	<u>47</u>
Total	184	104	80	29	12	17	97
Saturday Midday							
Enter	93	52	41	38	16	22	63
<u>Exit</u>	<u>93</u>	<u>52</u>	<u>41</u>	<u>31</u>	<u>14</u>	<u>17</u>	<u>58</u>
Total	186	104	82	69	30	39	121

- 1 Trip generation estimate based on ITE LUC 960 (Super Convenience Market/Gas Station) for 8 fueling positions
- 2 Trip generation estimate based on ITE LUC 930 (Fast Casual Restaurant) for 4,000 sf of space
- 3 Pass-by rates based on LUC 932 (High-Turnover (Sit-Down) Restaurant) and LUC 945 (Gasoline/Service Station with Convenience Mart), Saturday Midday peak period assumed to be the same as Weekday Evening

As shown in Table 4, the proposed Project is expected to result in a total of 97 net new vehicle trips (50 entering/ 47 exiting) during the weekday evening peak hour and a total of 121 net new vehicle trips (63 entering/ 58 exiting) during the Saturday midday peak hour.

Trip Distribution

The directional distribution of traffic approaching and departing the Site is a function of several variables. These include population densities, existing travel patterns, and the efficiency of the roadways leading to and from the Site. The trip distribution for both land uses is based on existing observed travel patterns. The trip distribution patterns for the Project are summarized in Table 5 and provided as Figure 8 in the Attachments.

Table 5 Trip Distribution

Roadway	Direction (From/To)	Percent of Trips
Country Way	North	9%
Stockbridge Road	North	7%
New Driftway	East	20%
Chief Justice Cushing Highway (Route 3A)	South	23%
Cornet Stetson Road (Route 123)	West	17%
Old Oaken Bucket Road	West	5%
Chief Justice Cushing Highway (Route 3A)	North	19%
Total		100%

Build Traffic Volumes

The Project-related traffic volumes are assigned to the study area roadway network based on the trip distribution patterns shown in Table 5 and added to the 2027 No-Build peak hour traffic volume networks to develop the 2027 Build weekday evening and Saturday Midday peak hour traffic volume networks. The 2027 Build traffic volume networks are provided as Figures 11 and 12, respectively, in the Attachments.

Traffic Operations Analysis

To assess quality of flow, intersection capacity analyses were conducted with respect to 2020 Existing, 2027 No-Build, and 2027 Build traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated levels of service (LOS).

Level of Service Criteria

Level of service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

For signalized intersections, the evaluation criteria used to analyze study area intersections are based on the percentile-delay method (Synchro results). For unsignalized intersections, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. The level of service is only determined for left-turns from the

main street and all movements from the minor street. The evaluation criteria used to analyze unsignalized intersections are based on the 6th edition of the Highway Capacity Manual (HCM)⁵.

It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative analysis parameters such as high critical gaps. Actual field observations indicate that drivers on minor streets generally accept smaller gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The net effect of these procedural limitations of the analysis software is the over-estimation of calculated delays at unsignalized intersections. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

Intersection Capacity Analysis

Intersection capacity analyses were conducted at all intersections in the study area. Analyses were conducted for the 2020 Existing, 2027 No-Build, and 2027 Build conditions. Tables 6 and 7 summarize the capacity analyses for signalized and unsignalized intersections, respectively, and the detailed analysis results are included in the Attachments.

As shown in Tables 6 and 7, the addition of Project related trips is expected to have minimal impacts on the roadway network surrounding the Site. The overall LOS is expected to remain the same between the 2027 No-Build and 2027 Build conditions at all the study area intersections with the exception of the Scituate Rotary. At the Scituate Rotary, the Country Way south-westbound approach is expected to degrade from LOS D to LOS E during the weekday evening peak period and from LOS E to LOS F during the Saturday midday peak period. The Chief Justice Cushing Highway (Route 3A) southbound approach is expected to degrade from LOS D to LOS E during the Saturday midday peak period. While degradations in LOS are expected at these approaches, it should be noted that the increase in delay is minor, less than ten seconds, and the increase in the queue is minimal, less than one vehicle. The LOS for all other approaches at the Scituate Rotary is expected to remain the same between the 2027 No-Build and 2027 Build conditions.

The Site driveway movements are expected to operate at an acceptable LOS C or better during both peak hours with the exception of the Site driveway northbound left-turn movement, which is expected to operate at LOS F under 2027 Build conditions during both peak periods. It should be noted that although vehicles exiting the Site and making a northbound left-turn onto New Driftway may experience some delay, queues are expected to be only two to four vehicles which can be contained and accommodated within the Site.

Overall, the introduction of Project related trips can be accommodated within the existing roadway network.

⁵ Transportation Research Board, Highway Capacity Manual, Washington, D.C., 2016.

Table 6 Signalized Intersection Capacity Analysis

Location / Movement	2020 Existing Condition					2027 No-Build Conditions					2027 Build Conditions				
	v/c ^a	Del ^b	LOS ^c	50 Q ^d	95 Q ^e	v/c	Del	LOS	50 Q	95 Q	v/c	Del	LOS	50 Q	95 Q
New Driftway at Old Driftway															
<i>Weekday Evening</i>															
EB L	0.13	7	A	7	44	0.17	6	A	10	56	0.18	6	A	10	58
EB T/R	0.42	9	A	67	307	0.41	8	A	74	333	0.42	8	A	76	341
WB L/T/R	0.58	18	B	105	327	0.52	16	B	108	360	0.52	16	B	112	373
NB L/T/R	0.22	27	C	13	42	0.17	27	C	9	46	0.17	28	C	10	47
SB L/T	0.33	31	C	22	54	0.24	30	C	16	65	0.25	31	C	16	66
SB R	0.33	5	A	0	0	0.32	6	A	0	46	0.34	6	A	0	47
Overall		13	B				11	B				11	B		
<i>Saturday Midday</i>															
EB L	0.11	7	A	5	37	0.17	7	A	8	50	0.19	7	A	9	55
EB T/R	0.46	9	A	82	381	0.52	10	A	99	462	0.53	10	A	101	471
WB L/T/R	0.56	18	B	151	#553	0.66	20	B	168	#623	0.67	20	C	177	#651
NB L/T/R	0.09	1	A	0	0	0.02	0	A	0	0	0.02	0	A	0	0
SB L/T	0.40	36	D	30	78	0.39	37	D	28	88	0.39	37	D	28	88
SB R	0.16	7	A	0	24	0.19	7	A	0	35	0.21	6	A	0	37
Overall		14	B				15	B				15	B		

- a Volume to capacity ratio.
- b Average total delay, in seconds per vehicle.
- c Level-of-service.
- d 50th percentile queue, in feet.
- e 95th percentile queue, in feet.
- # 95th percentile volume exceeds capacity, queue may be longer.

Table 7 Unsignalized Intersection Capacity Analysis

Location / Movement	2020 Existing Condition					2027 No-Build Conditions					2027 Build Conditions				
	D ^a	v/c ^b	Del ^c	LOS ^d	95 Q ^e	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
Scituate Rotary															
<i>Weekday Evening</i>															
EB HL/L/T/R	560	1.20	>120	F	575	620	>1.20	>120	F	775	630	>1.20	>120	F	825
WB L/T/R/HR	605	1.03	65	F	450	680	1.07	78	F	500	710	1.12	93	F	575
NB L/T/R/HR	485	0.84	32	D	225	535	0.98	59	F	350	545	1.02	70	F	400
SB HL/L/T/R	425	0.94	54	F	300	465	0.98	63	F	325	475	1.03	76	F	375
SWB HL/L/R/HR	295	0.75	31	D	150	330	0.77	34	D	175	330	0.80	37	E	175
<i>Saturday Midday</i>															
EB HL/L/T/R	565	1.06	80	F	450	625	1.19	127	F	600	640	>1.20	>120	F	675
WB L/T/R/HR	590	0.97	51	F	350	670	1.10	91	F	525	710	1.17	114	F	625
NB L/T/R/HR	550	1.00	63	F	375	600	1.18	121	F	575	615	>1.20	>120	F	650
SB HL/L/T/R	325	0.68	23	C	125	350	0.76	30	D	175	360	0.81	36	E	200
SWB HL/L/R/HR	335	0.74	30	D	150	370	0.89	49	E	225	370	0.93	58	F	250
Cornet Stenson Road (Route 123) at Chief Justice Cushing Highway (Route 3A)															
<i>Weekday Evening</i>															
EB L/R	90	0.20	13	B	18	95	0.19	13	B	18	95	0.19	13	B	18
<i>Saturday Midday</i>															
EB L/R	110	0.24	14	B	23	115	0.23	13	B	23	115	0.23	14	B	23
Cornet Stenson Road (Route 123) at Old Oaken Bucket Road															
<i>Weekday Evening</i>															
EB L/R	125	0.61	36	E	93	135	0.58	37	E	83	135	0.60	40	E	88
NB L	5	0.01	9	A	0	5	0.01	9	A	0	5	0.01	9	A	0
<i>Saturday Midday</i>															
EB L/R	110	0.49	31	D	63	120	0.53	35	E	70	125	0.58	39	E	80
NB L	5	0.01	9	A	0	5	0.01	9	A	0	5	0.01	9	A	0

- a Volume to capacity ratio.
- b Average total delay, in seconds per vehicle.
- c Level-of-service.
- d 50th percentile queue, in feet.
- e 95th percentile queue, in feet.

Table 7 Unsignalized Intersection Capacity Analysis (continued)

Location / Movement	2020 Existing Condition					2027 No-Build Conditions					2027 Build Conditions				
	D ^a	v/c ^b	Del ^c	LOS ^d	95 Q ^e	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
Old Driftway at Stockbridge Road															
<i>Weekday Evening</i>															
EB T/R	170	0.24	9	A	23	195	0.26	9	A	25	200	0.27	9	A	28
WB L/T	125	0.21	9	A	20	140	0.20	9	A	18	145	0.21	9	A	20
NB L/R	145	0.31	10	A	33	160	0.22	9	A	23	170	0.24	9	A	23
<i>Saturday Midday</i>															
EB T/R	180	0.24	9	A	23	205	0.27	9	A	28	210	0.28	9	A	28
WB L/T	190	0.27	9	A	28	210	0.29	9	A	30	215	0.30	9	A	33
NB L/R	105	0.19	9	A	18	120	0.17	9	A	15	130	0.19	10	A	18
Country Way at Stockbridge Road															
<i>Weekday Evening</i>															
EB L/T/R	10	0.02	12	B	3	10	0.02	12	B	3	10	0.02	12	B	3
WB L/T/R	180	0.52	20	C	73	200	0.47	20	C	63	205	0.49	20	C	65
NB L	0	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a
SB L	40	0.04	8	A	3	45	0.04	8	A	3	50	0.05	8	A	3
<i>Saturday Midday</i>															
EB L/T/R	6	0.02	10	B	3	6	0.01	10	B	0	6	0.01	10	B	0
WB L/T/R	210	0.49	20	C	68	235	0.61	26	D	98	240	0.63	27	D	105
NB L	0	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a
SB L	60	0.05	8	A	5	70	0.06	8	A	5	75	0.07	8	A	5
New Driftway at Site Driveway															
<i>Weekday Evening</i>															
WB L	<i>Site driveway is minimally used under 2020 Existing Conditions</i>					<i>2027 No-Build Conditions assumes same level of driveway usage as 2020 Existing Conditions</i>					45	0.06	9	A	5
NB L											60	0.46	50	F	53
NB R											45	0.11	14	B	10
<i>Saturday Midday</i>															
WB L	<i>Site driveway is minimally used under 2020 Existing Conditions</i>					<i>2027 No-Build Conditions assumes same level of driveway usage as 2020 Existing Conditions</i>					55	0.08	10	A	5
NB L											70	0.71	94	F	93
NB R											55	0.15	16	C	13

- a Volume to capacity ratio.
- b Average total delay, in seconds per vehicle.
- c Level-of-service.
- d 50th percentile queue, in feet.
- e 95th percentile queue, in feet.

Mitigation

The Proponent is committed to reducing the impact, although minimal, of the Project-related trips on the local roadway network through the mitigation measures which are outlined below.

Site Access Improvements

Access to the Site is currently provided via one wide, unsignalized driveway along New Driftway. Under the proposed conditions, the Site driveway will be narrowed and located along the western edge of the Site. The proposed Site driveway will consist of a single entrance lane and separate left- and right-turn exit lanes. The entrance and exit lanes will be separated by a median. As previously discussed, adequate sight distance will be provided at the proposed Site driveway.

The proposed Site driveway can accommodate both fire and fuel trucks. Fuel deliveries to the Site are anticipated to be made outside of commuter peak hours. The proposed Site plan is shown in the Attachments.

Pedestrian and Bicycle Improvements

A new sidewalk will be provided along the Site frontage on New Driftway, and a crosswalk will be provided across the Site driveway. The proposed sidewalk along the Site frontage will provide a connection to the signalized crosswalks at the intersection of New Driftway and Old Driftway as well as connections into the Site and access to the proposed building. In addition, a bicycle rack will also be provided on the Site and located in close proximity to the building entrance. The pedestrian and bicycle improvements are shown on the proposed Site plan which is included in the Attachments.

Conclusion

VHB has conducted a transportation impact and access study for the proposed gasoline filling station with convenience store at 48-52 New Driftway in Scituate, Massachusetts. Currently, the Site consists of a single building with commercial uses which will be removed, and the existing building demolished as part of the proposed Project. The proposed build program includes the construction of a gas station with four gas pumps/eight fueling positions, an approximately 4,000 sf convenience store, and an approximately 1,500 sf retail/restaurant space supported by an additional 550 sf of outdoor space.

Under the proposed site plan, the Project will be supported by approximately 28 surface parking spaces and access to the Site will be provided via one unsignalized driveway along New Driftway. Adequate sight distance will be provided at the proposed Site driveway.

The proposed Project is expected to result in a total of 97 net new vehicle trips (50 entering/ 47 exiting) during the weekday evening peak hour and a total of 121 net new vehicle trips (63 entering/ 58 exiting) during the Saturday midday peak hour.

The Project is expected to have minimal impact and can be accommodated within the existing roadway network. The Proponent is committed to reducing the impact, although minimal, of the Project-related trips on the local roadway network through the proposed transportation mitigation measures.



Attachments

- Figures
- Conceptual Site Plan
- Traffic Volume Data
- Seasonal Adjustment Data
- Vehicular Crash Data
- Public Transportation
- Sight Distance Worksheet
- Planned/Approved Developments
- Trip Generation
- Intersection Capacity Analyses

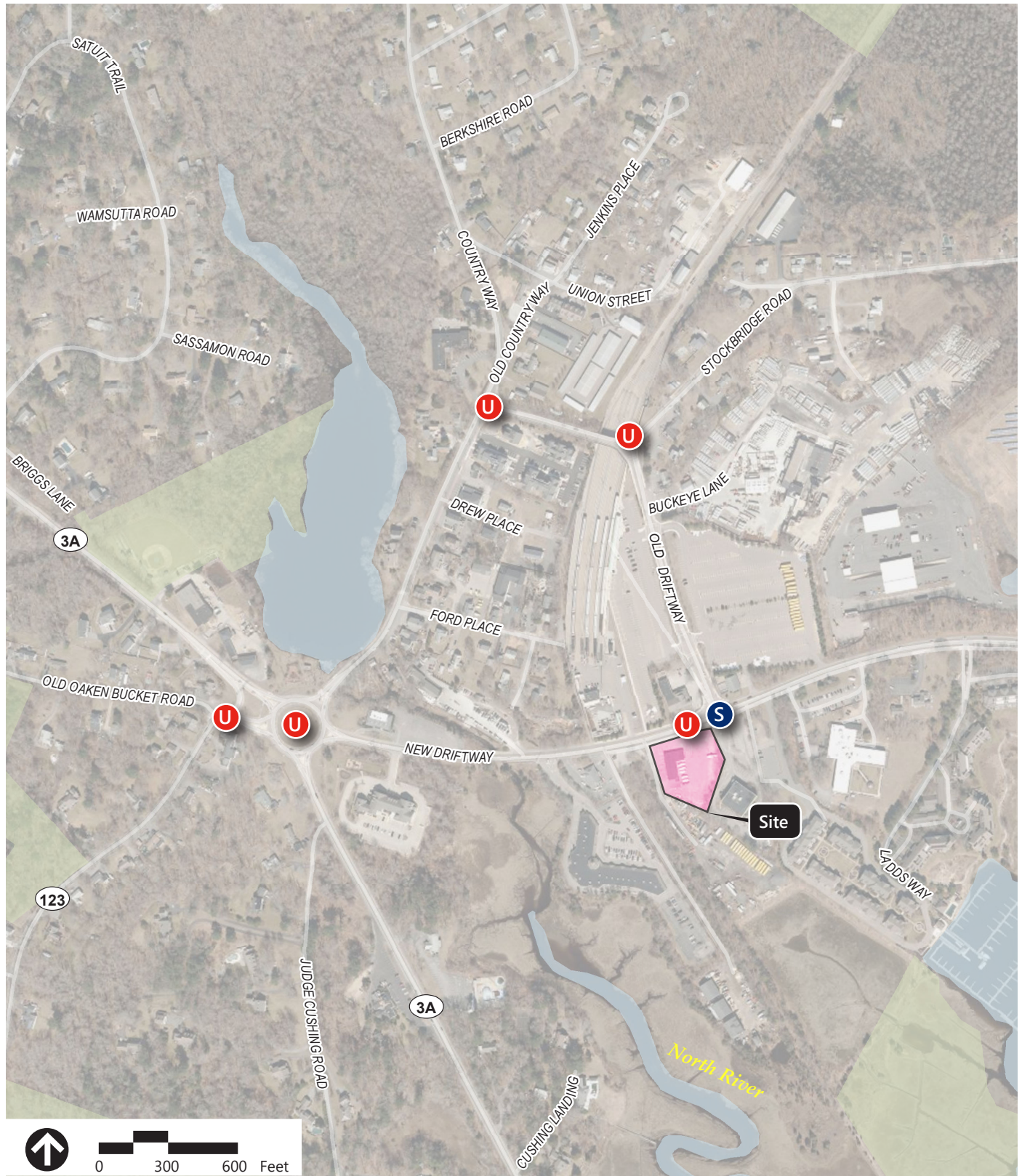


Source: MassGIS



Figure 1
Site Location Map

48 & 52 New Driftway
Scituatue, Massachusetts



Source: MassGIS



-  Signalized Intersection
-  Unsignalized Intersection



Figure 2
Study Area Intersections Map

48 & 52 New Driftway
Scituate, Massachusetts

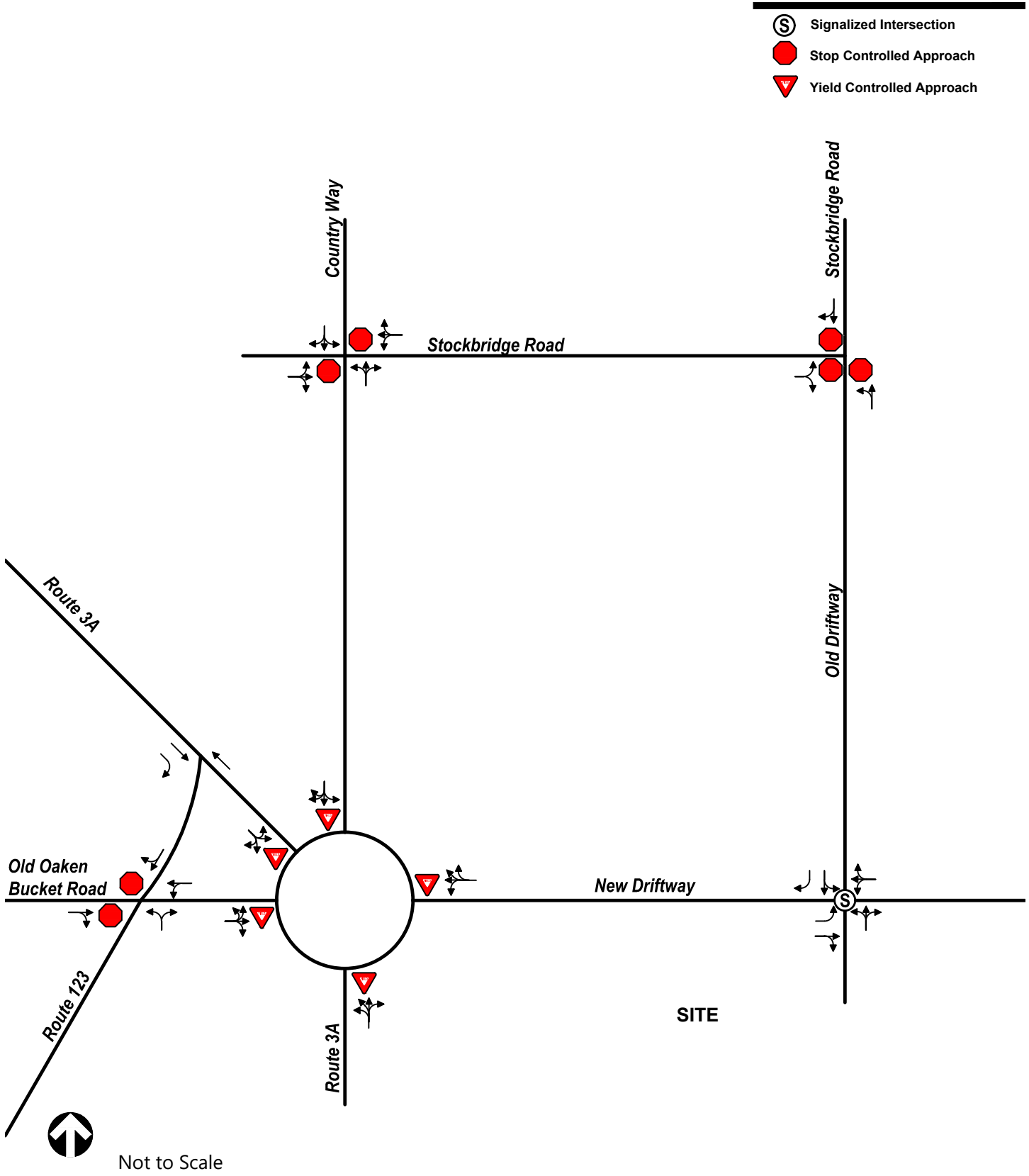


Figure 3
Intersection Lane Geometry and Traffic Control
48 & 52 New Driftway
Scituate, Massachusetts

(S) Signalized Intersection
 neg = Negligible

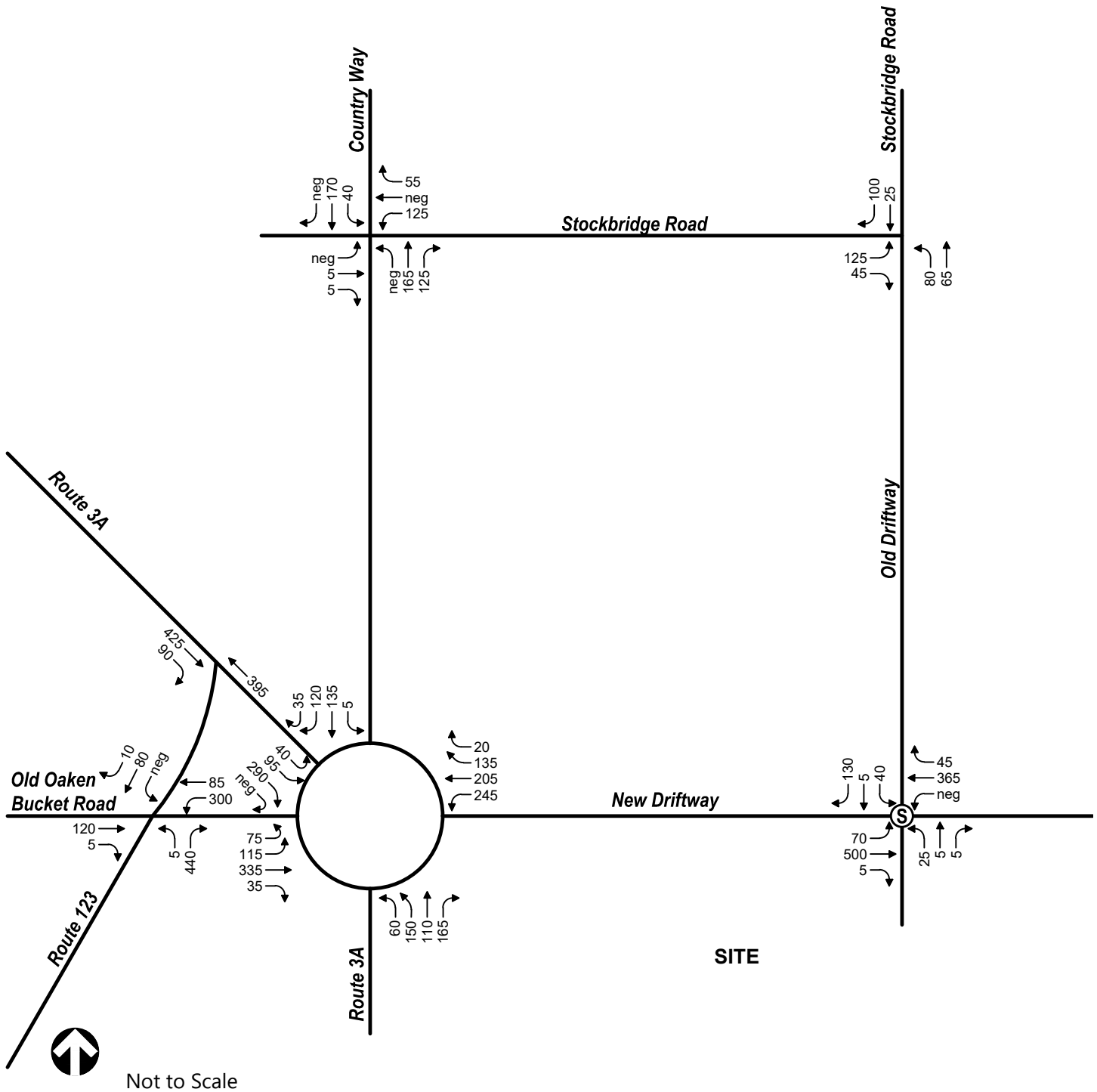
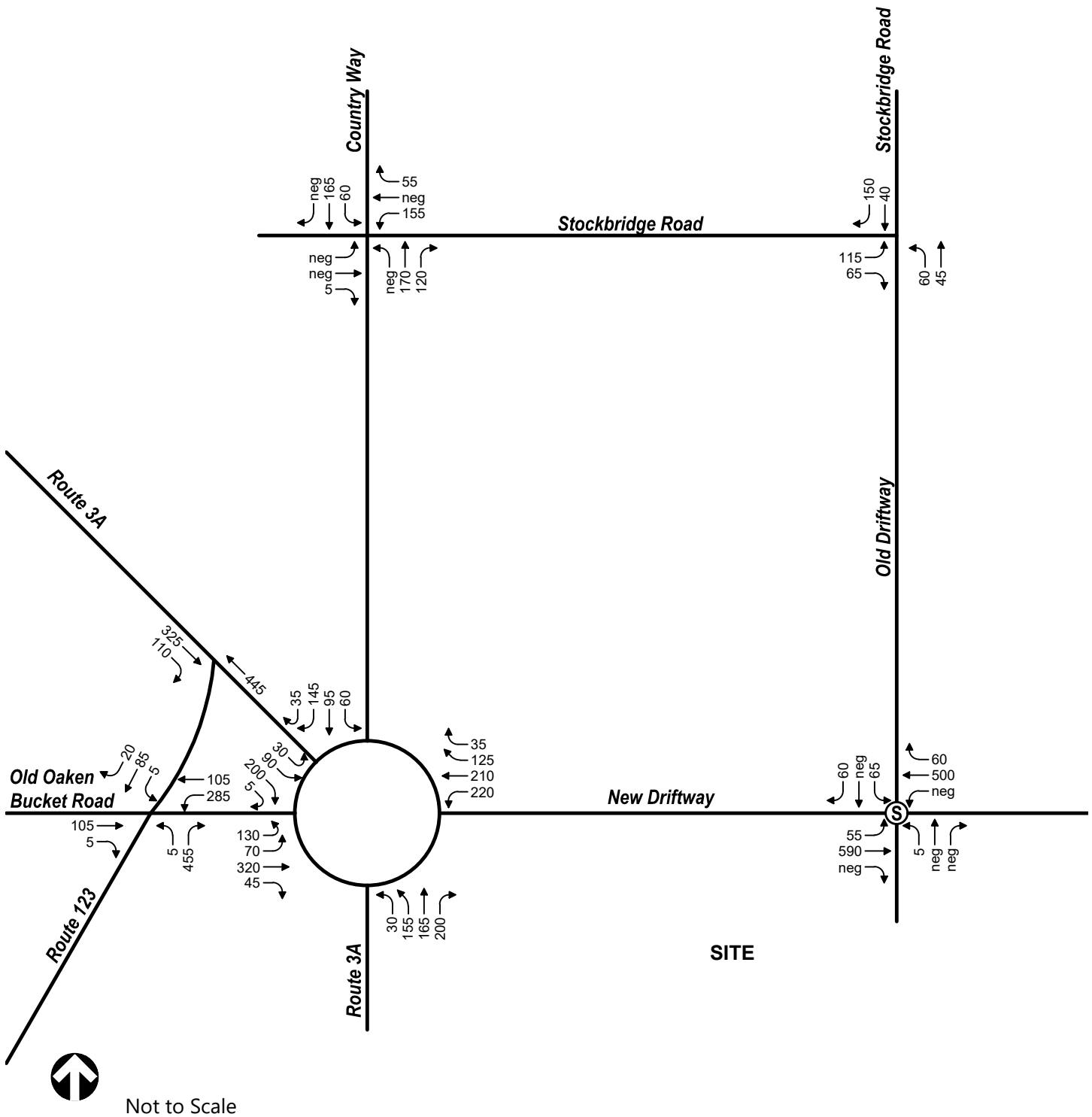


Figure 4
 2020 Existing Conditions
 Weekday Evening Peak Hour Traffic Volumes
 48 & 52 New Driftway
 Scituate, Massachusetts

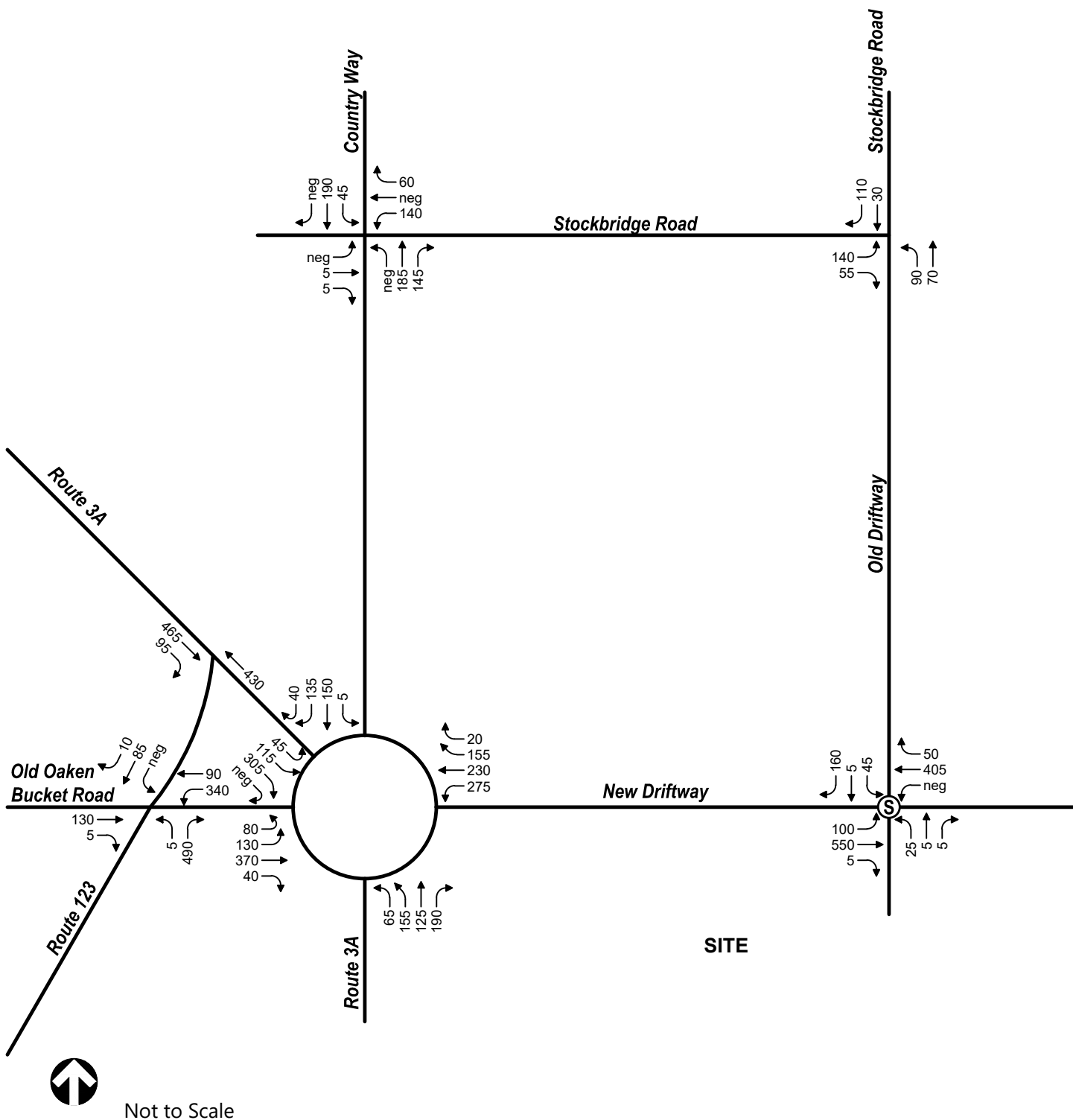
(S) Signalized Intersection
 neg = Negligible



2020 Existing Conditions
 Saturday Midday Peak Hour Traffic Volumes
 48 & 52 New Driftway
 Scituate, Massachusetts


Figure 5

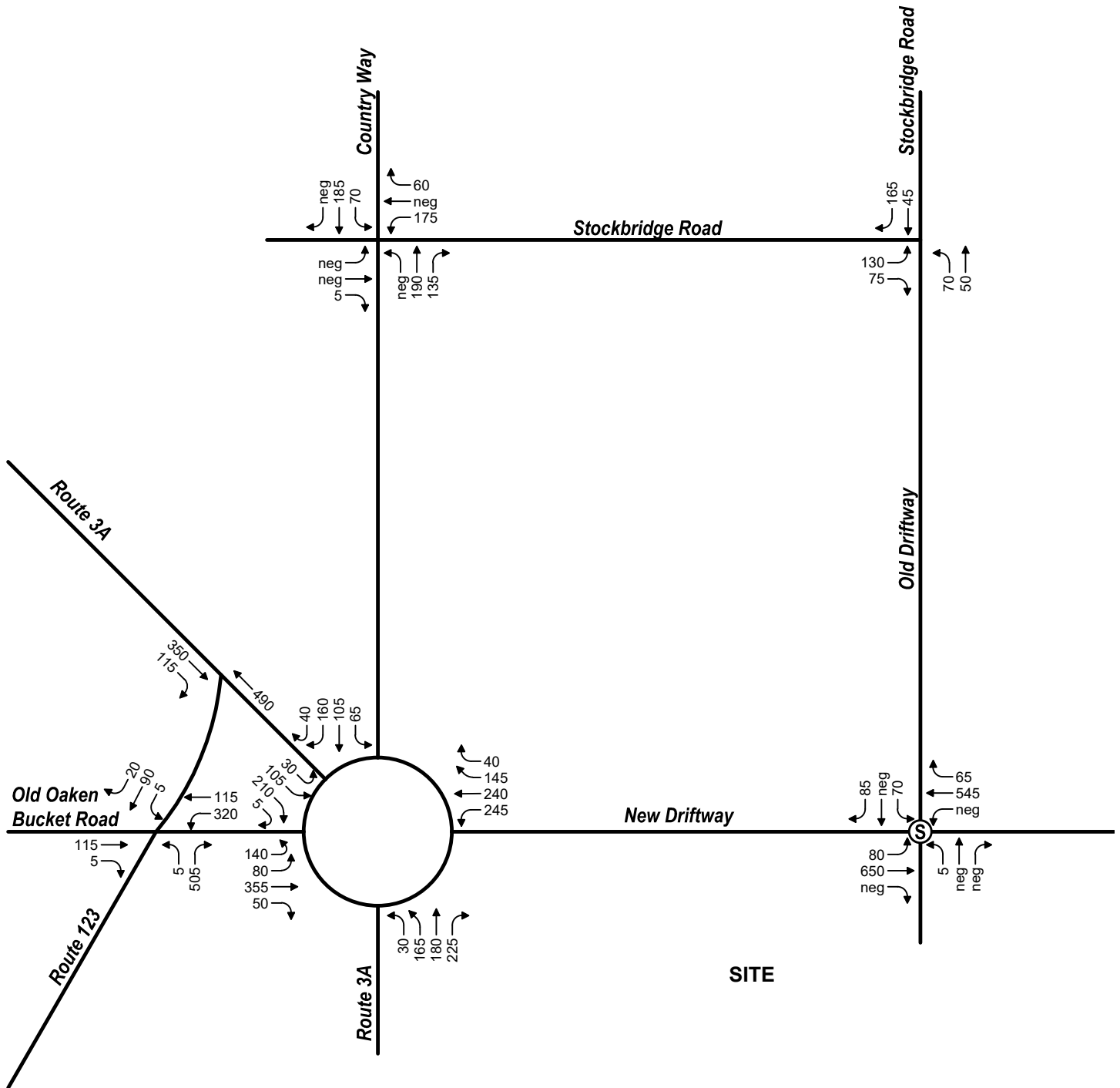
(S) Signalized Intersection
 neg = Negligible



2027 No-Build Conditions
 Weekday Evening Peak Hour Traffic Volumes
 48 & 52 New Driftway
 Scituate, Massachusetts

Figure 6

 Signalized Intersection
neg = Negligible



Not to Scale



2027 No-Build Conditions
Saturday Midday Peak Hour Traffic Volumes
48 & New Driftway
Scituate, Massachusetts

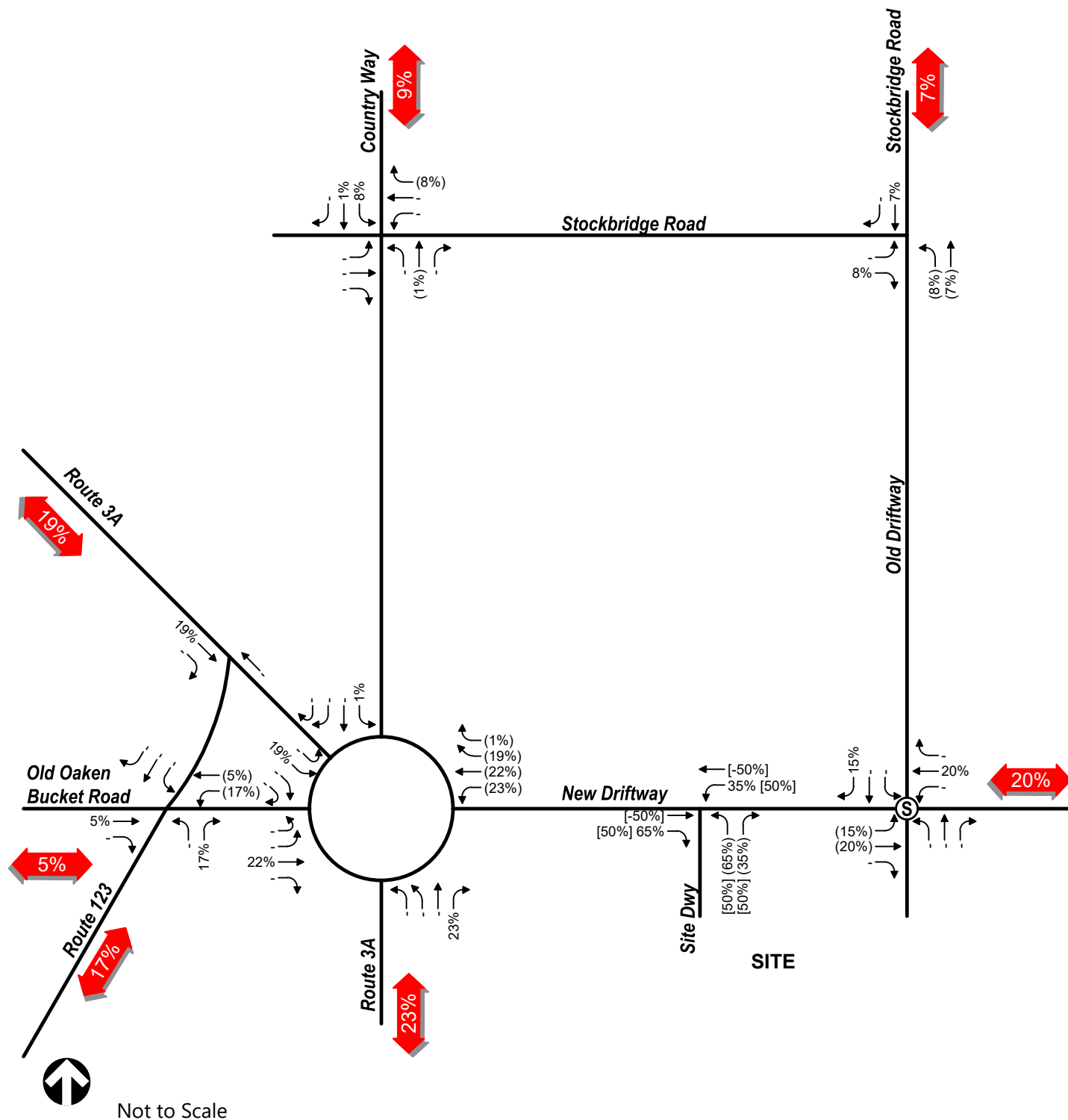
Figure 7

S Signalized Intersection

xx% = Entering Trips

(xx%) = Exiting Trips

[xx%] = Pass-by Trips



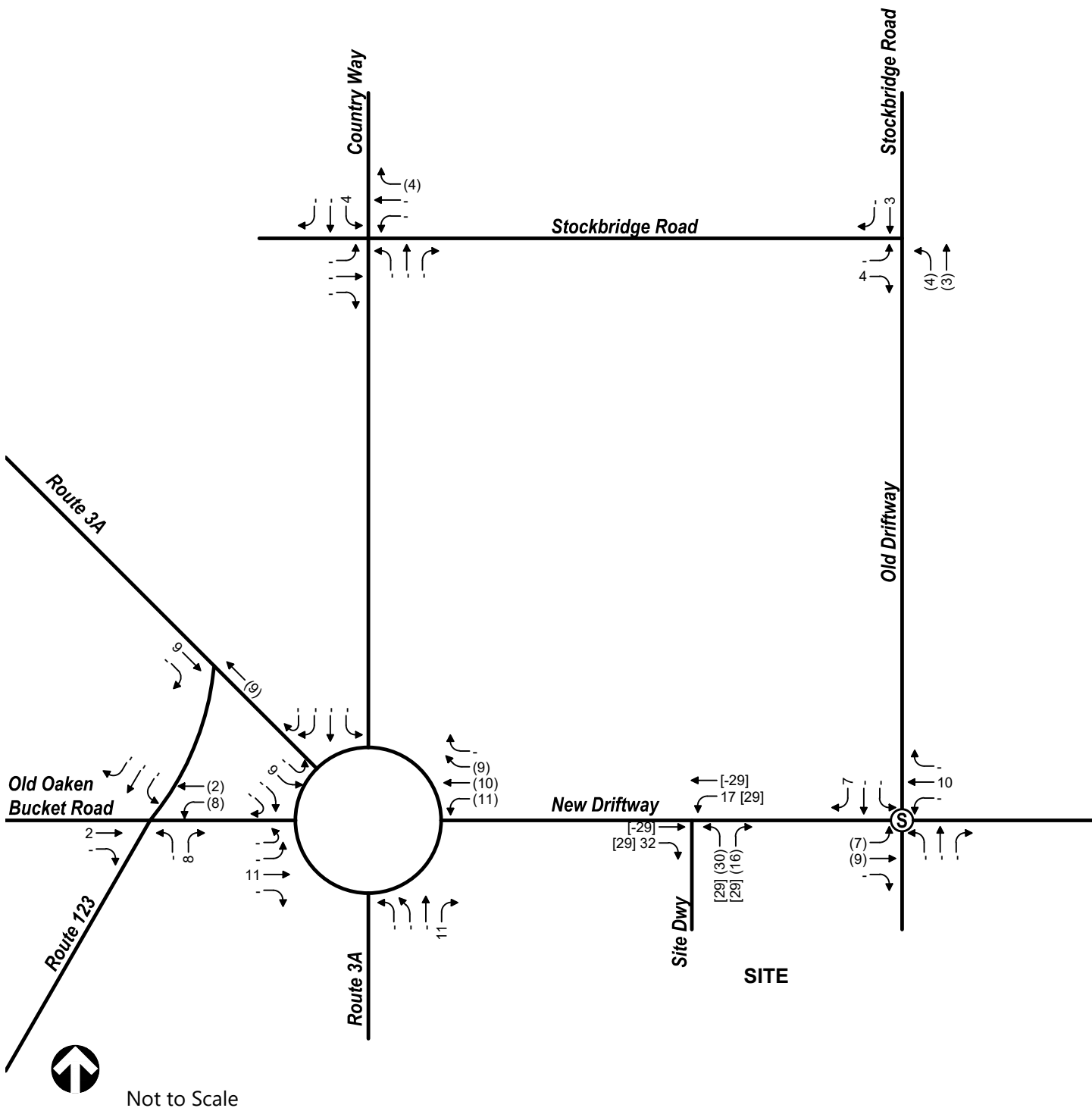
Trip Distribution

Figure 8

48 & 52 New Driftway
Scituate, Massachusetts

(S) Signalized Intersection

xx = Entering Trips
 (xx) = Exiting Trips
 [xx] = Pass-by Trips

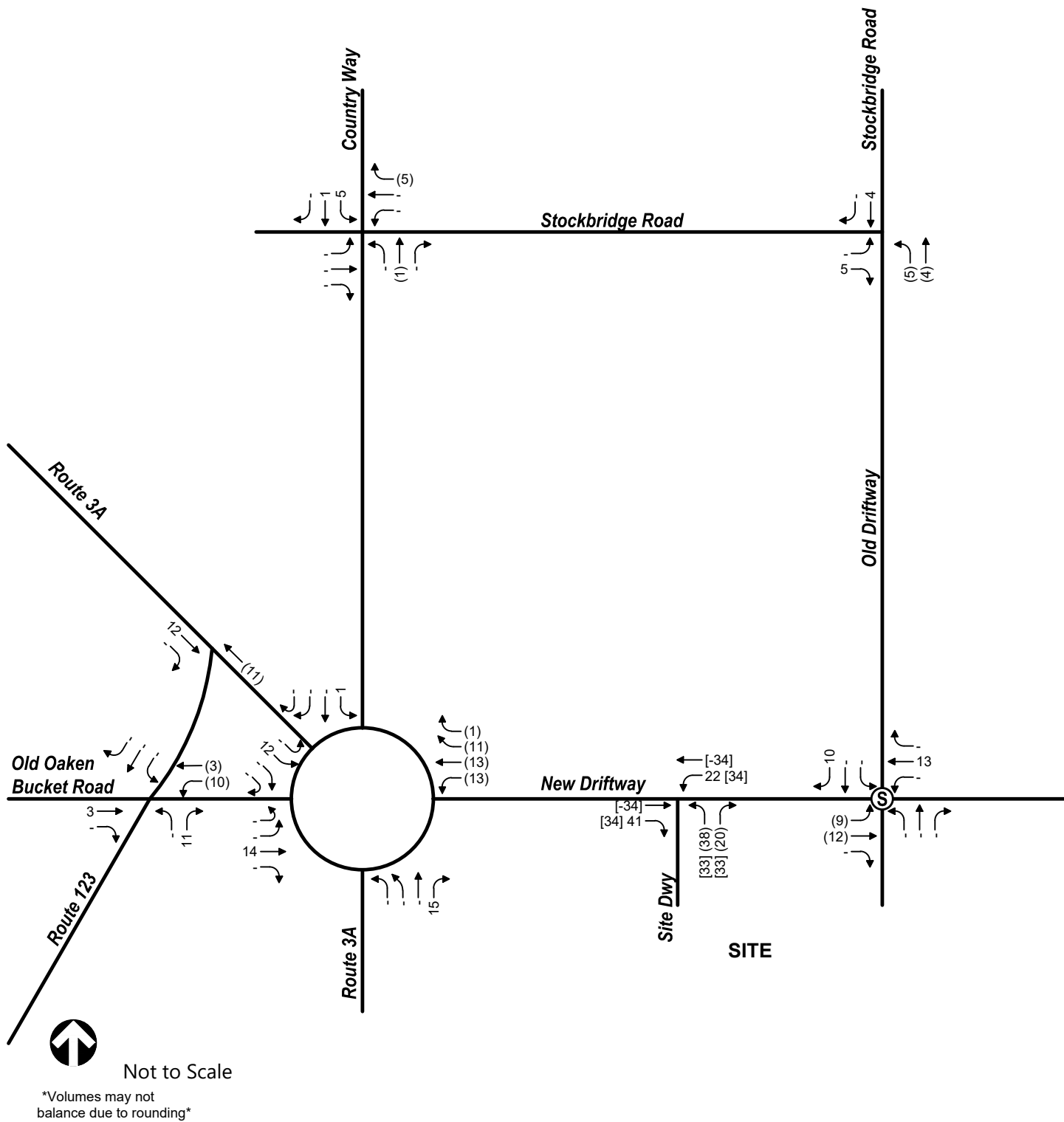


Site-Generated Trips
 Weekday Evening Peak Hour Traffic Volumes
 48 & 52 New Driftway
 Scituate, Massachusetts

Figure 9


(S) Signalized Intersection

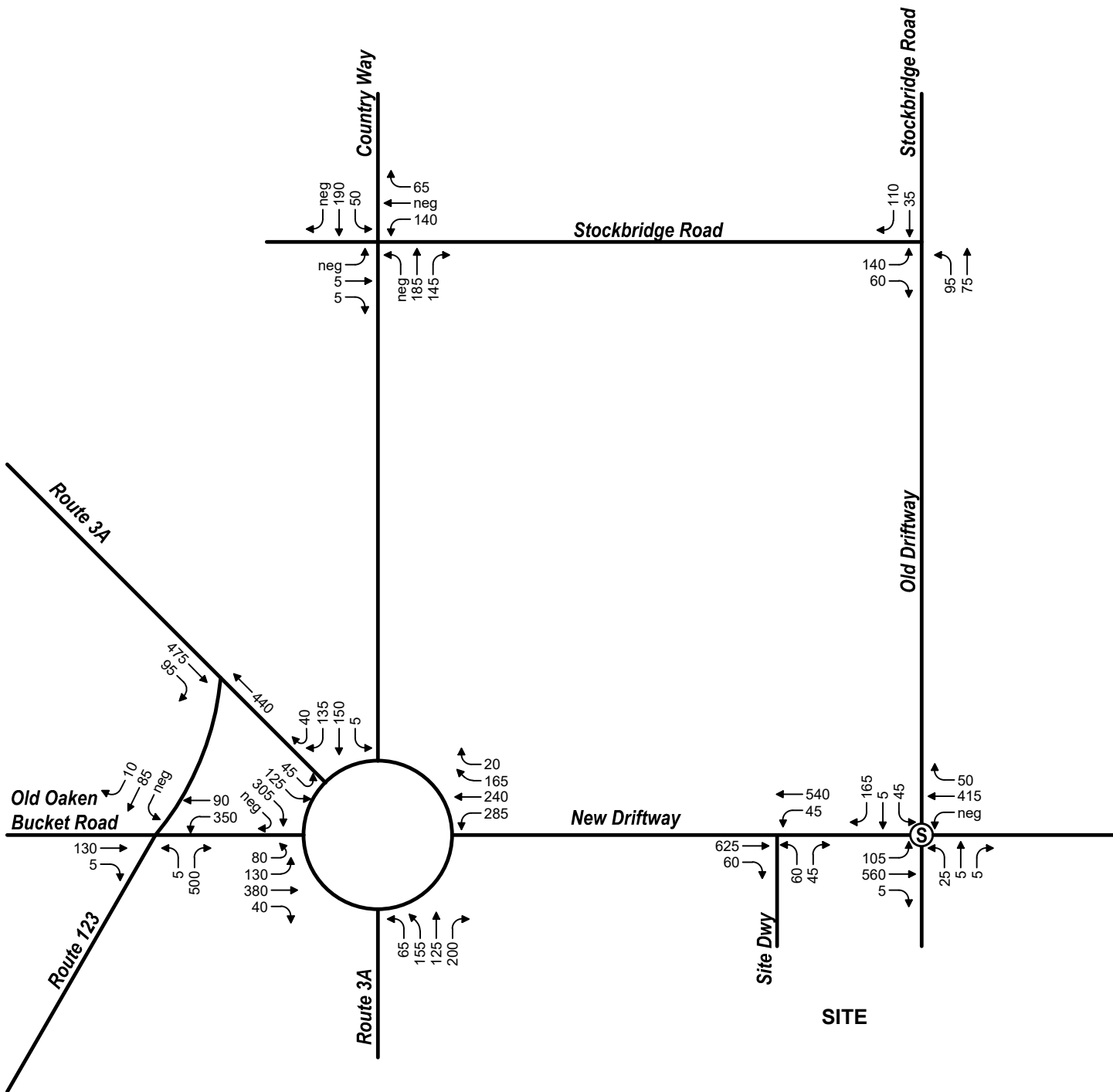
xx = Entering Trips
 (xx) = Exiting Trips
 [xx] = Pass-by Trips



Site-Generated Trips
 Saturday Midday Peak Hour Traffic Volumes
 48 & 52 New Driftway
 Scituate, Massachusetts

Figure 10

 Signalized Intersection
neg = Negligible



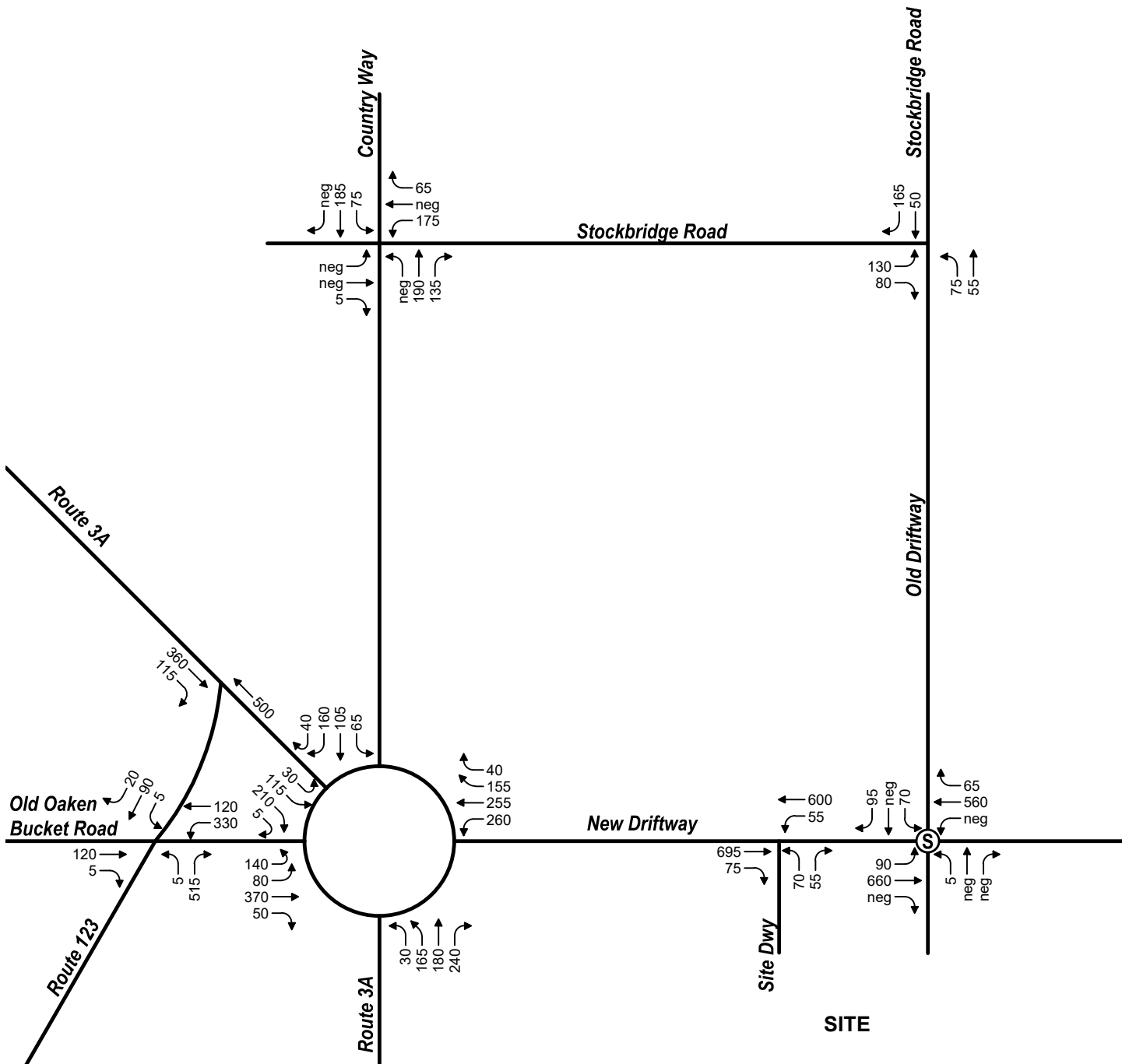
Not to Scale



2027 Build Conditions
Weekday Evening Peak Hour Traffic Volumes
48 & 52 New Driftway
Scituate, Massachusetts

Figure 11

(S) Signalized Intersection
 neg = Negligible



Not to Scale



2027 Build Conditions
 Saturday Midday Peak Hour Traffic Volumes
 48 & New Driftway
 Scituate, Massachusetts

Figure 12



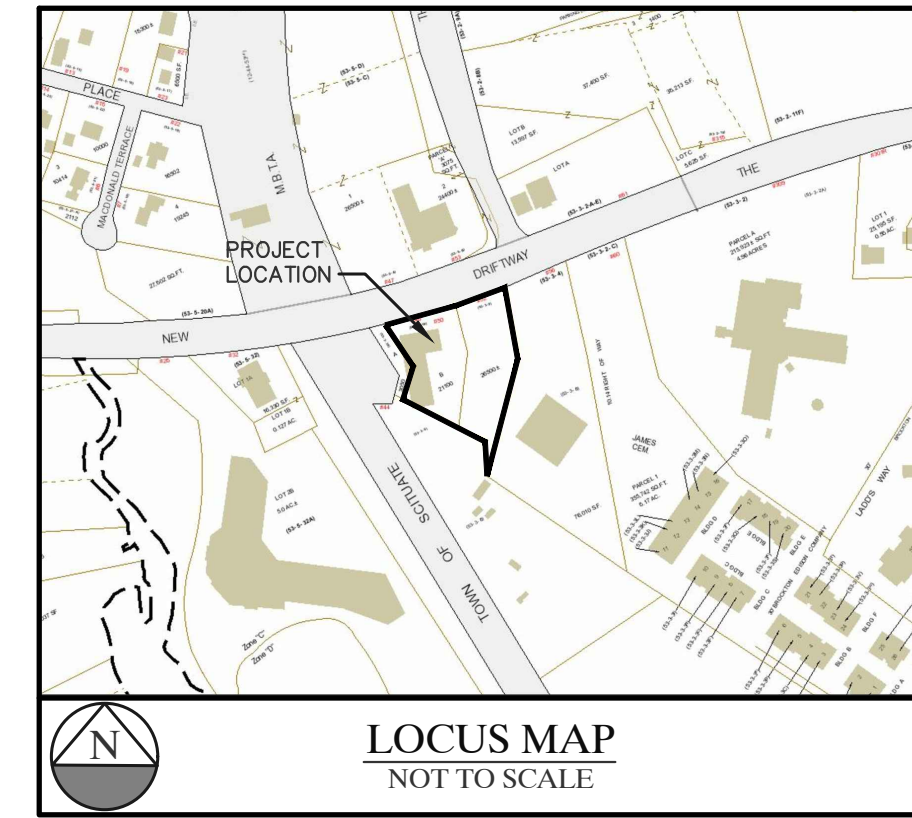
SITE DATA :
 ADDRESS: 48 & 52 NEW DRIFTWAY,
 SCITUATE, MA 02066

ZONING DISTRICT: VILLAGE CENTER AND
 NEIGHBORHOODS SUB DISTRICT

TOTAL AREA: 1.1± ACRES

OWNER ON RECORD:
 SO SHORE AUTO PARTS CO
 S/O NEW DRIFTWAY 4852 LLC
 79 JERICHO RD
 SCITUATE, MA 02066

PROPOSED USE: GASOLINE FILLING STATION
 WITH CONVENIENCE STORE &
 RESTAURANT/FOOD SERVICE

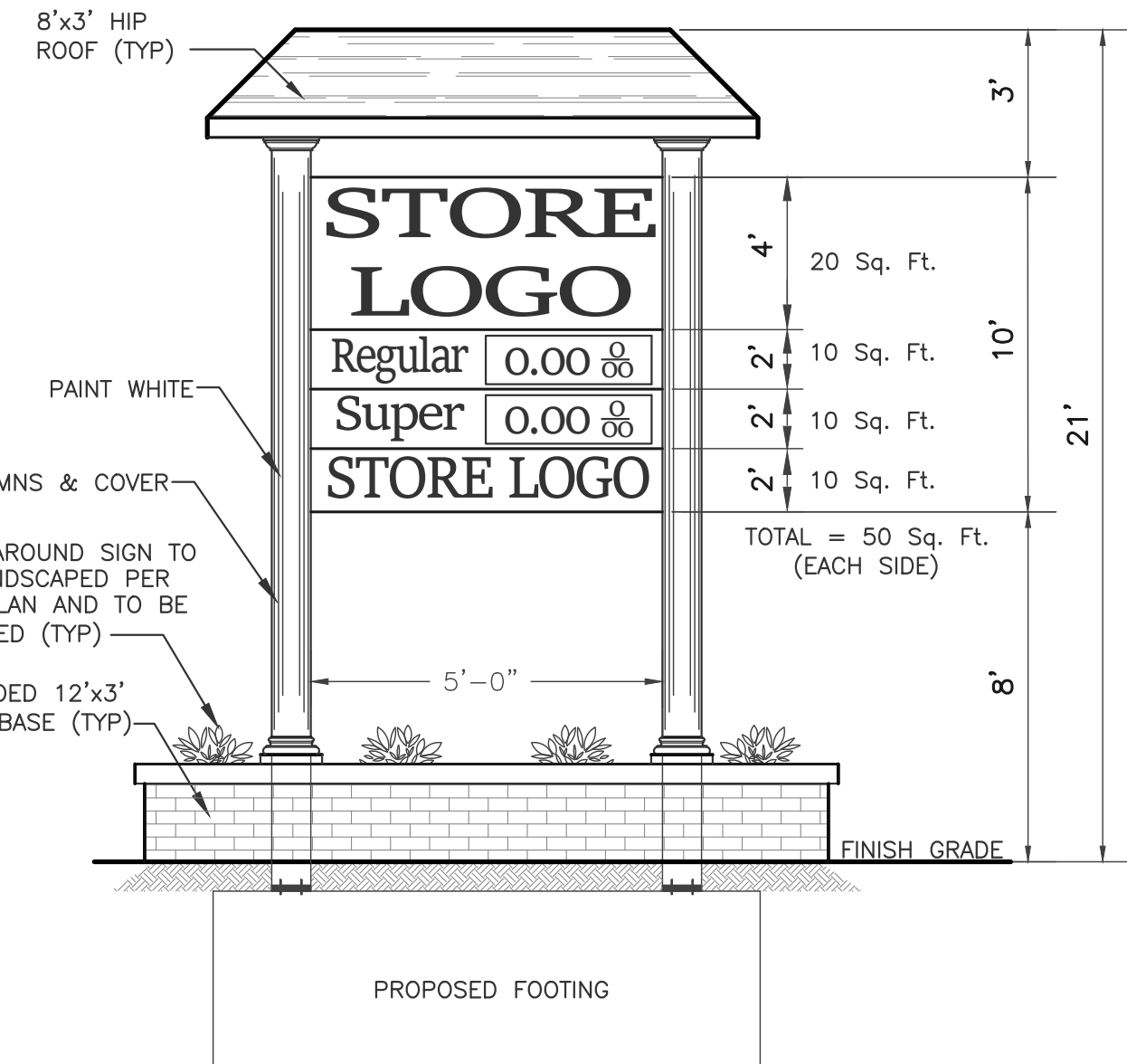
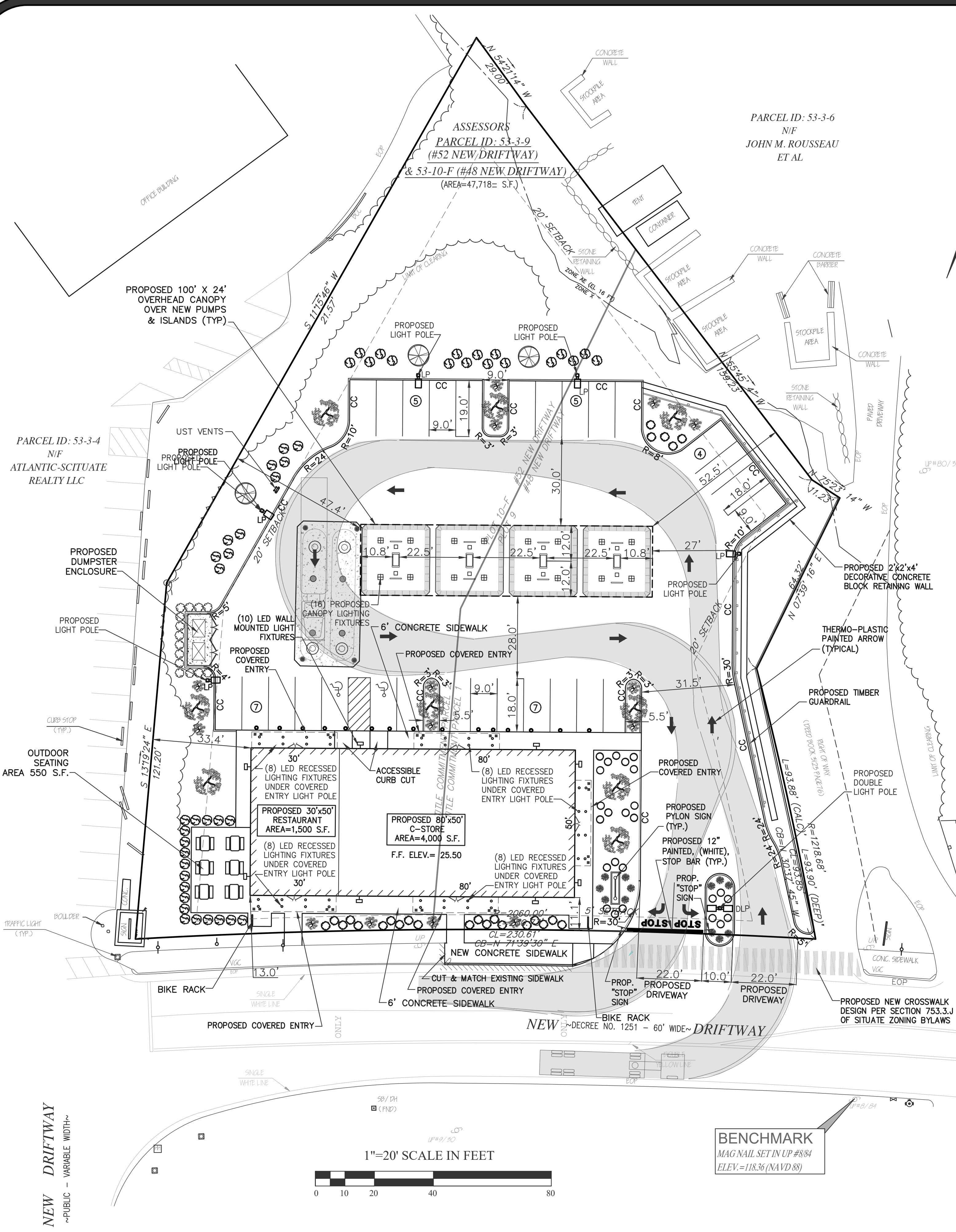


CHOUBAH ENGINEERING GROUP, P.C.
CEG
 CONSULTING PROFESSIONAL ENGINEERS

112 STATE ROAD (ROUTE 6),
 No. DARTMOUTH, MA 02747
 TEL:(508) 858-5040 FAX:(508) 858-5041
 www.choubahgroup.com

Project:
**PROPOSED GASOLINE
 FILLING STATION
 CONVENIENCE STORE
 & RESTAURANT/FOOD
 SERVICE AT
 48 & 52 NEW DRIFTWAY
 SCITUATE, MA**

Prepared For:
**PETRO REALTY CORP.
 4 NORTH STREET,
 HINGHAM, MA 02043**



PYLON SIGN (TWO SIDED)
 NOT TO SCALE

PARKING DATA

RETAIL OR SERVICE USES (C-STORE):
 (1) SPACE PER TWO HUNDRED (200) SQUARE
 FEET OF FLOOR AREA
 PER SECTION 760.6 TABLE OF MINIMUM
 REQUIREMENTS—TABLE 1

TOTAL AREA = 5,500 S.F./200	= 28 SPACES
TOTAL PARKING REQUIRED:	= 28 SPACES
TOTAL PARKING PROVIDED:	= 28 SPACES

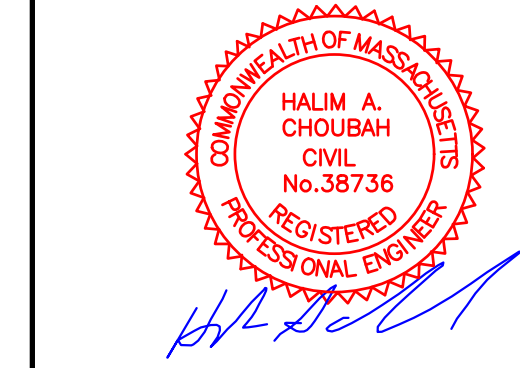
48 & 52 NEW DRIFTWAY, SCITUATE, MA
ZONING ANALYSIS TABLE
 VILLAGE CENTER AND NEIGHBORHOODS SUB-DISTRICT

LOT STANDARDS	REQUIRED	EXISTING	PROPOSED
MIN. LOT SIZE	NOT REQUIRED	47,718 S.F.	47,718 S.F.
STREET FRONTAGE	100'	230.73'	230.73'
LOT DEPTH	100'	240.8' +/-	240.8' +/-
FRONT YARD BUILD-TO-ZONE	5'*	38.7'	11.1'
SIDE YARD	20'	10.1'	33.4'
MIN. REAR SETBACK	20'	8.7'	47.4'
OUTDOOR AMENITY SPACE COVERAGE (MIN.)	10%	0%	10%
DESIGN STANDARDS	REQUIRED	EXISTING	PROPOSED
MAX. BLDG. HEIGHT	1.5 STORIES/24'	15' +/-	24'
STREET FACING WALL WIDTH (MIN.)	40'	71.1'	110'
STREET FACING WALL WIDTH (MAX.)	80'	71.1'	110'
STREET FACING ENTRANCE	REQUIRED	YES	YES
MAX. BUILDING FOOTPRINT	4,000 S.F.	6,460 S.F.	5,500 S.F.

* 5'/20' (PRIMARY AND SECONDARY STREETS)

LEGEND

SYMBOL	DESCRIPTION
	EXIST. CONTOUR
	PROP. CONTOUR
	EXISTING SPOT GRADE
	PROPOSED SPOT GRADE
	EASEMENT LINE
	PROPERTY LINE
	SOCK BALES
	EDGE OF TREES/WOODED AREA
	EXIST. SEWER LINE
	PROP. SEWER LINE
	EXIST. WATER LINE
	PROP. WATER LINE
	EXIST. ELECTRIC LINE
	PROP. ELECTRIC LINE
	EXIST. GAS LINE
	PROP. GAS LINE
	EXIST. TELEPHONE LINE
	PROP. TELEPHONE LINE
	EXIST. DRAINAGE LINE
	PROP. DRAINAGE LINE
	EXIST. OVERHEAD WIRE
	PROP. OVERHEAD WIRE
	EXIST. CATCH BASIN
	PROP. CATCH BASIN
	EXIST. ELECTRIC MANHOLE
	PROP. ELECTRIC MANHOLE
	EXIST. SEWER MANHOLE
	PROP. SEWER MANHOLE
	EXIST. ELECTRIC MANHOLE
	PROP. ELECTRIC MANHOLE
	EXIST. UTILITY POLE
	PROP. UTILITY POLE
	EXIST. LIGHT POLE
	PROP. LIGHT POLE
	EXIST. GAS PUMPS
	PROP. GAS PUMPS
	EXIST. EDGE OF PAVEMENT
	PROP. EDGE OF PAVEMENT
	EXIST. VERTICAL GRANITE CURB
	PROP. VERTICAL GRANITE CURB
	EXIST. VERTICAL CONC. CURB
	PROP. VERTICAL CONC. CURB
	EXIST. PYLON SIGN
	PROP. PYLON SIGN
	EXIST. GATE
	MA HIGHWAY BOUND
	NUMBER OF PARKING SPACES
	PROP. SNOW STORAGE AREA



Issue Date: 06/23/2020

Revisions		
No.	Date	Description

Project Number: 20-571
 Scale: AS SHOWN
 Designed By: CMS
 Drawn By: CMS Checked By: HC
 Sheet Title:

**SITE LAYOUT & FUEL
 TRUCK ACCESS PLAN**





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

Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy

186304 A Class
Site Code: 82496.18

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/1														
8	0	22	3	0	0	0	0	0	0	0	0	0	0	25
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
02:00	0	2	1	1	1	0	0	0	0	0	0	0	0	5
03:00	0	7	1	1	0	0	0	0	0	0	0	0	0	9
04:00	0	21	6	0	1	0	0	0	0	0	0	0	0	28
05:00	0	53	15	0	0	0	0	0	0	0	0	0	0	68
06:00	0	88	54	2	8	0	0	0	1	1	0	0	0	154
07:00	1	201	78	6	15	3	0	3	1	0	0	0	0	308
08:00	3	294	73	3	24	1	0	2	0	0	0	0	0	400
09:00	0	300	60	3	14	3	0	2	0	0	0	0	0	382
10:00	1	293	66	3	13	0	0	3	0	0	0	0	0	379
11:00	1	298	68	3	22	2	0	0	0	0	0	0	0	394
12 PM	1	305	92	0	16	0	1	2	2	0	0	0	0	419
13:00	3	271	77	1	18	3	0	2	0	0	0	0	0	375
14:00	0	300	84	4	21	4	0	3	1	0	0	0	0	417
15:00	0	365	96	2	19	3	0	0	0	0	0	0	0	485
16:00	4	337	100	1	15	4	0	2	0	0	0	0	0	463
17:00	2	412	75	1	12	1	0	1	0	0	0	0	0	504
18:00	2	349	77	0	8	0	0	1	0	0	0	0	0	437
19:00	1	253	65	0	10	0	0	1	0	0	0	0	0	330
20:00	0	179	46	0	6	1	0	1	0	0	0	0	0	233
21:00	0	109	32	0	5	0	0	0	0	0	0	0	0	146
22:00	0	79	16	0	2	0	0	0	0	0	0	0	0	97
23:00	0	29	6	0	2	0	0	0	0	0	0	0	0	37
Total	19	4579	1193	31	232	25	1	23	5	1	0	0	0	6109
Percent	0.3%	75.0%	19.5%	0.5%	3.8%	0.4%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	09:00	07:00	07:00	08:00	07:00		07:00	06:00	06:00				08:00
Vol.	3	300	78	6	24	3		3	1	1				400
PM Peak	16:00	17:00	16:00	14:00	14:00	14:00	12:00	14:00	12:00					17:00
Vol.	4	412	100	4	21	4	1	3	2					504



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

Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy

186304 A Class
Site Code: 82496.18

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/1														
8	0	9	2	0	1	0	0	0	0	0	0	0	0	12
01:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	1	0	2	1	0	0	0	0	0	0	0	0	4
04:00	0	11	6	0	5	0	0	0	0	0	0	0	0	22
05:00	0	57	30	0	9	0	0	0	0	0	0	0	0	96
06:00	2	66	33	2	16	0	1	0	1	0	0	0	0	121
07:00	0	166	68	5	28	4	0	6	2	0	0	0	0	279
08:00	4	266	103	4	36	0	3	8	1	0	0	0	0	425
09:00	3	273	84	3	23	3	0	3	0	0	0	0	0	392
10:00	3	340	91	4	32	5	2	4	1	1	0	0	0	483
11:00	7	365	111	2	27	0	1	6	2	2	0	0	0	523
12 PM	4	344	110	2	26	3	0	3	1	0	0	0	0	493
13:00	4	370	104	0	23	2	0	2	2	1	0	0	0	508
14:00	5	357	96	5	25	4	0	2	1	0	0	0	0	495
15:00	9	367	121	1	28	2	0	5	1	0	0	0	0	534
16:00	4	376	96	0	24	1	0	4	1	0	0	0	0	506
17:00	1	378	93	0	10	1	0	0	0	0	0	0	0	483
18:00	2	341	81	0	14	2	0	0	0	0	0	0	0	440
19:00	3	275	77	0	13	0	0	0	0	0	0	0	0	368
20:00	0	207	41	0	10	1	0	1	0	0	0	0	0	260
21:00	1	147	29	0	3	0	0	0	0	0	0	0	0	180
22:00	0	74	10	0	1	0	0	0	0	0	0	0	0	85
23:00	0	58	11	0	1	0	0	0	0	0	0	0	0	70
Total	52	4860	1399	30	357	28	7	44	13	4	0	0	0	6794
Percent	0.8%	71.5%	20.6%	0.4%	5.3%	0.4%	0.1%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	07:00	08:00	10:00	08:00	08:00	07:00	11:00				11:00
Vol.	7	365	111	5	36	5	3	8	2	2				523
PM Peak	15:00	17:00	15:00	14:00	15:00	14:00		15:00	13:00	13:00				15:00
Vol.	9	378	121	5	28	4		5	2	1				534



PRECISION
D A T A
INDUSTRIES, LLC

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Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy

186304 A Class
Site Code: 82496.18

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/09/1														
8	0	26	9	0	1	0	0	0	0	0	0	0	0	36
01:00	1	14	3	0	3	0	0	0	0	0	0	0	0	21
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	1	1	1	1	0	0	0	0	0	0	0	0	4
04:00	0	11	7	0	1	0	0	1	0	0	0	0	0	20
05:00	0	40	21	0	4	0	0	1	0	0	0	0	0	66
06:00	2	62	28	1	16	0	0	0	0	0	0	0	0	109
07:00	0	136	60	3	22	0	0	1	1	0	0	0	0	223
08:00	1	251	89	1	26	1	0	2	1	0	0	0	0	372
09:00	1	345	89	0	27	4	0	3	0	0	0	0	0	469
10:00	5	424	124	1	24	2	0	7	0	0	0	0	0	587
11:00	4	438	124	1	27	5	0	4	1	0	0	0	0	604
12 PM	7	434	139	0	24	2	0	3	0	0	0	0	0	609
13:00	6	430	112	1	24	3	0	4	0	0	0	0	0	580
14:00	10	412	111	0	23	1	0	2	0	0	0	0	0	559
15:00	8	389	97	0	16	2	0	1	0	0	0	0	0	513
16:00	3	376	72	0	11	0	0	1	0	0	0	0	0	463
17:00	1	303	85	0	16	0	0	0	0	0	0	0	0	405
18:00	3	294	61	1	12	0	0	2	0	0	0	0	0	373
19:00	0	251	52	0	14	1	0	0	0	0	0	0	0	318
20:00	3	188	32	0	5	1	0	0	0	0	0	0	0	229
21:00	1	143	22	0	1	0	0	0	0	0	0	0	0	167
22:00	0	94	16	0	1	0	0	0	0	0	0	0	0	111
23:00	1	63	12	0	4	0	0	0	0	0	0	0	0	80
Total	57	5132	1366	10	303	22	0	32	3	0	0	0	0	6925
Percent	0.8%	74.1%	19.7%	0.1%	4.4%	0.3%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	07:00	09:00	11:00		10:00	07:00					11:00
Vol.	5	438	124	3	27	5		7	1					604
PM Peak	14:00	12:00	12:00	13:00	12:00	13:00		13:00						12:00
Vol.	10	434	139	1	24	3		4						609



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Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy
WB

186304 A Class
Site Code: 82496.18

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/1														
8	0	18	1	0	0	0	0	0	0	0	0	0	0	19
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	5	1	1	0	0	0	0	0	0	0	0	0	7
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
05:00	0	56	11	0	3	0	0	0	0	0	0	0	0	70
06:00	0	173	44	0	4	0	0	0	2	0	0	0	0	223
07:00	1	257	46	2	9	0	0	1	0	0	0	0	0	316
08:00	1	276	40	3	8	0	0	0	1	0	0	0	0	329
09:00	0	215	34	1	9	1	0	3	1	0	0	0	0	264
10:00	2	243	45	2	12	0	0	0	0	0	0	0	0	304
11:00	1	283	47	1	11	2	0	0	0	0	0	0	0	345
12 PM	1	302	55	2	11	0	0	1	1	0	0	0	0	373
13:00	0	329	55	1	13	3	0	2	5	0	0	0	0	408
14:00	1	312	52	1	5	4	0	2	1	0	0	0	0	378
15:00	1	324	73	3	7	0	0	2	0	0	0	0	0	410
16:00	2	308	65	1	3	1	0	0	0	0	0	0	0	380
17:00	2	318	44	0	3	1	0	1	0	0	0	0	0	369
18:00	2	263	41	1	1	1	0	0	0	0	0	0	0	309
19:00	1	200	28	0	0	0	0	0	0	0	0	0	0	229
20:00	3	217	20	1	2	0	0	0	0	0	0	0	0	243
21:00	1	133	16	0	0	0	0	0	0	0	0	0	0	150
22:00	0	84	11	0	2	0	0	0	0	0	0	0	0	97
23:00	0	29	5	0	0	0	0	0	0	0	0	0	0	34
Total	19	4359	735	20	103	13	0	12	11	0	0	0	0	5272
Percent	0.4%	82.7%	13.9%	0.4%	2.0%	0.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	10:00	11:00		09:00	06:00					11:00
Vol.	2	283	47	3	12	2		3	2					345
PM Peak	20:00	13:00	15:00	15:00	13:00	14:00		13:00	13:00					15:00
Vol.	3	329	73	3	13	4		2	5					410



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Driftway
east of MBTA East Driveway
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WB

186304 A Class
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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/1														
8	0	15	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	5	1	1	1	0	0	0	0	0	0	0	0	8
04:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
05:00	0	61	26	0	2	0	0	0	0	0	0	0	0	89
06:00	0	166	35	0	3	0	0	0	1	0	0	0	0	205
07:00	1	232	53	2	10	3	0	0	0	0	0	0	0	301
08:00	5	326	50	1	3	4	0	0	2	0	0	0	0	391
09:00	1	384	67	1	9	3	0	2	1	0	0	0	0	468
10:00	4	378	57	3	6	5	0	1	0	0	0	0	0	454
11:00	9	396	77	2	11	1	0	1	3	1	0	0	0	501
12 PM	6	348	61	2	4	1	0	2	1	0	0	0	0	425
13:00	2	398	79	1	10	4	0	0	1	0	0	0	0	495
14:00	9	426	76	0	9	2	0	0	0	0	0	0	0	522
15:00	2	401	80	2	7	4	0	0	1	0	0	0	0	497
16:00	2	334	83	2	4	2	0	5	0	0	0	0	0	432
17:00	0	320	47	0	2	0	0	1	0	0	0	0	0	370
18:00	1	291	49	0	2	0	0	2	0	0	0	0	0	345
19:00	0	274	34	0	0	1	0	1	0	0	0	0	0	310
20:00	1	222	35	0	0	1	0	0	0	0	0	0	0	259
21:00	0	195	27	0	0	1	0	0	0	0	0	0	0	223
22:00	0	112	15	0	0	0	0	0	0	0	0	0	0	127
23:00	0	79	12	0	0	0	0	0	0	0	0	0	0	91
Total	43	5390	966	17	83	32	0	15	10	1	0	0	0	6557
Percent	0.7%	82.2%	14.7%	0.3%	1.3%	0.5%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	10:00	11:00	10:00		09:00	11:00	11:00				11:00
Vol.	9	396	77	3	11	5		2	3	1				501
PM Peak	14:00	14:00	16:00	12:00	13:00	13:00		16:00	12:00					14:00
Vol.	9	426	83	2	10	4		5	1					522



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Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy
WB

186304 A Class
Site Code: 82496.18

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/09/1														
8	0	47	3	0	0	0	0	0	0	0	0	0	0	50
01:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
02:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	2	1	1	0	0	0	0	0	0	0	0	9
05:00	0	27	8	0	0	0	0	0	0	0	0	0	0	35
06:00	1	81	24	0	7	0	0	0	0	0	0	0	0	113
07:00	2	132	35	1	5	0	0	1	0	0	0	0	0	176
08:00	2	273	52	0	7	1	0	0	2	0	0	0	0	337
09:00	1	404	76	1	8	0	0	0	0	0	0	0	0	490
10:00	7	449	77	1	6	2	0	1	0	0	0	0	0	543
11:00	8	453	73	0	8	0	0	0	0	0	0	0	0	542
12 PM	7	443	70	0	3	1	0	0	0	0	0	0	0	524
13:00	6	383	81	0	8	1	0	0	0	0	0	0	0	479
14:00	8	452	79	0	7	2	0	0	0	0	0	0	0	548
15:00	12	409	54	0	1	1	0	2	0	0	0	0	0	479
16:00	5	396	41	0	2	0	0	1	0	0	0	0	0	445
17:00	8	382	48	0	0	0	0	0	0	0	0	0	0	438
18:00	1	251	39	0	3	0	0	0	0	0	0	0	0	294
19:00	4	275	34	0	0	0	0	1	0	0	0	0	0	314
20:00	1	263	17	0	1	0	0	1	0	0	0	0	0	283
21:00	2	228	19	0	0	0	0	0	0	0	0	0	0	249
22:00	0	135	13	0	0	0	0	0	0	0	0	0	0	148
23:00	0	70	8	0	0	0	0	0	0	0	0	0	0	78
Total	75	5589	856	4	67	8	0	7	2	0	0	0	0	6608
Percent	1.1%	84.6%	13.0%	0.1%	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	04:00	09:00	10:00		07:00	08:00					10:00
Vol.	8	453	77	1	8	2		1	2					543
PM Peak	15:00	14:00	13:00		13:00	14:00		15:00						14:00
Vol.	12	452	81		8	2		2						548



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Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy

186304 A Speed
Site Code: 82496.18

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
06/07/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	8	9	7	1	0	0	0	0	0	25	42	37
01:00	0	0	0	1	3	6	4	0	0	0	0	0	0	14	41	37
02:00	0	0	0	1	1	2	0	1	0	0	0	0	0	5	45	36
03:00	0	0	0	0	3	3	3	0	0	0	0	0	0	9	41	37
04:00	0	0	0	0	10	12	4	1	0	1	0	0	0	28	41	37
05:00	0	0	1	4	16	35	12	0	0	0	0	0	0	68	39	36
06:00	0	0	0	8	48	76	20	2	0	0	0	0	0	154	38	36
07:00	0	3	2	24	115	132	28	3	1	0	0	0	0	308	38	35
08:00	0	0	5	71	179	120	24	1	0	0	0	0	0	400	37	33
09:00	0	0	10	60	197	96	18	1	0	0	0	0	0	382	37	33
10:00	13	5	17	58	189	83	14	0	0	0	0	0	0	379	36	31
11:00	4	16	19	43	143	142	27	0	0	0	0	0	0	394	37	33
12 PM	0	0	5	44	191	145	30	4	0	0	0	0	0	419	38	34
13:00	0	0	7	45	157	133	29	4	0	0	0	0	0	375	38	34
14:00	0	2	13	34	162	171	32	3	0	0	0	0	0	417	38	34
15:00	0	1	9	48	191	186	48	2	0	0	0	0	0	485	38	34
16:00	0	0	2	25	162	225	43	6	0	0	0	0	0	463	38	35
17:00	0	3	4	39	212	196	46	4	0	0	0	0	0	504	38	34
18:00	0	0	6	20	146	215	46	4	0	0	0	0	0	437	38	35
19:00	0	0	3	5	94	169	54	5	0	0	0	0	0	330	39	36
20:00	0	0	0	11	55	112	48	6	1	0	0	0	0	233	41	37
21:00	0	1	2	3	37	59	40	4	0	0	0	0	0	146	41	37
22:00	0	0	0	3	13	43	32	5	1	0	0	0	0	97	42	38
23:00	0	0	1	0	2	18	13	3	0	0	0	0	0	37	43	39
Total	17	31	106	547	2334	2388	622	60	3	1	0	0	0	6109		
%	0.3%	0.5%	1.7%	9.0%	38.2%	39.1%	10.2%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	08:00	09:00	11:00	07:00	07:00	07:00	04:00				08:00		
Vol.	13	16	19	71	197	142	28	3	1	1				400		
PM Peak		17:00	14:00	15:00	17:00	16:00	19:00	16:00	20:00					17:00		
Vol.		3	13	48	212	225	54	6	1					504		

Stats

15th Percentile : 29 MPH
50th Percentile : 34 MPH
85th Percentile : 38 MPH
95th Percentile : 42 MPH

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 4722
Percent in Pace : 77.3%
Number of Vehicles > 35 MPH : 2596
Percent of Vehicles > 35 MPH : 42.5%



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Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
06/08/																
18	0	1	0	0	2	3	4	1	1	0	0	0	0	12	44	38
01:00	0	0	0	0	1	2	5	1	0	0	0	0	0	9	43	40
02:00	0	0	0	0	1	3	0	1	1	0	0	0	0	6	49	40
03:00	0	0	0	0	0	2	2	0	0	0	0	0	0	4	42	40
04:00	0	0	0	0	7	9	3	2	1	0	0	0	0	22	43	38
05:00	0	0	1	1	18	32	24	17	3	0	0	0	0	96	45	39
06:00	0	0	0	3	31	53	26	7	1	0	0	0	0	121	42	37
07:00	0	1	1	11	99	109	51	7	0	0	0	0	0	279	40	36
08:00	0	0	6	56	190	145	28	0	0	0	0	0	0	425	37	34
09:00	8	2	7	46	176	118	34	1	0	0	0	0	0	392	37	33
10:00	3	17	32	100	183	125	21	2	0	0	0	0	0	483	37	31
11:00	10	7	48	104	207	133	14	0	0	0	0	0	0	523	36	31
12 PM	0	0	12	60	227	161	32	1	0	0	0	0	0	493	37	33
13:00	0	2	10	100	237	137	21	1	0	0	0	0	0	508	37	33
14:00	0	2	35	106	212	122	16	2	0	0	0	0	0	495	36	32
15:00	2	3	12	90	218	174	30	4	1	0	0	0	0	534	37	33
16:00	0	1	6	44	221	178	46	10	0	0	0	0	0	506	38	34
17:00	0	0	2	42	191	194	48	6	0	0	0	0	0	483	38	35
18:00	0	0	3	25	181	192	34	4	0	0	0	0	1	440	38	35
19:00	0	0	1	13	150	172	30	2	0	0	0	0	0	368	38	35
20:00	0	0	6	30	109	86	24	3	2	0	0	0	0	260	38	34
21:00	0	0	2	8	49	74	41	6	0	0	0	0	0	180	41	37
22:00	0	0	1	0	16	42	23	3	0	0	0	0	0	85	41	38
23:00	0	0	1	1	8	32	18	10	0	0	0	0	0	70	43	39
Total	23	36	186	840	2734	2298	575	91	10	0	0	0	1	6794		
%	0.3%	0.5%	2.7%	12.4%	40.2%	33.8%	8.5%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	11:00	08:00	07:00	05:00	05:00					11:00		
Vol.	10	17	48	104	207	145	51	17	3					523		
PM Peak	15:00	15:00	14:00	14:00	13:00	17:00	17:00	16:00	20:00				18:00	15:00		
Vol.	2	3	35	106	237	194	48	10	2				1	534		

Stats

15th Percentile : 28 MPH
 50th Percentile : 33 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 5032
 Percent in Pace : 74.1%
 Number of Vehicles > 35 MPH : 2515
 Percent of Vehicles > 35 MPH : 37.0%



PRECISION
DATA
INDUSTRIES, LLC

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

Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy

186304 A Speed
Site Code: 82496.18

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
06/09/																													
18	0	0	0	0	1	1	24	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	41	38	
01:00	0	0	0	0	0	1	11	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	43	40	
02:00	0	0	0	0	0	1	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	38	38	
03:00	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	46	41	
04:00	0	0	0	0	0	2	6	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	44	41	
05:00	0	0	0	0	0	12	22	22	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	44	39	
06:00	0	0	0	0	0	15	47	38	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	43	39	
07:00	0	0	0	0	7	42	102	61	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223	42	38	
08:00	0	0	5	19	87	187	64	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	372	40	36	
09:00	0	0	2	21	144	223	72	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	469	39	36	
10:00	0	5	18	60	232	230	36	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	587	37	34		
11:00	0	1	8	69	209	261	52	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	604	38	34	
12 PM	0	0	6	40	227	249	81	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	609	38	35	
13:00	0	1	17	46	193	219	88	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	580	39	35	
14:00	0	0	1	36	176	260	75	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	559	39	36	
15:00	0	0	3	29	153	229	92	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	513	40	36	
16:00	1	2	2	10	77	228	126	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	463	41	37	
17:00	0	2	3	15	62	186	126	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405	42	37	
18:00	0	0	2	6	57	180	104	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	373	42	38	
19:00	0	2	1	6	41	155	102	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	318	42	38	
20:00	0	0	0	3	46	106	66	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	229	42	38	
21:00	0	0	0	8	28	86	37	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	41	37	
22:00	0	0	0	1	19	53	27	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	42	38	
23:00	0	0	2	1	10	38	25	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	42	38	
Total	1	13	70	378	1836	3107	1320	179	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6925			
%	0.0%	0.2%	1.0%	5.5%	26.5%	44.9%	19.1%	2.6%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak		10:00	10:00	11:00	10:00	11:00	09:00	08:00	07:00	04:00	11:00														10:00	11:00			
Vol.		5	18	69	232	261	72	10	2	1	1													1	604				
PM Peak	16:00	16:00	13:00	13:00	12:00	14:00	16:00	18:00	13:00	19:00	21:00															12:00			
Vol.	1	2	17	46	227	260	126	23	2	1	1															609			

Stats

15th Percentile : 30 MPH
 50th Percentile : 35 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 4943
 Percent in Pace : 71.4%
 Number of Vehicles > 35 MPH : 4006
 Percent of Vehicles > 35 MPH : 57.8%



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

Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy
WB

186304 A Speed
Site Code: 82496.18

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
06/07/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	1	3	12	3	0	0	0	0	0	0	19	39	36
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	4	2	0	0	0	0	0	0	0	7	36	32
03:00	0	0	0	0	0	3	0	0	0	0	0	0	0	3	38	37
04:00	0	0	0	0	2	6	4	0	0	0	0	0	0	12	41	38
05:00	0	0	2	1	21	38	8	0	0	0	0	0	0	70	38	35
06:00	0	0	2	18	91	91	21	0	0	0	0	0	0	223	38	34
07:00	1	1	9	37	146	112	9	1	0	0	0	0	0	316	37	33
08:00	0	1	6	37	177	95	10	3	0	0	0	0	0	329	37	33
09:00	5	9	19	35	141	52	3	0	0	0	0	0	0	264	35	31
10:00	1	5	11	83	150	50	4	0	0	0	0	0	0	304	34	31
11:00	0	1	13	69	159	95	8	0	0	0	0	0	0	345	36	32
12 PM	1	2	19	81	191	77	2	0	0	0	0	0	0	373	35	31
13:00	2	7	37	107	194	56	5	0	0	0	0	0	0	408	33	30
14:00	0	7	16	109	174	68	4	0	0	0	0	0	0	378	35	31
15:00	1	21	39	119	167	62	1	0	0	0	0	0	0	410	34	30
16:00	0	1	11	69	216	82	1	0	0	0	0	0	0	380	35	32
17:00	1	1	15	76	201	72	3	0	0	0	0	0	0	369	35	32
18:00	0	0	9	70	154	70	6	0	0	0	0	0	0	309	36	32
19:00	0	0	1	42	122	58	6	0	0	0	0	0	0	229	36	33
20:00	0	0	6	36	144	55	2	0	0	0	0	0	0	243	35	32
21:00	1	0	3	22	82	40	1	1	0	0	0	0	0	150	36	32
22:00	0	0	0	9	46	37	4	1	0	0	0	0	0	97	37	34
23:00	0	0	0	2	10	19	3	0	0	0	0	0	0	34	38	35
Total	13	56	219	1023	2595	1252	108	6	0	0	0	0	0	5272		
%	0.2%	1.1%	4.2%	19.4%	49.2%	23.7%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	10:00	08:00	07:00	06:00	08:00						11:00		
Vol.	5	9	19	83	177	112	21	3						345		
PM Peak	13:00	15:00	15:00	15:00	16:00	16:00	18:00	21:00						15:00		
Vol.	2	21	39	119	216	82	6	1						410		

Stats

15th Percentile : 26 MPH
 50th Percentile : 31 MPH
 85th Percentile : 36 MPH
 95th Percentile : 38 MPH

Mean Speed(Average) : 32 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 3847
 Percent in Pace : 73.0%
 Number of Vehicles > 35 MPH : 1116
 Percent of Vehicles > 35 MPH : 21.2%



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

Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy
WB

186304 A Speed
Site Code: 82496.18

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
06/08/																
18	0	0	0	2	8	4	1	0	0	0	0	0	0	15	37	33
01:00	0	0	0	0	0	3	1	0	1	0	0	0	0	5	50	41
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
03:00	0	0	0	0	2	4	0	1	0	1	0	0	0	8	47	40
04:00	0	0	0	2	9	11	1	0	0	0	0	0	0	23	37	34
05:00	0	0	3	5	29	41	9	2	0	0	0	0	0	89	38	35
06:00	0	0	2	20	88	81	14	0	0	0	0	0	0	205	37	34
07:00	0	2	4	45	143	90	17	0	0	0	0	0	0	301	37	33
08:00	7	5	32	97	174	71	4	1	0	0	0	0	0	391	35	30
09:00	2	20	58	132	179	70	6	1	0	0	0	0	0	468	34	30
10:00	33	31	80	140	138	32	0	0	0	0	0	0	0	454	32	26
11:00	101	34	99	111	122	32	2	0	0	0	0	0	0	501	32	23
12 PM	7	11	45	136	173	49	3	1	0	0	0	0	0	425	33	29
13:00	3	20	69	191	186	25	1	0	0	0	0	0	0	495	32	28
14:00	152	63	87	131	81	8	0	0	0	0	0	0	0	522	29	20
15:00	36	33	53	149	179	45	2	0	0	0	0	0	0	497	33	27
16:00	2	3	26	109	214	76	2	0	0	0	0	0	0	432	34	31
17:00	1	4	11	73	191	80	10	0	0	0	0	0	0	370	36	32
18:00	1	3	21	62	177	76	5	0	0	0	0	0	0	345	35	32
19:00	0	0	7	75	162	63	3	0	0	0	0	0	0	310	35	32
20:00	0	0	7	84	134	34	0	0	0	0	0	0	0	259	33	31
21:00	0	0	4	43	141	34	1	0	0	0	0	0	0	223	34	32
22:00	0	0	3	13	67	41	3	0	0	0	0	0	0	127	37	33
23:00	0	0	0	7	40	39	5	0	0	0	0	0	0	91	37	34
Total	345	229	611	1627	2637	1009	91	6	1	1	0	0	0	6557		
%	5.3%	3.5%	9.3%	24.8%	40.2%	15.4%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	10:00	09:00	07:00	07:00	05:00	01:00	03:00				11:00		
Vol.	101	34	99	140	179	90	17	2	1	1				501		
PM Peak	14:00	14:00	14:00	13:00	16:00	17:00	17:00	12:00						14:00		
Vol.	152	63	87	191	214	80	10	1						522		

Stats

15th Percentile : 22 MPH
 50th Percentile : 29 MPH
 85th Percentile : 34 MPH
 95th Percentile : 37 MPH

Mean Speed(Average) : 29 MPH
 10 MPH Pace Speed : 25-34 MPH
 Number in Pace : 4264
 Percent in Pace : 65.0%
 Number of Vehicles > 35 MPH : 906
 Percent of Vehicles > 35 MPH : 13.8%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy
WB

186304 A Speed
Site Code: 82496.18

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
06/09/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	4	15	19	12	0	0	0	0	0	0	50	40	36
01:00	0	0	0	3	4	8	3	3	0	0	0	0	0	21	43	37
02:00	0	0	0	1	2	4	1	0	0	0	0	0	0	8	38	35
03:00	0	0	0	2	1	1	0	1	0	0	0	0	0	5	45	34
04:00	0	0	0	1	5	2	1	0	0	0	0	0	0	9	38	34
05:00	0	0	0	0	12	18	4	0	1	0	0	0	0	35	38	36
06:00	0	0	2	4	40	57	9	1	0	0	0	0	0	113	38	35
07:00	0	1	4	17	78	68	8	0	0	0	0	0	0	176	37	34
08:00	0	0	0	62	168	98	7	2	0	0	0	0	0	337	36	33
09:00	1	4	16	106	256	105	2	0	0	0	0	0	0	490	35	32
10:00	3	2	25	153	274	81	5	0	0	0	0	0	0	543	34	31
11:00	4	15	36	148	261	72	6	0	0	0	0	0	0	542	33	30
12 PM	3	7	11	126	271	99	7	0	0	0	0	0	0	524	35	31
13:00	0	3	13	125	245	85	8	0	0	0	0	0	0	479	35	31
14:00	2	9	32	162	269	72	2	0	0	0	0	0	0	548	33	30
15:00	2	7	24	109	263	72	2	0	0	0	0	0	0	479	34	31
16:00	0	1	10	75	233	121	5	0	0	0	0	0	0	445	36	32
17:00	0	0	18	75	212	126	7	0	0	0	0	0	0	438	36	32
18:00	0	0	1	35	169	82	7	0	0	0	0	0	0	294	36	33
19:00	0	0	4	66	147	87	10	0	0	0	0	0	0	314	36	33
20:00	0	0	5	73	144	55	5	1	0	0	0	0	0	283	35	32
21:00	0	0	2	63	139	45	0	0	0	0	0	0	0	249	34	32
22:00	0	0	3	28	74	38	5	0	0	0	0	0	0	148	36	32
23:00	0	0	0	5	33	34	6	0	0	0	0	0	0	78	38	35
Total	15	49	206	1443	3315	1449	122	8	1	0	0	0	0	6608		
%	0.2%	0.7%	3.1%	21.8%	50.2%	21.9%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	10:00	10:00	09:00	00:00	01:00	05:00					10:00		
Vol.	4	15	36	153	274	105	12	3	1					543		
PM Peak	12:00	14:00	14:00	14:00	12:00	17:00	19:00	20:00						14:00		
Vol.	3	9	32	162	271	126	10	1						548		

Stats

15th Percentile : 26 MPH
50th Percentile : 31 MPH
85th Percentile : 36 MPH
95th Percentile : 38 MPH

Mean Speed(Average) : 32 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 4764
Percent in Pace : 72.1%
Number of Vehicles > 35 MPH : 1290
Percent of Vehicles > 35 MPH : 19.5%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy

186304 A Volume
Site Code: 82496.18

Start Time	EB		WB		Combin ed		6/7/2018					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu					
12:00	9	115	9	80	18	195						
12:15	4	108	6	104	10	212						
12:30	8	89	2	111	10	200						
12:45	4	25	107	419	2	19	78	373	6	44	185	792
01:00	5		91		0		106		5		197	
01:15	5		95		0		104		5		199	
01:30	0		103		0		101		0		204	
01:45	4	14	86	375	0	0	97	408	4	14	183	783
02:00	1		97		1		88		2		185	
02:15	2		104		1		95		3		199	
02:30	1		99		3		92		4		191	
02:45	1	5	117	417	2	7	103	378	3	12	220	795
03:00	2		119		0		96		2		215	
03:15	1		123		1		107		2		230	
03:30	1		108		0		113		1		221	
03:45	5	9	135	485	2	3	94	410	7	12	229	895
04:00	3		111		1		93		4		204	
04:15	4		119		3		102		7		221	
04:30	10		120		3		101		13		221	
04:45	11	28	113	463	5	12	84	380	16	40	197	843
05:00	9		116		17		96		26		212	
05:15	22		120		6		104		28		224	
05:30	19		138		20		85		39		223	
05:45	18	68	130	504	27	70	84	369	45	138	214	873
06:00	18		107		30		74		48		181	
06:15	24		124		60		70		84		194	
06:30	47		94		52		84		99		178	
06:45	65	154	112	437	81	223	81	309	146	377	193	746
07:00	57		96		59		66		116		162	
07:15	73		82		80		53		153		135	
07:30	77		92		94		52		171		144	
07:45	101	308	60	330	83	316	58	229	184	624	118	559
08:00	72		77		91		68		163		145	
08:15	117		66		71		66		188		132	
08:30	104		49		87		57		191		106	
08:45	107	400	41	233	80	329	52	243	187	729	93	476
09:00	78		38		67		54		145		92	
09:15	95		46		57		38		152		84	
09:30	95		34		79		23		174		57	
09:45	114	382	28	146	61	264	35	150	175	646	63	296
10:00	99		29		72		25		171		54	
10:15	92		31		75		25		167		56	
10:30	108		20		75		28		183		48	
10:45	80	379	17	97	82	304	19	97	162	683	36	194
11:00	95		9		80		11		175		20	
11:15	103		7		84		10		187		17	
11:30	96		11		93		4		189		15	
11:45	100	394	10	37	88	345	9	34	188	739	19	71
Total	2166		3943		1892		3380		4058		7323	
Percent	53.4%		53.8%		46.6%		46.2%					
Day Total		6109				5272				11381		
Peak	09:45	-	05:00	-	07:15	-	02:45	-	11:00	-	03:00	-
Vol.	413	-	504	-	348	-	419	-	739	-	895	-
P.H.F.	0.906		0.913		0.926		0.927		0.967		0.973	



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

Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy

186304 A Volume
Site Code: 82496.18

Start Time	EB		WB		Combin ed		6/8/2018					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri					
12:00	4	122	5	108	9	230						
12:15	4	132	3	99	7	231						
12:30	1	130	7	101	8	231						
12:45	3	109	493	0	15	117	425	3	27	226	918	
01:00	2	125	0	124	2	249						
01:15	1	138	1	137	2	275						
01:30	5	117	2	107	7	224						
01:45	1	128	508	2	5	127	495	3	14	255	1003	
02:00	3	123	0	136	3	259						
02:15	0	119	0	132	0	251						
02:30	2	118	0	132	2	250						
02:45	1	135	495	1	1	122	522	2	7	257	1017	
03:00	2	145	4	148	6	293						
03:15	1	140	0	119	1	259						
03:30	1	119	2	111	3	230						
03:45	0	130	534	2	8	119	497	2	12	249	1031	
04:00	6	132	2	116	8	248						
04:15	3	121	4	109	7	230						
04:30	2	132	5	109	7	241						
04:45	11	121	506	12	23	98	432	23	45	219	938	
05:00	19	123	18	99	37	222						
05:15	30	122	16	88	46	210						
05:30	24	117	31	89	55	206						
05:45	23	121	483	24	89	94	370	47	185	215	853	
06:00	18	127	42	82	60	209						
06:15	22	134	48	98	70	232						
06:30	35	102	51	84	86	186						
06:45	46	77	440	64	205	81	345	110	326	158	785	
07:00	54	105	70	72	124	177						
07:15	59	94	77	77	136	171						
07:30	66	97	80	86	146	183						
07:45	100	72	368	74	301	75	310	174	580	147	678	
08:00	106	72	104	78	210	150						
08:15	106	66	87	69	193	135						
08:30	108	61	99	59	207	120						
08:45	105	61	260	101	391	53	259	206	816	114	519	
09:00	105	50	98	56	203	106						
09:15	91	40	120	52	211	92						
09:30	82	41	122	58	204	99						
09:45	114	49	180	128	468	57	223	242	860	106	403	
10:00	113	30	127	42	240	72						
10:15	119	17	112	28	231	45						
10:30	120	22	110	24	230	46						
10:45	131	16	85	105	454	33	127	236	937	49	212	
11:00	125	25	105	28	230	53						
11:15	129	21	156	31	285	52						
11:30	121	12	121	23	242	35						
11:45	148	12	70	119	501	9	91	267	1024	21	161	
Total	2372	4422	2461	4096	4833	8518						
Percent	49.1%	51.9%	50.9%	48.1%								
Day Total		6794		6557		13351						
Peak	11:00	-	02:45	-	11:00	-	02:15	-	11:00	-	02:30	-
Vol.	523	-	539	-	501	-	534	-	1024	-	1059	-
P.H.F.	0.883		0.929		0.803		0.902		0.898		0.904	



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

Driftway
east of MBTA East Driveway
City, State: Scituate, MA
Client: VHB/Myles Baidy

186304 A Volume
Site Code: 82496.18

Start Time	EB		WB		Combin ed		6/9/2018						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat						
12:00	12	147	16	112	28	259							
12:15	12	156	13	149	25	305							
12:30	7	132	14	130	21	262							
12:45	5	36	174	609	7	50	133	524	12	86	307	1133	
01:00	8	121	6	119	14	240							
01:15	5	157	2	123	7	280							
01:30	4	146	8	121	12	267							
01:45	4	21	156	580	5	21	116	479	9	42	272	1059	
02:00	2	144	3	154	5	298							
02:15	2	131	1	115	3	246							
02:30	1	146	3	132	4	278							
02:45	2	7	138	559	1	8	147	548	3	15	285	1107	
03:00	1	140	3	122	4	262							
03:15	1	146	0	143	1	289							
03:30	2	120	2	111	4	231							
03:45	0	4	107	513	0	5	103	479	0	9	210	992	
04:00	3	117	3	118	6	235							
04:15	3	117	2	112	5	229							
04:30	3	104	3	133	6	237							
04:45	11	20	125	463	1	9	82	445	12	29	207	908	
05:00	11	114	4	102	15	216							
05:15	19	94	5	92	24	186							
05:30	20	84	14	127	34	211							
05:45	16	66	113	405	12	35	117	438	28	101	230	843	
06:00	21	116	23	82	44	198							
06:15	17	98	28	73	45	171							
06:30	29	75	25	81	54	156							
06:45	42	109	84	373	37	113	58	294	79	222	142	667	
07:00	44	88	44	81	88	169							
07:15	44	72	34	98	78	170							
07:30	61	79	49	69	110	148							
07:45	74	223	79	318	49	176	66	314	123	399	145	632	
08:00	91	70	80	79	171	149							
08:15	81	55	83	65	164	120							
08:30	99	45	99	70	198	115							
08:45	101	372	59	229	75	337	69	283	176	709	128	512	
09:00	95	40	113	65	208	105							
09:15	126	34	122	73	248	107							
09:30	117	39	116	53	233	92							
09:45	131	469	54	167	139	490	58	249	270	959	112	416	
10:00	150	30	113	37	263	67							
10:15	147	30	153	43	300	73							
10:30	144	23	137	35	281	58							
10:45	146	587	28	111	140	543	33	148	286	1130	61	259	
11:00	157	27	125	24	282	51							
11:15	140	21	133	18	273	39							
11:30	147	14	150	18	297	32							
11:45	160	604	18	80	134	542	18	78	294	1146	36	158	
Total	2518	4407	2329	4279	4847	8686							
Percent	51.9%	50.7%	48.1%	49.3%									
Day Total		6925		6608		13533							
Peak	11:00	-	12:00	-	10:15	-	02:00	-	10:15	-	12:00	-	-
Vol.	604	-	609	-	555	-	548	-	1149	-	1133	-	-
P.H.F.	0.944		0.875		0.907		0.890		0.958		0.923		

PDI File #: 186304 AA
 Location: N/S: Cushing Highway (Route 3A) NE: Country Way
 Location: E: New Driftway W: Cornet Stetson Road (Route 123)
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 7, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Cornet Stetson Road (Route 123)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	68	27	0	0	95	16	48	33	0	0	97	7	21	49	45	0	122	39	24	44	3	0	110	4	58	42	24	0	128	552
4:15 PM	0	57	23	5	0	85	11	25	27	0	0	63	7	21	51	48	0	127	40	17	58	4	0	119	9	62	39	19	0	129	523
4:30 PM	0	55	40	7	0	102	5	39	31	0	0	75	3	23	49	46	0	121	33	26	43	7	0	109	7	68	33	29	0	137	544
4:45 PM	0	44	32	4	0	80	13	25	36	1	0	75	7	14	43	43	0	107	44	19	55	10	0	128	5	81	38	20	0	144	534
Total	0	224	122	16	0	362	45	137	127	1	0	310	24	79	192	182	0	477	156	86	200	24	0	466	25	269	152	92	0	538	2153
5:00 PM	0	53	26	12	0	91	10	33	31	0	0	74	7	39	50	85	0	181	41	30	34	16	0	121	9	67	23	20	0	119	586
5:15 PM	0	87	21	5	0	113	4	24	31	4	0	63	5	33	54	39	0	131	32	29	52	10	0	123	4	77	29	14	0	124	554
5:30 PM	0	77	24	16	0	117	7	22	34	0	0	63	6	19	49	36	0	110	34	19	37	4	0	94	6	97	25	15	0	143	527
5:45 PM	0	61	22	6	0	89	11	41	30	0	0	82	4	41	43	77	0	165	51	27	26	26	0	130	13	77	30	20	0	140	606
Total	0	278	93	39	0	410	32	120	126	4	0	282	22	132	196	237	0	587	158	105	149	56	0	468	32	318	107	69	0	526	2273
Grand Total	0	502	215	55	0	772	77	257	253	5	0	592	46	211	388	419	0	1064	314	191	349	80	0	934	57	587	259	161	0	1064	4426
Approach %	0.0	65.0	27.8	7.1	0.0		13.0	43.4	42.7	0.8	0.0		4.3	19.8	36.5	39.4	0.0		33.6	20.4	37.4	8.6	0.0		5.4	55.2	24.3	15.1	0.0		
Total %	0.0	11.3	4.9	1.2	0.0	17.4	1.7	5.8	5.7	0.1	0.0	13.4	1.0	4.8	8.8	9.5	0.0	24.0	7.1	4.3	7.9	1.8	0.0	21.1	1.3	13.3	5.9	3.6	0.0	24.0	
Exiting Leg Total	798						551						1121						1231						725	4426					

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

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Cornet Stetson Road (Route 123)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
5:00 PM	0	53	26	12	0	91	10	33	31	0	0	74	7	39	50	85	0	181	41	30	34	16	0	121	9	67	23	20	0	119	586
5:15 PM	0	87	21	5	0	113	4	24	31	4	0	63	5	33	54	39	0	131	32	29	52	10	0	123	4	77	29	14	0	124	554
5:30 PM	0	77	24	16	0	117	7	22	34	0	0	63	6	19	49	36	0	110	34	19	37	4	0	94	6	97	25	15	0	143	527
5:45 PM	0	61	22	6	0	89	11	41	30	0	0	82	4	41	43	77	0	165	51	27	26	26	0	130	13	77	30	20	0	140	606
Total Volume	0	278	93	39	0	410	32	120	126	4	0	282	22	132	196	237	0	587	158	105	149	56	0	468	32	318	107	69	0	526	2273
% Approach Total	0.0	67.8	22.7	9.5	0.0		11.3	42.6	44.7	1.4	0.0		3.7	22.5	33.4	40.4	0.0		33.8	22.4	31.8	12.0	0.0		6.1	60.5	20.3	13.1	0.0		
PHF	0.000	0.799	0.894	0.609	0.000	0.876	0.727	0.732	0.926	0.250	0.000	0.860	0.786	0.805	0.907	0.697	0.000	0.811	0.775	0.875	0.716	0.538	0.000	0.900	0.615	0.820	0.892	0.863	0.000	0.920	0.938
Entering Leg	0	278	93	39	0	410	32	120	126	4	0	282	22	132	196	237	0	587	158	105	149	56	0	468	32	318	107	69	0	526	2273
Exiting Leg	382						273						573						372						2273						
Total	792						555						1160						1141						898	4546					

PDI File #: **186304 AA**
 Location: **N/S: Cushing Highway (Route 3A) NE: Country Way**
 Location: **E: New Driftway W: Cornet Stetson Road (Route 123)**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 7, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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)

Total Exiting Leg	Cushing Highway (Route 3A)						Country Way					New Driftway					Cushing Highway (Route 3A)					Cornet Stetson Road (Route 123)								
	from North						from Northeast					from East					from South					from West								
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total
	8						9					9					15					10						51		

PDI File #: 186304 AA
 Location: N/S: Cushing Highway (Route 3A) NE: Country Way
 Location: E: New Driftway W: Cornet Stetson Road (Route 123)
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 7, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Cornet Stetson Road (Route 123)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	55	22	0	0	77	11	36	25	0	0	72	4	20	44	33	0	101	36	19	37	1	0	93	2	52	36	22	0	112	455
4:15 PM	0	43	22	0	0	65	8	18	18	0	0	44	6	18	42	35	0	101	38	14	47	4	0	103	9	50	38	18	0	115	428
4:30 PM	0	44	33	3	0	80	5	28	15	0	0	48	1	17	46	33	0	97	29	23	37	3	0	92	5	56	30	25	0	116	433
4:45 PM	0	35	29	3	0	67	10	16	29	1	0	56	6	14	34	35	0	89	39	18	39	6	0	102	3	69	35	18	0	125	439
Total	0	177	106	6	0	289	34	98	87	1	0	220	17	69	166	136	0	388	142	74	160	14	0	390	19	227	139	83	0	468	1755
5:00 PM	0	38	20	11	0	69	9	30	23	0	0	62	7	35	41	70	0	153	37	24	27	14	0	102	8	61	22	18	0	109	495
5:15 PM	0	71	21	3	0	95	4	20	27	0	0	51	5	31	46	34	0	116	23	23	45	10	0	101	3	67	26	12	0	108	471
5:30 PM	0	71	20	12	0	103	6	20	29	0	0	55	6	17	44	27	0	94	29	17	32	3	0	81	6	90	22	12	0	130	463
5:45 PM	0	58	21	4	0	83	9	33	24	0	0	66	4	34	39	65	0	142	46	23	25	20	0	114	13	64	25	18	0	120	525
Total	0	238	82	30	0	350	28	103	103	0	0	234	22	117	170	196	0	505	135	87	129	47	0	398	30	282	95	60	0	467	1954
Grand Total	0	415	188	36	0	639	62	201	190	1	0	454	39	186	336	332	0	893	277	161	289	61	0	788	49	509	234	143	0	935	3709
Approach %	0.0	64.9	29.4	5.6	0.0		13.7	44.3	41.9	0.2	0.0		4.4	20.8	37.6	37.2	0.0		35.2	20.4	36.7	7.7	0.0		5.2	54.4	25.0	15.3	0.0		
Total %	0.0	11.2	5.1	1.0	0.0	17.2	1.7	5.4	5.1	0.0	0.0	12.2	1.1	5.0	9.1	9.0	0.0	24.1	7.5	4.3	7.8	1.6	0.0	21.2	1.3	13.7	6.3	3.9	0.0	25.2	
Exiting Leg Total	680						470						975						986						598	3709					

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

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Cornet Stetson Road (Route 123)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
5:00 PM	0	38	20	11	0	69	9	30	23	0	0	62	7	35	41	70	0	153	37	24	27	14	0	102	8	61	22	18	0	109	495
5:15 PM	0	71	21	3	0	95	4	20	27	0	0	51	5	31	46	34	0	116	23	23	45	10	0	101	3	67	26	12	0	108	471
5:30 PM	0	71	20	12	0	103	6	20	29	0	0	55	6	17	44	27	0	94	29	17	32	3	0	81	6	90	22	12	0	130	463
5:45 PM	0	58	21	4	0	83	9	33	24	0	0	66	4	34	39	65	0	142	46	23	25	20	0	114	13	64	25	18	0	120	525
Total Volume	0	238	82	30	0	350	28	103	103	0	0	234	22	117	170	196	0	505	135	87	129	47	0	398	30	282	95	60	0	467	1954
% Approach Total	0.0	68.0	23.4	8.6	0.0		12.0	44.0	44.0	0.0	0.0		4.4	23.2	33.7	38.8	0.0		33.9	21.9	32.4	11.8	0.0		6.4	60.4	20.3	12.8	0.0		
PHF	0.000	0.838	0.976	0.625	0.000	0.850	0.778	0.780	0.888	0.000	0.000	0.886	0.786	0.836	0.924	0.700	0.000	0.825	0.734	0.906	0.717	0.588	0.000	0.873	0.577	0.783	0.913	0.833	0.000	0.898	0.930
Entering Leg	0	238	82	30	0	350	28	103	103	0	0	234	22	117	170	196	0	505	135	87	129	47	0	398	30	282	95	60	0	467	1954
Exiting Leg	334						234						499						567						320	1954					
Total	684						468						1004						965						787	3908					

PDI File #: 186304 AA
 Location: N/S: Cushing Highway (Route 3A) NE: Country Way
 Location: E: New Driftway W: Cornet Stetson Road (Route 123)
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 7, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Light Goods Vehicle

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Cornet Stetson Road (Route 123)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	13	5	0	0	18	5	11	8	0	0	24	2	1	5	12	0	20	3	5	7	2	0	17	2	6	6	2	0	16	95
4:15 PM	0	14	1	5	0	20	3	6	9	0	0	18	1	3	9	13	0	26	2	3	9	0	0	14	0	11	1	1	0	13	91
4:30 PM	0	11	7	4	0	22	0	11	16	0	0	27	2	6	3	13	0	24	4	3	6	4	0	17	2	12	3	4	0	21	111
4:45 PM	0	8	3	1	0	12	3	8	7	0	0	18	1	0	9	8	0	18	4	1	16	4	0	25	2	10	3	2	0	17	90
Total	0	46	16	10	0	72	11	36	40	0	0	87	6	10	26	46	0	88	13	12	38	10	0	73	6	39	13	9	0	67	387
5:00 PM	0	15	6	1	0	22	1	3	8	0	0	12	0	4	8	14	0	26	4	6	7	2	0	19	1	6	1	2	0	10	89
5:15 PM	0	16	0	2	0	18	0	4	4	4	0	12	0	2	8	5	0	15	9	6	6	0	0	21	1	10	3	2	0	16	82
5:30 PM	0	6	4	4	0	14	1	1	5	0	0	7	0	2	5	8	0	15	4	2	5	1	0	12	0	7	3	3	0	13	61
5:45 PM	0	3	1	2	0	6	2	8	6	0	0	16	0	6	4	12	0	22	5	4	0	6	0	15	0	12	3	2	0	17	76
Total	0	40	11	9	0	60	4	16	23	4	0	47	0	14	25	39	0	78	22	18	18	9	0	67	2	35	10	9	0	56	308
Grand Total	0	86	27	19	0	132	15	52	63	4	0	134	6	24	51	85	0	166	35	30	56	19	0	140	8	74	23	18	0	123	695
Approach %	0.0	65.2	20.5	14.4	0.0		11.2	38.8	47.0	3.0	0.0		3.6	14.5	30.7	51.2	0.0		25.0	21.4	40.0	13.6	0.0		6.5	60.2	18.7	14.6	0.0		
Total %	0.0	12.4	3.9	2.7	0.0	19.0	2.2	7.5	9.1	0.6	0.0	19.3	0.9	3.5	7.3	12.2	0.0	23.9	5.0	4.3	8.1	2.7	0.0	20.1	1.2	10.6	3.3	2.6	0.0	17.7	
Exiting Leg Total	113						78						140						242						122						695

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

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Cornet Stetson Road (Route 123)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	13	5	0	0	18	5	11	8	0	0	24	2	1	5	12	0	20	3	5	7	2	0	17	2	6	6	2	0	16	95
4:15 PM	0	14	1	5	0	20	3	6	9	0	0	18	1	3	9	13	0	26	2	3	9	0	0	14	0	11	1	1	0	13	91
4:30 PM	0	11	7	4	0	22	0	11	16	0	0	27	2	6	3	13	0	24	4	3	6	4	0	17	2	12	3	4	0	21	111
4:45 PM	0	8	3	1	0	12	3	8	7	0	0	18	1	0	9	8	0	18	4	1	16	4	0	25	2	10	3	2	0	17	90
Total Volume	0	46	16	10	0	72	11	36	40	0	0	87	6	10	26	46	0	88	13	12	38	10	0	73	6	39	13	9	0	67	387
% Approach Total	0.0	63.9	22.2	13.9	0.0		12.6	41.4	46.0	0.0	0.0		6.8	11.4	29.5	52.3	0.0		17.8	16.4	52.1	13.7	0.0		9.0	58.2	19.4	13.4	0.0		
PHF	0.000	0.821	0.571	0.500	0.000	0.818	0.550	0.818	0.625	0.000	0.000	0.806	0.750	0.417	0.722	0.885	0.000	0.846	0.813	0.600	0.594	0.625	0.000	0.730	0.750	0.813	0.542	0.563	0.000	0.798	0.872
Entering Leg	0	46	16	10	0	72	11	36	40	0	0	87	6	10	26	46	0	88	13	12	38	10	0	73	6	39	13	9	0	67	387
Exiting Leg	68						41						68						138						72						387
Total	140						128						156						211						139						774

PDI File #: 186304 AA
 Location: N/S: Cushing Highway (Route 3A) NE: Country Way
 Location: E: New Driftway W: Cornet Stetson Road (Route 123)
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 7, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

Buses

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Cornet Stetson Road (Route 123)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	2	4
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:30 PM	0	1	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	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	0	0
Total	0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	2	0	1	0	1	0	2	7
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	0	0	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	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	2	0	1	1	1	0	3	8
Approach %	0.0	50.0	50.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0		0.0	33.3	33.3	33.3	0.0		
Total %	0.0	12.5	12.5	0.0	0.0	25.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	25.0	0.0	12.5	12.5	12.5	0.0	37.5	
Exiting Leg Total	2						1						3						2						0	8					

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

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Cornet Stetson Road (Route 123)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	2	4
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:30 PM	0	1	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	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	0	0
Total Volume	0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	2	0	1	0	1	0	2	7
% Approach Total	0.0	50.0	50.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0		0.0	50.0	0.0	50.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.000	0.250	0.438
Entering Leg	0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	2	0	1	0	1	0	2	7
Exiting Leg	2						0						3						2						0	7					
Total	4						1						3						4						2	14					

PDI File #: 186304 AA
 Location: N/S: Cushing Highway (Route 3A) NE: Country Way
 Location: E: New Driftway W: Cornet Stetson Road (Route 123)
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 7, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

Single-Unit Trucks

	Cushing Highway (Route 3A)						Country Way					New Driftway					Cushing Highway (Route 3A)					Cornet Stetson Road (Route 123)										
	from North						from Northeast					from East					from South					from West										
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total	
4:00 PM	0	2	0	0	1	3	0	0	1	0	0	1	0	0	2	1	0	3	0	1	0	1	0	2	1	1	0	0	0	2	11	
4:15 PM	0	2	1	0	0	3	0	1	0	0	0	1	0	1	1	0	0	2	0	3	0	0	0	3	0	1	1	1	1	0	3	12
4:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	1	2	1	1	1	5	0	1	1	0	0	2	11	
4:45 PM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	1	0	2	7	
Total	0	7	1	0	1	9	0	2	3	0	0	5	0	1	5	1	0	7	1	6	2	2	0	11	1	3	3	2	0	9	41	
5:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	1	0	0	1	2	0	3	8	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	1	0	0	0	2	0	0	0	0	0	0	4	
5:30 PM	0	3	0	0	0	3	0	0	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	7	
5:45 PM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	1	1	0	2	0	0	0	1	0	1	0	1	0	1	0	2	8	
Total	0	6	0	0	0	6	0	0	4	0	0	4	0	0	3	4	0	7	2	1	0	1	0	4	0	2	1	3	0	6	27	
Grand Total	0	13	1	0	1	15	0	2	7	0	0	9	0	1	8	5	0	14	3	7	2	3	0	15	1	5	4	5	0	15	68	
Approach %	0.0	86.7	6.7	0.0	6.7		0.0	22.2	77.8	0.0	0.0		0.0	7.1	57.1	35.7	0.0		20.0	46.7	13.3	20.0	0.0		6.7	33.3	26.7	33.3	0.0			
Total %	0.0	19.1	1.5	0.0	1.5	22.1	0.0	2.9	10.3	0.0	0.0	13.2	0.0	1.5	11.8	7.4	0.0	20.6	4.4	10.3	2.9	4.4	0.0	22.1	1.5	7.4	5.9	7.4	0.0	22.1		
Exiting Leg Total	9						11					9					26						13	68								

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

	Cushing Highway (Route 3A)						Country Way					New Driftway					Cushing Highway (Route 3A)					Cornet Stetson Road (Route 123)										
	from North						from Northeast					from East					from South					from West										
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total	
4:00 PM	0	2	0	0	1	3	0	0	1	0	0	1	0	0	2	1	0	3	0	1	0	1	0	2	1	1	0	0	0	2	11	
4:15 PM	0	2	1	0	0	3	0	1	0	0	0	1	0	1	1	0	0	2	0	3	0	0	0	3	0	1	1	1	1	0	3	12
4:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	1	2	1	1	1	5	0	1	1	0	0	2	11	
4:45 PM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	1	0	2	7	
Total Volume	0	7	1	0	1	9	0	2	3	0	0	5	0	1	5	1	0	7	1	6	2	2	0	11	1	3	3	2	0	9	41	
% Approach Total	0.0	77.8	11.1	0.0	11.1		0.0	40.0	60.0	0.0	0.0		0.0	14.3	71.4	14.3	0.0		9.1	54.5	18.2	18.2	0.0		11.1	33.3	33.3	22.2	0.0			
PHF	0.000	0.583	0.250	0.000	0.250	0.750	0.000	0.500	0.375	0.000	0.000	0.417	0.000	0.250	0.625	0.250	0.000	0.583	0.250	0.500	0.500	0.500	0.000	0.550	0.250	0.750	0.750	0.500	0.000	0.750	0.854	
Entering Leg	0	7	1	0	1	9	0	2	3	0	0	5	0	1	5	1	0	7	1	6	2	2	0	11	1	3	3	2	0	9	41	
Exiting Leg	6						9					5					12						9	41								
Total	15						14					12					23						18	82								

PDI File #: 186304 AA
 Location: N/S: Cushing Highway (Route 3A) NE: Country Way
 Location: E: New Driftway W: Cornet Stetson Road (Route 123)
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 7, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

Articulated Trucks

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Cornet Stetson Road (Route 123)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	2
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	1	0	0	0	0	1	4
Grand Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	0	2	1	0	0	0	0	1	7
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	100.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	28.6	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	14.3	14.3	0.0	0.0	0.0	28.6	14.3	0.0	0.0	0.0	0.0	14.3	
Exiting Leg Total	0						1						1						3						2						7

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

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Cornet Stetson Road (Route 123)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
% 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	100.0	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	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	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	0.375
Entering Leg	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
Exiting Leg	0						0						1						1						3						
Total	1						0						2						2						1						6

PDI File #: 186304 AAA

Location: N/S: Cushing Highway (Route 3A) NE: Country Way

Location: E: New Driftway W: Old Oaken Bucket Road

City, State: Scituate, MA

Client: VHB/ K. Keen

Site Code: 82496.18

Count Date: Saturday, June 9, 2018

Start Time: 11:00 AM

End Time: 2:00 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)

Table with 29 columns representing traffic counts for various directions and vehicle types across five road segments: Cushing Highway (Route 3A), Country Way, New Driftway, Cushing Highway (Route 3A), and Old Oaken Bucket Road.

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

Table with 29 columns representing peak hour analysis for 11:30 AM, including traffic counts and percentages for the same five road segments.

PDI File #: 186304 AAA
 Location: N/S: Cushing Highway (Route 3A) NE: Country Way
 Location: E: New Driftway W: Old Oaken Bucket Road
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 9, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Old Oaken Bucket Road						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
11:00 AM	0	60	15	9	1	85	7	25	25	6	1	64	5	22	56	51	0	134	52	32	34	4	0	122	21	68	23	15	0	127	532
11:15 AM	0	39	16	7	2	64	10	25	26	13	0	74	4	30	45	43	0	122	50	38	34	2	0	124	7	64	15	34	1	121	505
11:30 AM	0	49	17	7	0	73	10	23	18	14	0	65	5	33	50	62	0	150	49	42	38	7	1	137	16	67	14	29	0	126	551
11:45 AM	0	41	24	4	1	70	8	33	15	21	0	77	9	30	44	50	1	134	50	40	36	8	0	134	9	88	24	29	0	150	565
Total	0	189	72	27	4	292	35	106	84	54	1	280	23	115	195	206	1	540	201	152	142	21	1	517	53	287	76	107	1	524	2153
12:00 PM	2	54	17	13	1	87	10	32	27	12	0	81	9	26	29	49	1	114	49	25	35	5	1	115	10	81	15	21	1	128	525
12:15 PM	0	42	24	7	0	73	4	30	28	13	0	75	10	32	41	54	0	137	41	51	38	2	0	132	7	73	13	42	1	136	553
12:30 PM	1	53	23	11	0	88	11	28	13	14	0	66	3	35	32	63	0	133	33	34	26	5	0	98	7	67	27	26	0	127	512
12:45 PM	0	35	15	8	1	59	11	19	19	19	0	68	6	29	27	61	0	123	55	37	27	11	0	130	14	80	18	33	0	145	525
Total	3	184	79	39	2	307	36	109	87	58	0	290	28	122	129	227	1	507	178	147	126	23	1	475	38	301	73	122	2	536	2115
1:00 PM	0	45	19	5	0	69	13	13	30	25	0	81	9	35	35	60	0	139	37	43	26	5	1	112	10	62	17	31	0	120	521
1:15 PM	0	37	21	3	0	61	7	25	22	11	0	65	14	33	56	46	0	149	48	42	25	6	0	121	10	81	10	40	1	142	538
1:30 PM	0	54	17	6	0	77	6	23	17	19	0	65	6	40	29	54	0	129	46	48	28	4	0	126	13	70	20	32	0	135	532
1:45 PM	0	55	19	7	1	82	4	17	23	23	0	67	8	37	21	67	0	133	45	58	36	5	0	144	9	67	6	40	0	122	548
Total	0	191	76	21	1	289	30	78	92	78	0	278	37	145	141	227	0	550	176	191	115	20	1	503	42	280	53	143	1	519	2139
Grand Total	3	564	227	87	7	888	101	293	263	190	1	848	88	382	465	660	2	1597	555	490	383	64	3	1495	133	868	202	372	4	1579	6407
Approach %	0.3	63.5	25.6	9.8	0.8		11.9	34.6	31.0	22.4	0.1		5.5	23.9	29.1	41.3	0.1		37.1	32.8	25.6	4.3	0.2		8.4	55.0	12.8	23.6	0.3		
Total %	0.0	8.8	3.5	1.4	0.1	13.9	1.6	4.6	4.1	3.0	0.0	13.2	1.4	6.0	7.3	10.3	0.0	24.9	8.7	7.6	6.0	1.0	0.0	23.3	2.1	13.5	3.2	5.8	0.1	24.6	
Exiting Leg Total	1245						868						1842						1623						829						6407

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Old Oaken Bucket Road						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
11:30 AM	0	49	17	7	0	73	10	23	18	14	0	65	5	33	50	62	0	150	49	42	38	7	1	137	16	67	14	29	0	126	551
11:45 AM	0	41	24	4	1	70	8	33	15	21	0	77	9	30	44	50	1	134	50	40	36	8	0	134	9	88	24	29	0	150	565
12:00 PM	2	54	17	13	1	87	10	32	27	12	0	81	9	26	29	49	1	114	49	25	35	5	1	115	10	81	15	21	1	128	525
12:15 PM	0	42	24	7	0	73	4	30	28	13	0	75	10	32	41	54	0	137	41	51	38	2	0	132	7	73	13	42	1	136	553
Total Volume	2	186	82	31	2	303	32	118	88	60	0	298	33	121	164	215	2	535	189	158	147	22	2	518	42	309	66	121	2	540	2194
% Approach Total	0.7	61.4	27.1	10.2	0.7		10.7	39.6	29.5	20.1	0.0		6.2	22.6	30.7	40.2	0.4		36.5	30.5	28.4	4.2	0.4		7.8	57.2	12.2	22.4	0.4		
PHF	0.250	0.861	0.854	0.596	0.500	0.871	0.800	0.894	0.786	0.714	0.000	0.920	0.825	0.917	0.820	0.867	0.500	0.892	0.945	0.775	0.967	0.688	0.500	0.945	0.656	0.878	0.688	0.720	0.500	0.900	0.971
Entering Leg	2	186	82	31	2	303	32	118	88	60	0	298	33	121	164	215	2	535	189	158	147	22	2	518	42	309	66	121	2	540	2194
Exiting Leg	423						288						642						533						308						2194
Total	726						586						1177						1051						848						4388

PDI File #: 186304 AAA
 Location: N/S: Cushing Highway (Route 3A) NE: Country Way
 Location: E: New Driftway W: Old Oaken Bucket Road
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 9, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



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

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

	Cushing Highway (Route 3A)							Country Way						New Driftway						Cushing Highway (Route 3A)						Old Oaken Bucket Road						Total
	from North							from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
Single-Unit Trucks	0	0	0	0	0	0	1	4	0	0	0	5	3	0	10	0	0	13	11	9	10	2	0	32	0	0	0	0	0	0	50	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	1	1	0	0	0	2	0	0	0	0	0	0	5	
Total Entering Leg	0	0	0	0	0	0	1	5	0	0	0	6	3	0	12	0	0	15	12	10	11	2	0	35	0	0	0	0	0	0	56	
Buses						1						0						0											0	1		
Single-Unit Trucks						11						12						11											16	50		
Articulated Trucks						0						1						1											3	5		
Total Exiting Leg						12						13						12											19	56		

PDI File #: 186304 AAA
 Location: N/S: Cushing Highway (Route 3A) NE: Country Way
 Location: E: New Driftway W: Old Oaken Bucket Road
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 9, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Old Oaken Bucket Road						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
11:00 AM	0	60	15	9	1	85	7	25	25	6	1	64	5	22	56	51	0	134	52	32	34	4	0	122	21	68	23	15	0	127	532
11:15 AM	0	39	16	7	2	64	10	25	26	13	0	74	4	30	45	43	0	122	50	38	34	2	0	124	7	64	15	34	1	121	505
11:30 AM	0	49	17	7	0	73	10	23	18	14	0	65	5	33	50	62	0	150	49	42	38	7	1	137	16	67	14	29	0	126	551
11:45 AM	0	41	24	4	1	70	8	33	15	21	0	77	9	30	44	50	1	134	50	40	36	8	0	134	9	88	24	29	0	150	565
Total	0	189	72	27	4	292	35	106	84	54	1	280	23	115	195	206	1	540	201	152	142	21	1	517	53	287	76	107	1	524	2153
12:00 PM	2	54	17	13	1	87	10	32	27	12	0	81	9	26	29	49	1	114	49	25	35	5	1	115	10	81	15	21	1	128	525
12:15 PM	0	42	24	7	0	73	4	30	28	13	0	75	10	32	41	54	0	137	41	51	38	2	0	132	7	73	13	42	1	136	553
12:30 PM	1	53	23	11	0	88	11	28	13	14	0	66	3	35	32	63	0	133	33	34	26	5	0	98	7	67	27	26	0	127	512
12:45 PM	0	35	15	8	1	59	11	19	19	19	0	68	6	29	27	61	0	123	55	37	27	11	0	130	14	80	18	33	0	145	525
Total	3	184	79	39	2	307	36	109	87	58	0	290	28	122	129	227	1	507	178	147	126	23	1	475	38	301	73	122	2	536	2115
1:00 PM	0	45	19	5	0	69	13	13	30	25	0	81	9	35	35	60	0	139	37	43	26	5	1	112	10	62	17	31	0	120	521
1:15 PM	0	37	21	3	0	61	7	25	22	11	0	65	14	33	56	46	0	149	48	42	25	6	0	121	10	81	10	40	1	142	538
1:30 PM	0	54	17	6	0	77	6	23	17	19	0	65	6	40	29	54	0	129	46	48	28	4	0	126	13	70	20	32	0	135	532
1:45 PM	0	55	19	7	1	82	4	17	23	23	0	67	8	37	21	67	0	133	45	58	36	5	0	144	9	67	6	40	0	122	548
Total	0	191	76	21	1	289	30	78	92	78	0	278	37	145	141	227	0	550	176	191	115	20	1	503	42	280	53	143	1	519	2139
Grand Total	3	564	227	87	7	888	101	293	263	190	1	848	88	382	465	660	2	1597	555	490	383	64	3	1495	133	868	202	372	4	1579	6407
Approach %	0.3	63.5	25.6	9.8	0.8		11.9	34.6	31.0	22.4	0.1		5.5	23.9	29.1	41.3	0.1		37.1	32.8	25.6	4.3	0.2		8.4	55.0	12.8	23.6	0.3		
Total %	0.0	8.8	3.5	1.4	0.1	13.9	1.6	4.6	4.1	3.0	0.0	13.2	1.4	6.0	7.3	10.3	0.0	24.9	8.7	7.6	6.0	1.0	0.0	23.3	2.1	13.5	3.2	5.8	0.1	24.6	
Exiting Leg Total	1245						868						1842						1623						829						6407

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Cushing Highway (Route 3A)						Country Way						New Driftway						Cushing Highway (Route 3A)						Old Oaken Bucket Road						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
11:30 AM	0	49	17	7	0	73	10	23	18	14	0	65	5	33	50	62	0	150	49	42	38	7	1	137	16	67	14	29	0	126	551
11:45 AM	0	41	24	4	1	70	8	33	15	21	0	77	9	30	44	50	1	134	50	40	36	8	0	134	9	88	24	29	0	150	565
12:00 PM	2	54	17	13	1	87	10	32	27	12	0	81	9	26	29	49	1	114	49	25	35	5	1	115	10	81	15	21	1	128	525
12:15 PM	0	42	24	7	0	73	4	30	28	13	0	75	10	32	41	54	0	137	41	51	38	2	0	132	7	73	13	42	1	136	553
Total Volume	2	186	82	31	2	303	32	118	88	60	0	298	33	121	164	215	2	535	189	158	147	22	2	518	42	309	66	121	2	540	2194
% Approach Total	0.7	61.4	27.1	10.2	0.7		10.7	39.6	29.5	20.1	0.0		6.2	22.6	30.7	40.2	0.4		36.5	30.5	28.4	4.2	0.4		7.8	57.2	12.2	22.4	0.4		
PHF	0.250	0.861	0.854	0.596	0.500	0.871	0.800	0.894	0.786	0.714	0.000	0.920	0.825	0.917	0.820	0.867	0.500	0.892	0.945	0.775	0.967	0.688	0.500	0.945	0.656	0.878	0.688	0.720	0.500	0.900	0.971
Entering Leg	2	186	82	31	2	303	32	118	88	60	0	298	33	121	164	215	2	535	189	158	147	22	2	518	42	309	66	121	2	540	2194
Exiting Leg	423						288						642						533						308						2194
Total	726						586						1177						1051						848						4388

PDI File #: 186304 AAA
 Location: N/S: Cushing Highway (Route 3A) NE: Country Way
 Location: E: New Driftway W: Old Oaken Bucket Road
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 9, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



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

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

	Cushing Highway (Route 3A)							Country Way						New Driftway						Cushing Highway (Route 3A)						Old Oaken Bucket Road						Total
	from North							from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
Single-Unit Trucks	0	0	0	0	0	0	1	4	0	0	0	5	3	0	10	0	0	13	11	9	10	2	0	32	0	0	0	0	0	0	50	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	1	1	0	0	0	2	0	0	0	0	0	0	5	
Total Entering Leg	0	0	0	0	0	0	1	5	0	0	0	6	3	0	12	0	0	15	12	10	11	2	0	35	0	0	0	0	0	0	56	
Buses						1						0						0											0	1		
Single-Unit Trucks						11						12						11											16	50		
Articulated Trucks						0						1						1											3	5		
Total Exiting Leg						12						13						12											19	56		

PDI File #: 186304 AAA
 Location: N/S: Cushing Highway (Route 3A) NE: Country Way
 Location: E: New Driftway W: Old Oaken Bucket Road
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 9, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Cushing Highway (Route 3A)								Country Way								New Driftway								Cushing Highway (Route 3A)								Old Oaken Bucket Road								Total
	from North								from Northeast								from East								from South								from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	4	0	0	0	0	4	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	10	
11:15 AM	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	0	0	0	0	0	0	1	0	0	0	0	0	0	2		
11:30 AM	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	0	0	0	0	0	0	1	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	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
Total	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	8	0	0	0	0	8	5	0	0	0	0	0	0	5	0	0	0	0	0	0	16		
12:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	7			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
12:30 PM	0	0	0	0	0	0	0	0	0	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			
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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1			
Total	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	1	1	1	0	0	0	3	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	12		
1:00 PM	0	0	0	0	0	0	0	0	0	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	1				
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	5			
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	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	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	3	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	6			
Grand Total	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	7	2	1	12	0	0	0	15	12	0	0	0	0	0	12	0	0	0	0	0	0	34				
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0			14.3	85.7	0.0	0.0	0.0	0.0			13.3	6.7	80.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0						
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0			2.9	17.6	0.0	0.0	0.0	0.0	20.6			5.9	2.9	35.3	0.0	0.0		35.3	0.0	0.0	0.0	0.0	0.0	0.0	35.3			0.0	0.0	0.0				
Exiting Leg Total	2								2								12								0								18								34

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Cushing Highway (Route 3A)								Country Way								New Driftway								Cushing Highway (Route 3A)								Old Oaken Bucket Road								Total
	from North								from Northeast								from East								from South								from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	4	0	0	0	4	3	0	0	0	0	0	3	0	0	0	0	0	0	10				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	2				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2					
Total Volume	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	8	0	0	0	8	5	0	0	0	0	0	5	0	0	0	0	0	0	16				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0	0.0	0.0			0.0	0.0	100.0	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	0.000	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	0.500	0.000	0.000	0.500	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.417			0.000	0.000					
Entering Leg	0								3								8								5								16								
Exiting Leg	0								0								5								0								11								
Total	0								3								13								5								11								32

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	34	2	0	38	0	28	81	0	109	115	0	4	0	119	0	24	0	0	24	290
4:15 PM	3	21	1	0	25	0	12	73	0	85	96	0	1	0	97	3	33	0	0	36	243
4:30 PM	6	26	1	0	33	0	22	76	0	98	121	0	1	0	122	0	28	0	0	28	281
4:45 PM	6	24	0	0	30	0	24	58	0	82	116	0	2	0	118	3	34	0	0	37	267
Total	17	105	4	0	126	0	86	288	0	374	448	0	8	0	456	6	119	0	0	125	1081
5:00 PM	2	15	0	0	17	0	22	80	0	102	108	0	0	0	108	2	22	0	0	24	251
5:15 PM	1	26	1	0	28	0	20	69	0	89	103	0	0	0	103	1	17	0	0	18	238
5:30 PM	1	17	0	0	18	0	16	60	0	76	110	0	2	0	112	2	41	0	0	43	249
5:45 PM	4	21	1	0	26	0	25	87	0	112	110	0	2	0	112	2	36	0	0	38	288
Total	8	79	2	0	89	0	83	296	0	379	431	0	4	0	435	7	116	0	0	123	1026
Grand Total	25	184	6	0	215	0	169	584	0	753	879	0	12	0	891	13	235	0	0	248	2107
Approach %	11.6	85.6	2.8	0.0		0.0	22.4	77.6	0.0		98.7	0.0	1.3	0.0		5.2	94.8	0.0	0.0		
Total %	1.2	8.7	0.3	0.0	10.2	0.0	8.0	27.7	0.0	35.7	41.7	0.0	0.6	0.0	42.3	0.6	11.2	0.0	0.0	11.8	
Exiting Leg Total	0					1120					781					206					2107
Cars	25	174	5	0	204	0	167	568	0	735	863	0	12	0	875	12	232	0	0	244	2058
% Cars	100.0	94.6	83.3	0.0	94.9	0.0	98.8	97.3	0.0	97.6	98.2	0.0	100.0	0.0	98.2	92.3	98.7	0.0	0.0	98.4	97.7
Exiting Leg Total	0					1100					754					204					2058
Heavy Vehicles	0	10	1	0	11	0	2	16	0	18	16	0	0	0	16	1	3	0	0	4	49
% Heavy Vehicles	0.0	5.4	16.7	0.0	5.1	0.0	1.2	2.7	0.0	2.4	1.8	0.0	0.0	0.0	1.8	7.7	1.3	0.0	0.0	1.6	2.3
Exiting Leg Total	0					20					27					2					49

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

4:00 PM	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	34	2	0	38	0	28	81	0	109	115	0	4	0	119	0	24	0	0	24	290
4:15 PM	3	21	1	0	25	0	12	73	0	85	96	0	1	0	97	3	33	0	0	36	243
4:30 PM	6	26	1	0	33	0	22	76	0	98	121	0	1	0	122	0	28	0	0	28	281
4:45 PM	6	24	0	0	30	0	24	58	0	82	116	0	2	0	118	3	34	0	0	37	267
Total Volume	17	105	4	0	126	0	86	288	0	374	448	0	8	0	456	6	119	0	0	125	1081
% Approach Total	13.5	83.3	3.2	0.0		0.0	23.0	77.0	0.0		98.2	0.0	1.8	0.0		4.8	95.2	0.0	0.0		
PHF	0.708	0.772	0.500	0.000	0.829	0.000	0.768	0.889	0.000	0.858	0.926	0.000	0.500	0.000	0.934	0.500	0.875	0.000	0.000	0.845	0.932
Cars	17	100	3	0	120	0	86	275	0	361	438	0	8	0	446	5	117	0	0	122	1049
Cars %	100.0	95.2	75.0	0.0	95.2	0.0	100.0	95.5	0.0	96.5	97.8	0.0	100.0	0.0	97.8	83.3	98.3	0.0	0.0	97.6	97.0
Heavy Vehicles	0	5	1	0	6	0	0	13	0	13	10	0	0	0	10	1	2	0	0	3	32
Heavy Vehicles %	0.0	4.8	25.0	0.0	4.8	0.0	0.0	4.5	0.0	3.5	2.2	0.0	0.0	0.0	2.2	16.7	1.7	0.0	0.0	2.4	3.0
Cars Enter Leg	17	100	3	0	120	0	86	275	0	361	438	0	8	0	446	5	117	0	0	122	1049
Heavy Enter Leg	0	5	1	0	6	0	0	13	0	13	10	0	0	0	10	1	2	0	0	3	32
Total Entering Leg	17	105	4	0	126	0	86	288	0	374	448	0	8	0	456	6	119	0	0	125	1081
Cars Exiting Leg	0					558					380					111					1049
Heavy Exiting Leg	0					13					19					0					32
Total Exiting Leg	0					571					399					111					1081

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars-Combined (Motorcycles, Cars, Light Goods)

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	2	34	1	0	37	0	28	76	0	104	112	0	4	0	116	0	23	0	0	23	280					
4:15 PM	3	21	1	0	25	0	12	71	0	83	93	0	1	0	94	2	32	0	0	34	236					
4:30 PM	6	22	1	0	29	0	22	73	0	95	118	0	1	0	119	0	28	0	0	28	271					
4:45 PM	6	23	0	0	29	0	24	55	0	79	115	0	2	0	117	3	34	0	0	37	262					
Total	17	100	3	0	120	0	86	275	0	361	438	0	8	0	446	5	117	0	0	122	1049					
5:00 PM	2	14	0	0	16	0	22	79	0	101	104	0	0	0	104	2	22	0	0	24	245					
5:15 PM	1	25	1	0	27	0	19	68	0	87	103	0	0	0	103	1	17	0	0	18	235					
5:30 PM	1	16	0	0	17	0	16	60	0	76	109	0	2	0	111	2	41	0	0	43	247					
5:45 PM	4	19	1	0	24	0	24	86	0	110	109	0	2	0	111	2	35	0	0	37	282					
Total	8	74	2	0	84	0	81	293	0	374	425	0	4	0	429	7	115	0	0	122	1009					
Grand Total	25	174	5	0	204	0	167	568	0	735	863	0	12	0	875	12	232	0	0	244	2058					
Approach %	12.3	85.3	2.5	0.0		0.0	22.7	77.3	0.0		98.6	0.0	1.4	0.0		4.9	95.1	0.0	0.0							
Total %	1.2	8.5	0.2	0.0	9.9	0.0	8.1	27.6	0.0	35.7	41.9	0.0	0.6	0.0	42.5	0.6	11.3	0.0	0.0	11.9						
Exiting Leg Total						0					1100					754					204					2058

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

4:00 PM	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	2	34	1	0	37	0	28	76	0	104	112	0	4	0	116	0	23	0	0	23	280					
4:15 PM	3	21	1	0	25	0	12	71	0	83	93	0	1	0	94	2	32	0	0	34	236					
4:30 PM	6	22	1	0	29	0	22	73	0	95	118	0	1	0	119	0	28	0	0	28	271					
4:45 PM	6	23	0	0	29	0	24	55	0	79	115	0	2	0	117	3	34	0	0	37	262					
Total Volume	17	100	3	0	120	0	86	275	0	361	438	0	8	0	446	5	117	0	0	122	1049					
% Approach Total	14.2	83.3	2.5	0.0		0.0	23.8	76.2	0.0		98.2	0.0	1.8	0.0		4.1	95.9	0.0	0.0							
PHF	0.708	0.735	0.750	0.000	0.811	0.000	0.768	0.905	0.000	0.868	0.928	0.000	0.500	0.000	0.937	0.417	0.860	0.000	0.000	0.824	0.937					
Entering Leg	17	100	3	0	120	0	86	275	0	361	438	0	8	0	446	5	117	0	0	122	1049					
Exiting Leg						0					558					380					111					1049
Total	120					919					826					233					2098					

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



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

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	1	0	1	0	0	5	0	5	3	0	0	0	3	0	1	0	0	1	10
4:15 PM	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	1	1	0	0	2	7
4:30 PM	0	4	0	0	4	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	10
4:45 PM	0	1	0	0	1	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	5
Total	0	5	1	0	6	0	0	13	0	13	10	0	0	0	10	1	2	0	0	3	32
5:00 PM	0	1	0	0	1	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	6
5:15 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
5:45 PM	0	2	0	0	2	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	6
Total	0	5	0	0	5	0	2	3	0	5	6	0	0	0	6	0	1	0	0	1	17
Grand Total	0	10	1	0	11	0	2	16	0	18	16	0	0	0	16	1	3	0	0	4	49
Approach %	0.0	90.9	9.1	0.0		0.0	11.1	88.9	0.0		100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		
Total %	0.0	20.4	2.0	0.0	22.4	0.0	4.1	32.7	0.0	36.7	32.7	0.0	0.0	0.0	32.7	2.0	6.1	0.0	0.0	8.2	
Exiting Leg Total	0					20					27					2					49
Buses	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	4
% Buses	0.0	10.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	12.5	0.0	33.3	0.0	0.0	25.0	8.2
Exiting Leg Total	0					3					1					0					4
Single-Unit Trucks	0	7	1	0	8	0	1	14	0	15	12	0	0	0	12	1	2	0	0	3	38
% Single-Unit	0.0	70.0	100.0	0.0	72.7	0.0	50.0	87.5	0.0	83.3	75.0	0.0	0.0	0.0	75.0	100.0	66.7	0.0	0.0	75.0	77.6
Exiting Leg Total	0					15					22					1					38
Articulated Trucks	0	2	0	0	2	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	7
% Articulated	0.0	20.0	0.0	0.0	18.2	0.0	50.0	12.5	0.0	16.7	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14.3
Exiting Leg Total	0					2					4					1					7

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

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	1	0	1	0	0	5	0	5	3	0	0	0	3	0	1	0	0	1	10
4:15 PM	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	1	1	0	0	2	7
4:30 PM	0	4	0	0	4	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	10
4:45 PM	0	1	0	0	1	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	5
Total Volume	0	5	1	0	6	0	0	13	0	13	10	0	0	0	10	1	2	0	0	3	32
% Approach Total	0.0	83.3	16.7	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		
PHF	0.000	0.313	0.250	0.000	0.375	0.000	0.000	0.650	0.000	0.650	0.833	0.000	0.000	0.000	0.833	0.250	0.500	0.000	0.000	0.375	0.800
Buses	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
Buses %	0.0	20.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	50.0	0.0	0.0	33.3	9.4
Single-Unit Trucks	0	4	1	0	5	0	0	11	0	11	7	0	0	0	7	1	1	0	0	2	25
Single-Unit %	0.0	80.0	100.0	0.0	83.3	0.0	0.0	84.6	0.0	84.6	70.0	0.0	0.0	0.0	70.0	100.0	50.0	0.0	0.0	66.7	78.1
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	15.4	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	12.5
Buses	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
Single-Unit Trucks	0	4	1	0	5	0	0	11	0	11	7	0	0	0	7	1	1	0	0	2	25
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
Total Entering Leg	0	5	1	0	6	0	0	13	0	13	10	0	0	0	10	1	2	0	0	3	32
Buses	0					2					1					0					3
Single-Unit Trucks	0					9					16					0					25
Articulated Trucks	0					2					2					0					4
Total Exiting Leg	0					13					19					0					32

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	28	0	0	30	0	22	60	0	82	97	0	4	0	101	0	21	0	0	21	234
4:15 PM	3	16	1	0	20	0	12	53	0	65	80	0	1	0	81	2	28	0	0	30	196
4:30 PM	5	14	1	0	20	0	19	53	0	72	98	0	0	0	98	0	17	0	0	17	207
4:45 PM	4	15	0	0	19	0	16	41	0	57	93	0	2	0	95	2	32	0	0	34	205
Total	14	73	2	0	89	0	69	207	0	276	368	0	7	0	375	4	98	0	0	102	842
5:00 PM	2	10	0	0	12	0	21	66	0	87	93	0	0	0	93	2	21	0	0	23	215
5:15 PM	1	22	1	0	24	0	17	58	0	75	91	0	0	0	91	1	13	0	0	14	204
5:30 PM	1	15	0	0	16	0	13	53	0	66	96	0	2	0	98	2	37	0	0	39	219
5:45 PM	3	17	1	0	21	0	19	73	0	92	95	0	1	0	96	1	27	0	0	28	237
Total	7	64	2	0	73	0	70	250	0	320	375	0	3	0	378	6	98	0	0	104	875
Grand Total	21	137	4	0	162	0	139	457	0	596	743	0	10	0	753	10	196	0	0	206	1717
Approach %	13.0	84.6	2.5	0.0		0.0	23.3	76.7	0.0		98.7	0.0	1.3	0.0		4.9	95.1	0.0	0.0		
Total %	1.2	8.0	0.2	0.0	9.4	0.0	8.1	26.6	0.0	34.7	43.3	0.0	0.6	0.0	43.9	0.6	11.4	0.0	0.0	12.0	
Exiting Leg Total	0					943					604					170					1717

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

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	2	10	0	0	12	0	21	66	0	87	93	0	0	0	93	2	21	0	0	23	215
5:15 PM	1	22	1	0	24	0	17	58	0	75	91	0	0	0	91	1	13	0	0	14	204
5:30 PM	1	15	0	0	16	0	13	53	0	66	96	0	2	0	98	2	37	0	0	39	219
5:45 PM	3	17	1	0	21	0	19	73	0	92	95	0	1	0	96	1	27	0	0	28	237
Total Volume	7	64	2	0	73	0	70	250	0	320	375	0	3	0	378	6	98	0	0	104	875
% Approach Total	9.6	87.7	2.7	0.0		0.0	21.9	78.1	0.0		99.2	0.0	0.8	0.0		5.8	94.2	0.0	0.0		
PHF	0.583	0.727	0.500	0.000	0.760	0.000	0.833	0.856	0.000	0.870	0.977	0.000	0.375	0.000	0.964	0.750	0.662	0.000	0.000	0.667	0.923
Entering Leg	7	64	2	0	73	0	70	250	0	320	375	0	3	0	378	6	98	0	0	104	875
Exiting Leg	0					475					320					80					875
Total	73					795					698					184					1750

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



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

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	5	1	0	6	0	6	15	0	21	15	0	0	0	15	0	2	0	0	2	44
4:15 PM	0	5	0	0	5	0	0	17	0	17	12	0	0	0	12	0	4	0	0	4	38
4:30 PM	1	8	0	0	9	0	3	20	0	23	20	0	1	0	21	0	11	0	0	11	64
4:45 PM	2	8	0	0	10	0	8	13	0	21	19	0	0	0	19	1	2	0	0	3	53
Total	3	26	1	0	30	0	17	65	0	82	66	0	1	0	67	1	19	0	0	20	199
5:00 PM	0	4	0	0	4	0	1	12	0	13	11	0	0	0	11	0	1	0	0	1	29
5:15 PM	0	3	0	0	3	0	2	10	0	12	12	0	0	0	12	0	4	0	0	4	31
5:30 PM	0	1	0	0	1	0	3	6	0	9	12	0	0	0	12	0	4	0	0	4	26
5:45 PM	1	2	0	0	3	0	5	13	0	18	10	0	1	0	11	1	7	0	0	8	40
Total	1	10	0	0	11	0	11	41	0	52	45	0	1	0	46	1	16	0	0	17	126
Grand Total	4	36	1	0	41	0	28	106	0	134	111	0	2	0	113	2	35	0	0	37	325
Approach %	9.8	87.8	2.4	0.0		0.0	20.9	79.1	0.0		98.2	0.0	1.8	0.0		5.4	94.6	0.0	0.0		
Total %	1.2	11.1	0.3	0.0	12.6	0.0	8.6	32.6	0.0	41.2	34.2	0.0	0.6	0.0	34.8	0.6	10.8	0.0	0.0	11.4	
Exiting Leg Total	0					147					144					34					325

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

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	5	1	0	6	0	6	15	0	21	15	0	0	0	15	0	2	0	0	2	44
4:15 PM	0	5	0	0	5	0	0	17	0	17	12	0	0	0	12	0	4	0	0	4	38
4:30 PM	1	8	0	0	9	0	3	20	0	23	20	0	1	0	21	0	11	0	0	11	64
4:45 PM	2	8	0	0	10	0	8	13	0	21	19	0	0	0	19	1	2	0	0	3	53
Total Volume	3	26	1	0	30	0	17	65	0	82	66	0	1	0	67	1	19	0	0	20	199
% Approach Total	10.0	86.7	3.3	0.0		0.0	20.7	79.3	0.0		98.5	0.0	1.5	0.0		5.0	95.0	0.0	0.0		
PHF	0.375	0.813	0.250	0.000	0.750	0.000	0.531	0.813	0.000	0.891	0.825	0.000	0.250	0.000	0.798	0.250	0.432	0.000	0.000	0.455	0.777
Entering Leg	3	26	1	0	30	0	17	65	0	82	66	0	1	0	67	1	19	0	0	20	199
Exiting Leg	0					86					92					21					199
Total	30					168					159					41					398

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Buses

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
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	1	0	0	1	0	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
Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	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
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	4
Approach %	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	100.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total	0					3					1					0					4

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

4:00 PM	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
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	1	0	0	1	0	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
Total Volume	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
% Approach Total	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	100.0	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	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.375
Entering Leg	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
Exiting Leg	0					2					1					0					3
Total	1					2					2					1					6

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Single-Unit Trucks

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	1	0	1	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	1	1	0	0	2	7
4:30 PM	0	3	0	0	3	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	8
4:45 PM	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	4
Total	0	4	1	0	5	0	0	11	0	11	7	0	0	0	7	1	1	0	0	2	25
5:00 PM	0	1	0	0	1	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	5
5:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4
Total	0	3	0	0	3	0	1	3	0	4	5	0	0	0	5	0	1	0	0	1	13
Grand Total	0	7	1	0	8	0	1	14	0	15	12	0	0	0	12	1	2	0	0	3	38
Approach %	0.0	87.5	12.5	0.0		0.0	6.7	93.3	0.0		100.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		
Total %	0.0	18.4	2.6	0.0	21.1	0.0	2.6	36.8	0.0	39.5	31.6	0.0	0.0	0.0	31.6	2.6	5.3	0.0	0.0	7.9	
Exiting Leg Total	0					15					22					1	38				

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

4:00 PM	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	1	0	1	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	1	1	0	0	2	7
4:30 PM	0	3	0	0	3	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	8
4:45 PM	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	4
Total Volume	0	4	1	0	5	0	0	11	0	11	7	0	0	0	7	1	1	0	0	2	25
% Approach Total	0.0	80.0	20.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.333	0.250	0.000	0.417	0.000	0.000	0.688	0.000	0.688	0.583	0.000	0.000	0.000	0.583	0.250	0.250	0.000	0.000	0.250	0.781
Entering Leg	0	4	1	0	5	0	0	11	0	11	7	0	0	0	7	1	1	0	0	2	25
Exiting Leg	0					9					16					0	25				
Total	5					20					23					2	50				

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Articulated Trucks

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
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	1	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	1	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	2	0	0	2	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	28.6	0.0	0.0	28.6	0.0	14.3	28.6	0.0	42.9	28.6	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					2					4					1	7				

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

4:00 PM	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
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	1	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	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	0.500	0.000	0.500	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
Exiting Leg	0					2					2					0	4				
Total	0					4					4					0	8				

PDI File #: 186304 B
 Location: N: Route 3A Offramp S: Cornet Stetson Road (Route 123)
 Location: E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 07, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Route 3A Offramp							Cornet Stetson Road (Route 123)							Cornet Stetson Road (Route 123)							Old Oaken Bucket Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
4:30 PM	0	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		
4:45 PM	0	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		
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2		
5:15 PM	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	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	1	1			
5:45 PM	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	1		
Total	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	5			
Grand Total	0	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	2	7				
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	57.1	14.3	0.0	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0			
Exiting Leg Total	0							2							1							4							7

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

4:30 PM	Route 3A Offramp							Cornet Stetson Road (Route 123)							Cornet Stetson Road (Route 123)							Old Oaken Bucket Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	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	1		
4:45 PM	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	1		
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2			
5:15 PM	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	1			
Total Volume	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	1	5				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0	0.0	0.0	0.0	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	0.750	0.250	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.625				
Entering Leg	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	1	0	5				
Exiting Leg	0							1							1							3							5
Total	0							5							1							4							10

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Pedestrians

	Route 3A Offramp							Cornet Stetson Road (Route 123)							Cornet Stetson Road (Route 123)							Old Oaken Bucket Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
Exiting Leg Total	0							0							0							0							0

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

	Route 3A Offramp							Cornet Stetson Road (Route 123)							Cornet Stetson Road (Route 123)							Old Oaken Bucket Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
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	
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	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
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	
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	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	22	2	0	25	0	20	69	0	89	101	0	1	0	102	4	29	0	0	33	249
11:15 AM	2	13	0	0	15	0	18	62	0	80	110	0	1	0	111	2	23	0	0	25	231
11:30 AM	5	19	0	0	24	0	23	74	0	97	105	0	1	0	106	1	25	0	0	26	253
11:45 AM	8	13	2	0	23	0	26	90	0	116	117	0	1	0	118	3	30	0	0	33	290
Total	16	67	4	0	87	0	87	295	0	382	433	0	4	0	437	10	107	0	0	117	1023
12:00 PM	5	22	1	0	28	0	30	50	0	80	115	0	3	0	118	1	21	0	0	22	248
12:15 PM	3	28	1	0	32	0	22	63	0	85	109	0	0	0	109	1	29	0	0	30	256
12:30 PM	0	10	0	0	10	0	23	65	0	88	96	0	1	0	97	4	28	0	0	32	227
12:45 PM	7	26	1	0	34	0	28	62	0	90	116	0	1	0	117	1	29	0	0	30	271
Total	15	86	3	0	104	0	103	240	0	343	436	0	5	0	441	7	107	0	0	114	1002
1:00 PM	3	10	0	0	13	0	22	66	0	88	104	0	0	0	104	3	27	0	0	30	235
1:15 PM	2	27	3	0	32	0	24	74	0	98	113	0	0	0	113	1	27	0	0	28	271
1:30 PM	7	13	3	0	23	0	19	57	0	76	103	0	0	0	103	3	27	0	0	30	232
1:45 PM	3	13	0	0	16	0	17	55	0	72	109	0	0	0	109	2	22	0	0	24	221
Total	15	63	6	0	84	0	82	252	0	334	429	0	0	0	429	9	103	0	0	112	959
Grand Total	46	216	13	0	275	0	272	787	0	1059	1298	0	9	0	1307	26	317	0	0	343	2984
Approach %	16.7	78.5	4.7	0.0		0.0	25.7	74.3	0.0		99.3	0.0	0.7	0.0		7.6	92.4	0.0	0.0		
Total %	1.5	7.2	0.4	0.0	9.2	0.0	9.1	26.4	0.0	35.5	43.5	0.0	0.3	0.0	43.8	0.9	10.6	0.0	0.0	11.5	
Exiting Leg Total	0					1628					1029					327					2984
Cars	45	214	12	0	271	0	268	764	0	1032	1270	0	8	0	1278	26	311	0	0	337	2918
% Cars	97.8	99.1	92.3	0.0	98.5	0.0	98.5	97.1	0.0	97.5	97.8	0.0	88.9	0.0	97.8	100.0	98.1	0.0	0.0	98.3	97.8
Exiting Leg Total	0					1593					1004					321					2918
Heavy Vehicles	1	2	1	0	4	0	4	23	0	27	28	0	1	0	29	0	6	0	0	6	66
% Heavy Vehicles	2.2	0.9	7.7	0.0	1.5	0.0	1.5	2.9	0.0	2.5	2.2	0.0	11.1	0.0	2.2	0.0	1.9	0.0	0.0	1.7	2.2
Exiting Leg Total	0					35					25					6					66

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	5	19	0	0	24	0	23	74	0	97	105	0	1	0	106	1	25	0	0	26	253
11:45 AM	8	13	2	0	23	0	26	90	0	116	117	0	1	0	118	3	30	0	0	33	290
12:00 PM	5	22	1	0	28	0	30	50	0	80	115	0	3	0	118	1	21	0	0	22	248
12:15 PM	3	28	1	0	32	0	22	63	0	85	109	0	0	0	109	1	29	0	0	30	256
Total Volume	21	82	4	0	107	0	101	277	0	378	446	0	5	0	451	6	105	0	0	111	1047
% Approach Total	19.6	76.6	3.7	0.0		0.0	26.7	73.3	0.0		98.9	0.0	1.1	0.0		5.4	94.6	0.0	0.0		
PHF	0.656	0.732	0.500	0.000	0.836	0.000	0.842	0.769	0.000	0.815	0.953	0.000	0.417	0.000	0.956	0.500	0.875	0.000	0.000	0.841	0.903
Cars	21	82	4	0	107	0	98	269	0	367	436	0	4	0	440	6	102	0	0	108	1022
Cars %	100.0	100.0	100.0	0.0	100.0	0.0	97.0	97.1	0.0	97.1	97.8	0.0	80.0	0.0	97.6	100.0	97.1	0.0	0.0	97.3	97.6
Heavy Vehicles	0	0	0	0	0	0	3	8	0	11	10	0	1	0	11	0	3	0	0	3	25
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.9	0.0	2.9	2.2	0.0	20.0	0.0	2.4	0.0	2.9	0.0	0.0	2.7	2.4
Cars Enter Leg	21	82	4	0	107	0	98	269	0	367	436	0	4	0	440	6	102	0	0	108	1022
Heavy Enter Leg	0	0	0	0	0	0	3	8	0	11	10	0	1	0	11	0	3	0	0	3	25
Total Entering Leg	21	82	4	0	107	0	101	277	0	378	446	0	5	0	451	6	105	0	0	111	1047
Cars Exiting Leg	0					542					357					123					1022
Heavy Exiting Leg	0					13					8					4					25
Total Exiting Leg	0					555					365					127					1047

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars-Combined (Motorcycles, Cars, Light Goods)

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	22	2	0	25	0	20	69	0	89	99	0	1	0	100	4	29	0	0	33	247
11:15 AM	2	13	0	0	15	0	18	58	0	76	107	0	1	0	108	2	23	0	0	25	224
11:30 AM	5	19	0	0	24	0	23	71	0	94	103	0	0	0	103	1	24	0	0	25	246
11:45 AM	8	13	2	0	23	0	24	88	0	112	114	0	1	0	115	3	28	0	0	31	281
Total	16	67	4	0	87	0	85	286	0	371	423	0	3	0	426	10	104	0	0	114	998
12:00 PM	5	22	1	0	28	0	29	48	0	77	111	0	3	0	114	1	21	0	0	22	241
12:15 PM	3	28	1	0	32	0	22	62	0	84	108	0	0	0	108	1	29	0	0	30	254
12:30 PM	0	9	0	0	9	0	23	65	0	88	94	0	1	0	95	4	27	0	0	31	223
12:45 PM	6	25	1	0	32	0	28	58	0	86	114	0	1	0	115	1	28	0	0	29	262
Total	14	84	3	0	101	0	102	233	0	335	427	0	5	0	432	7	105	0	0	112	980
1:00 PM	3	10	0	0	13	0	21	63	0	84	104	0	0	0	104	3	26	0	0	29	230
1:15 PM	2	27	2	0	31	0	24	71	0	95	111	0	0	0	111	1	27	0	0	28	265
1:30 PM	7	13	3	0	23	0	19	56	0	75	99	0	0	0	99	3	27	0	0	30	227
1:45 PM	3	13	0	0	16	0	17	55	0	72	106	0	0	0	106	2	22	0	0	24	218
Total	15	63	5	0	83	0	81	245	0	326	420	0	0	0	420	9	102	0	0	111	940
Grand Total	45	214	12	0	271	0	268	764	0	1032	1270	0	8	0	1278	26	311	0	0	337	2918
Approach %	16.6	79.0	4.4	0.0		0.0	26.0	74.0	0.0		99.4	0.0	0.6	0.0		7.7	92.3	0.0	0.0		
Total %	1.5	7.3	0.4	0.0	9.3	0.0	9.2	26.2	0.0	35.4	43.5	0.0	0.3	0.0	43.8	0.9	10.7	0.0	0.0	11.5	
Exiting Leg Total	0					1593					1004					321					2918

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	5	19	0	0	24	0	23	71	0	94	103	0	0	0	103	1	24	0	0	25	246
11:45 AM	8	13	2	0	23	0	24	88	0	112	114	0	1	0	115	3	28	0	0	31	281
12:00 PM	5	22	1	0	28	0	29	48	0	77	111	0	3	0	114	1	21	0	0	22	241
12:15 PM	3	28	1	0	32	0	22	62	0	84	108	0	0	0	108	1	29	0	0	30	254
Total Volume	21	82	4	0	107	0	98	269	0	367	436	0	4	0	440	6	102	0	0	108	1022
% Approach Total	19.6	76.6	3.7	0.0		0.0	26.7	73.3	0.0		99.1	0.0	0.9	0.0		5.6	94.4	0.0	0.0		
PHF	0.656	0.732	0.500	0.000	0.836	0.000	0.845	0.764	0.000	0.819	0.956	0.000	0.333	0.000	0.957	0.500	0.879	0.000	0.000	0.871	0.909
Entering Leg	21	82	4	0	107	0	98	269	0	367	436	0	4	0	440	6	102	0	0	108	1022
Exiting Leg	0					542					357					123					1022
Total	107					909					797					231					2044

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



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

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	4	0	4	3	0	0	0	3	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	3	0	3	2	0	1	0	3	0	1	0	0	1	7
11:45 AM	0	0	0	0	0	0	2	2	0	4	3	0	0	0	3	0	2	0	0	2	9
Total	0	0	0	0	0	0	2	9	0	11	10	0	1	0	11	0	3	0	0	3	25
12:00 PM	0	0	0	0	0	0	1	2	0	3	4	0	0	0	4	0	0	0	0	0	7
12:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
12:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	4
12:45 PM	1	1	0	0	2	0	0	4	0	4	2	0	0	0	2	0	1	0	0	1	9
Total	1	2	0	0	3	0	1	7	0	8	9	0	0	0	9	0	2	0	0	2	22
1:00 PM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	5
1:15 PM	0	0	1	0	1	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	6
1:30 PM	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	5
1:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
Total	0	0	1	0	1	0	1	7	0	8	9	0	0	0	9	0	1	0	0	1	19
Grand Total	1	2	1	0	4	0	4	23	0	27	28	0	1	0	29	0	6	0	0	6	66
Approach %	25.0	50.0	25.0	0.0		0.0	14.8	85.2	0.0		96.6	0.0	3.4	0.0		0.0	100.0	0.0	0.0		
Total %	1.5	3.0	1.5	0.0	6.1	0.0	6.1	34.8	0.0	40.9	42.4	0.0	1.5	0.0	43.9	0.0	9.1	0.0	0.0	9.1	
Exiting Leg Total	0					35					25					6					66
Buses	0	0	0	0	0	0	0	0	0	0	2	0	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	7.1	0.0	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	3.0
Exiting Leg Total	0					2					0					2					
Single-Unit Trucks	1	2	1	0	4	0	4	18	0	22	22	0	1	0	23	0	6	0	0	6	55
% Single-Unit	100.0	100.0	100.0	0.0	100.0	0.0	100.0	78.3	0.0	81.5	78.6	0.0	100.0	0.0	79.3	0.0	100.0	0.0	0.0	100.0	83.3
Exiting Leg Total	0					29					20					6					55
Articulated Trucks	0	0	0	0	0	0	0	5	0	5	4	0	0	0	4	0	0	0	0	0	9
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7	0.0	18.5	14.3	0.0	0.0	0.0	13.8	0.0	0.0	0.0	0.0	0.0	13.6
Exiting Leg Total	0					4					5					0					9

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	0	0	0	0	0	0	0	4	0	4	3	0	0	0	3	0	0	0	0	0	7
11:30 AM	0	0	0	0	0	0	0	3	0	3	2	0	1	0	3	0	1	0	0	1	7
11:45 AM	0	0	0	0	0	0	2	2	0	4	3	0	0	0	3	0	2	0	0	2	9
12:00 PM	0	0	0	0	0	0	1	2	0	3	4	0	0	0	4	0	0	0	0	0	7
Total Volume	0	0	0	0	0	0	3	11	0	14	12	0	1	0	13	0	3	0	0	3	30
% Approach Total	0.0	0.0	0.0	0.0		0.0	21.4	78.6	0.0		92.3	0.0	7.7	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.688	0.000	0.875	0.750	0.000	0.250	0.000	0.813	0.000	0.375	0.000	0.000	0.375	0.833
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	0	0	0	0	0	3	9	0	12	10	0	1	0	11	0	3	0	0	3	26
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	81.8	0.0	85.7	83.3	0.0	100.0	0.0	84.6	0.0	100.0	0.0	0.0	100.0	86.7
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	14.3	16.7	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	13.3
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	0	0	0	0	0	3	9	0	12	10	0	1	0	11	0	3	0	0	3	26
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
Total Entering Leg	0	0	0	0	0	0	3	11	0	14	12	0	1	0	13	0	3	0	0	3	30
Buses	0					0					0					0					
Single-Unit Trucks	0					13					9					4					26
Articulated Trucks	0					2					2					0					4
Total Exiting Leg	0					15					11					4					30

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	20	2	0	22	0	17	60	0	77	88	0	1	0	89	3	26	0	0	29	217
11:15 AM	2	11	0	0	13	0	17	49	0	66	87	0	0	0	87	1	22	0	0	23	189
11:30 AM	5	13	0	0	18	0	18	63	0	81	94	0	0	0	94	1	22	0	0	23	216
11:45 AM	7	9	2	0	18	0	18	66	0	84	87	0	1	0	88	1	23	0	0	24	214
Total	14	53	4	0	71	0	70	238	0	308	356	0	2	0	358	6	93	0	0	99	836
12:00 PM	5	18	1	0	24	0	23	37	0	60	91	0	2	0	93	1	19	0	0	20	197
12:15 PM	2	26	1	0	29	0	19	53	0	72	91	0	0	0	91	1	25	0	0	26	218
12:30 PM	0	7	0	0	7	0	23	50	0	73	80	0	0	0	80	4	24	0	0	28	188
12:45 PM	5	20	1	0	26	0	21	40	0	61	93	0	0	0	93	1	21	0	0	22	202
Total	12	71	3	0	86	0	86	180	0	266	355	0	2	0	357	7	89	0	0	96	805
1:00 PM	3	9	0	0	12	0	15	54	0	69	82	0	0	0	82	2	18	0	0	20	183
1:15 PM	1	25	2	0	28	0	16	57	0	73	94	0	0	0	94	1	18	0	0	19	214
1:30 PM	5	12	3	0	20	0	15	45	0	60	81	0	0	0	81	2	22	0	0	24	185
1:45 PM	3	12	0	0	15	0	14	42	0	56	86	0	0	0	86	2	17	0	0	19	176
Total	12	58	5	0	75	0	60	198	0	258	343	0	0	0	343	7	75	0	0	82	758
Grand Total	38	182	12	0	232	0	216	616	0	832	1054	0	4	0	1058	20	257	0	0	277	2399
Approach %	16.4	78.4	5.2	0.0		0.0	26.0	74.0	0.0		99.6	0.0	0.4	0.0		7.2	92.8	0.0	0.0		
Total %	1.6	7.6	0.5	0.0	9.7	0.0	9.0	25.7	0.0	34.7	43.9	0.0	0.2	0.0	44.1	0.8	10.7	0.0	0.0	11.5	
Exiting Leg Total	0					1323					818					258					2399

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	5	13	0	0	18	0	18	63	0	81	94	0	0	0	94	1	22	0	0	23	216
11:45 AM	7	9	2	0	18	0	18	66	0	84	87	0	1	0	88	1	23	0	0	24	214
12:00 PM	5	18	1	0	24	0	23	37	0	60	91	0	2	0	93	1	19	0	0	20	197
12:15 PM	2	26	1	0	29	0	19	53	0	72	91	0	0	0	91	1	25	0	0	26	218
Total Volume	19	66	4	0	89	0	78	219	0	297	363	0	3	0	366	4	89	0	0	93	845
% Approach Total	21.3	74.2	4.5	0.0		0.0	26.3	73.7	0.0		99.2	0.0	0.8	0.0		4.3	95.7	0.0	0.0		
PHF	0.679	0.635	0.500	0.000	0.767	0.000	0.848	0.830	0.000	0.884	0.965	0.000	0.375	0.000	0.973	1.000	0.890	0.000	0.000	0.894	0.969
Entering Leg	19	66	4	0	89	0	78	219	0	297	363	0	3	0	366	4	89	0	0	93	845
Exiting Leg	0					456					289					100					845
Total	89					753					655					193					1690

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Light Goods Vehicle**



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

Light Goods Vehicle

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	2	0	0	3	0	3	9	0	12	11	0	0	0	11	1	3	0	0	4	30
11:15 AM	0	2	0	0	2	0	1	8	0	9	20	0	1	0	21	1	1	0	0	2	34
11:30 AM	0	6	0	0	6	0	5	8	0	13	9	0	0	0	9	0	2	0	0	2	30
11:45 AM	1	4	0	0	5	0	6	20	0	26	25	0	0	0	25	0	5	0	0	5	61
Total	2	14	0	0	16	0	15	45	0	60	65	0	1	0	66	2	11	0	0	13	155
12:00 PM	0	3	0	0	3	0	6	11	0	17	18	0	1	0	19	0	2	0	0	2	41
12:15 PM	1	2	0	0	3	0	3	8	0	11	17	0	0	0	17	0	4	0	0	4	35
12:30 PM	0	2	0	0	2	0	0	14	0	14	13	0	1	0	14	0	3	0	0	3	33
12:45 PM	1	5	0	0	6	0	6	17	0	23	17	0	1	0	18	0	7	0	0	7	54
Total	2	12	0	0	14	0	15	50	0	65	65	0	3	0	68	0	16	0	0	16	163
1:00 PM	0	1	0	0	1	0	6	7	0	13	22	0	0	0	22	1	8	0	0	9	45
1:15 PM	1	2	0	0	3	0	8	14	0	22	17	0	0	0	17	0	9	0	0	9	51
1:30 PM	1	1	0	0	2	0	4	11	0	15	16	0	0	0	16	1	5	0	0	6	39
1:45 PM	0	1	0	0	1	0	3	13	0	16	17	0	0	0	17	0	5	0	0	5	39
Total	2	5	0	0	7	0	21	45	0	66	72	0	0	0	72	2	27	0	0	29	174
Grand Total	6	31	0	0	37	0	51	140	0	191	202	0	4	0	206	4	54	0	0	58	492
Approach %	16.2	83.8	0.0	0.0		0.0	26.7	73.3	0.0		98.1	0.0	1.9	0.0		6.9	93.1	0.0	0.0		
Total %	1.2	6.3	0.0	0.0	7.5	0.0	10.4	28.5	0.0	38.8	41.1	0.0	0.8	0.0	41.9	0.8	11.0	0.0	0.0	11.8	
Exiting Leg Total	0					256					175					61					492

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	1	5	0	0	6	0	6	17	0	23	17	0	1	0	18	0	7	0	0	7	54
1:00 PM	0	1	0	0	1	0	6	7	0	13	22	0	0	0	22	1	8	0	0	9	45
1:15 PM	1	2	0	0	3	0	8	14	0	22	17	0	0	0	17	0	9	0	0	9	51
1:30 PM	1	1	0	0	2	0	4	11	0	15	16	0	0	0	16	1	5	0	0	6	39
Total Volume	3	9	0	0	12	0	24	49	0	73	72	0	1	0	73	2	29	0	0	31	189
% Approach Total	25.0	75.0	0.0	0.0		0.0	32.9	67.1	0.0		98.6	0.0	1.4	0.0		6.5	93.5	0.0	0.0		
PHF	0.750	0.450	0.000	0.000	0.500	0.000	0.750	0.721	0.000	0.793	0.818	0.000	0.250	0.000	0.830	0.500	0.806	0.000	0.000	0.861	0.875
Entering Leg	3	9	0	0	12	0	24	49	0	73	72	0	1	0	73	2	29	0	0	31	189
Exiting Leg	0					101					60					28					189
Total	12					174					133					59					378

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Buses

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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	2	0	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	2	0	0	0	2	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
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	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					2					0					0					2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	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	2	0	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	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	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Exiting Leg	0					2					0					0					2
Total	0					2					2					0					4

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Single-Unit Trucks

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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	4	0	4	3	0	0	0	3	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	2	0	2	1	0	1	0	2	0	1	0	0	1	1
11:45 AM	0	0	0	0	0	0	2	1	0	3	3	0	0	0	3	0	2	0	0	2	2
Total	0	0	0	0	0	0	2	7	0	9	7	0	1	0	8	0	3	0	0	3	20
12:00 PM	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	4
12:45 PM	1	1	0	0	2	0	0	3	0	3	2	0	0	0	2	0	1	0	0	1	8
Total	1	2	0	0	3	0	1	6	0	7	8	0	0	0	8	0	2	0	0	2	20
1:00 PM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	5
1:15 PM	0	0	1	0	1	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
Total	0	0	1	0	1	0	1	5	0	6	7	0	0	0	7	0	1	0	0	1	15
Grand Total	1	2	1	0	4	0	4	18	0	22	22	0	1	0	23	0	6	0	0	6	55
Approach %	25.0	50.0	25.0	0.0		0.0	18.2	81.8	0.0		95.7	0.0	4.3	0.0		0.0	100.0	0.0	0.0		
Total %	1.8	3.6	1.8	0.0	7.3	0.0	7.3	32.7	0.0	40.0	40.0	0.0	1.8	0.0	41.8	0.0	10.9	0.0	0.0	10.9	
Exiting Leg Total	0					29					20					6					55

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	0	0	0	0	0	0	0	4	0	4	3	0	0	0	3	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	2	0	2	1	0	1	0	2	0	1	0	0	1	5
11:45 AM	0	0	0	0	0	0	2	1	0	3	3	0	0	0	3	0	2	0	0	2	8
12:00 PM	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	0	0	0	0	0	6
Total Volume	0	0	0	0	0	0	3	9	0	12	10	0	1	0	11	0	3	0	0	3	26
% Approach Total	0.0	0.0	0.0	0.0		0.0	25.0	75.0	0.0		90.9	0.0	9.1	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.563	0.000	0.750	0.833	0.000	0.250	0.000	0.917	0.000	0.375	0.000	0.000	0.375	0.813
Entering Leg	0	0	0	0	0	0	3	9	0	12	10	0	1	0	11	0	3	0	0	3	26
Exiting Leg	0					13					9					4					26
Total	0					25					20					7					52

PDI File #: **186304 B**
 Location: **N: Route 3A Offramp S: Cornet Stetson Road (Route 123)**
 Location: **E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Articulated Trucks**



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

Articulated Trucks

	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
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	1	0	1	1	0	0	0	1	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
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	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	5	0	5	4	0	0	0	4	0	0	0	0	0	9
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.6	0.0	55.6	44.4	0.0	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					4					5					0					9

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Route 3A Offramp					Cornet Stetson Road (Route 123)					Cornet Stetson Road (Route 123)					Old Oaken Bucket Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
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	1	0	1	1	0	0	0	1	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	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	0.500	0.000	0.500	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	5
Exiting Leg	0					3					2					0					5
Total	0					5					5					0					10

PDI File #: 186304 B
 Location: N: Route 3A Offramp S: Cornet Stetson Road (Route 123)
 Location: E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 09, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Route 3A Offramp								Cornet Stetson Road (Route 123)								Cornet Stetson Road (Route 123)								Old Oaken Bucket Road								Total		
	from North								from East								from South								from West										
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total				
11:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	9	
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	1	0	0	0	0	0	0	1	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	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	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	
Total	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	3	13	
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	4	
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	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	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	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	4	
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	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	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	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	2	0	0	0	0	0	0	2	1	4	0	0	0	0	0	0	5	19		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0				83.3	16.7	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0	0.0	0.0							
Total %	0.0	0.0	0.0	0.0	0.0	0.0				52.6	10.5	0.0	0.0	0.0	63.2	10.5	0.0	0.0	0.0	0.0	0.0	10.5	5.3	21.1	0.0	0.0	0.0	0.0	0.0	0.0	26.3				
Exiting Leg Total	0								6								3								10								19		

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Route 3A Offramp								Cornet Stetson Road (Route 123)								Cornet Stetson Road (Route 123)								Old Oaken Bucket Road								Total	
	from North								from East								from South								from West									
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
11:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	
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	1	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	3	13	
% Approach Total	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		33.3	66.7	0.0	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000			0.321	0.000	0.000	0.000	0.000	0.321	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.375	0.361			
Entering Leg	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3	13		
Exiting Leg	0								3								1								9								13	
Total	0								12								2								12								26	

PDI File #: 186304 B
 Location: N: Route 3A Offramp S: Cornet Stetson Road (Route 123)
 Location: E: Cornet Stetson Road (Route 123) W: Old Oaken Bucket Road
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 09, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



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

Pedestrians

	Route 3A Offramp							Cornet Stetson Road (Route 123)							Cornet Stetson Road (Route 123)							Old Oaken Bucket Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Route 3A Offramp							Cornet Stetson Road (Route 123)							Cornet Stetson Road (Route 123)							Old Oaken Bucket Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
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		
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		
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		
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		
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		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
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		
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		
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	11	1	5	0	17	5	91	1	0	97	2	3	6	2	13	4	106	12	0	122	249
4:15 PM	11	1	6	0	18	3	108	0	0	111	0	2	8	0	10	2	120	12	0	134	273
4:30 PM	14	0	5	0	19	6	100	1	0	107	1	1	7	0	9	2	112	14	0	128	263
4:45 PM	24	0	7	0	31	3	84	0	0	87	2	0	7	4	13	3	114	23	0	140	271
Total	60	2	23	0	85	17	383	2	0	402	5	6	28	6	45	11	452	61	0	524	1056
5:00 PM	40	2	14	0	56	7	93	0	0	100	1	2	10	0	13	1	114	17	0	132	301
5:15 PM	16	1	11	0	28	14	103	1	0	118	3	1	8	0	12	2	109	12	0	123	281
5:30 PM	6	0	8	0	14	7	82	0	0	89	0	0	4	0	4	1	138	20	0	159	266
5:45 PM	64	0	8	0	72	14	80	0	0	94	0	1	4	0	5	1	130	21	0	152	323
Total	126	3	41	0	170	42	358	1	0	401	4	4	26	0	34	5	491	70	0	566	1171
Grand Total	186	5	64	0	255	59	741	3	0	803	9	10	54	6	79	16	943	131	0	1090	2227
Approach %	72.9	2.0	25.1	0.0		7.3	92.3	0.4	0.0		11.4	12.7	68.4	7.6		1.5	86.5	12.0	0.0		
Total %	8.4	0.2	2.9	0.0	11.5	2.6	33.3	0.1	0.0	36.1	0.4	0.4	2.4	0.3	3.5	0.7	42.3	5.9	0.0	48.9	
Exiting Leg Total	200					1016					30					981					2227
Cars	185	5	64	0	254	58	724	3	0	785	9	10	54	6	79	16	934	127	0	1077	2195
% Cars	99.5	100.0	100.0	0.0	99.6	98.3	97.7	100.0	0.0	97.8	100.0	100.0	100.0	100.0	100.0	100.0	99.0	96.9	0.0	98.8	98.6
Exiting Leg Total	195					1007					30					963					2195
Heavy Vehicles	1	0	0	0	1	1	17	0	0	18	0	0	0	0	0	0	9	4	0	13	32
% Heavy Vehicles	0.5	0.0	0.0	0.0	0.4	1.7	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.1	0.0	1.2	1.4
Exiting Leg Total	5					9					0					18					32

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

5:00 PM	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	40	2	14	0	56	7	93	0	0	100	1	2	10	0	13	1	114	17	0	132	301
5:15 PM	16	1	11	0	28	14	103	1	0	118	3	1	8	0	12	2	109	12	0	123	281
5:30 PM	6	0	8	0	14	7	82	0	0	89	0	0	4	0	4	1	138	20	0	159	266
5:45 PM	64	0	8	0	72	14	80	0	0	94	0	1	4	0	5	1	130	21	0	152	323
Total Volume	126	3	41	0	170	42	358	1	0	401	4	4	26	0	34	5	491	70	0	566	1171
% Approach Total	74.1	1.8	24.1	0.0		10.5	89.3	0.2	0.0		11.8	11.8	76.5	0.0		0.9	86.7	12.4	0.0		
PHF	0.492	0.375	0.732	0.000	0.590	0.750	0.869	0.250	0.000	0.850	0.333	0.500	0.650	0.000	0.654	0.625	0.889	0.833	0.000	0.890	0.906
Cars	126	3	41	0	170	41	348	1	0	390	4	4	26	0	34	5	487	70	0	562	1156
Cars %	100.0	100.0	100.0	0.0	100.0	97.6	97.2	100.0	0.0	97.3	100.0	100.0	100.0	0.0	100.0	100.0	99.2	100.0	0.0	99.3	98.7
Heavy Vehicles	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	4	0	0	4	15
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	2.4	2.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	1.3
Cars Enter Leg	126	3	41	0	170	41	348	1	0	390	4	4	26	0	34	5	487	70	0	562	1156
Heavy Enter Leg	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	4	0	0	4	15
Total Entering Leg	126	3	41	0	170	42	358	1	0	401	4	4	26	0	34	5	491	70	0	566	1171
Cars Exiting Leg	115					532					9					500					1156
Heavy Exiting Leg	1					4					0					10					15
Total Exiting Leg	116					536					9					510					1171

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	11	1	5	0	17	5	87	1	0	93	2	3	6	2	13	4	105	8	0	117	240
4:15 PM	11	1	6	0	18	3	108	0	0	111	0	2	8	0	10	2	119	12	0	133	272
4:30 PM	13	0	5	0	18	6	98	1	0	105	1	1	7	0	9	2	110	14	0	126	258
4:45 PM	24	0	7	0	31	3	83	0	0	86	2	0	7	4	13	3	113	23	0	139	269
Total	59	2	23	0	84	17	376	2	0	395	5	6	28	6	45	11	447	57	0	515	1039
5:00 PM	40	2	14	0	56	6	88	0	0	94	1	2	10	0	13	1	113	17	0	131	294
5:15 PM	16	1	11	0	28	14	100	1	0	115	3	1	8	0	12	2	109	12	0	123	278
5:30 PM	6	0	8	0	14	7	80	0	0	87	0	0	4	0	4	1	136	20	0	157	262
5:45 PM	64	0	8	0	72	14	80	0	0	94	0	1	4	0	5	1	129	21	0	151	322
Total	126	3	41	0	170	41	348	1	0	390	4	4	26	0	34	5	487	70	0	562	1156
Grand Total	185	5	64	0	254	58	724	3	0	785	9	10	54	6	79	16	934	127	0	1077	2195
Approach %	72.8	2.0	25.2	0.0		7.4	92.2	0.4	0.0		11.4	12.7	68.4	7.6		1.5	86.7	11.8	0.0		
Total %	8.4	0.2	2.9	0.0	11.6	2.6	33.0	0.1	0.0	35.8	0.4	0.5	2.5	0.3	3.6	0.7	42.6	5.8	0.0	49.1	
Exiting Leg Total	195					1007					30					963					2195

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

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	40	2	14	0	56	6	88	0	0	94	1	2	10	0	13	1	113	17	0	131	294
5:15 PM	16	1	11	0	28	14	100	1	0	115	3	1	8	0	12	2	109	12	0	123	278
5:30 PM	6	0	8	0	14	7	80	0	0	87	0	0	4	0	4	1	136	20	0	157	262
5:45 PM	64	0	8	0	72	14	80	0	0	94	0	1	4	0	5	1	129	21	0	151	322
Total Volume	126	3	41	0	170	41	348	1	0	390	4	4	26	0	34	5	487	70	0	562	1156
% Approach Total	74.1	1.8	24.1	0.0		10.5	89.2	0.3	0.0		11.8	11.8	76.5	0.0		0.9	86.7	12.5	0.0		
PHF	0.492	0.375	0.732	0.000	0.590	0.732	0.870	0.250	0.000	0.848	0.333	0.500	0.650	0.000	0.654	0.625	0.895	0.833	0.000	0.895	0.898
Entering Leg	126	3	41	0	170	41	348	1	0	390	4	4	26	0	34	5	487	70	0	562	1156
Exiting Leg	115					532					9					500					1156
Total	285					922					43					1062					2312

PDI File #: 186304 C
 Location: N: Old Driftway S: Driveway
 Location: E: New Driftway W: New Driftway
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 07, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	4	0	5	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
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	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	5	4	0	9	17
5:00 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	7
5:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	4	0	0	4	15
Grand Total	1	0	0	0	1	1	17	0	0	18	0	0	0	0	0	0	9	4	0	13	32
Approach %	100.0	0.0	0.0	0.0		5.6	94.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	69.2	30.8	0.0		
Total %	3.1	0.0	0.0	0.0	3.1	3.1	53.1	0.0	0.0	56.3	0.0	0.0	0.0	0.0	0.0	0.0	28.1	12.5	0.0	40.6	
Exiting Leg Total						5					9					18					32
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	23.1	9.4
Exiting Leg Total						3					0					0					3
Single-Unit Trucks	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	8	0	0	8	25
% Single-Unit	0.0	0.0	0.0	0.0	0.0	100.0	94.1	0.0	0.0	94.4	0.0	0.0	0.0	0.0	0.0	0.0	88.9	0.0	0.0	61.5	78.1
Exiting Leg Total						1					8					16					25
Articulated Trucks	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
% Articulated	100.0	0.0	0.0	0.0	100.0	0.0	5.9	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11.1	25.0	0.0	15.4	12.5
Exiting Leg Total						1					0					2					4

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

4:00 PM	Old Driftway					New Driftway					Driveway					New Driftway					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	4	0	5	9					
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1					
4:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5					
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 Volume	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	5	4	0	9	17					
% Approach Total	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	55.6	44.4	0.0							
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.438	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.450	0.472					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3					
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	33.3	17.6					
Single-Unit Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11					
Single-Unit %	0.0	0.0	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	80.0	0.0	0.0	44.4	64.7					
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3					
Articulated %	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	25.0	0.0	22.2	17.6					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3					
Single-Unit Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11					
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3					
Total Entering Leg	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	5	4	0	9	17					
Buses						3					0					0					3					
Single-Unit Trucks						0					4					7					11					
Articulated Trucks						1					0					1					3					
Total Exiting Leg						4					5					0					8					17

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	9	1	4	0	14	3	70	1	0	74	1	3	6	2	12	4	90	8	0	102	202
4:15 PM	9	0	4	0	13	3	83	0	0	86	0	2	8	0	10	2	99	11	0	112	221
4:30 PM	10	0	4	0	14	2	74	1	0	77	0	1	7	0	8	1	90	13	0	104	203
4:45 PM	21	0	5	0	26	3	66	0	0	69	1	0	6	4	11	3	90	22	0	115	221
Total	49	1	17	0	67	11	293	2	0	306	2	6	27	6	41	10	369	54	0	433	847
5:00 PM	38	1	11	0	50	5	62	0	0	67	1	1	9	0	11	1	101	15	0	117	245
5:15 PM	11	1	8	0	20	12	85	0	0	97	3	1	8	0	12	2	91	9	0	102	231
5:30 PM	5	0	8	0	13	6	69	0	0	75	0	0	3	0	3	1	120	17	0	138	229
5:45 PM	57	0	8	0	65	14	67	0	0	81	0	1	4	0	5	1	115	17	0	133	284
Total	111	2	35	0	148	37	283	0	0	320	4	3	24	0	31	5	427	58	0	490	989
Grand Total	160	3	52	0	215	48	576	2	0	626	6	9	51	6	72	15	796	112	0	923	1836
Approach %	74.4	1.4	24.2	0.0		7.7	92.0	0.3	0.0		8.3	12.5	70.8	8.3		1.6	86.2	12.1	0.0		
Total %	8.7	0.2	2.8	0.0	11.7	2.6	31.4	0.1	0.0	34.1	0.3	0.5	2.8	0.3	3.9	0.8	43.4	6.1	0.0	50.3	
Exiting Leg Total	169					854					26					787					1836

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

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	38	1	11	0	50	5	62	0	0	67	1	1	9	0	11	1	101	15	0	117	245
5:15 PM	11	1	8	0	20	12	85	0	0	97	3	1	8	0	12	2	91	9	0	102	231
5:30 PM	5	0	8	0	13	6	69	0	0	75	0	0	3	0	3	1	120	17	0	138	229
5:45 PM	57	0	8	0	65	14	67	0	0	81	0	1	4	0	5	1	115	17	0	133	284
Total Volume	111	2	35	0	148	37	283	0	0	320	4	3	24	0	31	5	427	58	0	490	989
% Approach Total	75.0	1.4	23.6	0.0		11.6	88.4	0.0	0.0		12.9	9.7	77.4	0.0		1.0	87.1	11.8	0.0		
PHF	0.487	0.500	0.795	0.000	0.569	0.661	0.832	0.000	0.000	0.825	0.333	0.750	0.667	0.000	0.646	0.625	0.890	0.853	0.000	0.888	0.871
Entering Leg	111	2	35	0	148	37	283	0	0	320	4	3	24	0	31	5	427	58	0	490	989
Exiting Leg	98					466					7					418					989
Total	246					786					38					908					1978

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Light Goods Vehicle

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	0	1	0	3	2	16	0	0	18	1	0	0	0	1	0	15	0	0	15	37
4:15 PM	2	1	2	0	5	0	25	0	0	25	0	0	0	0	0	0	19	1	0	20	50
4:30 PM	3	0	1	0	4	4	24	0	0	28	1	0	0	0	1	1	20	1	0	22	55
4:45 PM	3	0	2	0	5	0	17	0	0	17	1	0	1	0	2	0	20	1	0	21	45
Total	10	1	6	0	17	6	82	0	0	88	3	0	1	0	4	1	74	3	0	78	187
5:00 PM	2	1	3	0	6	0	24	0	0	24	0	1	1	0	2	0	12	2	0	14	46
5:15 PM	5	0	3	0	8	2	14	1	0	17	0	0	0	0	0	0	18	3	0	21	46
5:30 PM	1	0	0	0	1	1	11	0	0	12	0	0	1	0	1	0	15	3	0	18	32
5:45 PM	7	0	0	0	7	0	13	0	0	13	0	0	0	0	0	0	14	4	0	18	38
Total	15	1	6	0	22	3	62	1	0	66	0	1	2	0	3	0	59	12	0	71	162
Grand Total	25	2	12	0	39	9	144	1	0	154	3	1	3	0	7	1	133	15	0	149	349
Approach %	64.1	5.1	30.8	0.0		5.8	93.5	0.6	0.0		42.9	14.3	42.9	0.0		0.7	89.3	10.1	0.0		
Total %	7.2	0.6	3.4	0.0	11.2	2.6	41.3	0.3	0.0	44.1	0.9	0.3	0.9	0.0	2.0	0.3	38.1	4.3	0.0	42.7	
Exiting Leg Total	25					148					4					172					349

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

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	2	1	2	0	5	0	25	0	0	25	0	0	0	0	0	0	19	1	0	20	50
4:30 PM	3	0	1	0	4	4	24	0	0	28	1	0	0	0	1	1	20	1	0	22	55
4:45 PM	3	0	2	0	5	0	17	0	0	17	1	0	1	0	2	0	20	1	0	21	45
5:00 PM	2	1	3	0	6	0	24	0	0	24	0	1	1	0	2	0	12	2	0	14	46
Total Volume	10	2	8	0	20	4	90	0	0	94	2	1	2	0	5	1	71	5	0	77	196
% Approach Total	50.0	10.0	40.0	0.0		4.3	95.7	0.0	0.0		40.0	20.0	40.0	0.0		1.3	92.2	6.5	0.0		
PHF	0.833	0.500	0.667	0.000	0.833	0.250	0.900	0.000	0.000	0.839	0.500	0.250	0.500	0.000	0.625	0.250	0.888	0.625	0.000	0.875	0.891
Entering Leg	10	2	8	0	20	4	90	0	0	94	2	1	2	0	5	1	71	5	0	77	196
Exiting Leg	10					81					3					102					196
Total	30					175					8					179					392

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Buses

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
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	3	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	3	0	3	3
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	100.0	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	100.0	0.0	100.0	
Exiting Leg Total	3					0					0					0					3

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

4:00 PM	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
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 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	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	0.000	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	0	0	3	0	3	3
Exiting Leg	3					0					0					0					3
Total	3					0					0					3					6

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Single-Unit Trucks

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
5:00 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	7
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	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
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	9	0	0	10	0	0	0	0	0	0	4	0	0	4	14
Grand Total	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	8	0	0	8	25
Approach %	0.0	0.0	0.0	0.0		5.9	94.1	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	4.0	64.0	0.0	0.0	68.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	0.0	0.0	32.0	
Exiting Leg Total	1					8					0					16					25

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

4:30 PM	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
4:45 PM	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	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	7
5:15 PM	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	1	10	0	0	11	0	0	0	0	0	0	3	0	0	3	14
% Approach Total	0.0	0.0	0.0	0.0		9.1	90.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.458	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.500
Entering Leg	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	3	0	0	3	14
Exiting Leg	1					3					0					10					14
Total	1					14					0					13					28

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

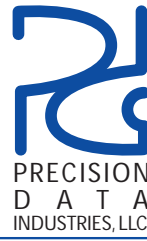
Articulated Trucks

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
4:30 PM	1	0	0	0	1	0	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	1	0	0	1	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
Approach %	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	50.0	50.0	0.0		
Total %	25.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	50.0	
Exiting Leg Total	1					1					0					2					4

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

4:00 PM	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
4:30 PM	1	0	0	0	1	0	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	1	0	0	1	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
% Approach Total	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	50.0	50.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.750
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
Exiting Leg	1					1					0					1					3
Total	2					1					0					3					6

PDI File #: 186304 C
 Location: N: Old Driftway S: Driveway
 Location: E: New Driftway W: New Driftway
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 07, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Old Driftway							New Driftway							Driveway							New Driftway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	1	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
4:30 PM	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
4:45 PM	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	1	3	0	0	0	0	4	0	0	0	0	2	0	2	1	0	0	0	0	0	0	7
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	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	0	2	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	2	0	0	0	0	0	2
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	1	0	0	0	0	0	1
Total	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	6
Grand Total	0	0	0	0	0	0	0	1	3	0	0	0	0	4	0	0	0	0	2	0	2	1	6	0	0	0	0	0	13
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	14.3	85.7	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	23.1	0.0	0.0	0.0	0.0	30.8	0.0	0.0	0.0	0.0	15.4	0.0	15.4	7.7	46.2	0.0	0.0	0.0	0.0	53.8	
Exiting Leg Total	1							6							3							13							

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

	Old Driftway							New Driftway							Driveway							New Driftway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	1	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
4:30 PM	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
4:45 PM	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	1	3	0	0	0	0	4	0	0	0	0	2	0	2	1	0	0	0	0	0	0	7
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	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	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.583	
Entering Leg	0	0	0	0	0	0	0	1	3	0	0	0	0	4	0	0	0	0	2	0	2	1	0	0	0	0	0	0	7
Exiting Leg	1							0							3							7							
Total	1							4							5							14							

PDI File #: 186304 C
 Location: N: Old Driftway S: Driveway
 Location: E: New Driftway W: New Driftway
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 07, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

Pedestrians

	Old Driftway							New Driftway							Driveway							New Driftway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 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	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	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	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	
5:00 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	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	
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	
Total	0	0	0	0	1	1	2	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	0	0	0	0	0	8	
Grand Total	0	0	0	0	1	1	2	0	0	0	0	3	2	5	0	0	0	0	2	1	3	0	0	0	0	0	0	10	
Approach %	0	0	0	0	50	50		0	0	0	0	60	40		0	0	0	0	66.7	33.3		0	0	0	0	0			
Total %	0	0	0	0	10	10	20	0	0	0	0	30	20	50	0	0	0	0	20	10	30	0	0	0	0	0	0		
Exiting Leg Total	2							5							3							0	10						

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

	Old Driftway							New Driftway							Driveway							New Driftway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	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	1		
5:00 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	2		
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	0	3		
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0	0	3		
Total Volume	0	0	0	0	1	1	2	0	0	0	0	3	2	5	0	0	0	0	1	1	2	0	0	0	0	0	9		
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	50.0	50.0		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	0.750	0.500	0.625	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.750		
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	3	2	5	0	0	0	0	1	1	2	0	0	0	0	0	9		
Exiting Leg	2							5							2							0	9						
Total	4							10							4							0	18						

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	15	0	25	0	40	11	116	0	0	127	0	0	1	0	1	0	140	16	0	156	324
11:15 AM	14	1	16	0	31	15	115	0	0	130	0	0	0	0	0	2	140	18	0	160	321
11:30 AM	11	0	21	0	32	21	130	1	0	152	1	0	6	0	7	1	133	17	0	151	342
11:45 AM	8	0	14	0	22	14	124	0	0	138	0	0	0	0	0	0	151	11	0	162	322
Total	48	1	76	0	125	61	485	1	0	547	1	0	7	0	8	3	564	62	0	629	1309
12:00 PM	22	0	16	0	38	7	104	0	0	111	0	0	0	0	0	0	149	18	0	167	316
12:15 PM	17	0	13	0	30	18	134	0	0	152	0	0	0	0	0	0	146	10	0	156	338
12:30 PM	7	0	18	0	25	16	115	0	0	131	1	0	0	0	1	1	121	11	0	133	290
12:45 PM	9	1	18	0	28	11	129	0	0	140	0	2	0	0	2	2	164	15	0	181	351
Total	55	1	65	0	121	52	482	0	0	534	1	2	0	0	3	3	580	54	0	637	1295
1:00 PM	11	0	12	0	23	7	117	1	0	125	1	0	1	0	2	0	108	7	0	115	265
1:15 PM	10	0	16	0	26	12	109	0	0	121	0	0	0	0	0	0	144	11	0	155	302
1:30 PM	11	0	10	1	22	15	107	1	0	123	0	0	0	0	0	0	139	5	0	144	289
1:45 PM	11	0	25	0	36	13	112	0	0	125	0	0	0	0	0	0	138	12	0	150	311
Total	43	0	63	1	107	47	445	2	0	494	1	0	1	0	2	0	529	35	0	564	1167
Grand Total	146	2	204	1	353	160	1412	3	0	1575	3	2	8	0	13	6	1673	151	0	1830	3771
Approach %	41.4	0.6	57.8	0.3		10.2	89.7	0.2	0.0		23.1	15.4	61.5	0.0		0.3	91.4	8.3	0.0		
Total %	3.9	0.1	5.4	0.0	9.4	4.2	37.4	0.1	0.0	41.8	0.1	0.1	0.2	0.0	0.3	0.2	44.4	4.0	0.0	48.5	
Exiting Leg Total	314					1880					11					1566					3771
Cars	139	2	201	1	343	156	1375	3	0	1534	3	2	8	0	13	6	1644	148	0	1798	3688
% Cars	95.2	100.0	98.5	100.0	97.2	97.5	97.4	100.0	0.0	97.4	100.0	100.0	100.0	0.0	100.0	100.0	98.3	98.0	0.0	98.3	97.8
Exiting Leg Total	307					1848					11					1522					3688
Heavy Vehicles	7	0	3	0	10	4	37	0	0	41	0	0	0	0	0	0	29	3	0	32	83
% Heavy Vehicles	4.8	0.0	1.5	0.0	2.8	2.5	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	1.7	2.0	0.0	1.7	2.2
Exiting Leg Total	7					32					0					44					83

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	11	0	21	0	32	21	130	1	0	152	1	0	6	0	7	1	133	17	0	151	342
11:45 AM	8	0	14	0	22	14	124	0	0	138	0	0	0	0	0	0	151	11	0	162	322
12:00 PM	22	0	16	0	38	7	104	0	0	111	0	0	0	0	0	0	149	18	0	167	316
12:15 PM	17	0	13	0	30	18	134	0	0	152	0	0	0	0	0	0	146	10	0	156	338
Total Volume	58	0	64	0	122	60	492	1	0	553	1	0	6	0	7	1	579	56	0	636	1318
% Approach Total	47.5	0.0	52.5	0.0		10.8	89.0	0.2	0.0		14.3	0.0	85.7	0.0		0.2	91.0	8.8	0.0		
PHF	0.659	0.000	0.762	0.000	0.803	0.714	0.918	0.250	0.000	0.910	0.250	0.000	0.250	0.000	0.250	0.250	0.959	0.778	0.000	0.952	0.963
Cars	56	0	64	0	120	59	480	1	0	540	1	0	6	0	7	1	569	55	0	625	1292
Cars %	96.6	0.0	100.0	0.0	98.4	98.3	97.6	100.0	0.0	97.6	100.0	0.0	100.0	0.0	100.0	100.0	98.3	98.2	0.0	98.3	98.0
Heavy Vehicles	2	0	0	0	2	1	12	0	0	13	0	0	0	0	0	0	10	1	0	11	26
Heavy Vehicles %	3.4	0.0	0.0	0.0	1.6	1.7	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.8	0.0	1.7	2.0
Cars Enter Leg	56	0	64	0	120	59	480	1	0	540	1	0	6	0	7	1	569	55	0	625	1292
Heavy Enter Leg	2	0	0	0	2	1	12	0	0	13	0	0	0	0	0	0	10	1	0	11	26
Total Entering Leg	58	0	64	0	122	60	492	1	0	553	1	0	6	0	7	1	579	56	0	636	1318
Cars Exiting Leg	114					634					2					542					1292
Heavy Exiting Leg	2					10					0					14					26
Total Exiting Leg	116					644					2					556					1318

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	14	0	25	0	39	10	111	0	0	121	0	0	1	0	1	0	138	16	0	154	315
11:15 AM	13	1	16	0	30	15	112	0	0	127	0	0	0	0	0	2	138	18	0	158	315
11:30 AM	10	0	21	0	31	21	125	1	0	147	1	0	6	0	7	1	129	16	0	146	331
11:45 AM	8	0	14	0	22	14	121	0	0	135	0	0	0	0	0	0	148	11	0	159	316
Total	45	1	76	0	122	60	469	1	0	530	1	0	7	0	8	3	553	61	0	617	1277
12:00 PM	22	0	16	0	38	7	102	0	0	109	0	0	0	0	0	0	149	18	0	167	314
12:15 PM	16	0	13	0	29	17	132	0	0	149	0	0	0	0	0	0	143	10	0	153	331
12:30 PM	7	0	17	0	24	16	115	0	0	131	1	0	0	0	1	1	119	11	0	131	287
12:45 PM	8	1	18	0	27	11	126	0	0	137	0	2	0	0	2	2	161	14	0	177	343
Total	53	1	64	0	118	51	475	0	0	526	1	2	0	0	3	3	572	53	0	628	1275
1:00 PM	10	0	11	0	21	7	114	1	0	122	1	0	1	0	2	0	107	6	0	113	258
1:15 PM	9	0	16	0	25	11	106	0	0	117	0	0	0	0	0	0	142	11	0	153	295
1:30 PM	11	0	9	1	21	14	105	1	0	120	0	0	0	0	0	0	136	5	0	141	282
1:45 PM	11	0	25	0	36	13	106	0	0	119	0	0	0	0	0	0	134	12	0	146	301
Total	41	0	61	1	103	45	431	2	0	478	1	0	1	0	2	0	519	34	0	553	1136
Grand Total	139	2	201	1	343	156	1375	3	0	1534	3	2	8	0	13	6	1644	148	0	1798	3688
Approach %	40.5	0.6	58.6	0.3		10.2	89.6	0.2	0.0		23.1	15.4	61.5	0.0		0.3	91.4	8.2	0.0		
Total %	3.8	0.1	5.5	0.0	9.3	4.2	37.3	0.1	0.0	41.6	0.1	0.1	0.2	0.0	0.4	0.2	44.6	4.0	0.0	48.8	
Exiting Leg Total	307					1848					11					1522					3688

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	10	0	21	0	31	21	125	1	0	147	1	0	6	0	7	1	129	16	0	146	331
11:45 AM	8	0	14	0	22	14	121	0	0	135	0	0	0	0	0	0	148	11	0	159	316
12:00 PM	22	0	16	0	38	7	102	0	0	109	0	0	0	0	0	0	149	18	0	167	314
12:15 PM	16	0	13	0	29	17	132	0	0	149	0	0	0	0	0	0	143	10	0	153	331
Total Volume	56	0	64	0	120	59	480	1	0	540	1	0	6	0	7	1	569	55	0	625	1292
% Approach Total	46.7	0.0	53.3	0.0		10.9	88.9	0.2	0.0		14.3	0.0	85.7	0.0		0.2	91.0	8.8	0.0		
PHF	0.636	0.000	0.762	0.000	0.789	0.702	0.909	0.250	0.000	0.906	0.250	0.000	0.250	0.000	0.250	0.250	0.955	0.764	0.000	0.936	0.976
Entering Leg	56	0	64	0	120	59	480	1	0	540	1	0	6	0	7	1	569	55	0	625	1292
Exiting Leg	114					634					2					542					1292
Total	234					1174					9					1167					2584

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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)

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	9
11:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
11:30 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	11
11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Total	3	0	0	0	3	1	16	0	0	17	0	0	0	0	0	0	11	1	0	12	32
12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	7
12:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
12:45 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	8
Total	2	0	1	0	3	1	7	0	0	8	0	0	0	0	0	0	8	1	0	9	20
1:00 PM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	7
1:15 PM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	7
1:30 PM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	7
1:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
Total	2	0	2	0	4	2	14	0	0	16	0	0	0	0	0	0	10	1	0	11	31
Grand Total	7	0	3	0	10	4	37	0	0	41	0	0	0	0	0	0	29	3	0	32	83
Approach %	70.0	0.0	30.0	0.0		9.8	90.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.6	9.4	0.0		
Total %	8.4	0.0	3.6	0.0	12.0	4.8	44.6	0.0	0.0	49.4	0.0	0.0	0.0	0.0	0.0	0.0	34.9	3.6	0.0	38.6	
Exiting Leg Total	7					32					0					44					83
Buses	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	8
% Buses	57.1	0.0	0.0	0.0	40.0	75.0	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.1	9.6
Exiting Leg Total	3					1					0					4					8
Single-Unit Trucks	2	0	3	0	5	1	35	0	0	36	0	0	0	0	0	0	26	2	0	28	69
% Single-Unit	28.6	0.0	100.0	0.0	50.0	25.0	94.6	0.0	0.0	87.8	0.0	0.0	0.0	0.0	0.0	0.0	89.7	66.7	0.0	87.5	83.1
Exiting Leg Total	3					29					0					37					69
Articulated Trucks	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	6
% Articulated	14.3	0.0	0.0	0.0	10.0	0.0	5.4	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	6.9	33.3	0.0	9.4	7.2
Exiting Leg Total	1					2					0					3					6

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	9
11:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
11:30 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	11
11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Total Volume	3	0	0	0	3	1	16	0	0	17	0	0	0	0	0	0	11	1	0	12	32
% Approach Total	100.0	0.0	0.0	0.0		5.9	94.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	91.7	8.3	0.0		
PHF	0.750	0.000	0.000	0.000	0.750	0.250	0.800	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.250	0.000	0.600	0.727
Buses	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Buses %	33.3	0.0	0.0	0.0	33.3	100.0	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	6.3
Single-Unit Trucks	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	27
Single-Unit %	33.3	0.0	0.0	0.0	33.3	0.0	100.0	0.0	0.0	94.1	0.0	0.0	0.0	0.0	0.0	0.0	90.9	0.0	0.0	83.3	84.4
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
Articulated %	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	100.0	0.0	16.7	9.4
Buses	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	27
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
Total Entering Leg	3	0	0	0	3	1	16	0	0	17	0	0	0	0	0	0	11	1	0	12	32
Buses	1					0					0					1					2
Single-Unit Trucks	0					10					0					17					27
Articulated Trucks	1					1					0					1					3
Total Exiting Leg	2					11					0					19					32

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	9	0	20	0	29	9	93	0	0	102	0	0	1	0	1	0	107	11	0	118	250
11:15 AM	9	1	13	0	23	10	94	0	0	104	0	0	0	0	0	2	119	17	0	138	265
11:30 AM	9	0	13	0	22	14	105	0	0	119	0	0	6	0	6	1	111	15	0	127	274
11:45 AM	7	0	10	0	17	11	89	0	0	100	0	0	0	0	0	0	117	8	0	125	242
Total	34	1	56	0	91	44	381	0	0	425	0	0	7	0	7	3	454	51	0	508	1031
12:00 PM	20	0	11	0	31	4	82	0	0	86	0	0	0	0	0	0	119	16	0	135	252
12:15 PM	12	0	9	0	21	12	108	0	0	120	0	0	0	0	0	0	113	9	0	122	263
12:30 PM	7	0	13	0	20	9	94	0	0	103	0	0	0	0	0	0	98	8	0	106	229
12:45 PM	8	1	16	0	25	11	107	0	0	118	0	2	0	0	2	2	141	14	0	157	302
Total	47	1	49	0	97	36	391	0	0	427	0	2	0	0	2	2	471	47	0	520	1046
1:00 PM	8	0	9	0	17	4	96	1	0	101	1	0	1	0	2	0	87	3	0	90	210
1:15 PM	9	0	12	0	21	10	78	0	0	88	0	0	0	0	0	0	115	10	0	125	234
1:30 PM	9	0	6	0	15	8	80	1	0	89	0	0	0	0	0	0	118	5	0	123	227
1:45 PM	9	0	18	0	27	9	86	0	0	95	0	0	0	0	0	0	112	8	0	120	242
Total	35	0	45	0	80	31	340	2	0	373	1	0	1	0	2	0	432	26	0	458	913
Grand Total	116	2	150	0	268	111	1112	2	0	1225	1	2	8	0	11	5	1357	124	0	1486	2990
Approach %	43.3	0.7	56.0	0.0		9.1	90.8	0.2	0.0		9.1	18.2	72.7	0.0		0.3	91.3	8.3	0.0		
Total %	3.9	0.1	5.0	0.0	9.0	3.7	37.2	0.1	0.0	41.0	0.0	0.1	0.3	0.0	0.4	0.2	45.4	4.1	0.0	49.7	
Exiting Leg Total	237					1508					9					1236					2990

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	20	0	11	0	31	4	82	0	0	86	0	0	0	0	0	0	119	16	0	135	252
12:15 PM	12	0	9	0	21	12	108	0	0	120	0	0	0	0	0	0	113	9	0	122	263
12:30 PM	7	0	13	0	20	9	94	0	0	103	0	0	0	0	0	0	98	8	0	106	229
12:45 PM	8	1	16	0	25	11	107	0	0	118	0	2	0	0	2	2	141	14	0	157	302
Total Volume	47	1	49	0	97	36	391	0	0	427	0	2	0	0	2	2	471	47	0	520	1046
% Approach Total	48.5	1.0	50.5	0.0		8.4	91.6	0.0	0.0		0.0	100.0	0.0	0.0		0.4	90.6	9.0	0.0		
PHF	0.588	0.250	0.766	0.000	0.782	0.750	0.905	0.000	0.000	0.890	0.000	0.250	0.000	0.000	0.250	0.250	0.835	0.734	0.000	0.828	0.866
Entering Leg	47	1	49	0	97	36	391	0	0	427	0	2	0	0	2	2	471	47	0	520	1046
Exiting Leg	85					520					3					438					1046
Total	182					947					5					958					2092

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Light Goods Vehicle

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	5	0	5	0	10	1	18	0	0	19	0	0	0	0	0	0	31	5	0	36	65
11:15 AM	4	0	3	0	7	5	17	0	0	22	0	0	0	0	0	0	19	1	0	20	49
11:30 AM	1	0	8	0	9	7	19	1	0	27	1	0	0	0	1	0	18	1	0	19	56
11:45 AM	1	0	4	0	5	3	31	0	0	34	0	0	0	0	0	0	28	3	0	31	70
Total	11	0	20	0	31	16	85	1	0	102	1	0	0	0	1	0	96	10	0	106	240
12:00 PM	2	0	5	0	7	3	19	0	0	22	0	0	0	0	0	0	28	2	0	30	59
12:15 PM	4	0	4	0	8	5	23	0	0	28	0	0	0	0	0	0	29	1	0	30	66
12:30 PM	0	0	4	0	4	7	21	0	0	28	1	0	0	0	1	1	20	3	0	24	57
12:45 PM	0	0	2	0	2	0	17	0	0	17	0	0	0	0	0	0	18	0	0	18	37
Total	6	0	15	0	21	15	80	0	0	95	1	0	0	0	1	1	95	6	0	102	219
1:00 PM	2	0	2	0	4	3	16	0	0	19	0	0	0	0	0	0	19	3	0	22	45
1:15 PM	0	0	4	0	4	1	25	0	0	26	0	0	0	0	0	0	24	1	0	25	55
1:30 PM	2	0	3	0	5	6	25	0	0	31	0	0	0	0	0	0	17	0	0	17	53
1:45 PM	2	0	7	0	9	4	19	0	0	23	0	0	0	0	0	0	20	4	0	24	56
Total	6	0	16	0	22	14	85	0	0	99	0	0	0	0	0	0	80	8	0	88	209
Grand Total	23	0	51	0	74	45	250	1	0	296	2	0	0	0	2	1	271	24	0	296	668
Approach %	31.1	0.0	68.9	0.0		15.2	84.5	0.3	0.0		100.0	0.0	0.0	0.0		0.3	91.6	8.1	0.0		
Total %	3.4	0.0	7.6	0.0	11.1	6.7	37.4	0.1	0.0	44.3	0.3	0.0	0.0	0.0	0.3	0.1	40.6	3.6	0.0	44.3	
Exiting Leg Total	69					324					2					273					668

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	1	0	4	0	5	3	31	0	0	34	0	0	0	0	0	0	28	3	0	31	70
12:00 PM	2	0	5	0	7	3	19	0	0	22	0	0	0	0	0	0	28	2	0	30	59
12:15 PM	4	0	4	0	8	5	23	0	0	28	0	0	0	0	0	0	29	1	0	30	66
12:30 PM	0	0	4	0	4	7	21	0	0	28	1	0	0	0	1	1	20	3	0	24	57
Total Volume	7	0	17	0	24	18	94	0	0	112	1	0	0	0	1	1	105	9	0	115	252
% Approach Total	29.2	0.0	70.8	0.0		16.1	83.9	0.0	0.0		100.0	0.0	0.0	0.0		0.9	91.3	7.8	0.0		
PHF	0.438	0.000	0.850	0.000	0.750	0.643	0.758	0.000	0.000	0.824	0.250	0.000	0.000	0.000	0.250	0.250	0.905	0.750	0.000	0.927	0.900
Entering Leg	7	0	17	0	24	18	94	0	0	112	1	0	0	0	1	1	105	9	0	115	252
Exiting Leg	27					123					1					101					252
Total	51					235					2					216					504

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Buses

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	1	1	0	0	0	1	0	0	0	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
12:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
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	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Grand Total	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	8
Approach %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	50.0	0.0	0.0	0.0	50.0	37.5	0.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	
Exiting Leg Total	3					1					0					4					8

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	1	0	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	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	4
% Approach Total	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	4
Exiting Leg	1					1					0					2					4
Total	3					2					0					3					8

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Single-Unit Trucks

	Old Driftway					New Driftway					Driveway					New Driftway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6	
11:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6	
11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	
11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	
Total	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	27	
12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	
12:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6	
Total	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	7	1	0	8	15	
1:00 PM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	7	
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
1:30 PM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	6	
1:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	
Total	1	0	2	0	3	1	13	0	0	14	0	0	0	0	0	0	9	1	0	10	27	
Grand Total	2	0	3	0	5	1	35	0	0	36	0	0	0	0	0	0	26	2	0	28	69	
Approach %	40.0	0.0	60.0	0.0		2.8	97.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.9	7.1	0.0			
Total %	2.9	0.0	4.3	0.0	7.2	1.4	50.7	0.0	0.0	52.2	0.0	0.0	0.0	0.0	0.0	0.0	37.7	2.9	0.0	40.6		
Exiting Leg Total						3					29					0					37	69

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Old Driftway					New Driftway					Driveway					New Driftway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
11:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Total Volume	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	27
% Approach Total	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	100.0	0.0	0.0	0.0	0.750
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.800	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.750
Entering Leg	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	27
Exiting Leg						0					10					17					27
Total	1					26					0					27					54

PDI File #: **186304 C**
 Location: **N: Old Driftway S: Driveway**
 Location: **E: New Driftway W: New Driftway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Articulated Trucks

	Old Driftway					New Driftway					Driveway					New Driftway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	
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	1	0	0	1	1	
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1:30 PM	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	
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	6	
Approach %	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	66.7	33.3	0.0			
Total %	16.7	0.0	0.0	0.0	16.7	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	16.7	0.0	50.0		
Exiting Leg Total						1					2					0					3	6

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Old Driftway					New Driftway					Driveway					New Driftway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	
% Approach Total	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	50.0	50.0	0.0			
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.375	
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	
Exiting Leg						1					0					0					1	3
Total						2					1					0					3	6

PDI File #: 186304 C
 Location: N: Old Driftway S: Driveway
 Location: E: New Driftway W: New Driftway
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 09, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Old Driftway							New Driftway							Driveway							New Driftway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	3	7		
11:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	3		
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0	4		
11:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0	3		
Total	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	2	1	3	0	5	1	0	0	0	6	17
12:00 PM	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	1		
12:15 PM	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	1		
12:30 PM	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	1		
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		
Total	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3		
1:00 PM	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	1		
1:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3		
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		
1:45 PM	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	1		
Total	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5		
Grand Total	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	2	1	3	0	6	1	0	0	0	7	25
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	66.7	33.3		0.0	85.7	14.3	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0			0.0	60.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	8.0	4.0	12.0	0.0	24.0	4.0	0.0	0.0	0.0	28.0	
Exiting Leg Total							1						6								3						15	25	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Old Driftway							New Driftway							Driveway							New Driftway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	7		
11:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	3		
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0	4		
11:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0	3		
Total Volume	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	2	1	3	0	5	1	0	0	0	6	17
% 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	66.7	33.3		0.0	83.3	16.7	0.0	0.0	0.0		
PHF	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	0.500	0.250	0.750	0.000	0.417	0.250	0.000	0.000	0.000	0.500	0.607
Entering Leg	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	2	1	3	0	5	1	0	0	6	17	
Exiting Leg							1						5								3						8	17	
Total							1						13								6						14	34	

PDI File #: 186304 C
 Location: N: Old Driftway S: Driveway
 Location: E: New Driftway W: New Driftway
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 09, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



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

Pedestrians

	Old Driftway							New Driftway							Driveway							New Driftway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	1	
11:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	3	
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	
11:45 AM	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	0	2	
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	1	0	1	6
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	
12:15 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	1	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	
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	
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	0	2	
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	
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	
1:30 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	1	
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	
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	0	0	1	
Grand Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	1	0	1	9
Approach %	0	0	0	0	50	50		0	0	0	0	0	0	0	0	0	0	0	50	50		0	0	0	0	100	0		
Total %	0	0	0	0	11.1	11.1	22.2	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	66.7	0	0	0	0	11.1	0	11.1	
Exiting Leg Total	2							0							6							1							9

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Old Driftway							New Driftway							Driveway							New Driftway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	1	
11:15 AM	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
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	
11:45 AM	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	0	2	
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	1	0	1	6
% 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	0.0	50.0	50.0		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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	1	0	1	6
Exiting Leg	1							0							4							1							6
Total	2							0							8							2							12

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	37	5	0	42	11	11	0	22	8	26	0	34	98
4:15 PM	21	5	0	26	7	10	0	17	11	35	0	46	89
4:30 PM	33	2	0	35	9	11	0	20	12	31	0	43	98
4:45 PM	29	5	0	34	7	6	0	13	12	28	0	40	87
Total	120	17	0	137	34	38	0	72	43	120	0	163	372
5:00 PM	27	10	0	37	9	26	0	35	8	35	0	43	115
5:15 PM	24	6	0	30	15	11	0	26	16	27	0	43	99
5:30 PM	16	4	0	20	12	9	0	21	7	26	0	33	74
5:45 PM	30	5	0	35	27	31	0	58	11	34	0	45	138
Total	97	25	0	122	63	77	0	140	42	122	0	164	426
Grand Total	217	42	0	259	97	115	0	212	85	242	0	327	798
Approach %	83.8	16.2	0.0		45.8	54.2	0.0		26.0	74.0	0.0		
Total %	27.2	5.3	0.0	32.5	12.2	14.4	0.0	26.6	10.7	30.3	0.0	41.0	
Exiting Leg Total				339				127				332	798
Cars	217	40	0	257	97	112	0	209	84	234	0	318	784
% Cars	100.0	95.2	0.0	99.2	100.0	97.4	0.0	98.6	98.8	96.7	0.0	97.2	98.2
Exiting Leg Total				331				124				329	784
Heavy Vehicles	0	2	0	2	0	3	0	3	1	8	0	9	14
% Heavy Vehicles	0.0	4.8	0.0	0.8	0.0	2.6	0.0	1.4	1.2	3.3	0.0	2.8	1.8
Exiting Leg Total				8				3				3	14

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

5:00 PM	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	27	10	0	37	9	26	0	35	8	35	0	43	115
5:15 PM	24	6	0	30	15	11	0	26	16	27	0	43	99
5:30 PM	16	4	0	20	12	9	0	21	7	26	0	33	74
5:45 PM	30	5	0	35	27	31	0	58	11	34	0	45	138
Total Volume	97	25	0	122	63	77	0	140	42	122	0	164	426
% Approach Total	79.5	20.5	0.0		45.0	55.0	0.0		25.6	74.4	0.0		
PHF	0.808	0.625	0.000	0.824	0.583	0.621	0.000	0.603	0.656	0.871	0.000	0.911	0.772
Cars	97	23	0	120	63	75	0	138	42	120	0	162	420
Cars %	100.0	92.0	0.0	98.4	100.0	97.4	0.0	98.6	100.0	98.4	0.0	98.8	98.6
Heavy Vehicles	0	2	0	2	0	2	0	2	0	2	0	2	6
Heavy Vehicles %	0.0	8.0	0.0	1.6	0.0	2.6	0.0	1.4	0.0	1.6	0.0	1.2	1.4
Cars Enter Leg	97	23	0	120	63	75	0	138	42	120	0	162	420
Heavy Enter Leg	0	2	0	2	0	2	0	2	0	2	0	2	6
Total Entering Leg	97	25	0	122	63	77	0	140	42	122	0	164	426
Cars Exiting Leg				183				65				172	420
Heavy Exiting Leg				2				2				2	6
Total Exiting Leg				185				67				174	426

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	37	5	0	42	11	10	0	21	8	26	0	34	97
4:15 PM	21	5	0	26	7	10	0	17	11	33	0	44	87
4:30 PM	33	2	0	35	9	11	0	20	11	27	0	38	93
4:45 PM	29	5	0	34	7	6	0	13	12	28	0	40	87
Total	120	17	0	137	34	37	0	71	42	114	0	156	364
5:00 PM	27	9	0	36	9	24	0	33	8	34	0	42	111
5:15 PM	24	6	0	30	15	11	0	26	16	26	0	42	98
5:30 PM	16	4	0	20	12	9	0	21	7	26	0	33	74
5:45 PM	30	4	0	34	27	31	0	58	11	34	0	45	137
Total	97	23	0	120	63	75	0	138	42	120	0	162	420
Grand Total	217	40	0	257	97	112	0	209	84	234	0	318	784
Approach %	84.4	15.6	0.0		46.4	53.6	0.0		26.4	73.6	0.0		
Total %	27.7	5.1	0.0	32.8	12.4	14.3	0.0	26.7	10.7	29.8	0.0	40.6	
Exiting Leg Total				331				124				329	784

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

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	27	9	0	36	9	24	0	33	8	34	0	42	111
5:15 PM	24	6	0	30	15	11	0	26	16	26	0	42	98
5:30 PM	16	4	0	20	12	9	0	21	7	26	0	33	74
5:45 PM	30	4	0	34	27	31	0	58	11	34	0	45	137
Total Volume	97	23	0	120	63	75	0	138	42	120	0	162	420
% Approach Total	80.8	19.2	0.0		45.7	54.3	0.0		25.9	74.1	0.0		
PHF	0.808	0.639	0.000	0.833	0.583	0.605	0.000	0.595	0.656	0.882	0.000	0.900	0.766
Entering Leg	97	23	0	120	63	75	0	138	42	120	0	162	420
Exiting Leg				183				65				172	420
Total				303				203				334	840

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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)

	Stockbridge Road				Old Driftway				Stockbridge Road				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	
4:30 PM	0	0	0	0	0	0	0	0	1	4	0	5	5	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	1	0	1	1	6	0	7	8	
5:00 PM	0	1	0	1	0	2	0	2	0	1	0	1	4	
5:15 PM	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	
5:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
Total	0	2	0	2	0	2	0	2	0	2	0	2	6	
Grand Total	0	2	0	2	0	3	0	3	1	8	0	9	14	
Approach %	0.0	100.0	0.0		0.0	100.0	0.0		11.1	88.9	0.0			
Total %	0.0	14.3	0.0	14.3	0.0	21.4	0.0	21.4	7.1	57.1	0.0	64.3		
Exiting Leg Total				8				3					3	14
Buses	0	1	0	1	0	1	0	1	0	1	0	1	3	
% Buses	0.0	50.0	0.0	50.0	0.0	33.3	0.0	33.3	0.0	12.5	0.0	11.1	21.4	
Exiting Leg Total				1				1					1	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	7	0	7	7	
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.5	0.0	77.8	50.0	
Exiting Leg Total				7				0					7	
Articulated Trucks	0	1	0	1	0	2	0	2	1	0	0	1	4	
% Articulated	0.0	50.0	0.0	50.0	0.0	66.7	0.0	66.7	100.0	0.0	0.0	11.1	28.6	
Exiting Leg Total				0				2				2	4	

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

	Stockbridge Road				Old Driftway				Stockbridge Road				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	
4:30 PM	0	0	0	0	0	0	0	0	1	4	0	5	5	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	1	0	1	0	2	0	2	0	1	0	1	4	
Total Volume	0	1	0	1	0	2	0	2	1	7	0	8	11	
% Approach Total	0.0	100.0	0.0		0.0	100.0	0.0		12.5	87.5	0.0			
PHF	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.438	0.000	0.400	0.550	
Buses	0	1	0	1	0	1	0	1	0	1	0	1	3	
Buses %	0.0	100.0	0.0	100.0	0.0	50.0	0.0	50.0	0.0	14.3	0.0	12.5	27.3	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	6	0	6	6	
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	75.0	54.5	
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	50.0	0.0	50.0	100.0	0.0	0.0	12.5	18.2	
Buses	0	1	0	1	0	1	0	1	0	1	0	1	3	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	6	0	6	6	
Articulated Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2	
Total Entering Leg	0	1	0	1	0	2	0	2	1	7	0	8	11	
Buses				1				1					1	3
Single-Unit Trucks				6				0					6	6
Articulated Trucks				0				1					1	2
Total Exiting Leg				7				2				2	11	

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	29	4	0	33	11	8	0	19	7	21	0	28	80
4:15 PM	17	4	0	21	5	9	0	14	6	27	0	33	68
4:30 PM	19	2	0	21	8	6	0	14	8	20	0	28	63
4:45 PM	23	3	0	26	7	5	0	12	9	26	0	35	73
Total	88	13	0	101	31	28	0	59	30	94	0	124	284
5:00 PM	22	8	0	30	6	19	0	25	6	32	0	38	93
5:15 PM	16	4	0	20	13	9	0	22	13	21	0	34	76
5:30 PM	16	4	0	20	9	7	0	16	7	20	0	27	63
5:45 PM	22	3	0	25	23	29	0	52	8	28	0	36	113
Total	76	19	0	95	51	64	0	115	34	101	0	135	345
Grand Total	164	32	0	196	82	92	0	174	64	195	0	259	629
Approach %	83.7	16.3	0.0		47.1	52.9	0.0		24.7	75.3	0.0		
Total %	26.1	5.1	0.0	31.2	13.0	14.6	0.0	27.7	10.2	31.0	0.0	41.2	
Exiting Leg Total				277				96				256	629

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

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	22	8	0	30	6	19	0	25	6	32	0	38	93
5:15 PM	16	4	0	20	13	9	0	22	13	21	0	34	76
5:30 PM	16	4	0	20	9	7	0	16	7	20	0	27	63
5:45 PM	22	3	0	25	23	29	0	52	8	28	0	36	113
Total Volume	76	19	0	95	51	64	0	115	34	101	0	135	345
% Approach Total	80.0	20.0	0.0		44.3	55.7	0.0		25.2	74.8	0.0		
PHF	0.864	0.594	0.000	0.792	0.554	0.552	0.000	0.553	0.654	0.789	0.000	0.888	0.763
Entering Leg	76	19	0	95	51	64	0	115	34	101	0	135	345
Exiting Leg				152				53				140	345
Total				247				168				275	690

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Light Goods Vehicle

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	8	1	0	9	0	2	0	2	1	5	0	6	17
4:15 PM	4	1	0	5	2	1	0	3	5	6	0	11	19
4:30 PM	14	0	0	14	1	5	0	6	3	7	0	10	30
4:45 PM	6	2	0	8	0	0	0	0	3	2	0	5	13
Total	32	4	0	36	3	8	0	11	12	20	0	32	79
5:00 PM	5	1	0	6	3	5	0	8	2	2	0	4	18
5:15 PM	8	2	0	10	1	2	0	3	3	5	0	8	21
5:30 PM	0	0	0	0	3	2	0	5	0	6	0	6	11
5:45 PM	8	1	0	9	4	2	0	6	3	6	0	9	24
Total	21	4	0	25	11	11	0	22	8	19	0	27	74
Grand Total	53	8	0	61	14	19	0	33	20	39	0	59	153
Approach %	86.9	13.1	0.0		42.4	57.6	0.0		33.9	66.1	0.0		
Total %	34.6	5.2	0.0	39.9	9.2	12.4	0.0	21.6	13.1	25.5	0.0	38.6	
Exiting Leg Total				53				28				72	153

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

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	14	0	0	14	1	5	0	6	3	7	0	10	30
4:45 PM	6	2	0	8	0	0	0	0	3	2	0	5	13
5:00 PM	5	1	0	6	3	5	0	8	2	2	0	4	18
5:15 PM	8	2	0	10	1	2	0	3	3	5	0	8	21
Total Volume	33	5	0	38	5	12	0	17	11	16	0	27	82
% Approach Total	86.8	13.2	0.0		29.4	70.6	0.0		40.7	59.3	0.0		
PHF	0.589	0.625	0.000	0.679	0.417	0.600	0.000	0.531	0.917	0.571	0.000	0.675	0.683
Entering Leg	33	5	0	38	5	12	0	17	11	16	0	27	82
Exiting Leg				21				16				45	82
Total				59				33				72	164

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Buses

	Stockbridge Road				Old Driftway				Stockbridge Road				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	1	0	1	0	1	0	1	0	1	1	3
5:15 PM	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	0	1	0	1	1	3
Grand Total	0	1	0	1	0	1	0	1	0	1	0	1	1	3
Approach %	0.0	100.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0			
Total %	0.0	33.3	0.0	33.3	0.0	33.3	0.0	33.3	0.0	33.3	0.0	33.3		
Exiting Leg Total				1				1				1		3

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

4:15 PM	Stockbridge Road				Old Driftway				Stockbridge Road				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	1	0	1	0	1	0	1	0	1	1	3
Total Volume	0	1	0	1	0	1	0	1	0	1	0	1	1	3
% Approach Total	0.0	100.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0			
PHF	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.250		0.250
Entering Leg	0	1	0	1	0	1	0	1	0	1	0	1		3
Exiting Leg				1				1				1		3
Total				2				2				2		6

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Single-Unit Trucks

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
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	6	0	6	6
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	1	0	1	1
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	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	7	0	7	7
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total													7

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

4:00 PM	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	6	0	6	6
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	6	0	6	6
Exiting Leg													6
Total													12

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Articulated Trucks

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
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	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
5:00 PM	0	0	0	0	0	1	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	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	0	0	0	0	2
Grand Total	0	1	0	1	0	2	0	2	1	0	0	1	4
Approach %	0.0	100.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	25.0	0.0	25.0	0.0	50.0	0.0	50.0	25.0	0.0	0.0	25.0	
Exiting Leg Total	0				2				2				4

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

4:00 PM	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
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	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	2
% 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	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	1	0	1	1	0	0	1	2
Exiting Leg	0				1				1				2
Total	0				2				2				4

PDI File #: 186304 H
 Location: S: Old Driftway
 Location: E: Stockbridge Road W: Stockbridge Road
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 07, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Stockbridge Road						Old Driftway						Stockbridge Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	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	1	0	2	0	3	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	0	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total	0						2						2						4

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

4:00 PM	Stockbridge Road						Old Driftway						Stockbridge Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	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 Volume	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	66.7	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	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	3
Exiting Leg	0						2						1						3
Total	0						5						1						6

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Pedestrians

	Stockbridge Road						Old Driftway						Stockbridge Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

	Stockbridge Road						Old Driftway						Stockbridge Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	29	12	0	41	9	13	0	22	21	19	0	40	103
11:15 AM	25	14	0	39	18	15	0	33	15	29	0	44	116
11:30 AM	36	11	0	47	14	22	0	36	18	27	0	45	128
11:45 AM	36	6	0	42	13	11	0	24	12	29	0	41	107
Total	126	43	0	169	54	61	0	115	66	104	0	170	454
12:00 PM	34	8	0	42	5	15	0	20	20	20	0	40	102
12:15 PM	39	13	0	52	11	11	0	22	14	34	0	48	122
12:30 PM	35	7	0	42	16	11	0	27	16	38	0	54	123
12:45 PM	24	9	0	33	14	11	0	25	19	17	0	36	94
Total	132	37	0	169	46	48	0	94	69	109	0	178	441
1:00 PM	33	7	0	40	6	11	0	17	10	35	0	45	102
1:15 PM	27	10	0	37	12	7	0	19	14	26	0	40	96
1:30 PM	24	10	0	34	5	15	0	20	15	35	0	50	104
1:45 PM	26	6	0	32	11	12	0	23	18	24	0	42	97
Total	110	33	0	143	34	45	0	79	57	120	0	177	399
Grand Total	368	113	0	481	134	154	0	288	192	333	0	525	1294
Approach %	76.5	23.5	0.0		46.5	53.5	0.0		36.6	63.4	0.0		
Total %	28.4	8.7	0.0	37.2	10.4	11.9	0.0	22.3	14.8	25.7	0.0	40.6	
Exiting Leg Total				467				305				522	1294
Cars	360	110	0	470	132	153	0	285	188	327	0	515	1270
% Cars	97.8	97.3	0.0	97.7	98.5	99.4	0.0	99.0	97.9	98.2	0.0	98.1	98.1
Exiting Leg Total				459				298				513	1270
Heavy Vehicles	8	3	0	11	2	1	0	3	4	6	0	10	24
% Heavy Vehicles	2.2	2.7	0.0	2.3	1.5	0.6	0.0	1.0	2.1	1.8	0.0	1.9	1.9
Exiting Leg Total				8				7				9	24

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	36	11	0	47	14	22	0	36	18	27	0	45	128
11:45 AM	36	6	0	42	13	11	0	24	12	29	0	41	107
12:00 PM	34	8	0	42	5	15	0	20	20	20	0	40	102
12:15 PM	39	13	0	52	11	11	0	22	14	34	0	48	122
Total Volume	145	38	0	183	43	59	0	102	64	110	0	174	459
% Approach Total	79.2	20.8	0.0		42.2	57.8	0.0		36.8	63.2	0.0		
PHF	0.929	0.731	0.000	0.880	0.768	0.670	0.000	0.708	0.800	0.809	0.000	0.906	0.896
Cars	142	37	0	179	42	59	0	101	64	107	0	171	451
Cars %	97.9	97.4	0.0	97.8	97.7	100.0	0.0	99.0	100.0	97.3	0.0	98.3	98.3
Heavy Vehicles	3	1	0	4	1	0	0	1	0	3	0	3	8
Heavy Vehicles %	2.1	2.6	0.0	2.2	2.3	0.0	0.0	1.0	0.0	2.7	0.0	1.7	1.7
Cars Enter Leg	142	37	0	179	42	59	0	101	64	107	0	171	451
Heavy Enter Leg	3	1	0	4	1	0	0	1	0	3	0	3	8
Total Entering Leg	145	38	0	183	43	59	0	102	64	110	0	174	459
Cars Exiting Leg				149				101				201	451
Heavy Exiting Leg				4				1				3	8
Total Exiting Leg				153				102				204	459

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
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Cars-Combined (Motorcycles, Cars, Light Goods)

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	29	12	0	41	9	13	0	22	21	19	0	40	103
11:15 AM	24	13	0	37	18	15	0	33	15	27	0	42	112
11:30 AM	36	10	0	46	13	22	0	35	18	27	0	45	126
11:45 AM	36	6	0	42	13	11	0	24	12	29	0	41	107
Total	125	41	0	166	53	61	0	114	66	102	0	168	448
12:00 PM	32	8	0	40	5	15	0	20	20	17	0	37	97
12:15 PM	38	13	0	51	11	11	0	22	14	34	0	48	121
12:30 PM	35	7	0	42	16	11	0	27	15	38	0	53	122
12:45 PM	24	8	0	32	13	11	0	24	19	17	0	36	92
Total	129	36	0	165	45	48	0	93	68	106	0	174	432
1:00 PM	29	7	0	36	6	11	0	17	9	35	0	44	97
1:15 PM	27	10	0	37	12	7	0	19	14	25	0	39	95
1:30 PM	24	10	0	34	5	14	0	19	14	35	0	49	102
1:45 PM	26	6	0	32	11	12	0	23	17	24	0	41	96
Total	106	33	0	139	34	44	0	78	54	119	0	173	390
Grand Total	360	110	0	470	132	153	0	285	188	327	0	515	1270
Approach %	76.6	23.4	0.0		46.3	53.7	0.0		36.5	63.5	0.0		
Total %	28.3	8.7	0.0	37.0	10.4	12.0	0.0	22.4	14.8	25.7	0.0	40.6	
Exiting Leg Total				459				298				513	1270

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	36	10	0	46	13	22	0	35	18	27	0	45	126
11:45 AM	36	6	0	42	13	11	0	24	12	29	0	41	107
12:00 PM	32	8	0	40	5	15	0	20	20	17	0	37	97
12:15 PM	38	13	0	51	11	11	0	22	14	34	0	48	121
Total Volume	142	37	0	179	42	59	0	101	64	107	0	171	451
% Approach Total	79.3	20.7	0.0		41.6	58.4	0.0		37.4	62.6	0.0		
PHF	0.934	0.712	0.000	0.877	0.808	0.670	0.000	0.721	0.800	0.787	0.000	0.891	0.895
Entering Leg	142	37	0	179	42	59	0	101	64	107	0	171	451
Exiting Leg				149				101				201	451
Total				328				202				372	902

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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)

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	1	0	2	0	0	0	0	0	2	0	2	4
11:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	3	1	0	0	1	0	2	0	2	6
12:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	3	1	0	4	1	0	0	1	1	3	0	4	9
1:00 PM	4	0	0	4	0	0	0	0	1	0	0	1	5
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
1:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	4	0	0	4	0	1	0	1	3	1	0	4	9
Grand Total	8	3	0	11	2	1	0	3	4	6	0	10	24
Approach %	72.7	27.3	0.0		66.7	33.3	0.0		40.0	60.0	0.0		
Total %	33.3	12.5	0.0	45.8	8.3	4.2	0.0	12.5	16.7	25.0	0.0	41.7	
Exiting Leg Total	8				7				9				24
Buses	0	1	0	1	0	0	0	0	0	1	0	1	2
% Buses	0.0	33.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	16.7	0.0	10.0	8.3
Exiting Leg Total	1				1				0				2
Single-Unit Trucks	8	1	0	9	1	1	0	2	4	5	0	9	20
% Single-Unit	100.0	33.3	0.0	81.8	50.0	100.0	0.0	66.7	100.0	83.3	0.0	90.0	83.3
Exiting Leg Total	6				5				9				20
Articulated Trucks	0	1	0	1	1	0	0	1	0	0	0	0	2
% Articulated	0.0	33.3	0.0	9.1	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	8.3
Exiting Leg Total	1				1				0				2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:15 AM	1	1	0	2	0	0	0	0	0	2	0	2	4
11:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total Volume	3	2	0	5	1	0	0	1	0	5	0	5	11
% Approach Total	60.0	40.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.500	0.000	0.625	0.250	0.000	0.000	0.250	0.000	0.417	0.000	0.417	0.550
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	3	1	0	4	0	0	0	0	0	5	0	5	9
Single-Unit %	100.0	50.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	81.8
Articulated Trucks	0	1	0	1	1	0	0	1	0	0	0	0	2
Articulated %	0.0	50.0	0.0	20.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	18.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	3	1	0	4	0	0	0	0	0	5	0	5	9
Articulated Trucks	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Entering Leg	3	2	0	5	1	0	0	1	0	5	0	5	11
Buses	0				0				0				0
Single-Unit Trucks	5				1				3				9
Articulated Trucks	1				1				0				2
Total Exiting Leg	6				2				3				11

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	23	12	0	35	7	12	0	19	15	13	0	28	82
11:15 AM	17	7	0	24	16	10	0	26	13	21	0	34	84
11:30 AM	29	7	0	36	11	17	0	28	14	24	0	38	102
11:45 AM	29	6	0	35	10	6	0	16	8	24	0	32	83
Total	98	32	0	130	44	45	0	89	50	82	0	132	351
12:00 PM	23	7	0	30	2	13	0	15	15	12	0	27	72
12:15 PM	35	9	0	44	9	8	0	17	10	29	0	39	100
12:30 PM	30	5	0	35	10	7	0	17	12	32	0	44	96
12:45 PM	15	8	0	23	13	10	0	23	17	15	0	32	78
Total	103	29	0	132	34	38	0	72	54	88	0	142	346
1:00 PM	25	6	0	31	3	8	0	11	7	28	0	35	77
1:15 PM	23	10	0	33	11	6	0	17	10	21	0	31	81
1:30 PM	22	8	0	30	4	8	0	12	9	28	0	37	79
1:45 PM	22	4	0	26	7	10	0	17	14	19	0	33	76
Total	92	28	0	120	25	32	0	57	40	96	0	136	313
Grand Total	293	89	0	382	103	115	0	218	144	266	0	410	1010
Approach %	76.7	23.3	0.0		47.2	52.8	0.0		35.1	64.9	0.0		
Total %	29.0	8.8	0.0	37.8	10.2	11.4	0.0	21.6	14.3	26.3	0.0	40.6	
Exiting Leg Total				369				233				408	1010

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	29	7	0	36	11	17	0	28	14	24	0	38	102
11:45 AM	29	6	0	35	10	6	0	16	8	24	0	32	83
12:00 PM	23	7	0	30	2	13	0	15	15	12	0	27	72
12:15 PM	35	9	0	44	9	8	0	17	10	29	0	39	100
Total Volume	116	29	0	145	32	44	0	76	47	89	0	136	357
% Approach Total	80.0	20.0	0.0		42.1	57.9	0.0		34.6	65.4	0.0		
PHF	0.829	0.806	0.000	0.824	0.727	0.647	0.000	0.679	0.783	0.767	0.000	0.872	0.875
Entering Leg	116	29	0	145	32	44	0	76	47	89	0	136	357
Exiting Leg				121				76				160	357
Total				266				152				296	714

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Light Goods Vehicle**



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

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	6	0	0	6	2	1	0	3	6	6	0	12	21
11:15 AM	5	6	0	11	2	5	0	7	2	6	0	8	26
11:30 AM	7	3	0	10	2	5	0	7	4	3	0	7	24
11:45 AM	7	0	0	7	3	5	0	8	4	5	0	9	24
Total	25	9	0	34	9	16	0	25	16	20	0	36	95
12:00 PM	9	1	0	10	3	2	0	5	5	5	0	10	25
12:15 PM	3	4	0	7	2	3	0	5	4	5	0	9	21
12:30 PM	5	2	0	7	6	4	0	10	3	6	0	9	26
12:45 PM	9	0	0	9	0	1	0	1	2	2	0	4	14
Total	26	7	0	33	11	10	0	21	14	18	0	32	86
1:00 PM	4	1	0	5	3	3	0	6	2	7	0	9	20
1:15 PM	4	0	0	4	1	1	0	2	4	4	0	8	14
1:30 PM	2	2	0	4	0	6	0	6	4	5	0	9	19
1:45 PM	4	2	0	6	4	2	0	6	3	5	0	8	20
Total	14	5	0	19	8	12	0	20	13	21	0	34	73
Grand Total	65	21	0	86	28	38	0	66	43	59	0	102	254
Approach %	75.6	24.4	0.0		42.4	57.6	0.0		42.2	57.8	0.0		
Total %	25.6	8.3	0.0	33.9	11.0	15.0	0.0	26.0	16.9	23.2	0.0	40.2	
Exiting Leg Total				87				64				103	254

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:15 AM	5	6	0	11	2	5	0	7	2	6	0	8	26
11:30 AM	7	3	0	10	2	5	0	7	4	3	0	7	24
11:45 AM	7	0	0	7	3	5	0	8	4	5	0	9	24
12:00 PM	9	1	0	10	3	2	0	5	5	5	0	10	25
Total Volume	28	10	0	38	10	17	0	27	15	19	0	34	99
% Approach Total	73.7	26.3	0.0		37.0	63.0	0.0		44.1	55.9	0.0		
PHF	0.778	0.417	0.000	0.864	0.833	0.850	0.000	0.844	0.750	0.792	0.000	0.850	0.952
Entering Leg	28	10	0	38	10	17	0	27	15	19	0	34	99
Exiting Leg				29				25				45	99
Total				67				52				79	198

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Buses

	Stockbridge Road				Old Driftway				Stockbridge Road				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
11:00 AM	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
11:30 AM	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
Total	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
12:15 PM	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
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	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
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
1:30 PM	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
Total	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Grand Total	0	1	0	1	0	0	0	0	0	1	0	1	2	2
Approach %	0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0		
Exiting Leg Total				1				1				0		2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Stockbridge Road				Old Driftway				Stockbridge Road				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	1	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
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	2	2
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.500
Entering Leg	0	1	0	1	0	0	0	0	0	1	0	1	2	2
Exiting Leg				1				1				0	2	2
Total				2				1				1	4	4

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Single-Unit Trucks

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	1	0	2	0	0	0	0	0	2	0	2	4
11:30 AM	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
Total	1	1	0	2	0	0	0	0	0	2	0	2	4
12:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	3	0	0	3	1	0	0	1	1	3	0	4	8
1:00 PM	4	0	0	4	0	0	0	0	1	0	0	1	5
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
1:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	4	0	0	4	0	1	0	1	3	0	0	3	8
Grand Total	8	1	0	9	1	1	0	2	4	5	0	9	20
Approach %	88.9	11.1	0.0		50.0	50.0	0.0		44.4	55.6	0.0		
Total %	40.0	5.0	0.0	45.0	5.0	5.0	0.0	10.0	20.0	25.0	0.0	45.0	
Exiting Leg Total				6				5				9	20

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:15 AM													
11:15 AM	1	1	0	2	0	0	0	0	0	2	0	2	4
11:30 AM	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
12:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total Volume	3	1	0	4	0	0	0	0	0	5	0	5	9
% Approach Total	75.0	25.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.417	0.450
Entering Leg	3	1	0	4	0	0	0	0	0	5	0	5	9
Exiting Leg				5				1				3	9
Total				9				1				8	18

PDI File #: **186304 H**
 Location: **S: Old Driftway**
 Location: **E: Stockbridge Road W: Stockbridge Road**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Articulated Trucks

	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	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
11:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	0	0	0	2
12:00 PM	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
12:30 PM	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
Total	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
1:15 PM	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
1:45 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
Grand Total	0	1	0	1	1	0	0	1	0	0	0	0	2
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				1				1					2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Stockbridge Road				Old Driftway				Stockbridge Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	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
11:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	2
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	1	1	0	0	1	0	0	0	0	2
Exiting Leg				1				1					2
Total				2				2					4

PDI File #: 186304 H
 Location: S: Old Driftway
 Location: E: Stockbridge Road W: Stockbridge Road
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 09, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



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Bicycles (on Roadway and Crosswalks)

	Stockbridge Road						Old Driftway						Stockbridge Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
Total	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
12:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	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
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	6	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	1	7
Approach %	100.0	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 %	85.7	0.0	0.0	0.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	14.3	
Exiting Leg Total	0						1						6						7

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Stockbridge Road						Old Driftway						Stockbridge Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
12:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	5	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1	6
% Approach Total	100.0	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		
PHF	0.625	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	5	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1	6
Exiting Leg	0						1						5						6
Total	5						1						6						12

PDI File #: 186304 H
 Location: S: Old Driftway
 Location: E: Stockbridge Road W: Stockbridge Road
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 09, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



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

Pedestrians

	Stockbridge Road						Old Driftway						Stockbridge Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	1	2	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
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
1:15 PM	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
1:45 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	4	4	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0	0	6
Approach %	0	0	0	0	0	0	0	0	0	16.667	83.333		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	16.667	83.333	100	0	0	0	0	0	0	
Exiting Leg Total	0						6						0						6

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Stockbridge Road						Old Driftway						Stockbridge Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
% 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		
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	4	4	0	0	0	0	0	0	4
Exiting Leg	0						4						0						4
Total	0						8						0						8

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	50	10	0	60	14	0	33	0	47	23	47	0	0	70	1	0	1	0	2	179
4:15 PM	0	28	16	0	44	3	0	24	0	27	29	26	0	0	55	1	0	0	0	1	127
4:30 PM	0	43	6	0	49	7	0	35	0	42	37	46	0	0	83	0	0	0	0	0	174
4:45 PM	0	45	15	0	60	6	0	30	0	36	23	39	0	0	62	0	1	0	0	1	159
Total	0	166	47	0	213	30	0	122	0	152	112	158	0	0	270	2	1	1	0	4	639
5:00 PM	0	36	8	0	44	18	0	33	1	52	35	44	0	0	79	1	1	0	0	2	177
5:15 PM	0	40	16	0	56	10	0	24	0	34	25	42	0	0	67	0	2	0	0	2	159
5:30 PM	0	43	6	0	49	8	0	17	0	25	28	35	0	0	63	1	0	0	0	1	138
5:45 PM	0	47	11	0	58	20	0	42	0	62	33	42	0	0	75	1	1	0	0	2	197
Total	0	166	41	0	207	56	0	116	1	173	121	163	0	0	284	3	4	0	0	7	671
Grand Total	0	332	88	0	420	86	0	238	1	325	233	321	0	0	554	5	5	1	0	11	1310
Approach %	0.0	79.0	21.0	0.0		26.5	0.0	73.2	0.3		42.1	57.9	0.0	0.0		45.5	45.5	9.1	0.0		
Total %	0.0	25.3	6.7	0.0	32.1	6.6	0.0	18.2	0.1	24.8	17.8	24.5	0.0	0.0	42.3	0.4	0.4	0.1	0.0	0.8	
Exiting Leg Total	408					327					575					0					1310
Cars	0	324	87	0	411	84	0	238	1	323	224	315	0	0	539	5	5	1	0	11	1284
% Cars	0.0	97.6	98.9	0.0	97.9	97.7	0.0	100.0	100.0	99.4	96.1	98.1	0.0	0.0	97.3	100.0	100.0	100.0	0.0	100.0	98.0
Exiting Leg Total	400					317					567					0					1284
Heavy Vehicles	0	8	1	0	9	2	0	0	0	2	9	6	0	0	15	0	0	0	0	0	26
% Heavy Vehicles	0.0	2.4	1.1	0.0	2.1	2.3	0.0	0.0	0.0	0.6	3.9	1.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.0
Exiting Leg Total	8					10					8					0					26

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

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	36	8	0	44	18	0	33	1	52	35	44	0	0	79	1	1	0	0	2	177
5:15 PM	0	40	16	0	56	10	0	24	0	34	25	42	0	0	67	0	2	0	0	2	159
5:30 PM	0	43	6	0	49	8	0	17	0	25	28	35	0	0	63	1	0	0	0	1	138
5:45 PM	0	47	11	0	58	20	0	42	0	62	33	42	0	0	75	1	1	0	0	2	197
Total Volume	0	166	41	0	207	56	0	116	1	173	121	163	0	0	284	3	4	0	0	7	671
% Approach Total	0.0	80.2	19.8	0.0		32.4	0.0	67.1	0.6		42.6	57.4	0.0	0.0		42.9	57.1	0.0	0.0		
PHF	0.000	0.883	0.641	0.000	0.892	0.700	0.000	0.690	0.250	0.698	0.864	0.926	0.000	0.000	0.899	0.750	0.500	0.000	0.000	0.875	0.852
Cars	0	162	41	0	203	55	0	116	1	172	118	160	0	0	278	3	4	0	0	7	660
Cars %	0.0	97.6	100.0	0.0	98.1	98.2	0.0	100.0	100.0	99.4	97.5	98.2	0.0	0.0	97.9	100.0	100.0	0.0	0.0	100.0	98.4
Heavy Vehicles	0	4	0	0	4	1	0	0	0	1	3	3	0	0	6	0	0	0	0	0	11
Heavy Vehicles %	0.0	2.4	0.0	0.0	1.9	1.8	0.0	0.0	0.0	0.6	2.5	1.8	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.6
Cars Enter Leg	0	162	41	0	203	55	0	116	1	172	118	160	0	0	278	3	4	0	0	7	660
Heavy Enter Leg	0	4	0	0	4	1	0	0	0	1	3	3	0	0	6	0	0	0	0	0	11
Total Entering Leg	0	166	41	0	207	56	0	116	1	173	121	163	0	0	284	3	4	0	0	7	671
Cars Exiting Leg	215					164					281					0					660
Heavy Exiting Leg	4					3					4					0					11
Total Exiting Leg	219					167					285					0					671

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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Cars-Combined (Motorcycles, Cars, Light Goods)

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	50	10	0	60	13	0	33	0	46	23	47	0	0	70	1	0	1	0	2	178
4:15 PM	0	27	16	0	43	3	0	24	0	27	27	26	0	0	53	1	0	0	0	1	124
4:30 PM	0	43	5	0	48	7	0	35	0	42	33	44	0	0	77	0	0	0	0	0	167
4:45 PM	0	42	15	0	57	6	0	30	0	36	23	38	0	0	61	0	1	0	0	1	155
Total	0	162	46	0	208	29	0	122	0	151	106	155	0	0	261	2	1	1	0	4	624
5:00 PM	0	36	8	0	44	17	0	33	1	51	33	42	0	0	75	1	1	0	0	2	172
5:15 PM	0	40	16	0	56	10	0	24	0	34	24	41	0	0	65	0	2	0	0	2	157
5:30 PM	0	41	6	0	47	8	0	17	0	25	28	35	0	0	63	1	0	0	0	1	136
5:45 PM	0	45	11	0	56	20	0	42	0	62	33	42	0	0	75	1	1	0	0	2	195
Total	0	162	41	0	203	55	0	116	1	172	118	160	0	0	278	3	4	0	0	7	660
Grand Total	0	324	87	0	411	84	0	238	1	323	224	315	0	0	539	5	5	1	0	11	1284
Approach %	0.0	78.8	21.2	0.0		26.0	0.0	73.7	0.3		41.6	58.4	0.0	0.0		45.5	45.5	9.1	0.0		
Total %	0.0	25.2	6.8	0.0	32.0	6.5	0.0	18.5	0.1	25.2	17.4	24.5	0.0	0.0	42.0	0.4	0.4	0.1	0.0	0.9	
Exiting Leg Total	400					317					567					0					1284

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

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	36	8	0	44	17	0	33	1	51	33	42	0	0	75	1	1	0	0	2	172
5:15 PM	0	40	16	0	56	10	0	24	0	34	24	41	0	0	65	0	2	0	0	2	157
5:30 PM	0	41	6	0	47	8	0	17	0	25	28	35	0	0	63	1	0	0	0	1	136
5:45 PM	0	45	11	0	56	20	0	42	0	62	33	42	0	0	75	1	1	0	0	2	195
Total Volume	0	162	41	0	203	55	0	116	1	172	118	160	0	0	278	3	4	0	0	7	660
% Approach Total	0.0	79.8	20.2	0.0		32.0	0.0	67.4	0.6		42.4	57.6	0.0	0.0		42.9	57.1	0.0	0.0		
PHF	0.000	0.900	0.641	0.000	0.906	0.688	0.000	0.690	0.250	0.694	0.894	0.952	0.000	0.000	0.927	0.750	0.500	0.000	0.000	0.875	0.846
Entering Leg	0	162	41	0	203	55	0	116	1	172	118	160	0	0	278	3	4	0	0	7	660
Exiting Leg	215					164					281					0					660
Total	418					336					559					7					1320

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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)

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
4:30 PM	0	0	1	0	1	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	7
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	4	1	0	5	1	0	0	0	1	6	3	0	0	9	0	0	0	0	0	15
5:00 PM	0	0	0	0	0	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	0	4	1	0	0	0	1	3	3	0	0	6	0	0	0	0	0	11
Grand Total	0	8	1	0	9	2	0	0	0	2	9	6	0	0	15	0	0	0	0	0	26
Approach %	0.0	88.9	11.1	0.0		100.0	0.0	0.0	0.0		60.0	40.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	30.8	3.8	0.0	34.6	7.7	0.0	0.0	0.0	7.7	34.6	23.1	0.0	0.0	57.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8					10					8					0					26
Buses	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
% Buses	0.0	12.5	0.0	0.0	11.1	50.0	0.0	0.0	0.0	50.0	11.1	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	11.5
Exiting Leg Total	1					1					1					0					3
Single-Unit Trucks	0	7	0	0	7	0	0	0	0	0	7	5	0	0	12	0	0	0	0	0	19
% Single-Unit	0.0	87.5	0.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	77.8	83.3	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	73.1
Exiting Leg Total	5					7					7					0					19
Articulated Trucks	0	0	1	0	1	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	4
% Articulated	0.0	0.0	100.0	0.0	11.1	50.0	0.0	0.0	0.0	50.0	11.1	16.7	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	15.4
Exiting Leg Total	2					2					0					0					4

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

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
4:30 PM	0	0	1	0	1	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	7
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	5
Total Volume	0	4	1	0	5	1	0	0	0	1	8	5	0	0	13	0	0	0	0	0	19
% Approach Total	0.0	80.0	20.0	0.0		100.0	0.0	0.0	0.0		61.5	38.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.333	0.250	0.000	0.417	0.250	0.000	0.000	0.000	0.250	0.500	0.625	0.000	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.679
Buses	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
Buses %	0.0	25.0	0.0	0.0	20.0	100.0	0.0	0.0	0.0	100.0	12.5	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	15.8
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	6	4	0	0	10	0	0	0	0	0	13
Single-Unit %	0.0	75.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	75.0	80.0	0.0	0.0	76.9	0.0	0.0	0.0	0.0	0.0	68.4
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
Articulated %	0.0	0.0	100.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	12.5	20.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	15.8
Buses	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	6	4	0	0	10	0	0	0	0	0	13
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
Total Entering Leg	0	4	1	0	5	1	0	0	0	1	8	5	0	0	13	0	0	0	0	0	19
Buses	1					1					1					0					3
Single-Unit Trucks	4					6					3					0					13
Articulated Trucks	1					2					0					0					3
Total Exiting Leg	6					9					4					0					19

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Cars

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	36	6	0	42	9	0	28	0	37	20	39	0	0	59	1	0	1	0	2	140
4:15 PM	0	17	8	0	25	3	0	19	0	22	23	24	0	0	47	1	0	0	0	1	95
4:30 PM	0	28	4	0	32	3	0	21	0	24	25	38	0	0	63	0	0	0	0	0	119
4:45 PM	0	34	12	0	46	5	0	22	0	27	19	35	0	0	54	0	1	0	0	1	128
Total	0	115	30	0	145	20	0	90	0	110	87	136	0	0	223	2	1	1	0	4	482
5:00 PM	0	32	6	0	38	13	0	28	0	41	32	35	0	0	67	1	1	0	0	2	148
5:15 PM	0	33	11	0	44	8	0	17	0	25	21	33	0	0	54	0	2	0	0	2	125
5:30 PM	0	35	5	0	40	6	0	17	0	23	22	31	0	0	53	1	0	0	0	1	117
5:45 PM	0	34	9	0	43	17	0	35	0	52	26	36	0	0	62	1	1	0	0	2	159
Total	0	134	31	0	165	44	0	97	0	141	101	135	0	0	236	3	4	0	0	7	549
Grand Total	0	249	61	0	310	64	0	187	0	251	188	271	0	0	459	5	5	1	0	11	1031
Approach %	0.0	80.3	19.7	0.0		25.5	0.0	74.5	0.0		41.0	59.0	0.0	0.0		45.5	45.5	9.1	0.0		
Total %	0.0	24.2	5.9	0.0	30.1	6.2	0.0	18.1	0.0	24.3	18.2	26.3	0.0	0.0	44.5	0.5	0.5	0.1	0.0	1.1	
Exiting Leg Total	336					254					441					0					1031

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

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	32	6	0	38	13	0	28	0	41	32	35	0	0	67	1	1	0	0	2	148
5:15 PM	0	33	11	0	44	8	0	17	0	25	21	33	0	0	54	0	2	0	0	2	125
5:30 PM	0	35	5	0	40	6	0	17	0	23	22	31	0	0	53	1	0	0	0	1	117
5:45 PM	0	34	9	0	43	17	0	35	0	52	26	36	0	0	62	1	1	0	0	2	159
Total Volume	0	134	31	0	165	44	0	97	0	141	101	135	0	0	236	3	4	0	0	7	549
% Approach Total	0.0	81.2	18.8	0.0		31.2	0.0	68.8	0.0		42.8	57.2	0.0	0.0		42.9	57.1	0.0	0.0		
PHF	0.000	0.957	0.705	0.000	0.938	0.647	0.000	0.693	0.000	0.678	0.789	0.938	0.000	0.000	0.881	0.750	0.500	0.000	0.000	0.875	0.863
Entering Leg	0	134	31	0	165	44	0	97	0	141	101	135	0	0	236	3	4	0	0	7	549
Exiting Leg	179					136					234					0					549
Total	344					277					470					7					1098

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Light Goods Vehicle

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	14	4	0	18	4	0	5	0	9	3	7	0	0	10	0	0	0	0	0	37
4:15 PM	0	10	8	0	18	0	0	5	0	5	4	2	0	0	6	0	0	0	0	0	29
4:30 PM	0	15	1	0	16	4	0	14	0	18	8	6	0	0	14	0	0	0	0	0	48
4:45 PM	0	8	3	0	11	1	0	7	0	8	4	3	0	0	7	0	0	0	0	0	26
Total	0	47	16	0	63	9	0	31	0	40	19	18	0	0	37	0	0	0	0	0	140
5:00 PM	0	4	2	0	6	4	0	5	1	10	1	7	0	0	8	0	0	0	0	0	24
5:15 PM	0	7	5	0	12	2	0	7	0	9	3	8	0	0	11	0	0	0	0	0	32
5:30 PM	0	6	1	0	7	2	0	0	0	2	6	4	0	0	10	0	0	0	0	0	19
5:45 PM	0	11	2	0	13	3	0	7	0	10	7	4	0	0	11	0	0	0	0	0	34
Total	0	28	10	0	38	11	0	19	1	31	17	23	0	0	40	0	0	0	0	0	109
Grand Total	0	75	26	0	101	20	0	50	1	71	36	41	0	0	77	0	0	0	0	0	249
Approach %	0.0	74.3	25.7	0.0		28.2	0.0	70.4	1.4		46.8	53.2	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	30.1	10.4	0.0	40.6	8.0	0.0	20.1	0.4	28.5	14.5	16.5	0.0	0.0	30.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	61					63					125					0					249

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

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	14	4	0	18	4	0	5	0	9	3	7	0	0	10	0	0	0	0	0	37
4:15 PM	0	10	8	0	18	0	0	5	0	5	4	2	0	0	6	0	0	0	0	0	29
4:30 PM	0	15	1	0	16	4	0	14	0	18	8	6	0	0	14	0	0	0	0	0	48
4:45 PM	0	8	3	0	11	1	0	7	0	8	4	3	0	0	7	0	0	0	0	0	26
Total Volume	0	47	16	0	63	9	0	31	0	40	19	18	0	0	37	0	0	0	0	0	140
% Approach Total	0.0	74.6	25.4	0.0		22.5	0.0	77.5	0.0		51.4	48.6	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.783	0.500	0.000	0.875	0.563	0.000	0.554	0.000	0.556	0.594	0.643	0.000	0.000	0.661	0.000	0.000	0.000	0.000	0.000	0.729
Entering Leg	0	47	16	0	63	9	0	31	0	40	19	18	0	0	37	0	0	0	0	0	140
Exiting Leg	27					35					78					0					140
Total	90					75					115					0					280

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Buses

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
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	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Grand Total	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					1					1					0					3

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

4:15 PM	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	1	0	0	1	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
5:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total Volume	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
Exiting Leg	1					1					1					0					3
Total	2					2					2					0					6

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Single-Unit Trucks

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	6	3	0	0	9	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
5:30 PM	0	2	0	0	2	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	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0
Grand Total	0	7	0	0	7	0	0	0	0	0	7	5	0	0	12	0	0	0	0	0	0
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		58.3	41.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	36.8	0.0	0.0	36.8	0.0	0.0	0.0	0.0	0.0	36.8	26.3	0.0	0.0	63.2	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total						5					7										0

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

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total Volume	0	3	0	0	3	0	0	0	0	0	6	4	0	0	10	0	0	0	0	0	0
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		60.0	40.0	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	0.375	0.500	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.542
Entering Leg	0	3	0	0	3	0	0	0	0	0	6	4	0	0	10	0	0	0	0	0	0
Exiting Leg						4					6					3					0
Total						7					6					13					0

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Thursday, June 07, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

Articulated Trucks

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	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	1	0	1	0	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
Total	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
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	1	1	0	0	2	0	0	0	0	0	2
Grand Total	0	0	1	0	1	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	4
Approach %	0.0	0.0	100.0	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		
Total %	0.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2					2					0					0					4

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

4:15 PM	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 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	1	0	1	0	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Total Volume	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	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	0.250	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
Exiting Leg	1					2					0					0					3
Total	2					2					2					0					6

PDI File #: 186304 I
 Location: N: Country Way S: Country Way
 Location: E: Stockbridge Road W: Rehab Driveway
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 07, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Country Way							Stockbridge Road							Country Way							Rehab Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
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	
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	
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	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	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	
Total	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	33.3	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	
Total %	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	40.0	0.0	20.0	0.0	60.0	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	0.0	
Exiting Leg Total	1							1							3							0							5

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

5:00 PM	Country Way							Stockbridge Road							Country Way							Rehab Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	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	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	
Total Volume	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	33.3	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	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.250	0.000	0.375	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	0.625	
Entering Leg	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	1							1							3							0							5
Total	2							4							4							0							10

PDI File #: 186304 I
 Location: N: Country Way S: Country Way
 Location: E: Stockbridge Road W: Rehab Driveway
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Thursday, June 07, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

Pedestrians

	Country Way							Stockbridge Road							Country Way							Rehab Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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		
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		
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		
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	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		
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		
5:30 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	1		
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
Total	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
Grand Total	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
Approach %	0	0	0	0	0	0	0	0	0	0	40	60	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
Total %	0	0	0	0	0	0	0	0	0	0	40	60	100	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
Exiting Leg Total	0							5							0							0							5

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

	Country Way							Stockbridge Road							Country Way							Rehab Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
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		
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		
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		
5:30 PM	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	1		
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
Total Volume	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0	5	0.0	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	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	0.333			
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
Exiting Leg	0							4							0							0							4
Total	0							8							0							0							8

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	42	21	0	63	13	0	30	0	43	22	38	0	0	60	0	0	0	0	0	166
11:15 AM	0	41	14	0	55	17	0	22	0	39	29	36	0	0	65	0	0	0	0	0	159
11:30 AM	0	32	13	0	45	16	0	39	0	55	33	35	0	0	68	0	0	0	0	0	168
11:45 AM	0	41	13	0	54	13	0	38	0	51	27	49	0	0	76	1	0	0	0	1	182
Total	0	156	61	0	217	59	0	129	0	188	111	158	0	0	269	1	0	0	0	1	675
12:00 PM	0	48	12	0	60	14	1	34	0	49	26	40	0	0	66	1	0	0	0	1	176
12:15 PM	0	39	19	0	58	10	0	40	0	50	33	42	0	0	75	1	1	0	0	2	185
12:30 PM	0	27	14	0	41	12	0	34	0	46	35	31	0	0	66	0	1	0	0	1	154
12:45 PM	0	48	16	0	64	11	0	23	0	34	22	40	0	0	62	0	0	0	0	0	160
Total	0	162	61	0	223	47	1	131	0	179	116	153	0	0	269	2	2	0	0	4	675
1:00 PM	0	43	14	0	57	7	0	34	0	41	31	35	0	0	66	3	0	0	0	3	167
1:15 PM	0	27	16	0	43	12	0	26	0	38	22	37	0	0	59	0	1	0	0	1	141
1:30 PM	0	38	15	0	53	16	0	22	0	38	35	41	0	0	76	2	0	0	0	2	169
1:45 PM	0	36	19	0	55	12	0	24	0	36	21	49	0	0	70	0	1	0	0	1	162
Total	0	144	64	0	208	47	0	106	0	153	109	162	0	0	271	5	2	0	0	7	639
Grand Total	0	462	186	0	648	153	1	366	0	520	336	473	0	0	809	8	4	0	0	12	1989
Approach %	0.0	71.3	28.7	0.0		29.4	0.2	70.4	0.0		41.5	58.5	0.0	0.0		66.7	33.3	0.0	0.0		
Total %	0.0	23.2	9.4	0.0	32.6	7.7	0.1	18.4	0.0	26.1	16.9	23.8	0.0	0.0	40.7	0.4	0.2	0.0	0.0	0.6	
Exiting Leg Total	626					526					836					1					1989
Cars	0	453	183	0	636	152	1	358	0	511	330	458	0	0	788	8	4	0	0	12	1947
% Cars	0.0	98.1	98.4	0.0	98.1	99.3	100.0	97.8	0.0	98.3	98.2	96.8	0.0	0.0	97.4	100.0	100.0	0.0	0.0	100.0	97.9
Exiting Leg Total	610					517					819					1					1947
Heavy Vehicles	0	9	3	0	12	1	0	8	0	9	6	15	0	0	21	0	0	0	0	0	42
% Heavy Vehicles	0.0	1.9	1.6	0.0	1.9	0.7	0.0	2.2	0.0	1.7	1.8	3.2	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	2.1
Exiting Leg Total	16					9					17					0					42

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	32	13	0	45	16	0	39	0	55	33	35	0	0	68	0	0	0	0	0	168
11:45 AM	0	41	13	0	54	13	0	38	0	51	27	49	0	0	76	1	0	0	0	1	182
12:00 PM	0	48	12	0	60	14	1	34	0	49	26	40	0	0	66	1	0	0	0	1	176
12:15 PM	0	39	19	0	58	10	0	40	0	50	33	42	0	0	75	1	1	0	0	2	185
Total Volume	0	160	57	0	217	53	1	151	0	205	119	166	0	0	285	3	1	0	0	4	711
% Approach Total	0.0	73.7	26.3	0.0		25.9	0.5	73.7	0.0		41.8	58.2	0.0	0.0		75.0	25.0	0.0	0.0		
PHF	0.000	0.833	0.750	0.000	0.904	0.828	0.250	0.944	0.000	0.932	0.902	0.847	0.000	0.000	0.938	0.750	0.250	0.000	0.000	0.500	0.961
Cars	0	156	57	0	213	53	1	148	0	202	116	162	0	0	278	3	1	0	0	4	697
Cars %	0.0	97.5	100.0	0.0	98.2	100.0	100.0	98.0	0.0	98.5	97.5	97.6	0.0	0.0	97.5	100.0	100.0	0.0	0.0	100.0	98.0
Heavy Vehicles	0	4	0	0	4	0	0	3	0	3	3	4	0	0	7	0	0	0	0	0	14
Heavy Vehicles %	0.0	2.5	0.0	0.0	1.8	0.0	0.0	2.0	0.0	1.5	2.5	2.4	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.0
Cars Enter Leg	0	156	57	0	213	53	1	148	0	202	116	162	0	0	278	3	1	0	0	4	697
Heavy Enter Leg	0	4	0	0	4	0	0	3	0	3	3	4	0	0	7	0	0	0	0	0	14
Total Entering Leg	0	160	57	0	217	53	1	151	0	205	119	166	0	0	285	3	1	0	0	4	711
Cars Exiting Leg	215					174					307					1					697
Heavy Exiting Leg	4					3					7					0					14
Total Exiting Leg	219					177					314					1					711

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars-Combined (Motorcycles, Cars, Light Goods)

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	42	21	0	63	13	0	30	0	43	22	37	0	0	59	0	0	0	0	0	165
11:15 AM	0	41	14	0	55	17	0	21	0	38	27	35	0	0	62	0	0	0	0	0	155
11:30 AM	0	31	13	0	44	16	0	39	0	55	33	35	0	0	68	0	0	0	0	0	167
11:45 AM	0	40	13	0	53	13	0	38	0	51	27	45	0	0	72	1	0	0	0	1	177
Total	0	154	61	0	215	59	0	128	0	187	109	152	0	0	261	1	0	0	0	1	664
12:00 PM	0	47	12	0	59	14	1	32	0	47	23	40	0	0	63	1	0	0	0	1	170
12:15 PM	0	38	19	0	57	10	0	39	0	49	33	42	0	0	75	1	1	0	0	2	183
12:30 PM	0	27	14	0	41	12	0	34	0	46	35	30	0	0	65	0	1	0	0	1	153
12:45 PM	0	46	16	0	62	11	0	23	0	34	22	39	0	0	61	0	0	0	0	0	157
Total	0	158	61	0	219	47	1	128	0	176	113	151	0	0	264	2	2	0	0	4	663
1:00 PM	0	42	13	0	55	7	0	30	0	37	31	35	0	0	66	3	0	0	0	3	161
1:15 PM	0	26	16	0	42	12	0	26	0	38	21	35	0	0	56	0	1	0	0	1	137
1:30 PM	0	37	14	0	51	15	0	22	0	37	35	39	0	0	74	2	0	0	0	2	164
1:45 PM	0	36	18	0	54	12	0	24	0	36	21	46	0	0	67	0	1	0	0	1	158
Total	0	141	61	0	202	46	0	102	0	148	108	155	0	0	263	5	2	0	0	7	620
Grand Total	0	453	183	0	636	152	1	358	0	511	330	458	0	0	788	8	4	0	0	12	1947
Approach %	0.0	71.2	28.8	0.0		29.7	0.2	70.1	0.0		41.9	58.1	0.0	0.0		66.7	33.3	0.0	0.0		
Total %	0.0	23.3	9.4	0.0	32.7	7.8	0.1	18.4	0.0	26.2	16.9	23.5	0.0	0.0	40.5	0.4	0.2	0.0	0.0	0.6	
Exiting Leg Total	610					517					819					1					1947

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	31	13	0	44	16	0	39	0	55	33	35	0	0	68	0	0	0	0	0	167
11:45 AM	0	40	13	0	53	13	0	38	0	51	27	45	0	0	72	1	0	0	0	1	177
12:00 PM	0	47	12	0	59	14	1	32	0	47	23	40	0	0	63	1	0	0	0	1	170
12:15 PM	0	38	19	0	57	10	0	39	0	49	33	42	0	0	75	1	1	0	0	2	183
Total Volume	0	156	57	0	213	53	1	148	0	202	116	162	0	0	278	3	1	0	0	4	697
% Approach Total	0.0	73.2	26.8	0.0		26.2	0.5	73.3	0.0		41.7	58.3	0.0	0.0		75.0	25.0	0.0	0.0		
PHF	0.000	0.830	0.750	0.000	0.903	0.828	0.250	0.949	0.000	0.918	0.879	0.900	0.000	0.000	0.927	0.750	0.250	0.000	0.000	0.500	0.952
Entering Leg	0	156	57	0	213	53	1	148	0	202	116	162	0	0	278	3	1	0	0	4	697
Exiting Leg	215					174					307					1					697
Total	428					376					585					5					1394

PDI File #: 186304 I
Location: N: Country Way S: Country Way
Location: E: Stockbridge Road W: Rehab Driveway
City, State: Scituate, MA
Client: VHB/ K. Keen
Site Code: 82496.18
Count Date: Saturday, June 09, 2018
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



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

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	4
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	2	0	0	2	0	0	1	0	1	2	6	0	0	8	0	0	0	0	0	11
12:00 PM	0	1	0	0	1	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	6
12:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	3	0	3	3	2	0	0	5	0	0	0	0	0	12
1:00 PM	0	1	1	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6
1:15 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
1:30 PM	0	1	1	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	3	3	0	6	1	0	4	0	5	1	7	0	0	8	0	0	0	0	0	19
Grand Total	0	9	3	0	12	1	0	8	0	9	6	15	0	0	21	0	0	0	0	0	42
Approach %	0.0	75.0	25.0	0.0		11.1	0.0	88.9	0.0		28.6	71.4	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	21.4	7.1	0.0	28.6	2.4	0.0	19.0	0.0	21.4	14.3	35.7	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					16					9					17						42
Buses	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	5
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	26.7	0.0	0.0	23.8	0.0	0.0	0.0	0.0	0.0	11.9
Exiting Leg Total					4					1					0						5
Single-Unit Trucks	0	7	3	0	10	1	0	8	0	9	5	10	0	0	15	0	0	0	0	0	34
% Single-Unit	0.0	77.8	100.0	0.0	83.3	100.0	0.0	100.0	0.0	100.0	83.3	66.7	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	81.0
Exiting Leg Total					11					8					15						34
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Articulated	0.0	22.2	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	7.1
Exiting Leg Total					1					0					2						3

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	1	1	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6
1:15 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
1:30 PM	0	1	1	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Volume	0	3	3	0	6	1	0	4	0	5	1	7	0	0	8	0	0	0	0	0	19
% Approach Total	0.0	50.0	50.0	0.0		20.0	0.0	80.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.750	0.000	0.750	0.250	0.000	0.250	0.000	0.313	0.250	0.583	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.792
Buses	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	28.6	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	15.8
Single-Unit Trucks	0	2	3	0	5	1	0	4	0	5	0	5	0	0	5	0	0	0	0	0	15
Single-Unit %	0.0	66.7	100.0	0.0	83.3	100.0	0.0	100.0	0.0	100.0	0.0	71.4	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	78.9
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	33.3	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	0.0	0.0	0.0	0.0	0.0	5.3
Buses	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
Single-Unit Trucks	0	2	3	0	5	1	0	4	0	5	0	5	0	0	5	0	0	0	0	0	15
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	3	3	0	6	1	0	4	0	5	1	7	0	0	8	0	0	0	0	0	19
Buses					2					1					0						3
Single-Unit Trucks					6					6					6						15
Articulated Trucks					0					0					1						1
Total Exiting Leg					8					4					7						19

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Cars

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	37	15	0	52	12	0	24	0	36	16	32	0	0	48	0	0	0	0	0	136
11:15 AM	0	35	10	0	45	12	0	15	0	27	21	26	0	0	47	0	0	0	0	0	119
11:30 AM	0	25	11	0	36	12	0	32	0	44	29	26	0	0	55	0	0	0	0	0	135
11:45 AM	0	31	9	0	40	10	0	29	0	39	20	35	0	0	55	1	0	0	0	1	135
Total	0	128	45	0	173	46	0	100	0	146	86	119	0	0	205	1	0	0	0	1	525
12:00 PM	0	35	10	0	45	13	0	23	0	36	17	28	0	0	45	0	0	0	0	0	126
12:15 PM	0	32	12	0	44	9	0	34	0	43	30	34	0	0	64	1	1	0	0	2	153
12:30 PM	0	20	11	0	31	8	0	29	0	37	27	28	0	0	55	0	1	0	0	1	124
12:45 PM	0	40	14	0	54	11	0	14	0	25	20	35	0	0	55	0	0	0	0	0	134
Total	0	127	47	0	174	41	0	100	0	141	94	125	0	0	219	1	2	0	0	3	537
1:00 PM	0	36	10	0	46	6	0	26	0	32	24	24	0	0	48	3	0	0	0	3	129
1:15 PM	0	20	12	0	32	9	0	22	0	31	18	27	0	0	45	0	1	0	0	1	109
1:30 PM	0	33	9	0	42	10	0	19	0	29	28	32	0	0	60	1	0	0	0	1	132
1:45 PM	0	27	15	0	42	10	0	20	0	30	16	36	0	0	52	0	1	0	0	1	125
Total	0	116	46	0	162	35	0	87	0	122	86	119	0	0	205	4	2	0	0	6	495
Grand Total	0	371	138	0	509	122	0	287	0	409	266	363	0	0	629	6	4	0	0	10	1557
Approach %	0.0	72.9	27.1	0.0		29.8	0.0	70.2	0.0		42.3	57.7	0.0	0.0		60.0	40.0	0.0	0.0		
Total %	0.0	23.8	8.9	0.0	32.7	7.8	0.0	18.4	0.0	26.3	17.1	23.3	0.0	0.0	40.4	0.4	0.3	0.0	0.0	0.6	
Exiting Leg Total	485					408					664					0					1557

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	25	11	0	36	12	0	32	0	44	29	26	0	0	55	0	0	0	0	0	135
11:45 AM	0	31	9	0	40	10	0	29	0	39	20	35	0	0	55	1	0	0	0	1	135
12:00 PM	0	35	10	0	45	13	0	23	0	36	17	28	0	0	45	0	0	0	0	0	126
12:15 PM	0	32	12	0	44	9	0	34	0	43	30	34	0	0	64	1	1	0	0	2	153
Total Volume	0	123	42	0	165	44	0	118	0	162	96	123	0	0	219	2	1	0	0	3	549
% Approach Total	0.0	74.5	25.5	0.0		27.2	0.0	72.8	0.0		43.8	56.2	0.0	0.0		66.7	33.3	0.0	0.0		
PHF	0.000	0.879	0.875	0.000	0.917	0.846	0.000	0.868	0.000	0.920	0.800	0.879	0.000	0.000	0.855	0.500	0.250	0.000	0.000	0.375	0.897
Entering Leg	0	123	42	0	165	44	0	118	0	162	96	123	0	0	219	2	1	0	0	3	549
Exiting Leg	167					139					243					0					549
Total	332					301					462					3					1098

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Light Goods Vehicle**



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

Light Goods Vehicle

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	5	6	0	11	1	0	6	0	7	6	4	0	0	10	0	0	0	0	0	28	
11:15 AM	0	6	4	0	10	5	0	4	0	9	6	9	0	0	15	0	0	0	0	0	34	
11:30 AM	0	6	2	0	8	4	0	7	0	11	4	9	0	0	13	0	0	0	0	0	32	
11:45 AM	0	9	4	0	13	3	0	9	0	12	7	10	0	0	17	0	0	0	0	0	42	
Total	0	26	16	0	42	13	0	26	0	39	23	32	0	0	55	0	0	0	0	0	136	
12:00 PM	0	12	2	0	14	1	1	9	0	11	6	11	0	0	17	1	0	0	0	1	43	
12:15 PM	0	5	7	0	12	1	0	5	0	6	3	8	0	0	11	0	0	0	0	0	29	
12:30 PM	0	6	3	0	9	4	0	5	0	9	8	2	0	0	10	0	0	0	0	0	28	
12:45 PM	0	6	2	0	8	0	0	9	0	9	2	4	0	0	6	0	0	0	0	0	23	
Total	0	29	14	0	43	6	1	28	0	35	19	25	0	0	44	1	0	0	0	1	123	
1:00 PM	0	6	3	0	9	1	0	4	0	5	7	11	0	0	18	0	0	0	0	0	32	
1:15 PM	0	6	4	0	10	3	0	4	0	7	3	8	0	0	11	0	0	0	0	0	28	
1:30 PM	0	4	4	0	8	5	0	3	0	8	5	6	0	0	11	1	0	0	0	1	28	
1:45 PM	0	9	3	0	12	2	0	4	0	6	5	10	0	0	15	0	0	0	0	0	33	
Total	0	25	14	0	39	11	0	15	0	26	20	35	0	0	55	1	0	0	0	1	121	
Grand Total	0	80	44	0	124	30	1	69	0	100	62	92	0	0	154	2	0	0	0	2	380	
Approach %	0.0	64.5	35.5	0.0		30.0	1.0	69.0	0.0		40.3	59.7	0.0	0.0		100.0	0.0	0.0	0.0			
Total %	0.0	21.1	11.6	0.0	32.6	7.9	0.3	18.2	0.0	26.3	16.3	24.2	0.0	0.0	40.5	0.5	0.0	0.0	0.0	0.5		
Exiting Leg Total						122					106					151					1	380

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:15 AM	0	6	4	0	10	5	0	4	0	9	6	9	0	0	15	0	0	0	0	0	34	
11:30 AM	0	6	2	0	8	4	0	7	0	11	4	9	0	0	13	0	0	0	0	0	32	
11:45 AM	0	9	4	0	13	3	0	9	0	12	7	10	0	0	17	0	0	0	0	0	42	
12:00 PM	0	12	2	0	14	1	1	9	0	11	6	11	0	0	17	1	0	0	0	1	43	
Total Volume	0	33	12	0	45	13	1	29	0	43	23	39	0	0	62	1	0	0	0	1	151	
% Approach Total	0.0	73.3	26.7	0.0		30.2	2.3	67.4	0.0		37.1	62.9	0.0	0.0		100.0	0.0	0.0	0.0			
PHF	0.000	0.688	0.750	0.000	0.804	0.650	0.250	0.806	0.000	0.896	0.821	0.886	0.000	0.000	0.912	0.250	0.000	0.000	0.000	0.250	0.878	
Entering Leg	0	33	12	0	45	13	1	29	0	43	23	39	0	0	62	1	0	0	0	1	151	
Exiting Leg						52					35					63					1	151
Total						97					78					125					2	302

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Buses

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	1	0	0	1	0	0	0	0	0	1
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	1	0	0	1	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	1	1	0	0	2	0	0	0	0	0	2
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	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	1	2	0	0	3	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	5
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	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	20.0	80.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						4					1					0					5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
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
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	1	1	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		33.3	66.7	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	0.250	0.500	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
Exiting Leg						2					1					0					3
Total						2					1					3					6

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

Single-Unit Trucks

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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	1	0	1	2	1	0	0	3	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	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	3	0	0	3	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	2	4	0	0	6	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	0
12:15 PM	0	1	0	0	1	0	0	1	0	1	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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	3	0	3	3	1	0	0	4	0	0	0	0	0	0
1:00 PM	0	1	1	0	2	0	0	4	0	4	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	0
1:30 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
Total	0	2	3	0	5	1	0	4	0	5	0	5	0	0	5	0	0	0	0	0	0
Grand Total	0	7	3	0	10	1	0	8	0	9	5	10	0	0	15	0	0	0	0	0	0
Approach %	0.0	70.0	30.0	0.0		11.1	0.0	88.9	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	20.6	8.8	0.0	29.4	2.9	0.0	23.5	0.0	26.5	14.7	29.4	0.0	0.0	44.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	11					8					15					0					34

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	1	1	0	2	0	0	4	0	4	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	0
1:30 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
Total Volume	0	2	3	0	5	1	0	4	0	5	0	5	0	0	5	0	0	0	0	0	0
% Approach Total	0.0	40.0	60.0	0.0		20.0	0.0	80.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.750	0.000	0.625	0.250	0.000	0.250	0.000	0.313	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	2	3	0	5	1	0	4	0	5	0	5	0	0	5	0	0	0	0	0	0
Exiting Leg	6					3					6					0					15
Total	11					8					11					0					30

PDI File #: **186304 I**
 Location: **N: Country Way S: Country Way**
 Location: **E: Stockbridge Road W: Rehab Driveway**
 City, State: **Scituate, MA**
 Client: **VHB/ K. Keen**
 Site Code: **82496.18**
 Count Date: **Saturday, June 09, 2018**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Articulated Trucks**



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

Articulated Trucks

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
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	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	
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1:30 PM	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	
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
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	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						1					0					2					0	3

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Country Way					Stockbridge Road					Country Way					Rehab Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
% 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	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Exiting Leg						1					0					1					0	2
Total						2					0					2					0	4

PDI File #: 186304 I
 Location: N: Country Way S: Country Way
 Location: E: Stockbridge Road W: Rehab Driveway
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 09, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Country Way							Stockbridge Road							Country Way							Rehab Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4		
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		
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		
11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
Total	0	3	0	0	0	0	3	2	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	6		
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
12:15 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	2		
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	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		
Total	0	0	0	0	0	0	0	0	0	3	0	0	2	5	0	1	0	0	0	0	0	1	0	0	0	0	6		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1		
1:15 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
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		
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		
Total	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	3		
Grand Total	0	4	0	0	0	0	4	2	0	4	0	0	2	8	0	3	0	0	0	0	3	0	0	0	0	0	15		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		25.0	0.0	50.0	0.0	0.0	25.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	0.0	26.7	0.0	0.0	0.0	0.0	26.7	13.3	0.0	26.7	0.0	0.0	13.3	53.3	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	5							2							8							0							15

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Country Way							Stockbridge Road							Country Way							Rehab Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
12:15 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	2		
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	2		
Total Volume	0	0	0	0	0	0	0	2	0	3	0	0	2	7	0	1	0	0	0	0	0	1	0	0	0	0	8		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		28.6	0.0	42.9	0.0	0.0	28.6		0.0	100.0	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	0.375	0.000	0.000	0.250	0.875	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	1.000		
Entering Leg	0	0	0	0	0	0	0	2	0	3	0	0	2	7	0	1	0	0	0	0	0	1	0	0	0	0	8		
Exiting Leg	3							2							3							0							8
Total	3							9							4							0							16

PDI File #: 186304 I
 Location: N: Country Way S: Country Way
 Location: E: Stockbridge Road W: Rehab Driveway
 City, State: Scituate, MA
 Client: VHB/ K. Keen
 Site Code: 82496.18
 Count Date: Saturday, June 09, 2018
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



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

Pedestrians

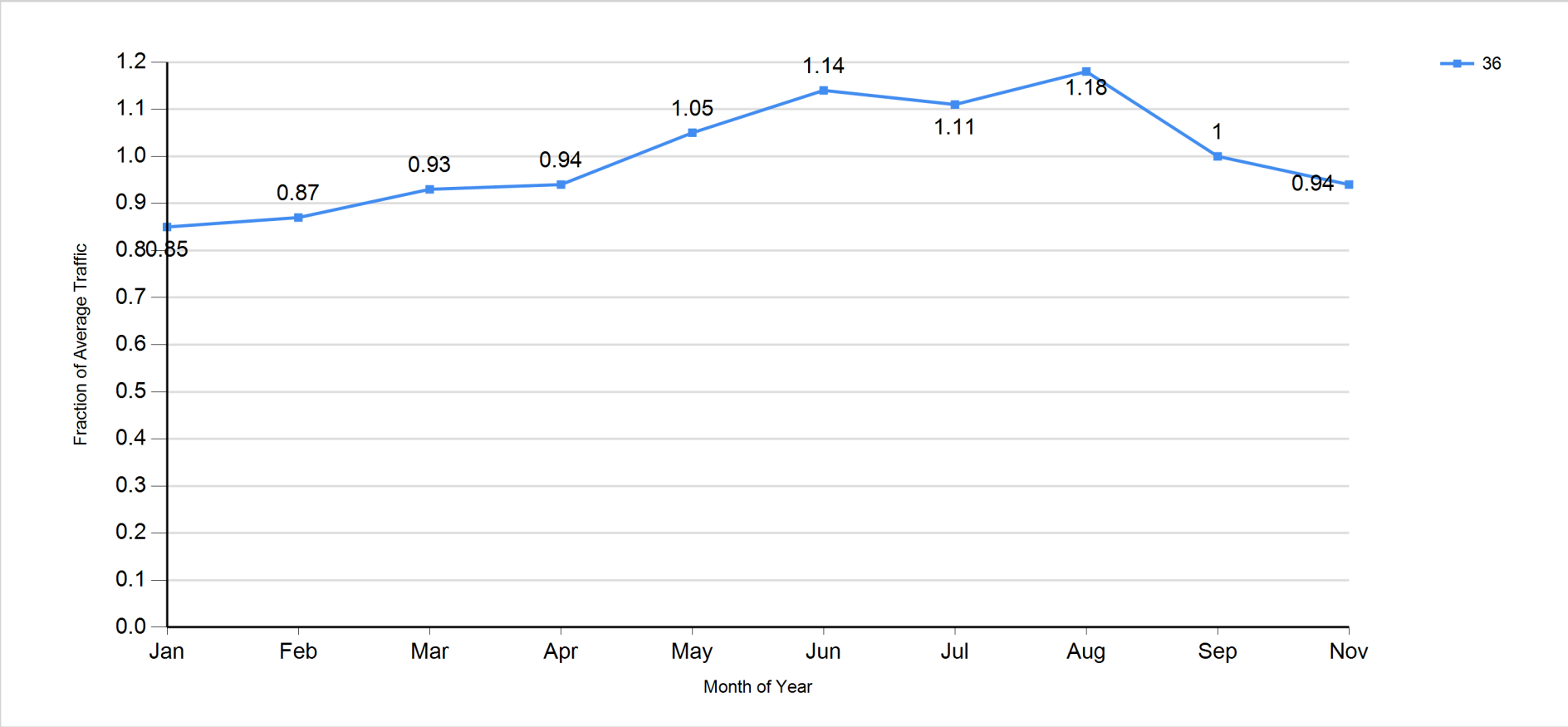
	Country Way							Stockbridge Road							Country Way							Rehab Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 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	1		
11:15 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	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	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		
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	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		
12:15 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	2		
12:30 PM	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	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		
Total	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	4		
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		
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		
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		
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		
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		
Grand Total	0	0	0	0	0	0	0	0	0	0	3	3	6	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	50	50	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	50	50	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100		
Exiting Leg Total	0							6							0							0							6

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Country Way							Stockbridge Road							Country Way							Rehab Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
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		
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		
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		
12:15 PM	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	2		
12:30 PM	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	2		
Total Volume	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
% 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	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	100.0		
PHF	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	0.000	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
Exiting Leg	0							4							0							0							4
Total	0							8							0							0							8



Traffic Pattern by Month for 1/1/2018 - 12/31/2018



Massachusetts Highway Department

Traffic Pattern by Month for 1/1/2018 - 12/31/2018

Factor Group	Station	Weight	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
U2	36	0	0.848	0.870	0.932	0.943	1.052	1.138	1.108	1.175	0.996		0.936	
Average of Weighted Factors			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000



Scituate Rotary

Case Number	City Town Name	Date	Crash County	Crash Time	Non-Fatal Injury Reported	Number of Vehicles	Police Agency / Dept	Age of Driver - Suspect/ Known	Age of Driver - Other Known	Driver Contributing Circumstances (M/ Document)	Light Conditions	Manner of Collision	MiscDOT Status	Non-Motorist Sign and Priority	BMW Document Numbers	Road Surface Conditions	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Collision (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report ID#	Most Harmful Event (All Vehicles)	Crash Number	Roadway	How Intersection Roadway	
9007476	SCITUATE	1/22/2011	Property damage only (none required)	3:17 PM	No Injury	2	local police	25-64	65-64	D1 (No Impinger driving) D2 (Followed too closely)	Daylight	rear-end				Dry	0	0	V1: Slowing or stopped in traffic / V2: Traveling straight ahead	V1: Light truck, mini-van, panel, pickup; sport utility with only four tires; V2: Traveling straight ahead	V1/W / V2/W	Clear	11-696 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	73		DRIFTFWAY	
9008305	SCITUATE	4/15/2011	Non-fatal injury - non-reporting	12:46 PM	Non-fatal injury - non-reporting	2	local police	45-64	45-64	D1 (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) (Substandard authorized speed limit)	Daylight	single vehicle crash			PA02105410001	Dry	2	1	V1: Traveling straight ahead	V2 (Subcompact)	V1/N	Clear	13-4722 AC	V1: Collision with curb			CHIEF JUSTICE CUSHING HWY / COUNTRY WAY	
9008809	SCITUATE	1/4/2011	Non-Reported	11:48 AM	Not Reported	2	local police	11-24	11-24	D1 (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) (Substandard authorized speed limit)	Dark - lighted roadway	Subsvege, same direction			PA02105410100	Dry	2	2	V1: Traveling straight ahead	V2 ()	V1/E	Clear	11-6763 AC	V1: Collision with utility pole			CHIEF JUSTICE CUSHING HWY / CORNET STATION ROAD	
9008922	SCITUATE	7/28/2011	Property damage only (none required)	1:53 PM	No Injury	2	local police	15-24	1-4	D1 (No Impinger driving) (No Impinger driving) (D2 (Inattention)) (Inattention))	Daylight	Angle			PA02105410100	Dry	2	2	V1: Traveling straight ahead / V2: Traveling straight ahead	V2 (Passenger car / V2 (Passenger car)	V1/N / V2/E	Cloudy/Part	13-3263 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	173		CHIEF JUSTICE CUSHING HWY / I-95	
9009714	SCITUATE	3/8/2011	Property damage only (none required)	12:24 PM	No Injury	5	local police	11-24	25-64	D1 (No Impinger driving) (D2 (Inattention))	Daylight	rear-end			PA02105410001	Dry	0	3	V1: Slowing or stopped in traffic / V2: Traveling straight ahead	V1 (Passenger car / V2 (Passenger car)	V1/S / V2/S	Cloudy/Part	13-3265 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			CHIEF JUSTICE CUSHING HWY	
9009732	SCITUATE	1/26/2011	Property damage only (none required)	8:41 PM	No Injury	2	local police	10-20	45-64	D1 (No Impinger driving) (D2 (No Impinger driving))	Dusk	Subsvege, same direction			PA02105410011	Dry	2	2	V1: Traveling straight ahead / V2: Traveling straight ahead	V1 (Passenger car / V2 (Passenger car)	V1/N / V2/N	Clear	13-54601 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			THE NEW DRIFTFWAY ROAD	
9009950	SCITUATE	3/12/2011	Property damage only (none required)	1:44 PM	No Injury	5	local police	10-24	65-74	D1 (Inattention) (D2 (No Impinger driving)) (D3 (No Impinger driving))	Daylight	rear-end			PA02105410101	Dry	0	3	V1: Traveling straight ahead / V2: Traveling straight ahead	V2 (Passenger car / V2 (Passenger car)	V1/N / V2/N / V1/N	Clear	14-3068 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	107		CHIEF JUSTICE CUSHING HWY	
9009953	SCITUATE	1/28/2011	Property damage only (none required)	10:23 PM	No Injury	1	local police	18-20	18-20	D1 (Inattention) (D3 (Swerve))	Dark - lighted roadway	single vehicle crash			PA02105410148	Wet	2	2	V1: Traveling straight ahead	V2 (Passenger car)	V1/S	Clear/Overcast	14-3939 AC	V1: Collision with curb			CHIEF JUSTICE CUSHING HWYWAY # 36A S / CORNET STATION ROAD	
9009969	SCITUATE	6/12/2011	Non-fatal injury - non-reporting	1:24 PM	Non-fatal injury - non-reporting	2	local police	45-64	1-4	D1 (No Impinger driving) (D2 (Inattention))	Daylight	rear-end			PA02105410101	Dry	1	1	V1: Turning left / V2: Traveling straight ahead	V1 (Passenger car / V2 (Light truck, mini-van, panel, pickup; sport utility with only four tires)	V1/S / V2/S	Clear	14-4475 AC	V1: Other V2: Collision with motor vehicle in traffic	129		CHIEF JUSTICE CUSHING HIGHWAY	
9009980	SCITUATE	1/18/2011	Property damage only (none required)	3:52 PM	No Injury	2	local police	15-64	55-64	D1 (Turning side or wrong way)	Dark - lighted roadway	single vehicle crash			PA02105410101	Wet	1	2	V1: Backing	V1 (Passenger car)	V1/E	Clear/Overcast	14-5278 AC	V1: Collision with highway traffic sign post	374		CHIEF JUSTICE CUSHING HWY	
9009982	SCITUATE	5/8/2011	Property damage only (none required)	11:48 AM	No Injury	5	local police	18-20	45-64	D1 (Failed to yield right of way) (Failed to yield right of way) (D2 (No Impinger driving)) (No Impinger driving))	Daylight	Subsvege, opposite direction			PA02105410100	Dry	0	3	V1: Traveling straight ahead / V2: Traveling straight ahead	V1 (Passenger car / V2 (Passenger car)	V1/S / V2/S	Overcast/Overcast	14-5483 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			CHIEF JUSTICE CUSHING HWYWAY # 36A S / CORNET STATION ROAD	
9009994	SCITUATE	7/16/2011	Property damage only (none required)	1:55 AM	No Injury	2	local police	11-44	1-4	D1 (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) (D2 (No Impinger driving))	Dusk/awn	Subsvege, opposite direction			PA02105410101	Dry	1	2	V1: Turning right / V2: Traveling straight ahead	V1 (Passenger car / V2 (Passenger car)	V1/N / V2/N	Clear	14-5951 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	111		CHIEF JUSTICE CUSHING HWY	
9009995	SCITUATE	7/10/2011	Non-fatal injury - non-reporting	7:21 PM	Non-fatal injury - non-reporting	2	local police	11-24	45-64	D1 (No Impinger driving) (D2 (No Impinger driving) (D3 (Inattention))	Daylight	rear-end			PA02105410100	Dry	2	1	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Traveling straight ahead	V1: Light truck, mini-van, panel, pickup; sport utility with only four tires; V2: Slowing or stopped in traffic; V3: Traveling straight ahead	V1/S / V2/S / V3/S	Clear	14-6465 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			CHIEF JUSTICE CUSHING HWYWAY # 36A S 2	
9009998	SCITUATE	7/17/2011	Property damage only (none required)	1:54 PM	No Injury	1	local police	1-4	1-4	D1 (Inattention)	Daylight	single vehicle crash			PA02105410188	Dry	0	1	V1: Entering traffic lane	V1 (Passenger car)	V1/N	Clear	14-6876 AC	V1: Collision with curb	333		CHIEF JUSTICE CUSHING HWY	
9009998	SCITUATE	4/29/2011	Property damage only (none required)	10:39 PM	No Injury	2	local police	10-20	65-64	D1 (No Impinger driving) (D2 (No Impinger driving) (D3 (Followed too closely))	Daylight	rear-end			PA02105410110	Dry	0	2	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Traveling straight ahead	V1 (Passenger car / V2 (Light truck, mini-van, panel, pickup; sport utility with only four tires; V3: Traveling straight ahead)	V1/N / V2/N / V3/N	Clear/Overcast	14-7466 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic			CHIEF JUSTICE CUSHING HWYWAY # 36A W	
9009999	SCITUATE	8/11/2011	Property damage only (none required)	12:39 AM	No Injury	1	local police	11-24	11-24	D1 (Failure to keep in proper lane or wrong left turn)	Dark - lighted roadway	single vehicle crash			PA02105410110	Dry	2	2	V1: Traveling straight ahead	V2 (Passenger car)	V1/E	Clear/Overcast	14-7350 AC	V1: Collision with curb			CORNET STATION ROAD HWY # 36A	
9009999	SCITUATE	8/15/2011	Property damage only (none required)	8:11 AM	No Injury	5	local police	15-44	75-84	D1 (No Impinger driving) (D2 (Inattention) (D3 (Turning side or wrong way))	Dark	head-on			PA02105410121	Dry	0	5	V1: Traveling straight ahead / V2: Traveling straight ahead	V2 (Passenger car / V2 (Passenger car)	V1/W / V2/E	Clear	14-7824 AC / 14-7824 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			CHIEF JUSTICE CUSHING HWYWAY # 36A S / CORNET STATION ROAD	
9009999	SCITUATE	2/3/2011	Property damage only (none required)	3:02 AM	No Injury	2	local police	55-64	55-64	D1 (Inattention)	Daylight	single vehicle crash			PA02105410148	Dry	0	2	V1: Entering traffic lane	V1 (Tractor/trailer)	V1/E	Cloudy	14-7524 AC	V1: Collision with highway traffic sign post			CHIEF JUSTICE CUSHING HWYWAY # 36A S / CORNET STATION ROAD HWY # 36A	
9009999	SCITUATE	3/27/2011	Property damage only (none required)	8:48 AM	No Injury	2	local police	10-20	10-20	D1 (Inattention) (D2 (No Impinger driving))	Daylight	rear-end			PA02105410201	Dry	2	2	V1: Traveling straight ahead / V2: Traveling straight ahead	V1 (Passenger car / V2 (Passenger car)	V1/N / V2/N	Clear	15-0518 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	141		CHIEF JUSTICE CUSHING HWY	
9009999	SCITUATE	7/18/2011	Non-fatal injury - non-reporting	10:15 AM	Non-fatal injury - non-reporting	1	local police	45-74	65-74	D1 (Reckless driving)	Daylight	single vehicle crash			PA02105410108	Dry	2	1	V1: Traveling straight ahead	V2 (Passenger car)	V1/W	Clear	15-8881 AC	V1: Collision with utility pole	387		CHIEF JUSTICE CUSHING HWY	
9009999	SCITUATE	7/29/2011	Property damage only (none required)	10:26 PM	No Injury	2	local police	11-24	65-74	D1 (No Impinger driving) (D3 (Failed to yield right of way))	Dark - lighted roadway	single vehicle crash			PA02105410011	Dry	2	2	V1: Traveling straight ahead / V2: Entering traffic lane	V1 (Passenger car / V2 (Passenger car)	V1/W / V2/S	Overcast/Overcast	15-9518 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			CORNET STATION ROAD HWY # 36A S / CHIEF JUSTICE CUSHING HWYWAY # 36A S	
9009999	SCITUATE	1/18/2011	Non-fatal injury - non-reporting	12:26 PM	Non-fatal injury - non-reporting	1	local police	15-44	15-44	D1 (Visibility obscured)	Daylight	single vehicle crash			PA02105410018	Dry	0	1	V1: Entering traffic lane	V1 (Passenger car)	V1/S	Clear	15-1423 AC	V1: Collision with cyclist bicyclist, unreported, parked car			CHIEF JUSTICE CUSHING HWYWAY / CORNET STATION ROAD	
9009999	SCITUATE	8/25/2011	Property damage only (none required)	8:47 AM	No Injury	2	local police	18-20	12-24	D1 (Failed to yield right of way) / D2 (No Impinger driving)	Dusk/awn	Subsvege, same direction			PA02105410201	Wet	2	2	V1: Entering traffic lane / V2: Traveling straight ahead	V2 (Passenger car / V2 (Passenger car)	V1/S / V2/W	Cloudy/Part	16-7614 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			CHIEF JUSTICE CUSHING HWYWAY # 36A S	
9010041	SCITUATE	3/16/2011	Property damage only (none required)	5:12 PM	No Injury	2	local police	45-64	55-64	D1 (No Impinger driving) / D2 (Inattention)	Daylight	rear-end			PA02105410201	Dry	2	2	V1: Traveling straight ahead / V2: Traveling straight ahead	V1 (Passenger car / V2 (Passenger car)	V1/N / V2/S	Clear	16-8281 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			NEW DRIFTFWAY # 36A W	
9010049	SCITUATE	3/30/2011	Property damage only (none required)	6:13 PM	No Injury	2	local police	18-20	65-74	D1 (Followed too closely) (Inattention) (D2 (No Impinger driving))	Daylight	rear-end			PA02105410011	Dry	1	1	V1: Traveling straight ahead / V2: Traveling straight ahead	V1: Light truck, mini-van, panel, pickup; sport utility (D2 (Passenger car)	V1/N / V2/N	Clear	16-1633 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			CHIEF JUSTICE CUSHING HWYWAY # 36A W	
9010062	SCITUATE	8/29/2011	Non-Reported	3:05 PM	Not Reported	2	local police	55-64	65-74	D1 (No Impinger driving) / D2 (Inattention)	Daylight	single			PA0210648041	Wet	0	2	V1: Traveling straight ahead / V2: Traveling straight ahead	V1: Light truck, mini-van, pickup; sport utility	V1/N Not Reported / V2 Not Reported	Down/Blowing snow/Vis	17-2288 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			CHIEF JUSTICE CUSHING HWYWAY # 36 S 1	
9010123	SCITUATE	9/15/2011	Property damage only (none required)	1:38 PM	No Injury	2	local police	11-24	65-64	D1 (Inattention) / D2 (No Impinger driving)	Dusk/awn	rear-end			PA0210720901	Dry	2	2	V1: Traveling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1 (Single unit truck (2 axle, 6 tires) / V2 (Passenger car)	V1/N / V2/N	Clear	17-1627 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			NEW DRIFTFWAY # 36A W	
9010162	SCITUATE	10/20/2011	Non-fatal injury - non-reporting	7:21 PM	Non-fatal injury - non-reporting	2	local police	45-64	55-64	D1 (No Impinger driving) / D2 (Followed too closely)	Daylight	rear-end			PA0210720141	Dry	2	1	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: Light truck, mini-van, pickup; sport utility / V2 (Passenger car)	V1/S / V2/S	Clear	17-1680 AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic			CHIEF JUSTICE CUSHING HWY	
9020036	SCITUATE	1/14/2011	Property damage only (none required)	1:14 AM	No Injury	2	local police	11-24	11-24	D1 (Swerve)	Dark - lighted roadway	single vehicle crash			PA0210838001	Wet	2	2	V1: Traveling straight ahead	V1 (Passenger car)	V1/N	Clear	17-7548 AC	V1: Collision with curb			CHIEF JUSTICE CUSHING HWYWAY # 36A S / NEW DRIFTFWAY	

data used: CRASH
Data Type: Spatial
If you contacted an Advanced Query your SQL statement will be in brackets
Date

Cornet Stenson Road at Old Oaken Bucket Road

Crash Number	Crash Date	Crash Time	City/Town	Manufacturing District	Crash Severity	Maximum Injury Severity Reported	Number of Non-Fatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Direction	Most Harmful Events	Vehicle Configuration	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Codes	Non Motorist Type	Road Surface	Ambient Light	Weather Condition	Sheet Number	Rightway	How Intersection Roadway	Police Agency	RMV Document #	Report Dts	
030001	10/20/14	4:48 AM	SOUTHLAKE	5	Not Reported	Unknown	0	0	1	Single vehicle crash	V1: Traveling straight ahead	V1	V1:Overrun/crossed	V1:Passenger car	11.24	11.24	01: Operating vehicle in unsafe manner, careless, negligent or aggressive driving		Asp	Daylight	Clear/Other	17	OLD OAKEN BUCKET RD		local police	PA020154101708	11-0876 AC	
030087	11/6/2014	4:49 PM	SOUTHLAKE	4	Property damage only	No injury	0	0	2	Knock	V1: Traveling straight ahead / V2: Traveling straight ahead	V1: V / V2: S	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1:Passenger car / V2:Passenger car	11.44	11.34	01: Failed to yield right of way 02:Over impeding traffic		Asp	Dark - lighted roadway	Clear/Cloudy	13	OLD OAKEN BUCKET RD		local police	PA020154101713	11-14103 AC	
030090	11/12/2014	1:13 AM	SOUTHLAKE	5	Property damage only	No injury	0	0	2	Sideways, opposite direction	V1: Traveling straight ahead / V2: Traveling straight ahead	V1:W / V2: E	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1:Passenger car / V2:Passenger car	11.14	11.44	01: This impinger driving 02: Failure to keep in proper lane or running off road		Asp	Dark	Fog, smog, mist, drizzle		OLD OAKEN BUCKET ROAD / CORNET STENSON ROAD		local police	PA0201541017126	11-14324 AC	
030192	12/27/2014	6:29 PM	SOUTHLAKE	5	Property damage only	No injury	0	0	2	Head-on	V1: Traveling straight ahead / V2: Traveling straight ahead	V1: E / V2: W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1:Passenger car / V2:Passenger car	11.64	11.64	01: This impinger driving 02: Failure to keep in proper lane or running off road		Asp	Dark - lighted roadway	Clear/Unknown		CORNET STENSON ROAD		local police	PA020154101711	11-16104 AC	
031181	01/12/2015	1:21 PM	SOUTHLAKE	5	Property damage only	No injury	0	0	2	Knock	V1: Traveling straight ahead / V2: Stopping or stopped in traffic	V1:W / V2: S	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1:Passenger car / V2:Passenger car	05.19	05.19	01: This impinger driving 02: Backover		Asp	Dark - lighted roadway	Clear		OLD OAKEN BUCKET RD / CORNET STENSON RD		local police	PA0201550100228	11-16331 AC	
031183	12/11/2015	1:30 AM	SOUTHLAKE	5	Property damage only	No injury	0	0	1	Single vehicle crash	V1: Turning right	V1:W	V1:Collision with highway traffic/ ego point	V1:Passenger car	11.64	11.64	01: Failure to keep in proper lane or running off road		Asp	Dark - roadway not lighted	Fog, smog, mist, drizzle			CORNET STENSON ROAD / CHIEF JUSTICE CLONING HIGHWAY / OLD OAKEN BUCKET ROAD		local police	PA0201600800417	11-16330 AC
032024	01/06/2016	1:12 PM	SOUTHLAKE	5	Non-fatal injury	Non-fatal injury - Possible	0	0	1	Knock	V1: Traveling straight ahead / V2: Traveling straight ahead	V1: W / V2: E	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1:Passenger car / V2:Passenger car	11.44	11.34	01: This impinger driving / 02: This impinger driving		Asp	Daylight	Clear/Blowing sand		OLD OAKEN BUCKET ROAD / CORNET STENSON ROAD / Rte 5212 E / CHIEF JUSTICE CLONING HIGHWAY		local police	PA0201600170030	11-24111 AC	
032444	01/13/2016	11:28 AM	SOUTHLAKE	7	Property damage only	No injury	0	0	2	Knock	V1: Stopping or stopped in traffic / V2: Stopping or stopped in traffic	V1: W / V2: S	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1:Passenger car / V2:Passenger car	11.54	11.34	01: This impinger driving / 02: This impinger driving		Asp	Daylight	Clear		CORNET STENSON RD / OLD OAKEN BUCKET RD		local police	PA0201600170021	11-2446 AC	
032687	01/14/2016	6:41 PM	SOUTHLAKE	5	Property damage only	No injury	0	0	2	Sideways, opposite direction	V1: Stopping or stopped in traffic / V2: Traveling straight ahead	V1: E / V2: E / V3: W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1:Passenger car / V2:Passenger car	11.05	11.14	01: This impinger driving / 02: This impinger driving / 03: This impinger driving		Asp	Daylight	Clear		OLD OAKEN BUCKET RD / CORNET STENSON RD		local police	PA0201617100714	11-26214 AC	
032532	11/10/2017	7:59 AM	SOUTHLAKE	4	Property damage only	No injury	0	0	2	Sideways, opposite direction	V1: Traveling straight ahead / V2: Stopping or stopped in traffic	V1: Not Reported / V2: Not Reported	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1:Passenger car / V2:Light truck/truck, medium, pickup, sport utility	11.34	11.44	01: This impinger driving / 02: Failed to yield right of way		Asp	Daylight	Clear/Other	13	CORNET STENSON RD	OLD OAKEN BUCKET RD	local police	PA0201719102001	12-7473 AC	
032471	02/01/2017	4:41 PM	SOUTHLAKE	5	Property damage only	No injury	0	0	2	Knock	V1: Traveling straight ahead / V2: Traveling straight ahead	V1: W / V2: S	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1:Passenger car / V2:Passenger car	11.24	11.44	01: This impinger driving / 02: Failed to yield right of way		Asp	Daylight	Clear/Cloudy		CORNET STENSON RD the 121 / OLD OAKEN BUCKET RD		local police	PA0201710011001	12-8014 AC	
032815	11/08/2017	10:10 AM	SOUTHLAKE	11	Property damage only	No injury	0	0	2	Knock	V1: Stopping or stopped in traffic	V1: E / V2: S	V1:Collision with motor vehicle in traffic	V1:Passenger car / V2:Passenger car	11.54	11.34	01: Failed to yield right of way		Asp	Daylight	Clear		CORNET STENSON RD / OLD OAKEN BUCKET RD		local police	PA0201810002001	12-20111 AC	

New Driftway at Old Driftway

Crash Number	City/Town Name	Crash Date	Crash Severity (none injured)	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Map/DOT District	Non-Motorist Type (All Persons)	RMV Document Numbers	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report ID#	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
4003910	SCITUATE	07/22/2014	Property damage only (none injured)	6:46 PM	No injury	2	local police	25-34	35-44	D1:(Unknown) D2:(Unknown)	Dark - lighted roadway	Angle	5		PW201504101415	Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1: (Passenger car) V2: (Passenger car)	V1: E / V2: W	Clear	14-1837-AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic		DRIFTWAY	SEW DRIFTWAY
4139603	SCITUATE	01/22/2016	Not Reported	12:08 PM	Not reported	2	local police	18-20	18-20	D1: (Unknown) / D2: (No improper driving)	Daylight	Rear-end	5		PW20160500110	Dry	0	0	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: (Passenger car) / V2: (Passenger car)	V1: S / V2: Not Reported	Clear/Unknown	16-1508-AC	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic	56	NEW DRIFTWAY	
4154642	SCITUATE	02/12/2016	Property damage only (none injured)	3:46 PM	No injury	2	local police	18-20	21-24	D1: (Inattention),(Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Daylight	Angle	5		PW201602700209	Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1: (light truck/box, mini-van, pickup sport utility) V2: (Passenger car)	V1: S / V2: E	Clear	16-2778-AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic		DRIFTWAY / NEW DRIFTWAY	
4192439	SCITUATE	05/13/2016	Property damage only (none injured)	2:57 PM	No injury	2	local police	21-24	65-74	D1: (Visibility obstructed) / D2: (Visibility obstructed)	Daylight	Angle	5		PW201614100303	Dry	0	0	V1: Turning left / V2: Changing lanes	V1: (Passenger car) / V2: (Passenger car)	V1: N / V2: E	Clear	16-8011-AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	63	NEW DRIFTWAY	

Data Level: CRASH

Query Type: Spatial

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

New Driftway at Proposed Site Driveway

Crash Number	City/Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	MassDOT District	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
4258237	SCITUATE	09/23/2016	Property damage only (none injured)	12:53 PM	No injury	2	Local police	21-24	45-54	D1: (No improper driving) / D2: (Inattention)	Daylight	Rear-end			Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: (Passenger car) / V2: (Passenger car)	V1: E / V2: E	Clear	16-15785-AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	250	NEW DRIFTWAY	
4444934	SCITUATE	09/06/2017	Property damage only (none injured)	3:46 PM	No injury	2	Local police	35-44	75-84	D1: (No improper driving) / D2: (Distractions)	Daylight	Rear-end			Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: (Passenger car) / V2: (Light truck (van, minivan, pickup, sport utility))	V1: W / V2: W	Clear/Unknown	17-16507-AC	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	64	NEW DRIFTWAY ROAD	

Data Level: CRASH
 Query Type: Spatial
 Criteria: If you conducted an Advanced Query your SQL statement will be listed here

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Scituate COUNT DATE : 6/7/2018

DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

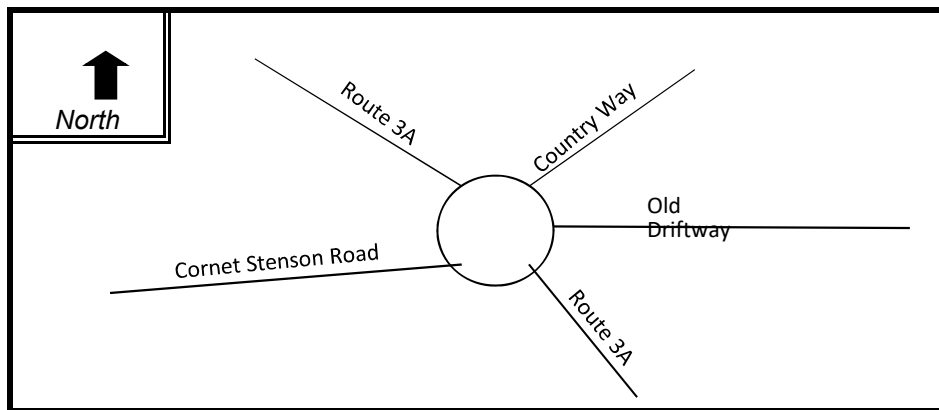
MAJOR STREET : Route 3A (Chief Justice Cushing Highway)

MINOR STREET(S) : Old Driftway

Cornet Stenson Road

Country Way

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	SB	SWB	WB	NB	EB	
PEAK HOURLY VOLUMES (PM) :	425	292	607	483	545	2,352

" K " FACTOR : INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES : # OF YEARS : AVERAGE # OF CRASHES PER YEAR (A) :

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

Comments : _____

Project Title & Date: 48-52 New Driftway 6/24/20

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Scituate COUNT DATE : 6/7/2018

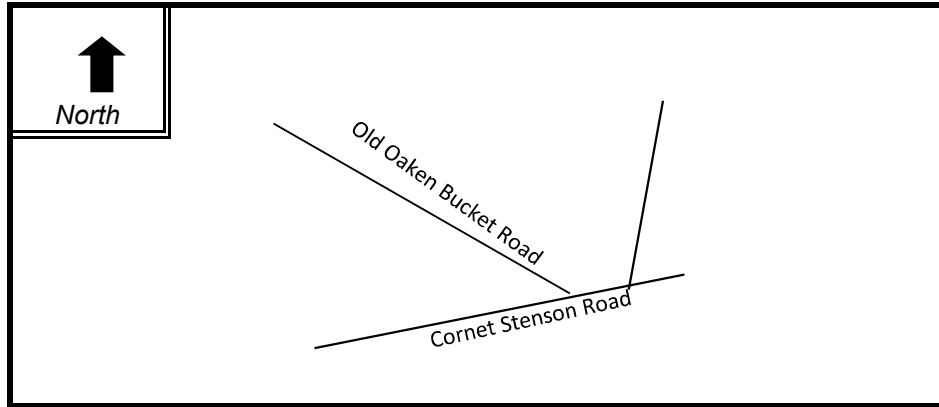
DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Cornet Stenson Road (Route 123)

MINOR STREET(S) : Old Oaken Bucket Road

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	SB	WB	NB	EB		
PEAK HOURLY VOLUMES (PM) :	91	387	445	125		1,048

" K " FACTOR : INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES : # OF YEARS : AVERAGE # OF CRASHES PER YEAR (A) :

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

Comments : _____

Project Title & Date: 48-52 New Driftway 6/24/20

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Scituate COUNT DATE : 6/7/2018

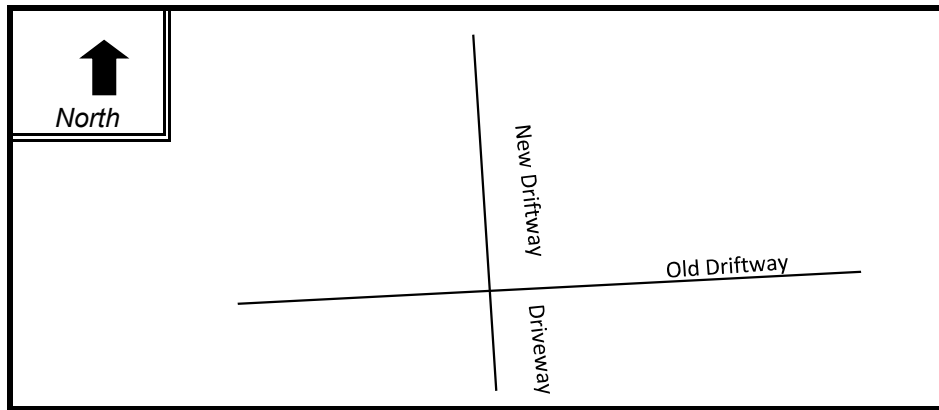
DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Old Driftway

MINOR STREET(S) : New Driftway

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	SB	WB	NB	EB		
PEAK HOURLY VOLUMES (AM/PM) :	173	409	35	577		1,194

" K " FACTOR : INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES : # OF YEARS : AVERAGE # OF CRASHES PER YEAR (A) :

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

Comments : _____

Project Title & Date: 48-52 New Driftway 6/24/20

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Scituate COUNT DATE : 6/7/2018

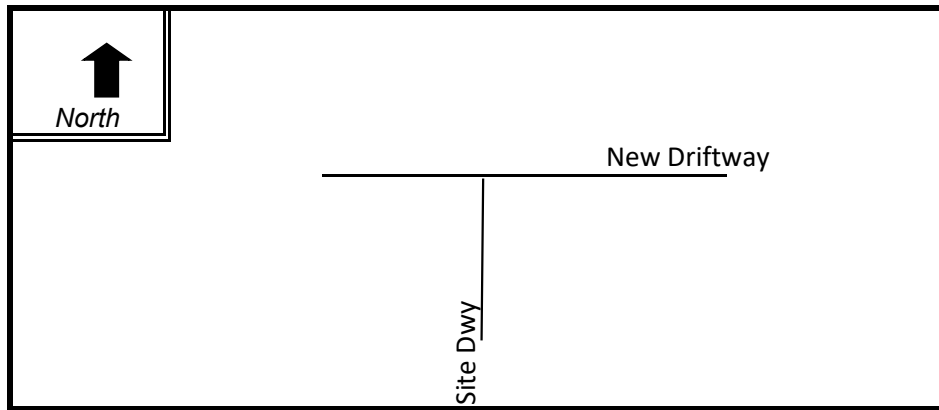
DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : New Driftway

MINOR STREET(S) : Site Driveway

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB				
PEAK HOURLY VOLUMES (PM) :	577	498				1,075

" K " FACTOR : INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES : # OF YEARS : AVERAGE # OF CRASHES PER YEAR (A) :

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

Comments : _____

Project Title & Date: 48-52 New Driftway 6/24/20



GREENBUSH LINE

Summer 2020 schedule, effective June 22, 2020

Monday to Friday

Inbound to Boston		AM					PM						
ZONE	STATION	TRAIN #	070	072	7076	078	080	082	084	086	7088	090	092
	Bikes Allowed		🚲				🚲	🚲	🚲	🚲	🚲	🚲	🚲
6	Greenbush	🕒	5:40	6:37	7:32	8:50	10:35	11:50	2:11	3:47	5:20	7:05	10:05
5	North Scituate	🕒	5:47	6:44	7:39	8:57	10:42	11:57	2:18	3:54	5:27	7:12	10:12
4	Cohasset	🕒	5:54	6:51	7:46	9:04	10:48	12:04	2:25	4:01	5:38	7:22	10:18
4	Nantasket Junction	🕒	5:58	6:55	7:50	9:08	10:51	12:08	2:28	4:04	5:42	7:26	10:21
3	West Hingham	🕒	6:03	7:00	7:55	9:13	10:56	12:13	2:33	4:09	5:47	7:31	10:26
2	East Weymouth	🕒	6:07	7:04	7:59	9:17	11:03	12:17	2:37	4:12	5:50	7:35	10:29
2	Weymouth Landing/East Braintree	🕒	6:13	7:10	8:05	9:23	11:09	12:23	2:43	4:18	5:56	7:41	10:35
1	Quincy Center	🕒	L 6:22	-	L 8:14	L 9:32	L 11:18	L 12:32	L 2:52	L 4:28	-	L 7:53	L 10:44
1A	JFK/UMass	🕒	L 6:30	L 7:28	-	-	-	-	-	-	-	-	-
1A	South Station	🕒	6:38	7:36	8:31	9:49	11:34	12:48	3:09	4:46	6:34	8:07	11:02

Trains in purple box indicate peak period trains.

Monday to Friday

Outbound from Boston		AM					PM						
ZONE	STATION	TRAIN #	7071	073	075	077	079	081	083	087	089	091	093
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲
1A	South Station	🕒	6:54	9:25	10:30	12:41	2:27	4:02	4:52	5:45	6:38	8:52	11:20
1A	JFK/UMass	🕒	-	-	-	-	-	4:08	-	-	-	-	-
1	Quincy Center	🕒	-	9:38	10:43	12:54	2:40	-	5:05	5:58	6:51	9:05	11:33
2	Weymouth Landing/East Braintree	🕒	L 7:17	9:47	10:52	1:03	2:49	4:24	5:14	6:07	7:00	9:14	11:42
2	East Weymouth	🕒	L 7:23	9:53	10:58	1:08	2:55	4:30	5:20	6:13	7:06	9:20	11:48
3	West Hingham	🕒	7:27	9:57	11:03	1:12	2:59	4:34	5:24	6:17	7:10	9:23	11:52
4	Nantasket Junction	🕒	7:32	10:02	11:07	1:17	3:04	4:39	5:29	6:22	7:15	9:27	11:57
4	Cohasset	🕒	7:35	10:05	11:10	1:20	3:08	4:43	5:33	6:25	7:19	9:30	12:00
5	North Scituate	🕒	7:52	10:13	11:18	1:28	3:16	4:51	5:41	6:33	7:27	9:39	12:08
6	Greenbush	🕒	8:03	10:24	11:29	1:40	3:26	5:00	5:52	6:44	7:37	9:50	12:18

Trains in purple box indicate peak period trains.

Saturday & Sunday

Inbound to Boston		AM					PM				
ZONE	STATION	SATURDAY TRAIN #	1070	1072	1074	1076	1078	1080	1082	1084	
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	
6	Greenbush	🕒	7:15	9:30	11:08	12:20	2:10	3:55	6:30	9:30	
5	North Scituate	🕒	7:22	9:37	11:15	12:27	2:17	4:02	6:37	9:37	
4	Cohasset	🕒	7:29	9:44	11:22	12:34	2:23	4:09	6:44	9:44	
4	Nantasket Junction	🕒	7:32	9:47	11:26	12:37	2:26	4:12	6:47	9:47	
3	West Hingham	🕒	7:37	9:52	11:31	12:42	2:31	4:17	6:52	9:52	
2	East Weymouth	🕒	7:41	9:56	11:38	12:46	2:35	4:21	6:56	9:56	
2	Weymouth Landing/East Braintree	🕒	7:47	10:02	11:44	12:52	2:41	4:27	7:02	10:02	
1	Quincy Center	🕒	L 7:56	L 10:12	L 11:53	L 1:01	L 2:50	L 4:36	L 7:11	L 10:11	
1A	JFK/UMass	🕒	L 8:04	L 10:20	L 12:01	L 1:09	L 2:59	L 4:44	L 7:19	L 10:19	
1A	South Station	🕒	8:12	10:28	12:07	1:18	3:07	4:53	7:27	10:26	

Saturday & Sunday

Outbound from Boston		AM					PM				
ZONE	STATION	SATURDAY TRAIN #	1071	1073	1075	1077	1079	1081	1083	1085	
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	
1A	South Station	🕒	8:05	9:45	11:03	12:55	2:45	5:10	8:15	11:20	
1A	JFK/UMass	🕒	f 8:12	f 9:51	f 11:09	f 1:01	f 2:51	f 5:16	f 8:21	f 11:26	
1	Quincy Center	🕒	L 8:19	L 9:59	L 11:17	L 1:09	L 2:59	L 5:24	L 8:29	f 11:34	
2	Weymouth Landing/East Braintree	🕒	L 8:28	10:08	11:26	1:18	3:08	5:33	8:38	11:43	
2	East Weymouth	🕒	L 8:33	10:14	11:32	1:24	3:13	5:39	8:44	11:49	
3	West Hingham	🕒	8:37	10:18	11:36	1:28	3:17	5:43	8:49	11:53	
4	Nantasket Junction	🕒	8:42	10:22	11:41	1:33	3:22	5:48	8:53	11:58	
4	Cohasset	🕒	8:45	10:25	11:44	1:36	3:25	5:51	8:56	12:02	
5	North Scituate	🕒	8:53	10:33	11:52	1:44	3:33	5:59	9:04	12:10	
6	Greenbush	🕒	9:03	10:43	12:03	1:55	3:43	6:09	9:14	12:20	

Keep in Mind:

This schedule will be effective from June 22, 2020 and will replace the schedule of October 21, 2019.

Presidents' Day and 4th of July operate on a **Saturday service schedule**.

New Year's Day, Memorial Day, Labor Day, Thanksgiving Day, and Christmas Day operate on a **Sunday service schedule**.

For all other holiday schedules, please check MBTA.com/holidays or call 617-222-3200.

For the latest information regarding weekend disruptions, visit MBTA.com/weekend.



Times in purple with "f" indicate a flag stop:

Passengers must tell the conductor that they wish to leave. Passengers waiting to board must be visible on the platform for the train to stop.



Times in blue indicate an early departure (L stop): The train may leave ahead of schedule at these stops.



Bikes: Bicycles are allowed on trains with the bicycle symbol shown below the train number.



High level platform and bridge plate available. Visit mbta.com/accessibility for more information.

mbta.com/ridesafer



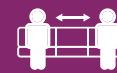
Face coverings are required



Buy tickets with mTicket



Wash hands before and after riding



Socially distance whenever possible



2020 REDUCED SERVICE SCHEDULE

Reduced service schedule in effect when declared in advance by the MBTA. In most cases, announcement made late in the afternoon on the prior day. Should an event occur requiring a more immediate service change, please check departure times prior to travel, and stay connected to MBTA.com for up-to-the minute information.

GREENBUSH LINE

Monday to Friday

Inbound to Boston

AM

PM

ZONE	STATION	TRAIN #	7070	1070	1072	1074	1076	1078	1080	1082	1084
6	Greenbush	Ⓜ	6:15	7:15	9:30	11:08	12:20	2:10	3:55	6:30	9:30
5	North Scituate	Ⓜ	6:22	7:22	9:37	11:15	12:27	2:17	4:02	6:37	9:37
4	Cohasset	Ⓜ	6:29	7:29	9:44	11:22	12:34	2:23	4:09	6:44	9:44
4	Nantasket Junction	Ⓜ	6:32	7:32	9:47	11:26	12:37	2:26	4:12	6:47	9:47
3	West Hingham	Ⓜ	6:37	7:37	9:52	11:31	12:42	2:31	4:17	6:52	9:52
2	East Weymouth	Ⓜ	6:41	7:41	9:56	11:38	12:46	2:35	4:21	6:56	9:56
2	Weymouth Landing/East Braintree	Ⓜ	6:47	7:47	10:02	11:44	12:52	2:41	4:27	7:02	10:02
1	Quincy Center	Ⓜ	6:56	7:56	10:12	11:53	1:01	2:50	4:36	7:11	10:11
1A	JFK/UMass	Ⓜ	7:04	8:04	10:20	12:01	1:09	2:59	4:44	7:19	10:19
1A	SOUTH STATION	Ⓜ	7:12	8:12	10:28	12:07	1:18	3:07	4:53	7:27	10:26

Monday to Friday

Outbound from Boston

AM

PM

ZONE	STATION	TRAIN #	1071	1073	1075	1077	1079	7071	1081	1083	1085
1A	SOUTH STATION	Ⓜ	8:05	9:45	11:03	12:55	2:45	3:45	5:10	8:15	11:20
1A	JFK/UMass	Ⓜ	8:12	9:51	11:09	1:01	2:51	3:51	5:16	8:21	11:26
1	Quincy Center	Ⓜ	8:19	9:59	11:17	1:09	2:59	3:59	5:24	8:29	11:34
2	Weymouth Landing/East Braintree	Ⓜ	8:28	10:08	11:26	1:18	3:08	4:08	5:33	8:38	11:43
2	East Weymouth	Ⓜ	8:33	10:14	11:32	1:24	3:13	4:14	5:39	8:44	11:49
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4	Cohasset	Ⓜ	8:45	10:25	11:44	1:36	3:25	4:28	5:51	8:56	12:02
5	North Scituate	Ⓜ	8:53	10:33	11:52	1:44	3:33	4:36	5:59	9:04	12:10
6	Greenbush	Ⓜ	9:03	10:43	12:03	1:55	3:43	4:46	6:09	9:14	12:20

Reduced schedule advisory system

The MBTA and Keolis closely monitor events to determine if changes to the Commuter Rail schedule are needed. During these times, the symbols to the right will communicate service level and impact on passengers.



REGULAR SCHEDULE

Trains will operate on a normal schedule.



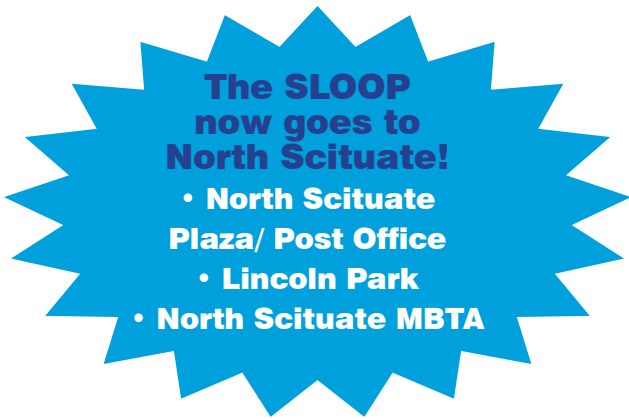
REDUCED SCHEDULE

Major changes to the regular schedule. Schedules also available on MBTA.com and in Boston stations.



NO SERVICE

No passenger service on Commuter Rail.



Points of Interest along the Route

- Scituate Harbor
- Front Street Shops & Restaurants
- Widow's Walk Golf Course
- Greenbush MBTA
- Maritime & Mossing Museum
- Jacob Hatch Healthcare South
- Morning Glories Bakery
- Shone's General Store
- Cudworth House
- Scituate Historical Society
- Lawson Tower
- Scituate Senior Center
- Harbor United Methodist Church
- St. Mary's of the Nativity
- First Parish Unitarian Universalist Church
- First Trinitarian Congregational Church
- St. Lukes Episcopal Church
- North Scituate Plaza/ Post Office
- Lincoln Park

In addition to designated stops on the schedule, passengers may board the Sloop anywhere along the bus route by waving to the driver as the vehicle approaches.

The Sloop operates every day, even Sunday!

FARE INFORMATION

Exact Fare Required

Regular	\$1.50
Senior (age 60 and older)	\$.75
Disabled/Medicare Cardholders.....	\$.75
Students (through high school)	\$.75
Children (6 & under, with adult)	FREE

STATEWIDE ACCESS PASS

Statewide access passes for individuals with disabilities are issued by GATRA. The access pass offers half-fares on public bus transportation systems throughout MA, including GATRA and the MBTA.

ACCESSIBILITY

All GATRA transportation is equipped with accessibility for wheelchairs.

A Personal Care Attendant (PCA) may ride free when accompanying an individual with a disability on the fixed-route service. If you require a PCA, please contact the GATRA office.

The Scituate Loop (SLOOP) service is operated by A & A Metro. SLOOP is sponsored by the Greater Attleboro Taunton Regional Transit Authority (GATRA).

SERVICE HOURS

Monday – Friday
7:30 AM – 5:40 PM

Sunday & Saturday
9:00 AM – 5:15 PM

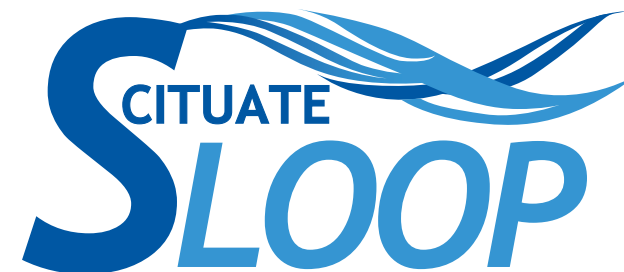
No service on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Thanksgiving Day and Christmas Day.

RULES OF CONDUCT

- Proper behavior is expected at all times.
- Objectionable Persons
GATRA reserves the right to refuse transportation to any person under the influence of intoxicating beverages or drugs or to a person whose conduct or personal hygiene would make them objectionable to other passengers.

TIPS FOR RIDING THE BUS

- Respect fellow passengers.
- Food and Beverages are prohibited while riding the bus.
- Music must be listened to with headphones and cell phone use should only be during limited or emergency situations.
- After boarding the bus, please sit down. (If there is standing room only, please stand behind the line and keep aisles clear.)
- Please reserve front seats for persons with disabilities or seniors.
- Strollers and shopping carts must be folded and removed from the aisle.
- Only service animals are allowed on buses.
- Do not cross in front of the bus after exiting; wait until the bus has departed.
- Drivers have the authority to insure the safety and comfort of all passengers.
- Rude, loud and abusive language will not be allowed.



BUS SERVICE SCHEDULE

Serving:

- Scituate Library *New Stop!*
- Scituate Harbor
- Widow's Walk Golf Course
- Greenbush MBTA
- Town Hall
- North Scituate Post Office *New Stop!*
- Lincoln Park Housing *New Stop!*
- Central Park Senior Housing
- Wheeler Park Housing
- Senior Center

The Sloop Operates Every Day!

Monday – Friday: 7:30 AM – 5:40 PM
Saturday & Sunday: 9:00 AM – 5:15 PM

Effective February 4, 2019



Greater Attleboro Taunton
Regional Transit Authority

800-437-3844

TDD: 508-824-7439

www.Gatra.org



NEW! Deviated Route Service*: Passengers within 3/4 mile of the SLOOP fixed route can also request a deviation by calling 508-759-8900. Deviation requests should be made at least two hours before requested bus is scheduled to depart. Deviations will be done based on availability and conditions. A fee of **\$1.00** will be added to the passenger's boarding fee for all deviations. *Shaded area denotes Deviated Route

SLOOP WEEKDAY SCHEDULE

#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11
Library Community Center	Harbor CVS	Village Market	Widow's Walk Golf Course	Greenbush MBTA	Town Hall	North Scituate Plaza	Lincoln Park	Central Park	Wheeler Park	Senior Center
7:30	8:35	7:38	7:40	7:42	7:48	7:58	8:00	8:08	8:13	8:18
8:30	8:35	8:38	8:40	8:42	8:48	8:58	9:00	9:08	9:13	9:18
9:30	9:35	9:38	9:40	9:42	9:48	9:58	10:00	10:08	10:13	10:18
10:30	10:35	10:38	10:40	10:42	10:48	10:58	11:00	11:08	11:13	11:18
11:40	11:45	11:48	11:50	11:52	11:58	12:08	12:10	12:18	12:23	12:28
12:40	12:45	12:48	12:50	12:52	12:58	1:08	1:10	1:18	1:23	1:28
1:35	1:40	1:43	1:45	1:47	1:53	2:03	2:05	2:13	2:18	2:23
2:30	2:35	2:38	2:40	---	2:46	2:56	2:58	3:06	3:11	3:16
3:40	3:45	3:48	3:50	3:52	3:58	4:08	4:10	4:18	4:23	4:28
4:45	4:50	4:53	4:55	4:59	5:06	5:16	5:18	5:26	5:31	5:36
Library Community Center	Harbor CVS	Village Market	Widow's Walk Golf Course	Greenbush MBTA	Town Hall	North Scituate Plaza	Lincoln Park	Central Park	Wheeler Park	Senior Center
9:00	9:05	9:07	9:10	9:12	---	9:20	9:22	9:30	9:35	---
10:00	10:05	10:07	10:10	10:12	---	10:20	10:22	10:30	10:35	---
11:00	11:05	11:07	11:10	11:12	---	11:20	11:22	11:30	11:35	---
12:15	12:20	12:22	12:25	12:27	---	12:35	12:37	12:45	12:50	---
1:15	1:20	1:22	1:25	1:27	---	1:35	1:37	1:45	1:50	---
2:15	2:20	2:22	2:25	2:27	---	2:35	2:37	2:45	2:50	---
3:30	3:35	3:38	3:40	3:42	---	3:50	3:52	4:00	4:05	---
4:30	4:35	4:38	4:40	4:42	---	4:50	4:52	5:00	5:05	---

SLOOP SATURDAY & SUNDAY SCHEDULE

#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11
Library Community Center	Harbor CVS	Village Market	Widow's Walk Golf Course	Greenbush MBTA	Town Hall	North Scituate Plaza	Lincoln Park	Central Park	Wheeler Park	Senior Center
9:00	9:05	9:07	9:10	9:12	---	9:20	9:22	9:30	9:35	---
10:00	10:05	10:07	10:10	10:12	---	10:20	10:22	10:30	10:35	---
11:00	11:05	11:07	11:10	11:12	---	11:20	11:22	11:30	11:35	---
12:15	12:20	12:22	12:25	12:27	---	12:35	12:37	12:45	12:50	---
1:15	1:20	1:22	1:25	1:27	---	1:35	1:37	1:45	1:50	---
2:15	2:20	2:22	2:25	2:27	---	2:35	2:37	2:45	2:50	---
3:30	3:35	3:38	3:40	3:42	---	3:50	3:52	4:00	4:05	---
4:30	4:35	4:38	4:40	4:42	---	4:50	4:52	5:00	5:05	---



Stopping Sight Distance and Intersection Sight Distance Calculator [v0.97]
Based on 'A Policy on Geometric Design of Highways and Streets', AASHTO, 2004

Section I	Section III																																																		
Project Information	ISD and SSD Calculations (rounded up to the next highest 5 feet) [sources: SSD - AASHTO, pp.110-117; ISD - AASHTO, pp. 650 - 664]																																																		
<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Project Number: 14980.00</td> <td style="width: 30%;">Analyst: VHB</td> </tr> <tr> <td>City/Town, State: Scituate, MA</td> <td>Client:</td> </tr> <tr> <td>Location: New Driftway Site Driveway (proposed)</td> <td></td> </tr> </table>	Project Number: 14980.00	Analyst: VHB	City/Town, State: Scituate, MA	Client:	Location: New Driftway Site Driveway (proposed)		<p>Cases are described in detail on subsequent pages. In summary...</p> <p>B1: left turn from minor road, from stop control B2: right turn from minor road, from stop control B3: crossing maneuver from minor road, from stop control, assuming left- and right turns are not permitted [otherwise, case B1 or B2 would supercede]</p>																																												
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Section II	Section IV																																																		
ISD and SSD Observations	AASHTO Guidance																																																		
<p>Instructions on how to observe and measure ISD and SSD are included on subsequent pages.</p> <p>ISD - Intersection sight distance is the distance that is based on the time required for perception, reaction and completion of the desired critical exiting maneuver [typically, a left turn] once the driver on a minor street approach [or a site drive] decides to execute the maneuver. Calculation for the critical ISD includes the time to [1] turn left, and to clear the near half of the intersection without conflicting with the vehicles approaching from the left; and [2] upon turning left, to accelerate to the operating speed on the roadway without causing approaching vehicles on the main road to unduly reduce their speed. In this context, ISD can be considered as a <i>desirable</i> visibility criterion for the safe operation of an unsignalized intersection.</p> <p>SSD - Stopping sight distance is the distance required for a vehicle approaching an intersection from either direction to perceive, react, and come to a complete stop before colliding with the exiting vehicle from a driveway. In this respect, SSD can be considered as the <i>minimum</i> visibility criterion for the safe operation of an unsignalized intersection.</p>	<p>Refer to AASHTO for specific guidance on SSD and ISD if presented with an unusual/atypical case.</p> <p>Adequate ISD is not needed at signalized intersections, assuming traffic signal heads are visible on all approaches.</p> <p>Any object that would obstruct the driver's view should be removed or lowered, if practical. Such objects include buildings, parked cars, highway structures, hedges/vegetation/trees/bushes/unmowed lawn, walls, fences, and terrain.</p> <p>For ISD, an object should be considered an obstruction if it obstructs the vision of a driver whose eye height is 3.5 feet above the roadway surface and the object to be seen is 3.5 feet above the surface of the intersecting road.</p> <p>Where horizontal sight restrictions occur on downgrades, particularly at the ends of long downgrades, it is desirable to provide SSD that exceeds those values indicated above (refer to page 114 of AASHTO).</p>																																																		
<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 50%;">Limiting Factors:</td> </tr> <tr> <td>Observed ISD:</td> <td style="text-align: center;">930</td> <td>looking left [west]</td> <td>Horizontal Curvature</td> </tr> <tr> <td>(rounded to nearest 5 feet)</td> <td style="text-align: center;">660</td> <td>looking right [east]</td> <td>Horizontal Curvature</td> </tr> <tr> <td>Observed SSD:</td> <td style="text-align: center;">745</td> <td>traveling EB</td> <td>Horizontal Curvature. May actually be farther but signs slightly obstruct view</td> </tr> <tr> <td>(rounded to nearest 5 feet)</td> <td style="text-align: center;">750</td> <td>traveling WB</td> <td>Horizontal Curvature</td> </tr> </table>				Limiting Factors:	Observed ISD:	930	looking left [west]	Horizontal Curvature	(rounded to nearest 5 feet)	660	looking right [east]	Horizontal Curvature	Observed SSD:	745	traveling EB	Horizontal Curvature. May actually be farther but signs slightly obstruct view	(rounded to nearest 5 feet)	750	traveling WB	Horizontal Curvature																															
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Planned/Approved Developments

Background Developments

Project Name: 48 & 52 New Driftway, Scituate MA
Project No: 14980.00

INTERSECTION	MOVEMENT	BACKGROUND DEVELOPMENTS					
		DREW CO PROJECT		50 COUNTRY WAY		TOTAL BACKGROUND DEVELOPMENTS	
		PM	SAT	PM	SAT	PM	SAT
1. Scituate Rotary Cushing Highway (Route 3A) Country Way Driftway Cushing Highway (Route 3A) Cornet Stenson Road (Route 123)	SB R						
	SB T	-4	-3			-4	-3
	SB L	11	11			11	11
	SB HL						
	SB U						
	SWB HR						
	SWB BR			6	6	6	6
	SWB BL			6	5	6	5
	SWB HL						
	SWB U						
	WB HR						
	WB R	10	10			10	10
	WB T	11	10			11	10
	WB L	11	9			11	9
	WB U						
	NB R	12	11			12	11
	NB BR			6	5	6	5
	NB T	-5	-3			-5	-3
	NB L						
	NB U						
EB R							
EB T	12	13			12	13	
EB BL			6	6	6	6	
EB L							
EB U							
2. Cornet Stenson Road (Route 123) at Old Oaken Bucket Road Route 3A Offramp Cornet Stenson Road (Route 123) Cornet Stenson Road (Route 123) Old Oaken Bucket Road	SB R						
	SB T						
	SB L						
	WB T	1	1			1	1
	WB L	9	9	6	6	15	15
	NB R	10	10	6	6	16	16
	NB L						
EB R							
EB T	2	2			2	2	
3. New Driftway at Old Driftway Old Driftway New Driftway Driveway New Driftway	SB R	20	19			20	19
	SB T						
	SB L			3	2	3	2
	WB R			3	2	3	2
	WB T	12	11			12	11
	WB L						
	NB R						
	NB T						
	NB L						
	EB R						
EB T	12	18			12	18	
EB L	23	22			23	22	
4. Stockbridge Road at Old Driftway Stockbridge Road Old Driftway Stockbridge Road	WB T			5	5	5	5
	WB L	2	2			2	2
	NB R	2	2			2	2
	NB L	3	3	3	2	6	5
	EB R	3	5	3	2	6	7
	EB T			5	5	5	5
	EB L						
5. Country Way at Stockbridge Road Country Way Stockbridge Road Country Way Rehab Driveway	SB R						
	SB T			6	6	6	6
	SB L	3	5			3	5
	WB R	3	3			3	3
	WB T						
	WB L			8	7	8	7
	WB U						
	NB R			8	7	8	7
	NB T			6	6	6	6
	NB L						
EB R							
EB T							
EB L							
6. New Driftway at future Site Driveway New Driftway New Driftway Site Driveway (future)	EB R						
	EB T	35	40			35	40
	WB L						
	WB T	32	30			32	30
	NB L						
NB R							



ITE TRIP GENERATION WORKSHEET
 (10th Edition, Updated 2017)

LANDUSE: Fast Casual Restaurant
LANDUSE CODE: 930 Independent Variable ---
SETTING/LOCATION: General Urban/Suburban
JOB NAME: FLOOR AREA (KSF): 2.050
JOB NUMBER:

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	1	-	315.17	315.17	315.17	3.00	3.00	3.00	50%	50%
AM PEAK OF GENERATOR	1	-	36.21	36.21	36.21	3.00	3.00	3.00	62%	38%
PM PEAK OF GENERATOR	1	-	43.79	43.79	43.79	3.00	3.00	3.00	46%	54%
AM PEAK (ADJACENT ST)	1	-	2.07	2.07	2.07	3.00	3.00	3.00	67%	33%
PM PEAK (ADJACENT ST)	15	-	14.13	5.94	34.83	3.00	1.60	5.00	55%	45%

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	646	323	323	N/A	N/A	N/A
	AM PEAK OF GENERATOR	74	46	28	N/A	N/A	N/A
	PM PEAK OF GENERATOR	90	41	48	N/A	N/A	N/A
	AM PEAK (ADJACENT ST)	4	3	1	N/A	N/A	N/A
	PM PEAK (ADJACENT ST)	29	16	13	N/A	N/A	N/A

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	1	-	318.62	318.62	318.62	3.00	3.00	3.00	50%	50%
PEAK OF GENERATOR	3	-	34.02	32.26	38.62	2.90	3.90	5.00	55%	45%

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	653	327	327	N/A	N/A	N/A
	PEAK OF GENERATOR	70	38	31	N/A	N/A	N/A

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	-	-	-	-	-	-	-	-	-	-
PEAK OF GENERATOR	-	-	-	-	-	-	-	-	-	-

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	#VALUE!	#VALUE!	#VALUE!	N/A	N/A	N/A
	PEAK OF GENERATOR	#VALUE!	#VALUE!	#VALUE!	N/A	N/A	N/A

ITE TRIP GENERATION WORKSHEET
 (10th Edition, Updated 2017)

LANDUSE: Gasoline/Service Station with Convenience Market
LANDUSE CODE: 960 Independent Variable --- Vehicle Fueling Positions
SETTING/LOCATION: General Urban/Suburban
JOB NAME: Vehicle Fueling Positions: 8
JOB NUMBER:

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	13	--	230.52	125.67	355.60	14	10	24.0	50%	50%
AM PEAK OF GENERATOR	18	--	21.30	9.00	49.31	14	10	24.0	50%	50%
PM PEAK OF GENERATOR	19	--	20.25	9.83	37.42	14	10	24.0	50%	50%
AM PEAK (ADJACENT ST)	39	--	28.08	5.40	49.31	14	10	24.0	50%	50%
PM PEAK (ADJACENT ST)	48	--	22.96	8.75	44.83	14	10	24.0	50%	50%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	1,844	922	922	N/A	N/A	N/A
AM PEAK OF GENERATOR	170	85	85	N/A	N/A	N/A
PM PEAK OF GENERATOR	162	81	81	N/A	N/A	N/A
AM PEAK (ADJACENT ST)	225	112	112	N/A	N/A	N/A
PM PEAK (ADJACENT ST)	184	92	92	N/A	N/A	N/A

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	1	--	291.67	291.67	291.67	12	12	12	50%	50%
PEAK OF GENERATOR	13	--	23.26	9.80	39.50	14	10	16.0	50%	50%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	N/A	N/A	N/A	N/A	N/A	N/A
PEAK OF GENERATOR	186	93	93	N/A	N/A	N/A

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	--	--	--	--	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--	--	--	--	--

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	N/A	N/A	N/A	N/A	N/A	N/A
PEAK OF GENERATOR	N/A	N/A	N/A	N/A	N/A	N/A

TRIP GENERATION INPUTS

Land Use	Size	Units
Convenience Store	4	ksf
Restaurant	2,050	ksf
Fueling Positions	8	fueling positions

TRIP GENERATION SUMMARY

	Convenience Store/Gas Station ¹			Restaurant ²			Gross Vehicle Trips	Pass-By Vehicle Trips	Net New Vehicle Trips
	Gross Trips	Pass-by ³ Trips	Net New	Gross Trips	Pass-by ³ Trips	Net New			
Weekday Evening Peak Hour		56%			43%				
Enter	92	52	40	16	6	10	108	58	50
Exit	92	52	40	13	6	7	105	58	47
Total	184	104	80	29	12	17	213	116	97
Saturday Midday Peak Hour		56%			43%				
Enter	93	52	41	38	16	22	131	68	63
Exit	93	52	41	31	14	17	124	66	58
Total	186	104	82	69	30	39	255	134	121

¹ Trip generation estimate based on ITE LUC 960 (Super Convenience Market/Gas Station), using average rates

² Trip generation estimate based on ITE LUC 930 (Fast Casual Restaurant), using average rates

³ Pass-by rates based on LUC 932 (High-Turnover (Sit-Down) Restaurant) and LUC 945 (Gasoline/Service Station with Convenience

Mart), 25-percent pass-by rate assumed for time periods with no available data. Saturday Midday peak period assumed to be the same

Trip Generation - Pass-By Rates

Peak Period	Pass-By Trips	15% Adjacent Street	
		Traffic Volume	Exceed?
PM Peak	116	161	NO
Saturday Midday Peak	134	181	NO



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR	SWR2					
Lane Configurations																								
Traffic Volume (vph)	75	115	335	35	245	205	135	20	60	150	110	165	40	95	290	5	135	120	35					
Future Volume (vph)	75	115	335	35	245	205	135	20	60	150	110	165	40	95	290	5	135	120	35					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900					
Satd. Flow (prot)	0	0	1819	0	0	1771	0	0	0	0	1621	0	0	0	1844	0	1701	0	0					
Flt Permitted			0.983			0.980				0.987					0.984		0.977							
Satd. Flow (perm)	0	0	1819	0	0	1771	0	0	0	0	1621	0	0	0	1844	0	1701	0	0					
Link Speed (mph)			30			30				30					30		30							
Link Distance (ft)			278			1526				637					241		1313							
Travel Time (s)			6.3			34.7				14.5					5.5		29.8							
Confl. Peds. (#/hr)				2				2																
Confl. Bikes (#/hr)							1	1																
Peak Hour Factor	0.93	0.93	0.93	0.93	0.81	0.81	0.81	0.81	0.90	0.90	0.90	0.90	0.87	0.87	0.87	0.85	0.85	0.85	0.85					
Heavy Vehicles (%)	4%	2%	1%	3%	2%	2%	0%	0%	2%	0%	2%	1%	0%	0%	2%	0%	3%	0%	0%					
Shared Lane Traffic (%)											10%													
Lane Group Flow (vph)	0	0	603	0	0	747	0	0	0	246	293	0	0	0	488	0	347	0	0					
Sign Control			Yield			Yield				Yield					Yield		Yield							

Intersection Summary																					
Area Type:	Other																				
Control Type:	Roundabout																				
Intersection Capacity Utilization Err%	ICU Level of Service H																				
Analysis Period (min)	15																				

Intersection						
Intersection Delay, s/veh	67.1					
Intersection LOS	F					
Approach	EB	WB	NB	SB	SW	
Entry Lanes	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	
Adj Approach Flow, veh/h	603	747	539	488	347	
Demand Flow Rate, veh/h	613	758	544	495	352	
Vehicles Circulating, veh/h	973	615	735	945	1052	
Vehicles Exiting, veh/h	467	664	851	459	321	
Ped Vol Crossing Leg, #/h	0	0	2	0	2	
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	133.3	64.7	31.5	54.0	30.9	
Approach LOS	F	F	D	F	D	
Lane	Left	Left	Left	Left	Left	
Designated Moves	LTR	LTR	R	LTR	LR	
Assumed Moves	LTR	LTR	R	LTR	LR	
RT Channelized						
Lane Util	1.000	1.000	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609	2.609	
Critical Headway, s	4.976	4.976	4.976	4.976	4.976	
Entry Flow, veh/h	613	758	544	495	352	
Cap Entry Lane, veh/h	512	737	652	526	472	
Entry HV Adj Factor	0.984	0.985	0.991	0.987	0.986	
Flow Entry, veh/h	603	747	539	488	347	
Cap Entry, veh/h	503	726	646	519	465	
V/C Ratio	1.198	1.029	0.835	0.940	0.746	
Control Delay, s/veh	133.3	64.7	31.5	54.0	30.9	
LOS	F	F	D	F	D	
95th %tile Queue, veh	23	18	9	12	6	



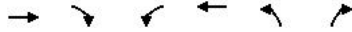
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖	
Traffic Volume (vph)	70	500	5	1	365	45	25	5	5	40	5	130	
Future Volume (vph)	70	500	5	1	365	45	25	5	5	40	5	130	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	175		0	0		0	0		0	0		288	
Storage Lanes	1		0	0		0	0		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1805	1879	0	0	1814	0	0	1791	0	0	1818	1615	
Flt Permitted	0.344				0.999			0.743			0.710		
Satd. Flow (perm)	653	1879	0	0	1813	0	0	1378	0	0	1341	1615	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		1			5			7				220	
Link Speed (mph)	30				30			30				30	
Link Distance (ft)		1535			417			328				1010	
Travel Time (s)		34.9			9.5			7.5				23.0	
Confl. Peds. (#/hr)	2		2	2		2			4	4			
Confl. Bikes (#/hr)			6										
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.65	0.65	0.65	0.59	0.59	0.59	
Heavy Vehicles (%)	0%	1%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	76	548	0	0	477	0	0	54	0	0	76	220	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov	
Protected Phases	1	6			2			8			4	1	9
Permitted Phases	6			2			8			4		4	
Detector Phase	1	6		2	2		8	8		4	4	1	
Switch Phase													
Minimum Initial (s)	6.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	6.0	7.0
Minimum Split (s)	11.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	11.0	21.0
Total Split (s)	30.0	70.0		40.0	40.0		40.0	40.0		40.0	40.0	30.0	21.0
Total Split (%)	22.9%	53.4%		30.5%	30.5%		30.5%	30.5%		30.5%	30.5%	22.9%	16%
Yellow Time (s)	3.0	3.0		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		2.0	2.0		2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0	
Total Lost Time (s)	5.0	5.0			5.0			5.0			5.0	5.0	
Lead/Lag	Lead			Lag	Lag							Lead	
Lead-Lag Optimize?													
Recall Mode	None	Min		Min	Min		None	None		None	None	None	None
Act Effct Green (s)	38.8	40.4			26.2			10.0			10.0	18.2	
Actuated g/C Ratio	0.67	0.70			0.45			0.17			0.17	0.31	
v/c Ratio	0.13	0.42			0.58			0.22			0.33	0.33	
Control Delay	7.2	8.8			18.4			26.5			31.1	5.0	
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0	
Total Delay	7.2	8.8			18.4			26.5			31.1	5.0	
LOS	A	A			B			C			C	A	
Approach Delay		8.6			18.4			26.5			11.7		
Approach LOS		A			B			C			B		
Queue Length 50th (ft)	7	67			105			13			22	0	
Queue Length 95th (ft)	44	307			327			42			54	0	
Internal Link Dist (ft)		1455			337			248			930		
Turn Bay Length (ft)	175											288	
Base Capacity (vph)	981	1764			1205			917			890	1150	
Starvation Cap Reductn	0	0			0			0			0	0	
Spillback Cap Reductn	0	0			0			0			0	0	
Storage Cap Reductn	0	0			0			0			0	0	
Reduced v/c Ratio	0.08	0.31			0.40			0.06			0.09	0.19	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 58.1
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 13.1 Intersection LOS: B
 Intersection Capacity Utilization 69.8% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Scituate Periodontics Driveway/Old Driftway & New Driftway





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (vph)	125	45	25	100	80	65
Future Volume (vph)	125	45	25	100	80	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	1852	1709	0
Flt Permitted				0.990	0.973	
Satd. Flow (perm)	1805	0	0	1852	1709	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	539			880	1010	
Travel Time (s)	12.3			20.0	23.0	
Peak Hour Factor	0.91	0.91	0.82	0.82	0.60	0.60
Heavy Vehicles (%)	2%	0%	8%	0%	3%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	0	152	241	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	125	45	25	100	80	65
Future Vol, veh/h	125	45	25	100	80	65
Peak Hour Factor	0.91	0.91	0.82	0.82	0.60	0.60
Heavy Vehicles, %	2	0	8	0	3	0
Mvmt Flow	137	49	30	122	133	108
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9	9.2	9.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	55%	0%	20%
Vol Thru, %	0%	74%	80%
Vol Right, %	45%	26%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	145	170	125
LT Vol	80	0	25
Through Vol	0	125	100
RT Vol	65	45	0
Lane Flow Rate	242	187	152
Geometry Grp	1	1	1
Degree of Util (X)	0.308	0.236	0.206
Departure Headway (Hd)	4.584	4.541	4.87
Convergence, Y/N	Yes	Yes	Yes
Cap	783	788	735
Service Time	2.622	2.58	2.912
HCM Lane V/C Ratio	0.309	0.237	0.207
HCM Control Delay	9.7	9	9.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.3	0.9	0.8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	5	5	125	0	55	0	165	125	40	170	0
Future Volume (vph)	0	5	5	125	0	55	0	165	125	40	170	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1771	0	0	1749	0	0	1755	0	0	1853	0
Flt Permitted					0.966						0.991	
Satd. Flow (perm)	0	1771	0	0	1749	0	0	1755	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		199			539			1313			765	
Travel Time (s)		4.5			12.3			29.8			17.4	
Confl. Peds. (#/hr)									5	5		
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.88	0.88	0.88	0.70	0.70	0.70	0.90	0.90	0.90	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	258	0	0	322	0	0	236	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	54.7%					ICU Level of Service A						
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	5	5	125	0	55	0	165	125	40	170	0
Future Vol, veh/h	0	5	5	125	0	55	0	165	125	40	170	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	5	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	70	70	70	90	90	90	89	89	89
Heavy Vehicles, %	0	0	0	0	0	2	0	2	2	0	2	0
Mvmt Flow	0	6	6	179	0	79	0	183	139	45	191	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	573	608	191	545	539	258	191	0	0	327	0	0
Stage 1	281	281	-	258	258	-	-	-	-	-	-	-
Stage 2	292	327	-	287	281	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	433	413	856	452	452	781	1395	-	-	1244	-	-
Stage 1	730	682	-	751	698	-	-	-	-	-	-	-
Stage 2	720	651	-	725	682	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	377	394	856	428	431	777	1395	-	-	1238	-	-
Mov Cap-2 Maneuver	377	394	-	428	431	-	-	-	-	-	-	-
Stage 1	730	654	-	747	695	-	-	-	-	-	-	-
Stage 2	647	648	-	685	654	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.8		19.8		0		1.5					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1395	-	-	540	496	1238	-	-				
HCM Lane V/C Ratio	-	-	-	0.021	0.518	0.036	-	-				
HCM Control Delay (s)	0	-	-	11.8	19.8	8	0	-				
HCM Lane LOS	A	-	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	2.9	0.1	-	-				



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↑
Traffic Volume (vph)	0	0	0	395	425	90
Future Volume (vph)	0	0	0	395	425	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	0	0			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	0	0	1863	1863	1583
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	1863	1583
Link Speed (mph)	30		30	30		
Link Distance (ft)	152		241	1560		
Travel Time (s)	3.5		5.5	35.5		
Peak Hour Factor	0.92	0.92	0.87	0.87	0.85	0.85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	454	500	106
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.7%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	5	5	440	380	95
Future Volume (vph)	120	5	5	440	380	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1786	0	0	1880	1812	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1786	0	0	1880	1812	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	401			404	90	
Travel Time (s)	9.1			9.2	2.0	
Peak Hour Factor	0.72	0.72	0.97	0.97	0.83	0.83
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	174	0	0	459	572	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.8% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	120	5	5	440	380	95
Future Vol, veh/h	120	5	5	440	380	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	97	97	83	83
Heavy Vehicles, %	1	0	0	1	2	2
Mvmt Flow	167	7	5	454	458	114
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	979	515	572	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	6.41	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	279	564	1011	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	277	564	1011	-	-	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	36	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1011	-	283	-	-	
HCM Lane V/C Ratio	0.005	-	0.613	-	-	
HCM Control Delay (s)	8.6	0	36	-	-	
HCM Lane LOS	A	A	E	-	-	
HCM 95th %tile Q(veh)	0	-	3.7	-	-	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	90	0	560	385	0
Future Volume (vph)	2	90	0	560	385	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1557	0	0	1881	1881	0
Flt Permitted	0.999					
Satd. Flow (perm)	1557	0	0	1881	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	152			90	278	
Travel Time (s)	3.5			2.0	6.3	
Peak Hour Factor	0.79	0.79	0.92	0.92	0.85	0.85
Heavy Vehicles (%)	0%	6%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	117	0	0	609	453	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.8% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	2	90	0	560	385	0
Future Vol, veh/h	2	90	0	560	385	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	92	92	85	85
Heavy Vehicles, %	0	6	0	1	1	0
Mvmt Flow	3	114	0	609	453	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1062	453	-	0	-	0
Stage 1	453	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.4	6.26	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.354	-	-	-	-
Pot Cap-1 Maneuver	250	599	0	-	-	0
Stage 1	645	-	0	-	-	0
Stage 2	547	-	0	-	-	0
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	250	599	-	-	-	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	12.7	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	581	-			
HCM Lane V/C Ratio	-	0.2	-			
HCM Control Delay (s)	-	12.7	-			
HCM Lane LOS	-	B	-			
HCM 95th %tile Q(veh)	-	0.7	-			

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR					
Lane Configurations																								
Traffic Volume (vph)	130	70	320	45	220	210	125	35	30	155	165	200	30	90	200	5	60	95	145					
Future Volume (vph)	130	70	320	45	220	210	125	35	30	155	165	200	30	90	200	5	60	95	145					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Satd. Flow (prot)	0	0	1818	0	0	1756	0	0	0	0	1589	0	0	0	1764	0	0	1687	0					
Flt Permitted			0.983			0.982				0.993					0.982			0.977						
Satd. Flow (perm)	0	0	1818	0	0	1756	0	0	0	0	1589	0	0	0	1764	0	0	1687	0					
Link Speed (mph)			30			30				30					30			30						
Link Distance (ft)			278			1526				637					240			1313						
Travel Time (s)			6.3			34.7				14.5					5.5			29.8						
Confl. Peds. (#/hr)							4	4																
Peak Hour Factor	0.89	0.89	0.89	0.89	0.88	0.88	0.88	0.88	0.93	0.93	0.93	0.93	0.88	0.88	0.88	0.88	0.92	0.92	0.92					
Heavy Vehicles (%)	3%	3%	1%	0%	1%	5%	0%	3%	4%	2%	4%	3%	0%	6%	5%	50%	0%	3%	2%					
Shared Lane Traffic (%)											10%													
Lane Group Flow (vph)	0	0	636	0	0	671	0	0	0	217	374	0	0	0	369	0	0	364	0					
Sign Control			Yield			Yield				Yield					Yield			Yield						

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15



Lane Group	SWR2
Lane Configurations	
Traffic Volume (vph)	35
Future Volume (vph)	35
Ideal Flow (vphpl)	1900
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	3%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	
Intersection Summary	

Intersection						
Intersection Delay, s/veh	53.8					
Intersection LOS	F					
Approach	EB	WB	NB	SB	SW	
Entry Lanes	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	
Adj Approach Flow, veh/h	636	671	591	369	364	
Demand Flow Rate, veh/h	646	686	608	389	371	
Vehicles Circulating, veh/h	803	652	802	868	998	
Vehicles Exiting, veh/h	454	758	647	501	340	
Ped Vol Crossing Leg, #/h	0	0	0	4	4	
Ped Cap Adj	1.000	1.000	1.000	0.999	1.000	
Approach Delay, s/veh	80.3	50.6	63.0	23.3	29.5	
Approach LOS	F	F	F	C	D	
Lane	Left	Left	Left	Left	Left	
Designated Moves	LTR	LTR	R	LTR	LR	
Assumed Moves	LTR	LTR	R	LTR	LR	
RT Channelized						
Lane Util	1.000	1.000	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609	2.609	
Critical Headway, s	4.976	4.976	4.976	4.976	4.976	
Entry Flow, veh/h	646	686	608	389	371	
Cap Entry Lane, veh/h	608	710	609	569	499	
Entry HV Adj Factor	0.985	0.978	0.971	0.948	0.981	
Flow Entry, veh/h	636	671	591	369	364	
Cap Entry, veh/h	599	694	592	539	489	
V/C Ratio	1.062	0.967	0.998	0.684	0.744	
Control Delay, s/veh	80.3	50.6	63.0	23.3	29.5	
LOS	F	F	F	C	D	
95th %tile Queue, veh	18	14	15	5	6	

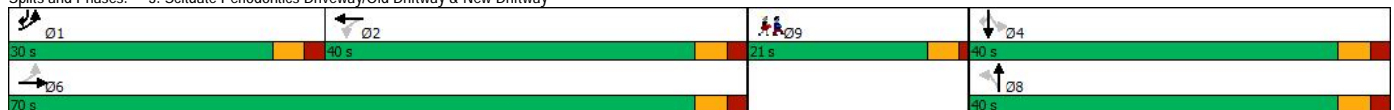


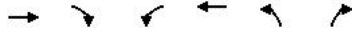
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	55	590	1	1	500	60	5	0	1	65	0	60	
Future Volume (vph)	55	590	1	1	500	60	5	0	1	65	0	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	175		0	0		0	0		0	0		288	
Storage Lanes	1		0	0		0	0		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1770	1863	0	0	1832	0	0	1782	0	0	1805	1568	
Flt Permitted	0.331				0.999			0.706			0.742		
Satd. Flow (perm)	617	1863	0	0	1830	0	0	1311	0	0	1410	1568	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)					4			92				75	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		1535			417			328			690		
Travel Time (s)		34.9			9.5			7.5			15.7		
Confl. Peds. (#/hr)			3	3									
Confl. Bikes (#/hr)						4							
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.25	0.25	0.25	0.80	0.80	0.80	
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	3%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	58	622	0	0	616	0	0	24	0	0	81	75	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov	
Protected Phases	1	6			2			8			4	1	9
Permitted Phases	6			2			8			4		4	
Detector Phase	1	6		2	2		8	8		4	4	1	
Switch Phase													
Minimum Initial (s)	6.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	6.0	7.0
Minimum Split (s)	11.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	11.0	21.0
Total Split (s)	30.0	70.0		40.0	40.0		40.0	40.0		40.0	40.0	30.0	21.0
Total Split (%)	22.9%	53.4%		30.5%	30.5%		30.5%	30.5%		30.5%	30.5%	22.9%	16%
Yellow Time (s)	3.0	3.0		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		2.0	2.0		2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag								Lead
Lead-Lag Optimize?													
Recall Mode	None	Min		Min	Min		None	None		None	None	None	None
Act Effct Green (s)	48.8	50.0			41.1			9.8			9.8	18.2	
Actuated g/C Ratio	0.71	0.73			0.60			0.14			0.14	0.26	
v/c Ratio	0.11	0.46			0.56			0.09			0.40	0.16	
Control Delay	7.0	9.1			17.7			0.7			36.0	6.7	
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0	
Total Delay	7.0	9.1			17.7			0.7			36.0	6.7	
LOS	A	A			B			A			D	A	
Approach Delay		8.9			17.7			0.7			21.9		
Approach LOS		A			B			A			C		
Queue Length 50th (ft)	5	82			151			0			30	0	
Queue Length 95th (ft)	37	381			#553			0			78	24	
Internal Link Dist (ft)		1455			337			248			610		
Turn Bay Length (ft)	175											288	
Base Capacity (vph)	870	1742			1096			732			741	890	
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	0.07	0.36			0.56			0.03			0.11	0.08	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 68.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 13.8 Intersection LOS: B
 Intersection Capacity Utilization 59.5% 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: 3: Scituate Periodontics Driveway/Old Driftway & New Driftway





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↓	
Traffic Volume (vph)	115	65	40	150	60	45
Future Volume (vph)	115	65	40	150	60	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1773	0	0	1840	1727	0
Flt Permitted				0.990	0.972	
Satd. Flow (perm)	1773	0	0	1840	1727	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	539			880	321	
Travel Time (s)	12.3			20.0	7.3	
Peak Hour Factor	0.91	0.91	0.88	0.88	0.71	0.71
Heavy Vehicles (%)	3%	0%	3%	2%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	197	0	0	215	148	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.2% ICU Level of Service A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	115	65	40	150	60	45
Future Vol, veh/h	115	65	40	150	60	45
Peak Hour Factor	0.91	0.91	0.88	0.88	0.71	0.71
Heavy Vehicles, %	3	0	3	2	0	2
Mvmt Flow	126	71	45	170	85	63
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.7	9.3	8.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	57%	0%	21%
Vol Thru, %	0%	64%	79%
Vol Right, %	43%	36%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	105	180	190
LT Vol	60	0	40
Through Vol	0	115	150
RT Vol	45	65	0
Lane Flow Rate	148	198	216
Geometry Grp	1	1	1
Degree of Util (X)	0.192	0.238	0.274
Departure Headway (Hd)	4.678	4.335	4.563
Convergence, Y/N	Yes	Yes	Yes
Cap	766	829	788
Service Time	2.711	2.362	2.59
HCM Lane V/C Ratio	0.193	0.239	0.274
HCM Control Delay	8.8	8.7	9.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.9	1.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔				↔			↔	
Traffic Volume (vph)	0	1	5	155	1	55	0	170	120	60	165	0
Future Volume (vph)	0	1	5	155	1	55	0	170	120	60	165	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1685	0	1770	0	0	0	1751	0	0	1835	0
Flt Permitted				0.950							0.987	
Satd. Flow (perm)	0	1685	0	1770	0	0	0	1751	0	0	1835	0
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		295		539				1313			765	
Travel Time (s)		6.7		12.3				29.8			17.4	
Confl. Peds. (#/hr)									2	2		
Peak Hour Factor	0.50	0.50	0.50	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	2%	3%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	168	61	0	0	309	0	0	250	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

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

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔				↔			↔	
Traffic Vol, veh/h	0	1	5	155	1	55	0	170	120	60	165	0
Future Vol, veh/h	0	1	5	155	1	55	0	170	120	60	165	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	92	92	92	94	94	94	90	90	90
Heavy Vehicles, %	0	0	0	2	0	0	0	2	3	0	3	0
Mvmt Flow	0	2	10	168	1	60	0	181	128	67	183	0
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	593	628	183	570	564	247	-	0	0	311	0	0
Stage 1	317	317	-	247	247	-	-	-	-	-	-	-
Stage 2	276	311	-	323	317	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	420	402	865	432	438	797	0	-	-	1261	-	0
Stage 1	698	658	-	757	706	-	0	-	-	-	-	0
Stage 2	735	662	-	689	658	-	0	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	370	377	865	405	411	795	-	-	-	1259	-	-
Mov Cap-2 Maneuver	370	377	-	405	411	-	-	-	-	-	-	-
Stage 1	698	619	-	757	705	-	-	-	-	-	-	-
Stage 2	679	661	-	639	619	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	10.1		20		0			2.1				
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT						
Capacity (veh/h)	-	-	712	465	1259	-						
HCM Lane V/C Ratio	-	-	0.017	0.491	0.053	-						
HCM Control Delay (s)	-	-	10.1	20	8	0						
HCM Lane LOS	-	-	B	C	A	A						
HCM 95th %tile Q(veh)	-	-	0.1	2.7	0.2	-						



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↑
Traffic Volume (vph)	0	0	0	445	325	110
Future Volume (vph)	0	0	0	445	325	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	0	0			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	0	0	1863	1810	1538
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	1810	1538
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			240	1567	
Travel Time (s)	3.5			5.5	35.6	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	494	374	126
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.8% ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Traffic Volume (vph)	105	5	5	455	370	125
Future Volume (vph)	105	5	5	455	370	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1752	0	0	1857	1782	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1752	0	0	1857	1782	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			200	90	
Travel Time (s)	9.7			4.5	2.0	
Peak Hour Factor	0.84	0.84	0.96	0.96	0.82	0.82
Heavy Vehicles (%)	3%	0%	20%	2%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	131	0	0	479	603	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.7% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	105	5	5	455	370	125
Future Vol, veh/h	105	5	5	455	370	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	96	96	82	82
Heavy Vehicles, %	3	0	20	2	3	3
Mvmt Flow	125	6	5	474	451	152
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1011	527	603	0	-	0
Stage 1	527	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.38	-	-	-
Pot Cap-1 Maneuver	264	555	893	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	262	555	893	-	-	-
Mov Cap-2 Maneuver	262	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	30.6	0.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	893	-	268	-	-	
HCM Lane V/C Ratio	0.006	-	0.489	-	-	
HCM Control Delay (s)	9.1	0	30.6	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0	-	2.5	-	-	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔		↑	↑	
Traffic Volume (vph)	5	105	0	560	390	0
Future Volume (vph)	5	105	0	560	390	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1652	0	0	1863	1845	0
Flt Permitted	0.998					
Satd. Flow (perm)	1652	0	0	1863	1845	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			90	278	
Travel Time (s)	3.5			2.0	6.3	
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.84	0.84	0.94	0.94	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	131	0	0	596	481	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	5	105	0	560	390	0
Future Vol, veh/h	5	105	0	560	390	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	94	94	81	81
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	6	125	0	596	481	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1077	481	-	0	-	0
Stage 1	481	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	245	589	0	-	-	0
Stage 1	626	-	0	-	-	0
Stage 2	554	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	245	589	-	-	-	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	13.5	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	554	-			
HCM Lane V/C Ratio	-	0.236	-			
HCM Control Delay (s)	-	13.5	-			
HCM Lane LOS	-	B	-			
HCM 95th %tile Q(veh)	-	0.9	-			

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR	SWR2
Lane Configurations																			
Traffic Volume (vph)	80	130	370	40	275	230	155	20	65	155	125	190	45	115	305	5	150	135	40
Future Volume (vph)	80	130	370	40	275	230	155	20	65	155	125	190	45	115	305	5	150	135	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1820	0	0	1771	0	0	0	0	1621	0	0	0	1844	0	1699	0	0
Flt Permitted			0.983			0.980				0.986					0.983		0.977		
Satd. Flow (perm)	0	0	1820	0	0	1771	0	0	0	0	1621	0	0	0	1844	0	1699	0	0
Link Speed (mph)			30			30				30					30		30		
Link Distance (ft)			278			1526				637					241		1313		
Travel Time (s)			6.3			34.7				14.5					5.5		29.8		
Confl. Peds. (#/hr)				2				2											
Confl. Bikes (#/hr)							1	1											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	1%	3%	2%	2%	0%	0%	2%	0%	2%	1%	0%	0%	2%	0%	3%	0%	0%
Shared Lane Traffic (%)											10%								
Lane Group Flow (vph)	0	0	673	0	0	739	0	0	0	253	329	0	0	0	506	0	358	0	0
Sign Control			Yield			Yield				Yield					Yield		Yield		

Intersection Summary																			
Area Type:	Other																		
Control Type:	Roundabout																		
Intersection Capacity Utilization Err%	ICU Level of Service H																		
Analysis Period (min)	15																		

Intersection						
Intersection Delay, s/veh	94.4					
Intersection LOS	F					
Approach	EB	WB	NB	SB	SW	
Entry Lanes	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	
Adj Approach Flow, veh/h	673	739	582	506	358	
Demand Flow Rate, veh/h	684	750	588	513	363	
Vehicles Circulating, veh/h	991	662	819	952	1058	
Vehicles Exiting, veh/h	474	745	856	469	354	
Ped Vol Crossing Leg, #/h	0	0	2	0	2	
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	199.1	77.7	59.1	63.4	33.6	
Approach LOS	F	F	F	F	D	
Lane	Left	Left	Left	Left	Left	
Designated Moves	LTR	LTR	R	LTR	LR	
Assumed Moves	LTR	LTR	R	LTR	LR	
RT Channelized						
Lane Util	1.000	1.000	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609	2.609	
Critical Headway, s	4.976	4.976	4.976	4.976	4.976	
Entry Flow, veh/h	684	750	588	513	363	
Cap Entry Lane, veh/h	502	702	599	523	469	
Entry HV Adj Factor	0.983	0.985	0.990	0.987	0.986	
Flow Entry, veh/h	673	739	582	506	358	
Cap Entry, veh/h	494	692	592	516	463	
V/C Ratio	1.362	1.068	0.983	0.982	0.774	
Control Delay, s/veh	199.1	77.7	59.1	63.4	33.6	
LOS	F	F	F	F	D	
95th %tile Queue, veh	31	20	14	13	7	



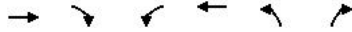
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	100	550	5	1	405	50	25	5	5	45	5	160	
Future Volume (vph)	100	550	5	1	405	50	25	5	5	45	5	160	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	175		0	0		0	0		0	0		288	
Storage Lanes	1		0	0		0	0		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1805	1879	0	0	1814	0	0	1794	0	0	1818	1615	
Flt Permitted	0.364				0.999			0.750			0.779		
Satd. Flow (perm)	691	1879	0	0	1813	0	0	1394	0	0	1471	1615	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)					5			5				174	
Link Speed (mph)		30			30			30				30	
Link Distance (ft)		1535			417			328				1010	
Travel Time (s)		34.9			9.5			7.5				23.0	
Confl. Peds. (#/hr)	2		2	2		2			4	4			
Confl. Bikes (#/hr)			6										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	1%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	109	603	0	0	495	0	0	37	0	0	54	174	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov	
Protected Phases	1	6			2			8			4	1	9
Permitted Phases	6			2			8			4		4	
Detector Phase	1	6		2	2		8	8		4	4	1	
Switch Phase													
Minimum Initial (s)	6.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	6.0	7.0
Minimum Split (s)	11.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	11.0	21.0
Total Split (s)	30.0	70.0		40.0	40.0		40.0	40.0		40.0	40.0	30.0	21.0
Total Split (%)	22.9%	53.4%		30.5%	30.5%		30.5%	30.5%		30.5%	30.5%	22.9%	16%
Yellow Time (s)	3.0	3.0		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		2.0	2.0		2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0	
Total Lost Time (s)	5.0	5.0			5.0			5.0			5.0	5.0	
Lead/Lag	Lead			Lag	Lag								Lead
Lead-Lag Optimize?													
Recall Mode	None	Min		Min	Min		None	None		None	None	None	None
Act Effct Green (s)	42.9	45.5			30.4			9.2			9.2	14.7	
Actuated g/C Ratio	0.73	0.78			0.52			0.16			0.16	0.25	
v/c Ratio	0.17	0.41			0.52			0.17			0.24	0.32	
Control Delay	6.4	7.6			16.0			27.3			30.3	5.7	
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0	
Total Delay	6.4	7.6			16.0			27.3			30.3	5.7	
LOS	A	A			B			C			C	A	
Approach Delay		7.4			16.0			27.3			11.6		
Approach LOS		A			B			C			B		
Queue Length 50th (ft)	10	74			108			9			16	0	
Queue Length 95th (ft)	56	333			360			46			65	46	
Internal Link Dist (ft)		1455			337			248			930		
Turn Bay Length (ft)	175											288	
Base Capacity (vph)	1016	1767			1165			896			944	1023	
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	0.11	0.34			0.42			0.04			0.06	0.17	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 58.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 11.4 Intersection LOS: B
 Intersection Capacity Utilization 74.9% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Scituate Periodontics Driveway/Old Driftway & New Driftway





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (vph)	140	55	30	110	90	70
Future Volume (vph)	140	55	30	110	90	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1802	0	0	1847	1711	0
Flt Permitted				0.989	0.973	
Satd. Flow (perm)	1802	0	0	1847	1711	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	539			880	1010	
Travel Time (s)	12.3			20.0	23.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	8%	0%	3%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	0	0	153	174	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	140	55	30	110	90	70
Future Vol, veh/h	140	55	30	110	90	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	8	0	3	0
Mvmt Flow	152	60	33	120	98	76
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.9	8.9	9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	56%	0%	21%
Vol Thru, %	0%	72%	79%
Vol Right, %	44%	28%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	160	195	140
LT Vol	90	0	30
Through Vol	0	140	110
RT Vol	70	55	0
Lane Flow Rate	174	212	152
Geometry Grp	1	1	1
Degree of Util (X)	0.224	0.257	0.2
Departure Headway (Hd)	4.627	4.362	4.728
Convergence, Y/N	Yes	Yes	Yes
Cap	776	822	758
Service Time	2.658	2.391	2.76
HCM Lane V/C Ratio	0.224	0.258	0.201
HCM Control Delay	9	8.9	8.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.9	1	0.7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	5	5	140	0	60	0	185	145	45	190	0
Future Volume (vph)	0	5	5	140	0	60	0	185	145	45	190	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1771	0	0	1751	0	0	1753	0	0	1853	0
Flt Permitted					0.966						0.991	
Satd. Flow (perm)	0	1771	0	0	1751	0	0	1753	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		199			539			1313			765	
Travel Time (s)		4.5			12.3			29.8			17.4	
Confl. Peds. (#/hr)									5	5		
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	2%	2%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	217	0	0	359	0	0	256	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.4%
ICU Level of Service	B
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	5	5	140	0	60	0	185	145	45	190	0
Future Vol, veh/h	0	5	5	140	0	60	0	185	145	45	190	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	5	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	2	0	2	2	0	2	0
Mvmt Flow	0	5	5	152	0	65	0	201	158	49	207	0
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	618	669	207	595	590	285	207	0	0	364	0	0
Stage 1	305	305	-	285	285	-	-	-	-	-	-	-
Stage 2	313	364	-	310	305	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	404	381	839	419	423	754	1376	-	-	1206	-	-
Stage 1	709	666	-	727	679	-	-	-	-	-	-	-
Stage 2	702	627	-	705	666	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	356	362	839	395	401	750	1376	-	-	1200	-	-
Mov Cap-2 Maneuver	356	362	-	395	401	-	-	-	-	-	-	-
Stage 1	709	635	-	723	676	-	-	-	-	-	-	-
Stage 2	641	624	-	662	635	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	12.3		19.6		0			1.6				
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1376	-	-	506	460	1200	-	-				
HCM Lane V/C Ratio	-	-	-	0.021	0.473	0.041	-	-				
HCM Control Delay (s)	0	-	-	12.3	19.6	8.1	0	-				
HCM Lane LOS	A	-	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	2.5	0.1	-	-				



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↑
Traffic Volume (vph)	0	0	0	430	465	95
Future Volume (vph)	0	0	0	430	465	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	0	0			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	0	0	1863	1863	1583
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	152			241	1560	
Travel Time (s)	3.5			5.5	35.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	467	505	103
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.8%
	ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	130	5	5	490	425	100
Future Volume (vph)	130	5	5	490	425	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1786	0	0	1881	1814	0
Flt Permitted	0.954					
Satd. Flow (perm)	1786	0	0	1881	1814	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	401			404	90	
Travel Time (s)	9.1			9.2	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	0	0	538	571	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.9% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	130	5	5	490	425	100
Future Vol, veh/h	130	5	5	490	425	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	2	2
Mvmt Flow	141	5	5	533	462	109
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1060	517	571	0	-	0
Stage 1	517	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.41	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	249	562	1012	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	247	562	1012	-	-	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	37.4	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1012	-	252	-	-	
HCM Lane V/C Ratio	0.005	-	0.582	-	-	
HCM Control Delay (s)	8.6	0	37.4	-	-	
HCM Lane LOS	A	A	E	-	-	
HCM 95th %tile Q(veh)	0	-	3.3	-	-	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔		↑	↑	
Traffic Volume (vph)	2	95	0	620	430	0
Future Volume (vph)	2	95	0	620	430	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1556	0	0	1881	1881	0
Flt Permitted	0.999					
Satd. Flow (perm)	1556	0	0	1881	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	152			90	278	
Travel Time (s)	3.5			2.0	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	0	674	467	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.3%
	ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑	↑	
Traffic Vol, veh/h	2	95	0	620	430	0
Future Vol, veh/h	2	95	0	620	430	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	0	1	1	0
Mvmt Flow	2	103	0	674	467	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1141	467	-	0	-	0
Stage 1	467	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Critical Hdwy	6.4	6.26	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.354	-	-	-	-
Pot Cap-1 Maneuver	224	588	0	-	-	0
Stage 1	635	-	0	-	-	0
Stage 2	510	-	0	-	-	0
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	224	588	-	-	-	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	12.8	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	569	-			
HCM Lane V/C Ratio	-	0.185	-			
HCM Control Delay (s)	-	12.8	-			
HCM Lane LOS	-	B	-			
HCM 95th %tile Q(veh)	-	0.7	-			

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations			↕			↕					↕				↕				↕
Traffic Volume (vph)	140	80	355	50	245	240	145	40	30	165	180	225	30	105	210	5	65	105	160
Future Volume (vph)	140	80	355	50	245	240	145	40	30	165	180	225	30	105	210	5	65	105	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1818	0	0	1756	0	0	0	0	1589	0	0	0	1764	0	0	1688	0
Flt Permitted			0.983			0.982				0.993					0.981			0.978	
Satd. Flow (perm)	0	0	1818	0	0	1756	0	0	0	0	1589	0	0	0	1764	0	0	1688	0
Link Speed (mph)			30			30				30					30			30	
Link Distance (ft)			278			1526				637					240			1313	
Travel Time (s)			6.3			34.7				14.5					5.5			29.8	
Confl. Peds. (#/hr)							4	4											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	1%	0%	1%	5%	0%	3%	4%	2%	4%	3%	0%	6%	5%	50%	0%	3%	2%
Shared Lane Traffic (%)											10%								
Lane Group Flow (vph)	0	0	679	0	0	728	0	0	0	232	421	0	0	0	380	0	0	402	0
Sign Control			Yield			Yield				Yield					Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15



Lane Group	SWR2
Lane Configurations	
Traffic Volume (vph)	40
Future Volume (vph)	40
Ideal Flow (vphpl)	1900
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	3%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Intersection						
Intersection Delay, s/veh	92.4					
Intersection LOS	F					
Approach	EB	WB	NB	SB	SW	
Entry Lanes	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	
Adj Approach Flow, veh/h	679	728	653	380	402	
Demand Flow Rate, veh/h	691	745	673	401	409	
Vehicles Circulating, veh/h	850	701	862	942	1075	
Vehicles Exiting, veh/h	492	834	679	542	371	
Ped Vol Crossing Leg, #/h	0	0	0	4	4	
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	126.8	90.8	121.3	30.3	48.8	
Approach LOS	F	F	F	D	E	
Lane	Left	Left	Left	Left	Left	
Designated Moves	LTR	LTR	R	LTR	LR	
Assumed Moves	LTR	LTR	R	LTR	LR	
RT Channelized						
Lane Util	1.000	1.000	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609	2.609	
Critical Headway, s	4.976	4.976	4.976	4.976	4.976	
Entry Flow, veh/h	691	745	673	401	409	
Cap Entry Lane, veh/h	580	675	573	528	461	
Entry HV Adj Factor	0.983	0.977	0.971	0.947	0.983	
Flow Entry, veh/h	680	728	653	380	402	
Cap Entry, veh/h	570	660	556	500	453	
V/C Ratio	1.192	1.104	1.175	0.760	0.887	
Control Delay, s/veh	126.8	90.8	121.3	30.3	48.8	
LOS	F	F	F	D	E	
95th %tile Queue, veh	24	21	23	7	9	

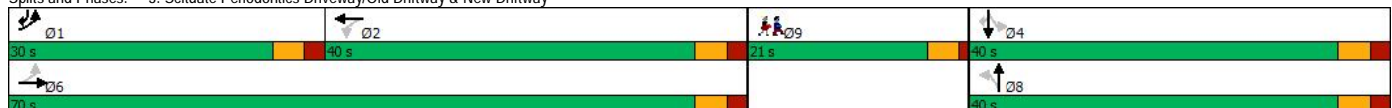


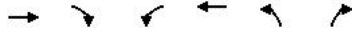
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖	↗
Traffic Volume (vph)	80	650	1	1	545	65	5	0	1	70	0	85	
Future Volume (vph)	80	650	1	1	545	65	5	0	1	70	0	85	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	175		0	0		0	0		0	0		0	288
Storage Lanes	1		0	0		0	0		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1770	1863	0	0	1832	0	0	1782	0	0	1805	1568	
Flt Permitted	0.302				0.999			0.766			0.754		
Satd. Flow (perm)	563	1863	0	0	1830	0	0	1422	0	0	1433	1568	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)					4			92				92	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		1535			417			328			690		
Travel Time (s)		34.9			9.5			7.5			15.7		
Confl. Peds. (#/hr)			3	3									
Confl. Bikes (#/hr)						4							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	3%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	87	708	0	0	664	0	0	6	0	0	76	92	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov	
Protected Phases	1	6			2			8			4	1	9
Permitted Phases	6			2			8			4		4	
Detector Phase	1	6		2	2		8	8		4	4	1	
Switch Phase													
Minimum Initial (s)	6.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	6.0	7.0
Minimum Split (s)	11.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	11.0	21.0
Total Split (s)	30.0	70.0		40.0	40.0		40.0	40.0		40.0	40.0	30.0	21.0
Total Split (%)	22.9%	53.4%		30.5%	30.5%		30.5%	30.5%		30.5%	30.5%	22.9%	16%
Yellow Time (s)	3.0	3.0		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		2.0	2.0		2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag								Lead
Lead-Lag Optimize?													
Recall Mode	None	Min		Min	Min		None	None		None	None	None	None
Act Effct Green (s)	51.6	52.7			39.7			9.8			9.8	18.9	
Actuated g/C Ratio	0.72	0.73			0.55			0.14			0.14	0.26	
v/c Ratio	0.17	0.52			0.66			0.02			0.39	0.19	
Control Delay	7.1	9.7			19.7			0.2			36.6	6.5	
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0	
Total Delay	7.1	9.7			19.7			0.2			36.6	6.5	
LOS	A	A			B			A			D	A	
Approach Delay		9.4			19.7			0.2			20.1		
Approach LOS		A			B			A			C		
Queue Length 50th (ft)	8	99			168			0			28	0	
Queue Length 95th (ft)	50	462			#623			0			88	35	
Internal Link Dist (ft)		1455			337			248			610		
Turn Bay Length (ft)	175											288	
Base Capacity (vph)	835	1722			1011			757			716	868	
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	0.10	0.41			0.66			0.01			0.11	0.11	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 71.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 14.7
 Intersection Capacity Utilization 79.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Scituate Periodontics Driveway/Old Driftway & New Driftway





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (vph)	130	75	45	165	70	50
Future Volume (vph)	130	75	45	165	70	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1771	0	0	1838	1729	0
Flt Permitted				0.989	0.972	
Satd. Flow (perm)	1771	0	0	1838	1729	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	539			880	321	
Travel Time (s)	12.3			20.0	7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	0%	3%	2%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	0	0	228	130	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.5% ICU Level of Service A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	130	75	45	165	70	50
Future Vol, veh/h	130	75	45	165	70	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	0	3	2	0	2
Mvmt Flow	141	82	49	179	76	54
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.9	9.4	8.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	58%	0%	21%
Vol Thru, %	0%	63%	79%
Vol Right, %	42%	37%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	120	205	210
LT Vol	70	0	45
Through Vol	0	130	165
RT Vol	50	75	0
Lane Flow Rate	130	223	228
Geometry Grp	1	1	1
Degree of Util (X)	0.173	0.267	0.288
Departure Headway (Hd)	4.762	4.306	4.549
Convergence, Y/N	Yes	Yes	Yes
Cap	753	833	790
Service Time	2.797	2.333	2.578
HCM Lane V/C Ratio	0.173	0.268	0.289
HCM Control Delay	8.8	8.9	9.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	1.1	1.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔				↔			↔	
Traffic Volume (vph)	0	1	5	175	1	60	0	190	135	70	185	0
Future Volume (vph)	0	1	5	175	1	60	0	190	135	70	185	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1685	0	1770	0	0	0	1751	0	0	1833	0
Flt Permitted				0.950							0.986	
Satd. Flow (perm)	0	1685	0	1770	0	0	0	1751	0	0	1833	0
Link Speed (mph)		30			30				30			30
Link Distance (ft)		295			539				1313			765
Travel Time (s)		6.7			12.3				29.8			17.4
Confl. Peds. (#/hr)									2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	2%	3%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	190	66	0	0	354	0	0	277	0
Sign Control		Stop			Stop			Free			Free	

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

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔				↔			↔	
Traffic Vol, veh/h	0	1	5	175	1	60	0	190	135	70	185	0
Future Vol, veh/h	0	1	5	175	1	60	0	190	135	70	185	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	0	0	2	3	0	3	0
Mvmt Flow	0	1	5	190	1	65	0	207	147	76	201	0
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	667	709	201	639	636	283	-	0	0	356	0	0
Stage 1	353	353	-	283	283	-	-	-	-	-	-	-
Stage 2	314	356	-	356	353	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	375	362	845	389	398	761	0	-	-	1214	-	0
Stage 1	668	634	-	724	681	-	0	-	-	-	-	0
Stage 2	701	633	-	661	634	-	0	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	324	336	845	364	369	760	-	-	-	1212	-	-
Mov Cap-2 Maneuver	324	336	-	364	369	-	-	-	-	-	-	-
Stage 1	668	589	-	724	680	-	-	-	-	-	-	-
Stage 2	640	632	-	609	589	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	10.4		26		0			2.2				
HCM LOS	B		D									
Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT						
Capacity (veh/h)	-	-	675	420	1212	-						
HCM Lane V/C Ratio	-	-	0.01	0.608	0.063	-						
HCM Control Delay (s)	-	-	10.4	26	8.2	0						
HCM Lane LOS	-	-	B	D	A	A						
HCM 95th %tile Q(veh)	-	-	0	3.9	0.2	-						



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↑
Traffic Volume (vph)	0	0	0	490	350	115
Future Volume (vph)	0	0	0	490	350	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	0	0			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	0	0	1863	1810	1538
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	1810	1538
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			240	1567	
Travel Time (s)	3.5			5.5	35.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	533	380	125
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.1% ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	1			1	1	
Traffic Volume (vph)	115	5	5	505	410	135
Future Volume (vph)	115	5	5	505	410	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1753	0	0	1860	1784	0
Flt Permitted	0.954					
Satd. Flow (perm)	1753	0	0	1860	1784	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			200	90	
Travel Time (s)	9.7			4.5	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	0%	20%	2%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	0	554	593	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.9% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	115	5	5	505	410	135
Future Vol, veh/h	115	5	5	505	410	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	0	20	2	3	3
Mvmt Flow	125	5	5	549	446	147
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1079	520	593	0	-	0
Stage 1	520	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.38	-	-	-
Pot Cap-1 Maneuver	241	560	900	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	239	560	900	-	-	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	35.3	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	900	-	245	-	-	
HCM Lane V/C Ratio	0.006	-	0.532	-	-	
HCM Control Delay (s)	9	0	35.3	-	-	
HCM Lane LOS	A	A	E	-	-	
HCM 95th %tile Q(veh)	0	-	2.8	-	-	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔		↑	↑	
Traffic Volume (vph)	5	110	0	620	435	0
Future Volume (vph)	5	110	0	620	435	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1650	0	0	1863	1845	0
Flt Permitted	0.998					
Satd. Flow (perm)	1650	0	0	1863	1845	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			90	278	
Travel Time (s)	3.5			2.0	6.3	
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	674	473	0
Sign Control	Stop			Free	Free	

Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.4%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	5	110	0	620	435	0
Future Vol, veh/h	5	110	0	620	435	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	5	120	0	674	473	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1147	473	-	0	-	0
Stage 1	473	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	222	595	0	-	-	0
Stage 1	631	-	0	-	-	0
Stage 2	510	-	0	-	-	0
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	222	595	-	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	13.4	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	554	-			
HCM Lane V/C Ratio	-	0.226	-			
HCM Control Delay (s)	-	13.4	-			
HCM Lane LOS	-	B	-			
HCM 95th %tile Q(veh)	-	0.9	-			

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR	SWR2
Lane Configurations																			
Traffic Volume (vph)	80	130	380	40	285	240	165	20	65	155	125	200	45	125	305	5	150	135	40
Future Volume (vph)	80	130	380	40	285	240	165	20	65	155	125	200	45	125	305	5	150	135	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1823	0	0	1771	0	0	0	0	1621	0	0	0	1842	0	1699	0	0
Flt Permitted			0.984			0.980					0.986				0.982		0.977		
Satd. Flow (perm)	0	0	1823	0	0	1771	0	0	0	0	1621	0	0	0	1842	0	1699	0	0
Link Speed (mph)			30			30					30				30		30		
Link Distance (ft)			278			1312					637				241		1313		
Travel Time (s)			6.3			29.8					14.5				5.5		29.8		
Confl. Peds. (#/hr)				2				2											
Confl. Bikes (#/hr)							1	1											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	1%	3%	2%	2%	0%	0%	2%	0%	2%	1%	0%	0%	2%	0%	3%	0%	0%
Shared Lane Traffic (%)											10%								
Lane Group Flow (vph)	0	0	684	0	0	772	0	0	0	253	339	0	0	0	517	0	358	0	0
Sign Control			Yield			Yield				Yield					Yield		Yield		

Intersection Summary																			
Area Type:	Other																		
Control Type:	Roundabout																		
Intersection Capacity Utilization Err%	ICU Level of Service H																		
Analysis Period (min)	15																		

Intersection						
Intersection Delay, s/veh	108.6					
Intersection LOS	F					
Approach	EB	WB	NB	SB	SW	
Entry Lanes	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	
Adj Approach Flow, veh/h	684	772	592	517	358	
Demand Flow Rate, veh/h	695	783	598	524	363	
Vehicles Circulating, veh/h	1013	662	841	974	1091	
Vehicles Exiting, veh/h	485	777	867	480	354	
Ped Vol Crossing Leg, #/h	0	0	2	0	2	
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	222.0	93.2	69.9	75.5	37.3	
Approach LOS	F	F	F	F	E	
Lane	Left	Left	Left	Left	Left	
Designated Moves	LTR	LTR	R	LTR	LR	
Assumed Moves	LTR	LTR	R	LTR	LR	
RT Channelized						
Lane Util	1.000	1.000	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609	2.609	
Critical Headway, s	4.976	4.976	4.976	4.976	4.976	
Entry Flow, veh/h	695	783	598	524	363	
Cap Entry Lane, veh/h	491	702	585	511	454	
Entry HV Adj Factor	0.983	0.986	0.990	0.987	0.986	
Flow Entry, veh/h	683	772	592	517	358	
Cap Entry, veh/h	483	692	579	505	447	
V/C Ratio	1.415	1.115	1.022	1.025	0.800	
Control Delay, s/veh	222.0	93.2	69.9	75.5	37.3	
LOS	F	F	F	F	E	
95th %tile Queue, veh	33	23	16	15	7	



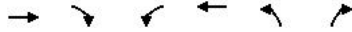
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	105	560	5	1	415	50	25	5	5	45	5	165	
Future Volume (vph)	105	560	5	1	415	50	25	5	5	45	5	165	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0	0		0	0		0	0		0	288
Storage Lanes	1		0	0		0	0		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1805	1879	0	0	1816	0	0	1794	0	0	1818	1615	
Flt Permitted	0.365				0.999			0.750			0.763		
Satd. Flow (perm)	693	1879	0	0	1814	0	0	1394	0	0	1440	1615	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)					4			5					179
Link Speed (mph)		30			30			30				30	
Link Distance (ft)		222			417			328				1010	
Travel Time (s)		5.0			9.5			7.5				23.0	
Confl. Peds. (#/hr)	2		2	2		2			4	4			
Confl. Bikes (#/hr)			6										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	1%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	114	614	0	0	506	0	0	37	0	0	54	179	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov	
Protected Phases	1	6			2			8			4	1	9
Permitted Phases	6			2			8			4		4	
Detector Phase	1	6		2	2		8	8		4	4	1	
Switch Phase													
Minimum Initial (s)	6.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	6.0	7.0
Minimum Split (s)	11.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	11.0	21.0
Total Split (s)	30.0	70.0		40.0	40.0		40.0	40.0		40.0	40.0	30.0	21.0
Total Split (%)	22.9%	53.4%		30.5%	30.5%		30.5%	30.5%		30.5%	30.5%	22.9%	16%
Yellow Time (s)	3.0	3.0		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		2.0	2.0		2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0	
Total Lost Time (s)	5.0	5.0			5.0			5.0			5.0	5.0	
Lead/Lag	Lead			Lag	Lag								Lead
Lead-Lag Optimize?													
Recall Mode	None	Min		Min	Min		None	None		None	None	None	None
Act Effct Green (s)	44.6	47.1			32.2			9.1			9.1	14.9	
Actuated g/C Ratio	0.74	0.78			0.53			0.15			0.15	0.25	
v/c Ratio	0.18	0.42			0.52			0.17			0.25	0.34	
Control Delay	6.4	7.6			15.9			27.8			31.1	5.7	
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0	
Total Delay	6.4	7.6			15.9			27.8			31.1	5.7	
LOS	A	A			B			C			C	A	
Approach Delay		7.4			15.9			27.8			11.6		
Approach LOS		A			B			C			B		
Queue Length 50th (ft)	10	76			112			10			16	0	
Queue Length 95th (ft)	58	341			373			47			66	47	
Internal Link Dist (ft)		142			337			248			930		
Turn Bay Length (ft)												288	
Base Capacity (vph)	1000	1766			1120			861			887	996	
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	0.11	0.35			0.45			0.04			0.06	0.18	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 60.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 11.4 Intersection LOS: B
 Intersection Capacity Utilization 75.9% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Scituate Periodontics Driveway/Old Driftway & New Driftway





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (vph)	140	60	35	110	95	75
Future Volume (vph)	140	60	35	110	95	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1799	0	0	1842	1709	0
Flt Permitted				0.988	0.973	
Satd. Flow (perm)	1799	0	0	1842	1709	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	539			880	1010	
Travel Time (s)	12.3			20.0	23.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	8%	0%	3%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	0	0	158	185	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	140	60	35	110	95	75
Future Vol, veh/h	140	60	35	110	95	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	8	0	3	0
Mvmt Flow	152	65	38	120	103	82
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9	9.1	9.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	56%	0%	24%
Vol Thru, %	0%	70%	76%
Vol Right, %	44%	30%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	170	200	145
LT Vol	95	0	35
Through Vol	0	140	110
RT Vol	75	60	0
Lane Flow Rate	185	217	158
Geometry Grp	1	1	1
Degree of Util (X)	0.239	0.265	0.209
Departure Headway (Hd)	4.651	4.388	4.769
Convergence, Y/N	Yes	Yes	Yes
Cap	771	817	752
Service Time	2.685	2.42	2.805
HCM Lane V/C Ratio	0.24	0.266	0.21
HCM Control Delay	9.2	9	9.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.9	1.1	0.8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	5	5	140	0	65	0	185	145	50	190	0
Future Volume (vph)	0	5	5	140	0	65	0	185	145	50	190	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1771	0	0	1747	0	0	1753	0	0	1852	0
Flt Permitted					0.967						0.990	
Satd. Flow (perm)	0	1771	0	0	1747	0	0	1753	0	0	1852	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		199			539			1313			765	
Travel Time (s)		4.5			12.3			29.8			17.4	
Confl. Peds. (#/hr)									5	5		
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	223	0	0	359	0	0	261	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	60.0%											
ICU Level of Service	B											
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	5	5	140	0	65	0	185	145	50	190	0
Future Vol, veh/h	0	5	5	140	0	65	0	185	145	50	190	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	5	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	2	0	2	2	0	2	0
Mvmt Flow	0	5	5	152	0	71	0	201	158	54	207	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	631	679	207	605	600	285	207	0	0	364	0	0
Stage 1	315	315	-	285	285	-	-	-	-	-	-	-
Stage 2	316	364	-	320	315	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	396	376	839	413	417	754	1376	-	-	1206	-	-
Stage 1	700	659	-	727	679	-	-	-	-	-	-	-
Stage 2	699	627	-	696	659	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	345	355	839	388	394	750	1376	-	-	1200	-	-
Mov Cap-2 Maneuver	345	355	-	388	394	-	-	-	-	-	-	-
Stage 1	700	625	-	723	676	-	-	-	-	-	-	-
Stage 2	633	624	-	651	625	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.4		20.1			0			1.7			
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1376	-	-	499	458	1200	-	-				
HCM Lane V/C Ratio	-	-	-	0.022	0.487	0.045	-	-				
HCM Control Delay (s)	0	-	-	12.4	20.1	8.1	0	-				
HCM Lane LOS	A	-	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	2.6	0.1	-	-				



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	↕
Traffic Volume (vph)	625	60	45	540	60	45
Future Volume (vph)	625	60	45	540	60	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1840	0	0	1855	1770	1583
Flt Permitted				0.996	0.950	
Satd. Flow (perm)	1840	0	0	1855	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1312			222	218	
Travel Time (s)	29.8			5.0	5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	744	0	0	636	65	49
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	75.6%
ICU Level of Service	D
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	↕
Traffic Vol, veh/h	625	60	45	540	60	45
Future Vol, veh/h	625	60	45	540	60	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	679	65	49	587	65	49
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	744	0	1397	712
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	685	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	864	-	155	432
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	500	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	864	-	142	432
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	458	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.7	34.9			
HCM LOS			D			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	142	432	-	-	864	-
HCM Lane V/C Ratio	0.459	0.113	-	-	0.057	-
HCM Control Delay (s)	50.3	14.4	-	-	9.4	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	2.1	0.4	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↑
Traffic Volume (vph)	0	0	0	440	475	95
Future Volume (vph)	0	0	0	440	475	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	0	0			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	0	0	1863	1863	1583
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	152			241	1560	
Travel Time (s)	3.5			5.5	35.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	478	516	103
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.3%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	130	5	5	500	435	100
Future Volume (vph)	130	5	5	500	435	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1786	0	0	1881	1816	0
Flt Permitted	0.954					
Satd. Flow (perm)	1786	0	0	1881	1816	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	401			404	90	
Travel Time (s)	9.1			9.2	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	0	0	548	582	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.5%
	ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	130	5	5	500	435	100
Future Vol, veh/h	130	5	5	500	435	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	2	2
Mvmt Flow	141	5	5	543	473	109
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1081	528	582	0	-	0
Stage 1	528	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Critical Hdwy	6.41	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	242	554	1002	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	240	554	1002	-	-	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	39.5	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1002	-	245	-	-	
HCM Lane V/C Ratio	0.005	-	0.599	-	-	
HCM Control Delay (s)	8.6	0	39.5	-	-	
HCM Lane LOS	A	A	E	-	-	
HCM 95th %tile Q(veh)	0	-	3.5	-	-	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔		↑	↑	
Traffic Volume (vph)	2	95	0	630	440	0
Future Volume (vph)	2	95	0	630	440	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1556	0	0	1881	1881	0
Flt Permitted	0.999					
Satd. Flow (perm)	1556	0	0	1881	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	152			90	278	
Travel Time (s)	3.5			2.0	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	0	685	478	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.8%
	ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	2	95	0	630	440	0
Future Vol, veh/h	2	95	0	630	440	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	0	1	1	0
Mvmt Flow	2	103	0	685	478	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1163	478	-	0	-	0
Stage 1	478	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Critical Hdwy	6.4	6.26	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.354	-	-	-	-
Pot Cap-1 Maneuver	217	579	0	-	-	0
Stage 1	628	-	0	-	-	0
Stage 2	504	-	0	-	-	0
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	217	579	-	-	-	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	12.9	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	560	-			
HCM Lane V/C Ratio	-	0.188	-			
HCM Control Delay (s)	-	12.9	-			
HCM Lane LOS	-	B	-			
HCM 95th %tile Q(veh)	-	0.7	-			

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations																			
Traffic Volume (vph)	140	80	370	50	260	255	155	40	30	165	180	240	30	115	210	5	65	105	160
Future Volume (vph)	140	80	370	50	260	255	155	40	30	165	180	240	30	115	210	5	65	105	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1820	0	0	1756	0	0	0	0	1589	0	0	0	1762	0	0	1688	0
Flt Permitted			0.983			0.982				0.993					0.980			0.978	
Satd. Flow (perm)	0	0	1820	0	0	1756	0	0	0	0	1589	0	0	0	1762	0	0	1688	0
Link Speed (mph)			30			30				30					30			30	
Link Distance (ft)			278			1298				637					240			1313	
Travel Time (s)			6.3			29.5				14.5					5.5			29.8	
Confl. Peds. (#/hr)							4	4											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	1%	0%	1%	5%	0%	3%	4%	2%	4%	3%	0%	6%	5%	50%	0%	3%	2%
Shared Lane Traffic (%)											10%								
Lane Group Flow (vph)	0	0	695	0	0	771	0	0	0	232	437	0	0	0	391	0	0	402	0
Sign Control			Yield			Yield				Yield					Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15



Lane Group	SWR2
Lane Configurations	
Traffic Volume (vph)	40
Future Volume (vph)	40
Ideal Flow (vphpl)	1900
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	3%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Intersection						
Intersection Delay, s/veh	112.6					
Intersection LOS	F					
Approach	EB	WB	NB	SB	SW	
Entry Lanes	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	
Adj Approach Flow, veh/h	695	771	669	391	402	
Demand Flow Rate, veh/h	707	789	690	412	409	
Vehicles Circulating, veh/h	879	701	890	976	1119	
Vehicles Exiting, veh/h	509	879	696	552	371	
Ped Vol Crossing Leg, #/h	0	0	0	4	4	
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	152.6	114.1	146.9	35.9	57.8	
Approach LOS	F	F	F	E	F	
Lane	Left	Left	Left	Left	Left	
Designated Moves	LTR	LTR	R	LTR	LR	
Assumed Moves	LTR	LTR	R	LTR	LR	
RT Channelized						
Lane Util	1.000	1.000	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609	2.609	
Critical Headway, s	4.976	4.976	4.976	4.976	4.976	
Entry Flow, veh/h	707	789	690	412	409	
Cap Entry Lane, veh/h	563	675	557	510	441	
Entry HV Adj Factor	0.984	0.977	0.970	0.948	0.983	
Flow Entry, veh/h	695	771	669	391	402	
Cap Entry, veh/h	554	660	540	483	433	
V/C Ratio	1.256	1.169	1.239	0.808	0.928	
Control Delay, s/veh	152.6	114.1	146.9	35.9	57.8	
LOS	F	F	F	E	F	
95th %tile Queue, veh	27	25	26	8	10	

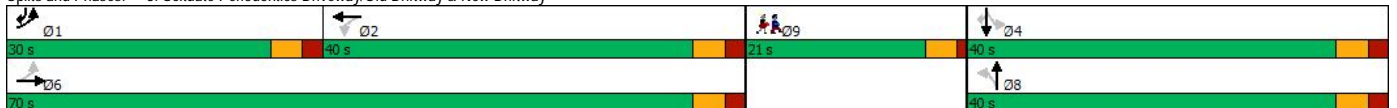


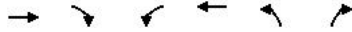
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖	↗
Traffic Volume (vph)	90	660	1	1	560	65	5	0	1	70	0	95	
Future Volume (vph)	90	660	1	1	560	65	5	0	1	70	0	95	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0	0	288	
Storage Lanes	1		0	0		0	0		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	1770	1863	0	0	1832	0	0	1782	0	0	1805	1568	
Flt Permitted	0.295				0.999			0.766			0.754		
Satd. Flow (perm)	550	1863	0	0	1830	0	0	1422	0	0	1433	1568	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)					4			92				103	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		224			417			328			690		
Travel Time (s)		5.1			9.5			7.5			15.7		
Confl. Peds. (#/hr)			3	3									
Confl. Bikes (#/hr)						4							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	3%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	98	718	0	0	681	0	0	6	0	0	76	103	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov	
Protected Phases	1	6			2			8			4	1	9
Permitted Phases	6			2			8			4		4	
Detector Phase	1	6		2	2		8	8		4	4	1	
Switch Phase													
Minimum Initial (s)	6.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	6.0	7.0
Minimum Split (s)	11.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	11.0	21.0
Total Split (s)	30.0	70.0		40.0	40.0		40.0	40.0		40.0	40.0	30.0	21.0
Total Split (%)	22.9%	53.4%		30.5%	30.5%		30.5%	30.5%		30.5%	30.5%	22.9%	16%
Yellow Time (s)	3.0	3.0		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		2.0	2.0		2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag								Lead
Lead-Lag Optimize?													
Recall Mode	None	Min		Min	Min		None	None		None	None	None	None
Act Effct Green (s)	51.8	52.9			39.8			9.8			9.8	19.0	
Actuated g/C Ratio	0.72	0.73			0.55			0.14			0.14	0.26	
v/c Ratio	0.19	0.53			0.67			0.02			0.39	0.21	
Control Delay	7.1	9.8			20.2			0.2			36.9	6.2	
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0	
Total Delay	7.1	9.8			20.2			0.2			36.9	6.2	
LOS	A	A			C			A			D	A	
Approach Delay		9.5			20.2			0.2			19.3		
Approach LOS		A			C			A			B		
Queue Length 50th (ft)	9	101			177			0			28	0	
Queue Length 95th (ft)	55	471			#651			0			88	37	
Internal Link Dist (ft)		144			337			248			610		
Turn Bay Length (ft)												288	
Base Capacity (vph)	830	1719			1010			755			715	871	
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	0.12	0.42			0.67			0.01			0.11	0.12	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 72.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 14.8 Intersection LOS: B
 Intersection Capacity Utilization 87.4% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Scituate Periodontics Driveway/Old Driftway & New Driftway





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (vph)	130	80	50	165	75	55
Future Volume (vph)	130	80	50	165	75	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1768	0	0	1838	1727	0
Flt Permitted				0.989	0.972	
Satd. Flow (perm)	1768	0	0	1838	1727	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	539			880	321	
Travel Time (s)	12.3			20.0	7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	0%	3%	2%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	0	0	233	142	0
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.7% ICU Level of Service A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	130	80	50	165	75	55
Future Vol, veh/h	130	80	50	165	75	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	0	3	2	0	2
Mvmt Flow	141	87	54	179	82	60
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9	9.6	8.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	58%	0%	23%
Vol Thru, %	0%	62%	77%
Vol Right, %	42%	38%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	130	210	215
LT Vol	75	0	50
Through Vol	0	130	165
RT Vol	55	80	0
Lane Flow Rate	141	228	234
Geometry Grp	1	1	1
Degree of Util (X)	0.188	0.275	0.298
Departure Headway (Hd)	4.783	4.333	4.588
Convergence, Y/N	Yes	Yes	Yes
Cap	749	829	783
Service Time	2.823	2.364	2.62
HCM Lane V/C Ratio	0.188	0.275	0.299
HCM Control Delay	8.9	9	9.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	1.1	1.3

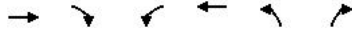


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔				↔			↔	
Traffic Volume (vph)	0	1	5	175	1	65	0	190	135	75	185	0
Future Volume (vph)	0	1	5	175	1	65	0	190	135	75	185	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1685	0	1770	0	0	0	1751	0	0	1834	0
Flt Permitted				0.950							0.986	
Satd. Flow (perm)	0	1685	0	1770	0	0	0	1751	0	0	1834	0
Link Speed (mph)		30			30				30			30
Link Distance (ft)		295			539				1313			765
Travel Time (s)		6.7			12.3				29.8			17.4
Confl. Peds. (#/hr)									2		2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	2%	3%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	190	72	0	0	354	0	0	283	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

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

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔				↔			↔	
Traffic Vol, veh/h	0	1	5	175	1	65	0	190	135	75	185	0
Future Vol, veh/h	0	1	5	175	1	65	0	190	135	75	185	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	0	0	2	3	0	3	0
Mvmt Flow	0	1	5	190	1	71	0	207	147	82	201	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	682	721	201	651	648	283	-	0	0	356	0	0
Stage 1	365	365	-	283	283	-	-	-	-	-	-	-
Stage 2	317	356	-	368	365	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	367	356	845	382	392	761	0	-	-	1214	-	0
Stage 1	658	627	-	724	681	-	0	-	-	-	-	0
Stage 2	698	633	-	652	627	-	0	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	313	328	845	356	361	760	-	-	-	1212	-	-
Mov Cap-2 Maneuver	313	328	-	356	361	-	-	-	-	-	-	-
Stage 1	658	579	-	724	680	-	-	-	-	-	-	-
Stage 2	632	632	-	597	579	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.4			27.1			0			2.4		
HCM LOS	B			D								
Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT						
Capacity (veh/h)	-	-	669	416	1212	-						
HCM Lane V/C Ratio	-	-	0.01	0.627	0.067	-						
HCM Control Delay (s)	-	-	10.4	27.1	8.2	0						
HCM Lane LOS	-	-	B	D	A	A						
HCM 95th %tile Q(veh)	-	-	0	4.2	0.2	-						



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	695	75	55	600	70	55
Future Volume (vph)	695	75	55	600	70	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1839	0	0	1855	1770	1583
Flt Permitted				0.996	0.950	
Satd. Flow (perm)	1839	0	0	1855	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1298			224	268	
Travel Time (s)	29.5			5.1	6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	837	0	0	712	76	60
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	87.7%
ICU Level of Service	E
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	↕
Traffic Vol, veh/h	695	75	55	600	70	55
Future Vol, veh/h	695	75	55	600	70	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	755	82	60	652	76	60
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	837	0	1568	796
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	772	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	797	-	122	387
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	456	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	797	-	108	387
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	402	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.8	59.8			
HCM LOS			F			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	108	387	-	-	797	-
HCM Lane V/C Ratio	0.705	0.154	-	-	0.075	-
HCM Control Delay (s)	94.3	16	-	-	9.9	0
HCM Lane LOS	F	C	-	-	A	A
HCM 95th %tile Q(veh)	3.7	0.5	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↑
Traffic Volume (vph)	0	0	0	500	360	115
Future Volume (vph)	0	0	0	500	360	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	0	0			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	0	0	1863	1810	1538
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	1810	1538
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			240	1567	
Travel Time (s)	3.5			5.5	35.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	543	391	125
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.6% ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	5	5	515	420	140
Future Volume (vph)	120	5	5	515	420	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1753	0	0	1860	1782	0
Flt Permitted	0.954					
Satd. Flow (perm)	1753	0	0	1860	1782	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			200	90	
Travel Time (s)	9.7			4.5	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	0%	20%	2%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	0	565	609	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.7% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	120	5	5	515	420	140
Future Vol, veh/h	120	5	5	515	420	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	0	20	2	3	3
Mvmt Flow	130	5	5	560	457	152
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1103	533	609	0	-	0
Stage 1	533	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.38	-	-	-
Pot Cap-1 Maneuver	233	551	888	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	231	551	888	-	-	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	39.1	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	888	-	236	-	-	
HCM Lane V/C Ratio	0.006	-	0.576	-	-	
HCM Control Delay (s)	9.1	0	39.1	-	-	
HCM Lane LOS	A	A	E	-	-	
HCM 95th %tile Q(veh)	0	-	3.2	-	-	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Volume (vph)	5	110	0	635	450	0
Future Volume (vph)	5	110	0	635	450	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1650	0	0	1863	1845	0
Flt Permitted	0.998					
Satd. Flow (perm)	1650	0	0	1863	1845	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			90	278	
Travel Time (s)	3.5			2.0	6.3	
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	690	489	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	5	110	0	635	450	0
Future Vol, veh/h	5	110	0	635	450	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	5	120	0	690	489	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1179	489	-	0	-	0
Stage 1	489	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	212	583	0	-	-	0
Stage 1	621	-	0	-	-	0
Stage 2	502	-	0	-	-	0
Platoon blocked, %						
Mov Cap-1 Maneuver	212	583	-	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	13.6	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	542	-			
HCM Lane V/C Ratio	-	0.231	-			
HCM Control Delay (s)	-	13.6	-			
HCM Lane LOS	-	B	-			
HCM 95th %tile Q(veh)	-	0.9	-			