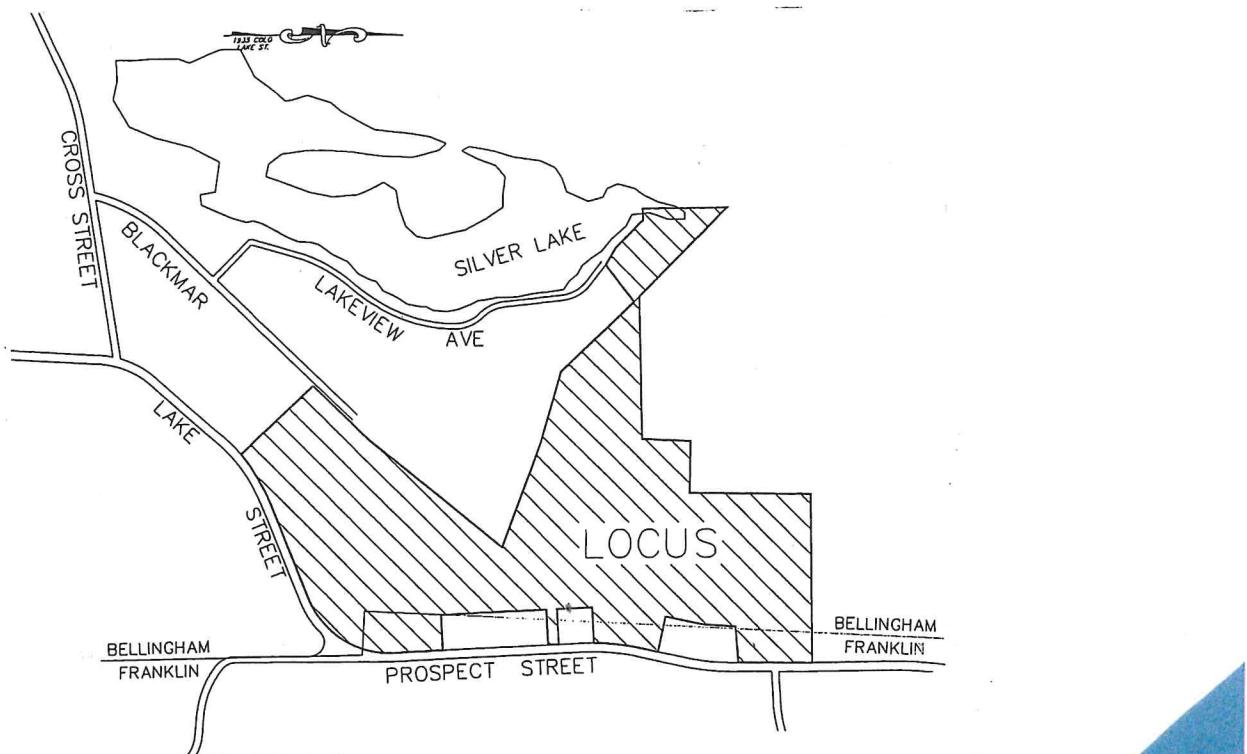


**Traffic Impact & Access Study  
for Wall Street Development Corp.**

**PROSPECT HILL ESTATES  
(NOW KNOWN AS PROSPECT HILL VILLAGE)  
BELLINGHAM, MASSACHUSETTS**



**Kimley »Horn**

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July 2023  
Updated November 2023  
Updated October 2024  
112614004

# PROSPECT HILL ESTATES BELLINGHAM, MASSACHUSETTS

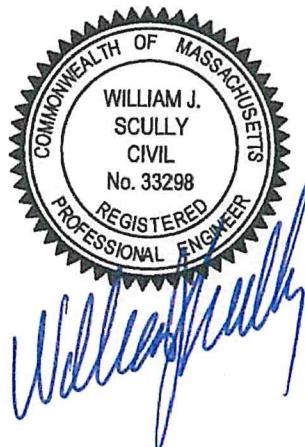
## Traffic Impact & Access Study

PREPARED FOR  
WALL STREET DEVELOPMENT CORP.

PREPARED BY  
KIMLEY-HORN AND ASSOCIATES, INC.

**Kimley»Horn**

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July 2023  
Updated November 2023  
Updated September 2024  
112614004



Massachusetts Registration Number 33298

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## PREFACE

Kimley-Horn and Associates has prepared this update to the November 2023 Traffic Impact & Access Study (TIAS) for Prospect Hill Estates, to address the modifications of the Proposed Site Driveways. This updated TIAS includes new traffic volume data that was collected in September 2024 along Lake Street, nearby the Lake Street Site Driveway. In addition, the 2030 Build analysis was updated to reflect one driveway along Prospect Street and one driveway along Lake Street.

## EXECUTIVE SUMMARY

### PURPOSE OF REPORT AND STUDY OBJECTIVES

The report presents the results of the traffic impact and access study for the development of a proposed residential development located in the Town of Bellingham, approximately 156 single-family attached dwelling units (DU). This analysis reflects an update from the July report to include a second point of access along Lake Street. This report describes the project area's transportation system, existing traffic volumes and analysis, estimation of Future No-Build and Future Build traffic volumes, and the analysis. The Future Build year for this project is 2030. The methodology is consistent with MassDOT traffic analysis guidelines.

### SITE LOCATION AND STUDY AREA

The proposed residential development is located along the west side of Prospect Street, north of Lake Street. The proposed development is in the Town of Bellingham, while the Proposed Site Driveways are in the Town of Franklin. This proposed development will include 156 single-family attached in groups of four (4) units.

The site location is shown in **Figure 1** and the study area includes the intersection of Prospect Street & Lake Street.

### PRINCIPAL FINDINGS AND CONCLUSIONS

The analysis of traffic with respect to the development of 156 single-family attached dwelling units along Prospect Street was completed following standard practice. The key findings of this traffic impact and access study are as follows:

- The exiting movements from the Prospect Street Site Driveway and Lake Street Site Driveway operate with minimal or short delays.
- Both site driveways, will be safely located with sight distance criteria exceeded and more than adequate.
- Most site related trips are expected to utilize the Prospect Street site drive with most of the traffic oriented towards Route 140 and points north and the layout of the dwelling units within the site.
- The project will result in minimal changes in delays at the intersection of Prospect Street & Lake Street that will not be noticeable to the average motorist.
- The majority of the project traffic is anticipated to travel to and from Route 140, which is located north of the Project to reach the Interstate, Forge Park/495 Train Station, institutional and commercial uses.
- At the intersection of Prospect Street & Lake Street, the sight distance looking to the north from Lake Street does not meet the American Association of State Highway and Transportation Officials (AASHTO) criteria for 30 miles per hour (MPH) due to the overgrown shrubbery, foliage, and roadside grade. In addition, with a significant traffic movement currently occurring between Lake Street and Prospect Street and the visibility of the intersection to oncoming motorists somewhat hidden due to the vegetation and road curvature, it may be appropriate to enhance the visibility of it regardless of this proposed development.

## PROPOSED MITIGATION

While the project itself is not creating any new anticipated operational deficiencies and site related traffic will be able to enter and exit the site safely, the importance of creating safe and efficient access for the project is essential to maintain a safe multimodal traveling network for non-site related traffic. The following mitigation measures have been identified below and are intended to provide safe site access.

- STOP control on the Prospect Street Site Driveway and Lake Street Site Driveway with STOP (R1-1) sign install compliant with Manual on Uniform Traffic Control Devices (MUTCD).
- While the proposed project is anticipated to have a minimal impact on this intersection, it is proposed to clear and regrade the roadside area on the west and southwest sides of Prospect Street at Lake Street to bring the grade down to level with the road grade for the purpose of improving visibility. Clear overgrown shrubbery and foliage along the western side of Prospect Street. Widen the corner radius at the northwest corner of Prospect Street & Lake Street. It was noted that there were tire track movements in the gravel area indicating a wider corner radius would be beneficial since they are currently making this movement.
- Install Intersection Ahead signs (W2-2) compliant with MUTCD along Prospect Street in both directions to indicate that Lake Street is ahead.
- While the crash data does not indicate a serious safety pattern, it is recommended that the visibility of the STOP control on the Lake Street approach to Prospect Street be enhanced by installing two (2) STOP (R1-1) signs along both sides of Lake Street. Another option would be to install a STOP sign with blinking LED border lamps.
- Install STOP Ahead sign (W3-1) compliant with MUTCD along Lake Street, approaching Prospect Street supplementing the one advance warning sign the Town installed further south.
- Install Advance Warning Side Road sign (W2-2) compliant with MUTCD along Lake Street, nearby 468 Lake Street to indicate the proposed Lake Street Site Driveway is ahead.
- In an effort to manage travel speeds along Prospect Street in the vicinity of the site site, it is suggested that a solar powered speed feedback sign be installed facing southbound traffic prior to the site drive.

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- Appendix C: Growth Rate Calculations
- Appendix D: Vicinity Developments
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## INTRODUCTION

This report has been prepared by Kimley-Horn and Associates, Inc. to document the potential traffic impacts associated with the development of 156 single-family attached dwelling units (DU) along the west side of Prospect Street (Franklin), north of Lake Street. The proposed development is in the Town of Bellingham, while both of the Proposed Site Driveways are in the Town of Franklin. This analysis reflects an update from the July report to include a second point of access along Lake Street. A site plan is included in **Appendix H**. The purpose of the study was to assess the development's impact on the roadway network, site access, and circulation. **Figure 1** illustrates the location of the proposed developments and study intersection.

This report summarizes the data collection, trip generation, trip distribution and assignment, and intersection capacity analysis.

## EXISTING CONDITIONS

### ROADWAY NETWORKS

Evaluation of the traffic impacts associated with the proposed residential development in the surrounding roadway network in the Town of Bellingham and the Town of Franklin requires a thorough understanding of the existing roadway system in the vicinity of the site. The existing conditions observed in the study area include an inventory of the roadways, speed limits, intersection geometry, and traffic control devices. Key roadways in the study area include Prospect Street & Lake Street. For orientation purposes, Prospect Street is northbound/southbound and other intersecting roadways are eastbound/westbound in the vicinity. Prospect Street to the north becomes South Maple Street in Bellingham that intersects with Route 140.

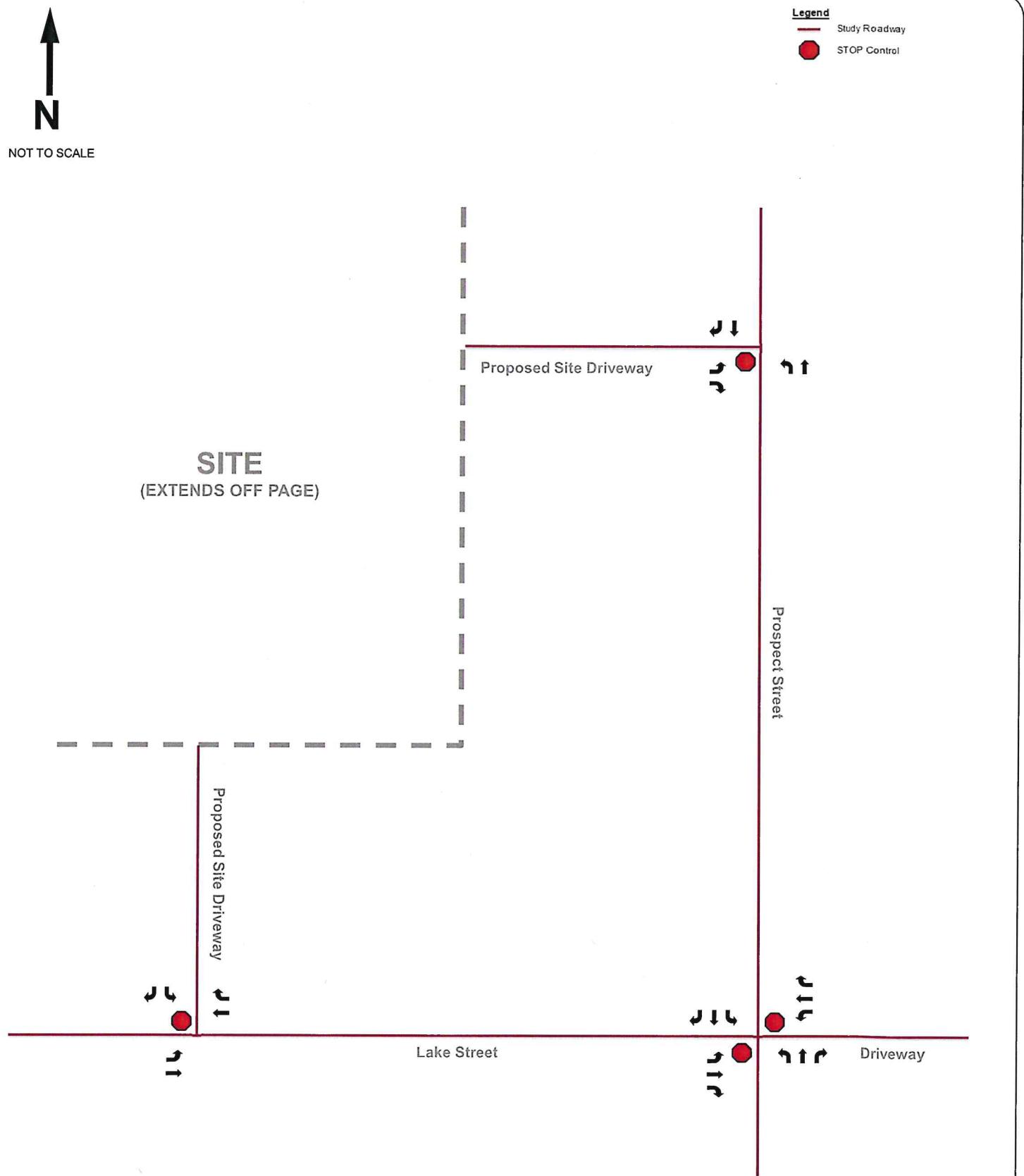
**Prospect Street** is a north-south, two-lane undivided roadway with a posted speed limit of 30 miles per hour (MPH). It is classified by Massachusetts Department of Transportation (MassDOT) as an Urban Minor Arterial and is under the jurisdiction of the Town of Franklin.

**Lake Street** is an east-west, two-lane undivided roadway with a posted speed limit of 30 MPH. It is classified by MassDOT as an Urban Minor Arterial and is under the jurisdiction of the Town of Bellingham.

### DESCRIPTION OF STUDY INTERSECTION

**Prospect Street & Lake Street** is a three-legged unsignalized intersection. The southbound approach provided by Prospect Street permits right-turn and through movements via one (1) shared right-turn/through lane. The northbound approach provided by Prospect Street permits left-turn and through movements via one (1) shared left-turn/through lane. The eastbound approach provided by Lake Street permits right-turn and left-turn movements via one (1) shared left-turn/right-turn lane.

The study intersection with the intersection geometry and traffic controls is provided graphically as well as the proposed site driveway along Prospect Street in **Figure 2**.



**Figure 2**  
**Lane Designations and Traffic Control**  
**Prospect Hills Estates Traffic Impact & Access Study**  
**Bellingham, MA**

**Figure 1. Site Vicinity and Study Intersection**



## PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

Sidewalk or bicycle facilities are not provided on either side along Prospect Street or Lake Street within the project vicinity.

Public transportation service for Bellingham and Franklin is provided by Greater Attleboro and Taunton Regional Transit Authority (GATRA). Bus service is not provided within the project vicinity, but the Town of Bellingham and the Town of Franklin are served by 'Dial-a-Ride' paratransit services. Forge Park/495 Station is approximately 1.5 miles northeast from the project site and serves the Massachusetts Bay Transit Authority (MBTA) Franklin/Foxboro Commuter Rail Line.

## TRAFFIC DATA COLLECTION

Existing traffic volumes were based upon new turning movement counts (TMCs) collected on Tuesday, May 9, 2023, at Prospect Street & Lake Street as part of this analysis during the AM peak period (7:00 AM – 9:00 AM) and PM peak period (4:00 PM – 6:00 PM). The AM peak hour is from 7:00 AM to 8:00 AM and the PM peak hour is from 4:00 PM to 5:00 PM.

Based on the collected TMC data, approximately 3.3% of the total vehicles (passenger vehicles and heavy vehicles) in the northbound direction were heavy vehicles during the AM peak hour and 3.0% of the total vehicles (passenger vehicles and heavy vehicles) in the northbound direction were heavy vehicles during the PM peak hour. In the southbound direction, approximately 9.0% of the total vehicles (passenger vehicles and heavy vehicles) were heavy vehicles during the AM peak hour and 2.1% of the total vehicles (passenger vehicles and heavy vehicles) were heavy vehicles during PM peak hours. On Lake Street in the eastbound direction, approximately 2.2% of the total vehicles (passenger vehicles and heavy vehicles) were heavy vehicles during the AM peak hour and 2.3% of the total vehicles (passenger vehicles and heavy vehicles) were heavy vehicles during the PM peak hour.

In addition to the TMCs at Prospect Street & Lake Street, an automatic traffic recorders (ATRs) for 48 hours was conducted for a 48 hour period, Tuesday, May 9, 2023, to Wednesday, May 10, 2023, on Prospect Street, north of Lake Street. A summary of the traffic volume data is **Table 1**. Prospect Street north of Lake Street average weekday volume is 9,357 vehicles per day (VPD). Peak hour flows represent approximately 8% and 9% of the weekday 24-hour volume during the AM and PM peak hours, respectively. The 85<sup>th</sup> percentile speed along Prospect Street, north of Lake Street, is 46 MPH in the northbound, and 44 MPH in the southbound. Both observed 85<sup>th</sup> percentile speeds are higher than the posted speed limit of 30 MPH. The ATR was located nearby the Prospect Street Site Driveway. The location of the ATR could lead to slower speeds as vehicles approach Lake Street.

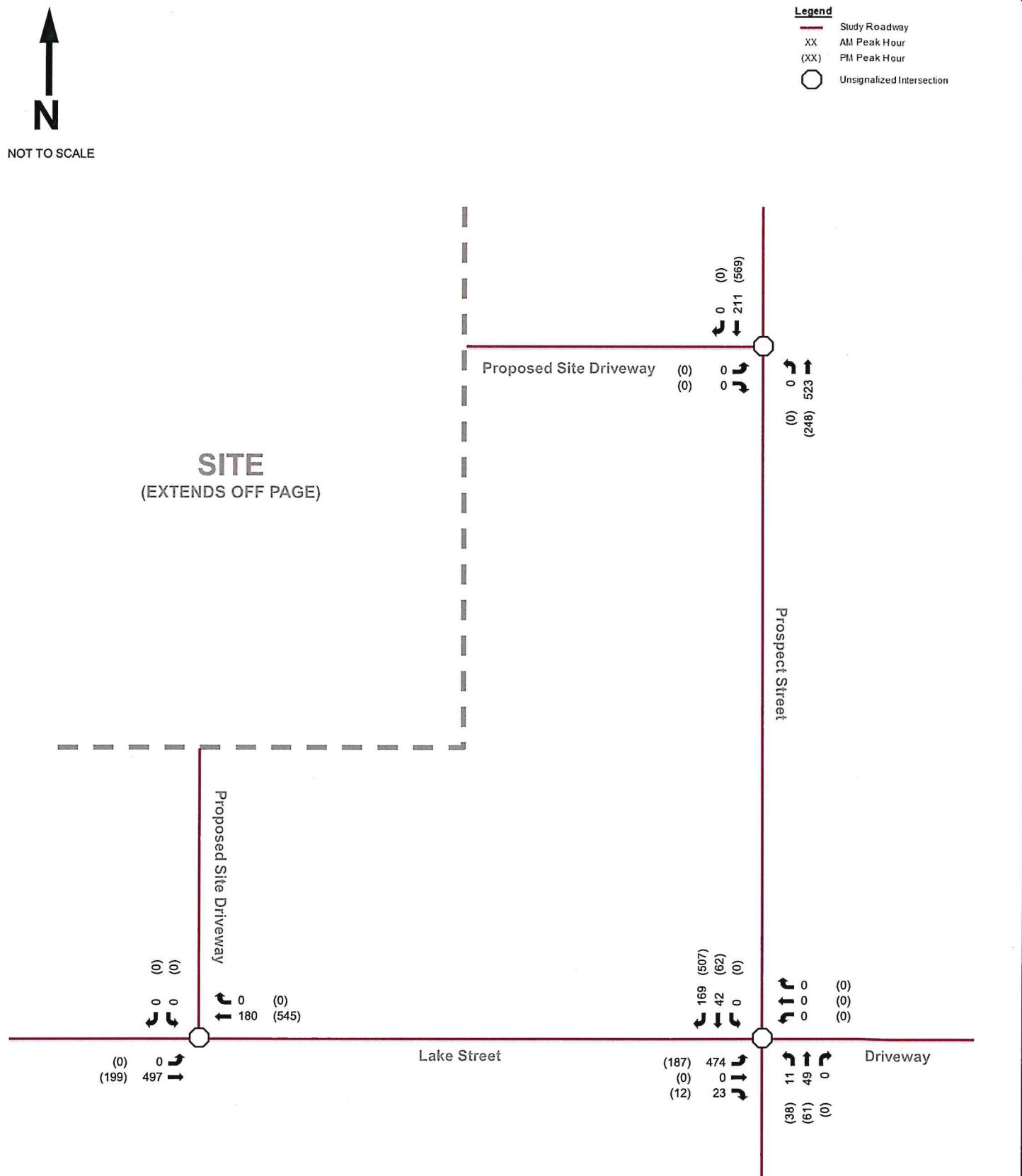
An additional ATR was conducted for a 48 hour period from, Wednesday, September 4, 2024, to Thursday, September 5, 2024, on Lake Street, west of Prospect Street. The 85<sup>th</sup> percentile speed in the eastbound and westbound direction is 31 MPH. Both observed 85<sup>th</sup> percentile speeds are slightly higher than the posted speed limit of 30 MPH. The ATR was located nearby the Lake Street Site Driveway

Table 1. Summary of Traffic Volume Data at Prospect Street, north of Lake Street

Posted Speed Limit (MPH)	85 <sup>th</sup> Percentile Speed (MPH)	Average Weekday Volume	Weekday AM Peak Hour				Weekday PM Peak Hour			
			Time	Veh. Vol.	Truck Volume	Dir. Dist.	Time	Veh. Vol.	Truck Volume	Dir. Dist.
30	46 NB / 44 SB	9,357	7:15–8:15	743	14 NB / 14 SB	70% NB / 30% SB	4:00–5:00	862	4 NB / 8 SB	33% NB / 67% SB

Based on the MassDOT data, the May traffic volumes along Prospect Street and Lake Street, both Urban Minor Arterial roadways, are above average conditions, and a seasonal adjustment factor was not applied to the existing traffic volumes. **Figure 3** presents the existing turning movement volumes at the study intersection during the AM and PM peak hours.

The traffic data are included in **Appendix A**.



**Figure 3**  
**Existing Conditions AM & PM Peak Hour Traffic Volumes**  
**Prospect Hills Estates Traffic Impact & Access Study**  
**Bellingham, MA**

## CRASH HISTORY

Crash data was obtained from the MassDOT Crash Data Portal for the most recently completed three-year period from January 1, 2017, to December 31, 2019, at Prospect Street & Lake Street. There were no reported crashes between 2017 and 2019.

Please note that data from 2020 was during the pandemic when traffic volumes were significantly reduced and were not included in the analysis of crash data. Crash data from 2021 or later is not yet considered complete by MassDOT. For the purpose of this report, crash data from 2021 to 2022 was considered separately.

In the period between 2021 and 2022, there were two (2) reported crashes at Prospect Street & Lake Street. There were no fatalities and the crash type that occurred were angle crashes. There were no collision with pedestrians and bicyclists. The crashes occurred during dry road conditions or dark but lighted roadway conditions. An intersection crash rate was calculated for the years, 2021 to 2022 and was compared to MassDOT District 3 average crash rate to determine if potential safety issues exist. The crash rate was 0.34, which is below the MassDOT District 3 average crash rate, 0.61. A summary table of the 2021-2022 crash data is provided in **Table 2**. The crash history and intersection crash rate worksheet can be found in **Appendix B**.

**Table 2. Intersection Crash Summary (2021 – 2022)**

Prospect Street & Lake Street	
<b>Total Number of Crashes</b>	2
Property Damage	2
Injury	0
Fatality	0
Not Reported	0
Manner of Collision	
Rear End	0
Angle	2
Side Swipe	0
Head On	0
Single Vehicles	0
Collision with Ped	0
Collision with Bike	0
Other/Unknown	0
Time of Day	
6:01 AM – 10:00 AM	0
10:01 AM – 4:00 PM	1
4:01 PM – 7:00 PM	1
7:01 PM – 6:00 AM	0

Year	
2021	1
2022	1
Weather Conditions	
Clear	0
Cloudy	1
Wet	1
Snow/Ice	0
Other/Unknown	0
Light Conditions	
Daylight	1
Dawn/Dusk	0
Dark (Unlit)	0
Dark (Lit)	1
Unknown	0
<b>Annual Average Crashes</b>	<b>1.00</b>
<b>Intersection Crash Rate</b>	<b>0.34</b>
<b>MassDOT District 3 Average Crash Rate</b>	<b>0.61</b>
<b>Signal Control</b>	<b>Unsignalized</b>

Traffic patterns changed after COVID-19 restrictions were put into place in March of 2020 and those had an impact on traffic in 2021 as well. **Table 3** shows a comparison of the crash averages per year for the different time periods, pre-covid (2017-2019) and post-covid (2021-2022). There was a slight increase in the annual average crashes to one (1) per year. Based on the history and crash rate calculations compared to the MassDOT district rates, it can be concluded that while there are physical characteristics at this intersection that affect visibility and vehicle movements, it is not experiencing a crash history that would indicate a significant safety concern.

**Table 3. Annual Average Crashes Comparison for Before and After COVID-19 Impact**

	Prospect & Lake Street
<b>Pre-Covid (2017-2019 Annual Average Crashes)</b>	<b>0</b>
<b>Post-Covid (2021-2022 Annual Average Crashes)</b>	<b>1</b>

## SIGHT DISTANCE ANALYSIS

Adequate sight distance is an important safety consideration at intersections and driveways. The sight distances were reviewed relative at the intersection of Prospect Street & Lake Street and the proposed site driveways. Stopping sight distance (SSD) is the distance required for an approaching driver (with an eye height of 3.5 feet) to perceive and stop in time to avoid a collision with an object two (2) feet high in the roadway. The values are based on a perception and reaction time of 2.5 seconds and braking distance required under wet, level pavements. Corner or intersection sight distance (ISD) is based upon the time required to perceive, react and complete a desired exiting maneuver from a driveway once the driver decides to execute the maneuver. ISD is more related to operations and to some degree, the convenience or inconvenience of the oncoming motorist.

The minimum criteria are defined by the American Association of State and Highway and Transportation Officials (AASHTO). SSD relates specifically to safety. As indicated by AASHTO, if available ISD meets or exceeds the minimum SSD criteria, then there is an adequate safe sight distance available for motorists to avoid collisions.

A site visit was conducted on Tuesday, September 20, 2022, to measure the available sight distance at the intersection of Prospect Street & Site Driveway, as part of a *Traffic Review Letter*. Both the approaching and intersection (exiting) sight distances were determined, and measurements completed with a measuring wheel. An additional site visit was conducted on Tuesday, May 30, 2023, to measure the available sight distances at the intersection of Prospect Street & Lake Street. The posted speed limit along Prospect Street is 30 MPH. The location of the ATR was along Prospect Street, north of Lake Street and near the Proposed Site Driveway. Based upon the ATR, the average speed is 40 MPH and the 85<sup>th</sup> percentile speed is 45 MPH. It was observed during the site visits, motor vehicles slowed down along Prospect Street when approaching Lake Street. Due to this, the sight distance analysis speed includes 45 MPH for the Proposed Site Driveway and 40 MPH for Lake Street. An additional site visit was conducted on Friday, September 6, 2024, to measure the available sight distances at the intersection of Lake Street & Site Driveway. The posted speed limit along Lake Street is 30 MPH. The location of the ATR was along Lake Street, west of Prospect Street and near the Proposed Site Driveway. Based upon the ATR, the average speed is 27 MPH and the 85<sup>th</sup> percentile speed is 31 MPH.

As shown in **Table 4**, the available sight distances, Prospect Street & Site Driveway, in both directions is at least 400 feet in both approach and intersection distances. At Lake Street & Site Driveway, there is at least 300 feet of available sight distance in both approach and intersection distance. The sight distance looking to the north from Lake Street does not meet the criteria for 30 MPH due to overgrown shrubbery and foliage obstructed the sight distance. The proposed mitigation to address this condition is discussed later in the report.

Table 4. Summary of Sight Distances

Prospect Street & Site Driveway				
View/Direction	Measured Distance (feet)	SSD Required for 30 MPH (feet) <sup>1</sup>	SSD Required for 45 MPH (feet) <sup>2</sup>	Criteria Met (Y/N) <sup>6</sup>
Approaching Site Drive from North	430+	200	360	Y
Approaching Site Drive from South	400	200	360	Y
Looking to the North from Site Drive	430+	200	360	Y
Looking to the South from Site Drive	400	200	360	Y
Lake Street & Site Driveway				
View/Direction	Measured Distance (feet)	SSD Required for 30 MPH (feet) <sup>3</sup>	SSD Required for 35 MPH (feet) <sup>4</sup>	Criteria Met (Y/N) <sup>6</sup>
Approaching Site Drive from East	325	200	250	Y
Approaching Site Drive from West	600	200	250	Y
Looking to the East from Site Drive	325	200	250	Y
Looking to the West from Site Drive	600	200	250	Y
Prospect Street & Lake Street				
View/Direction	Measured Distance (feet)	SSD Required for 30 MPH	SSD Required for 40 MPH (feet) <sup>5</sup>	Criteria Met (Y/N) <sup>6</sup>
Approaching Lake Street from North	480	200	305	Y
Approaching Lake Street from South	500	200	305	Y
Looking to the North from Lake Street	185	200	305	N
Looking to the South from Lake Street	315	200	305	Y

<sup>1</sup>The posted speed limit along Prospect Street in the project vicinity is 30 MPH.

<sup>2</sup>The 85<sup>th</sup> percentile speed along Prospect Street near the Proposed Site Driveway is 45 MPH.

<sup>3</sup>The posted speed limit along Lake Street in the project vicinity is 30 MPH.

<sup>4</sup>The 85<sup>th</sup> percentile speed along Lake Street near the Proposed Site Driveway is 31 MPH.

<sup>5</sup>The average speed along Prospect Street, north of Lake Street is 40 MPH and it was observed during the site visits, motor vehicles slowed down along Prospect Street when approaching Lake Street.

<sup>6</sup>The minimum distance used to judge adequacy of ISD is the SSD distances.

## FUTURE NO-BUILD CONDITIONS

Future No-Build traffic conditions are defined as expected traffic conditions on the roadway network in the year 2030 without the construction of the residential development. Future No-Build traffic volumes used in the analysis are the sum of the existing traffic, vicinity development traffic, and additional traffic generated by the overall growth in the study area.

### BACKGROUND TRAFFIC GROWTH

Traffic growth on the transportation network was determined based upon (a) reviewing the historic growth trends at nearby MassDOT traffic count stations from the year 2018 to 2022 and (b) reviewing the Town's population census data from the year 2010 and 2020. MassDOT count station No. 6219 located on Center Street south of Cross Street was included.

The historic growth rate analysis based on MassDOT count station is -4.2 percent (-4.2%) over the five (5) year period and population census data is one percent (1.0%) over the 10 years.

To provide a conservative analysis, an annual growth of one percent (1.0%) was applied annually to the existing (2023) traffic volumes for future (2030) No-Build Conditions. The growth calculations are contained in **Appendix C**.

### ROUTE 140 CORRIDOR STUDY

Route 140 is less than 1.5 miles north of the proposed residential development. The *Route 140 Corridor Study* (dated February 2020) prepared by BSC Group, Inc. documented existing traffic operations, evaluate the safety and operational characteristics, and provide an evaluation of recommended improvements for the Mechanic Street corridor between Blackstone Street and the Franklin Townline in the Town of Bellingham. Two (2) alternatives were developed and addressed safety, pedestrian and bicycle connectivity, vehicular operations, and access management. This study was reviewed for relevant data and information to complete the Prospect Hill Estates analysis.

### VICINITY DEVELOPMENTS

The Town of Bellingham was contacted to identify if there are any upcoming and planned developments within close proximity to the site to be included in the Future No-Build Conditions. Four (4) developments were identified and included and can be found in **Appendix F**. A proposed 124,200 SF distribution warehouse is under construction at 206 Mechanic Street. Trips generated from this development are expected to utilize Interstate 495 (I-495), Route 140, and Maple Street. Due to the development's proximity to I-495 and Route 140, it was not included as a vicinity development. **Figure 4** illustrates the location of the project site and vicinity developments and they are as follows:

- Bellingham Shores – 103 single-family detached houses located between South Main Street and Cross Street, which is west of the site.
- Bungay Brook Townhouses – 110 townhouse unites located at 30 Locus Street, which is south of the site. Bungay Brook Townhouses is located directly south of the project site. It was assumed that a proportion of site generate trips would travel via Lake Street to Prospect Street. Ten percent (10%) of site generate trips at the intersection of Pulaski Boulevard & Locus Street are expected to travel via Lake Street to Prospect Street

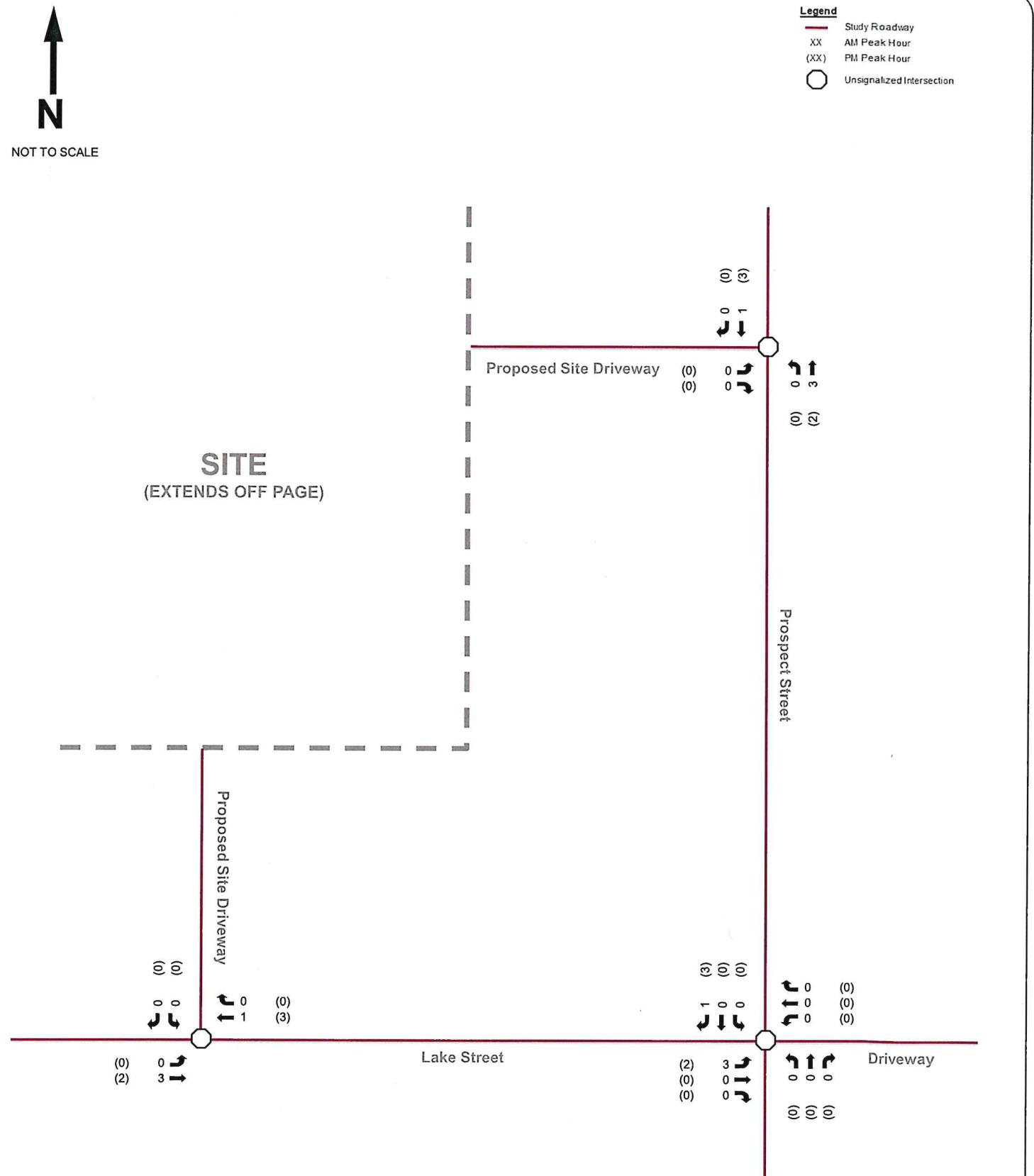
- Curtis Apartments – 250 apartment units distributed between five (5) buildings located along Mechanic Street, which is north of the site.
- Red Mill on the Charles Subdivision – 115 single-family homes and 54 townhouse unit located along Mechanic Street, which is north of the site. The TIAS for Red Mill on the Charles assumes five percent (5%) of site generate trips travel via South Maple Street. For this analysis, it was assumed that five percent (5%) of the site generate trips at the intersection of Route 140 & Maple Street travel via South Maple Street to Prospect Street.

**Figure 5, Figure 6, Figure 7, and Figure 8** present the vehicle trip assignments from the vicinity developments listed above.

Refer to **Figure 9** for the Future 2030 peak hour No-Build traffic volumes.

**Figure 4. Site Location and Vicinity Developments**



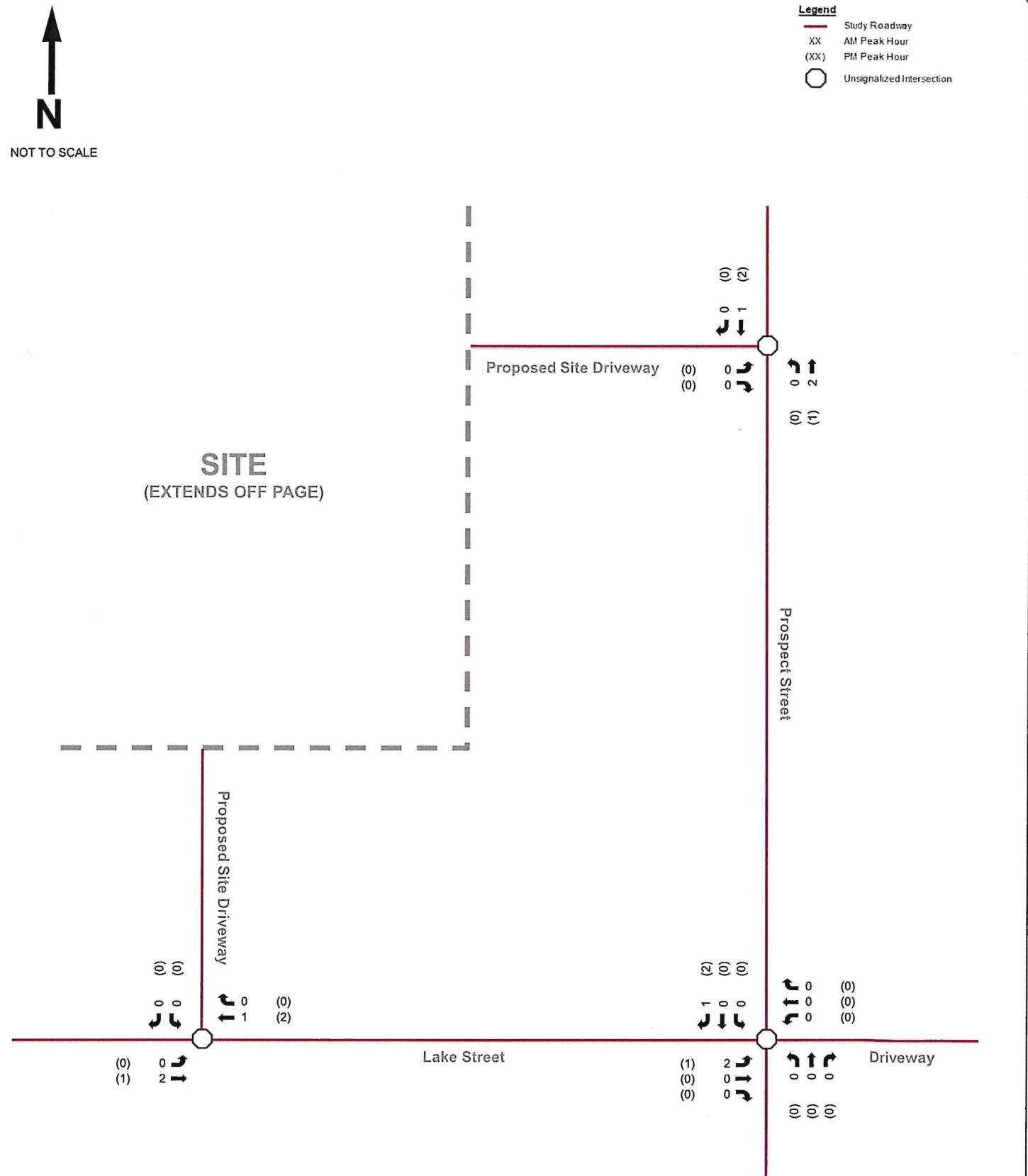


**Figure 5**

**Vicinity Development - Bellingham Shores**

**Prospect Hills Estates Traffic Impact & Access Study**

**Bellingham, MA**



## Figure 6

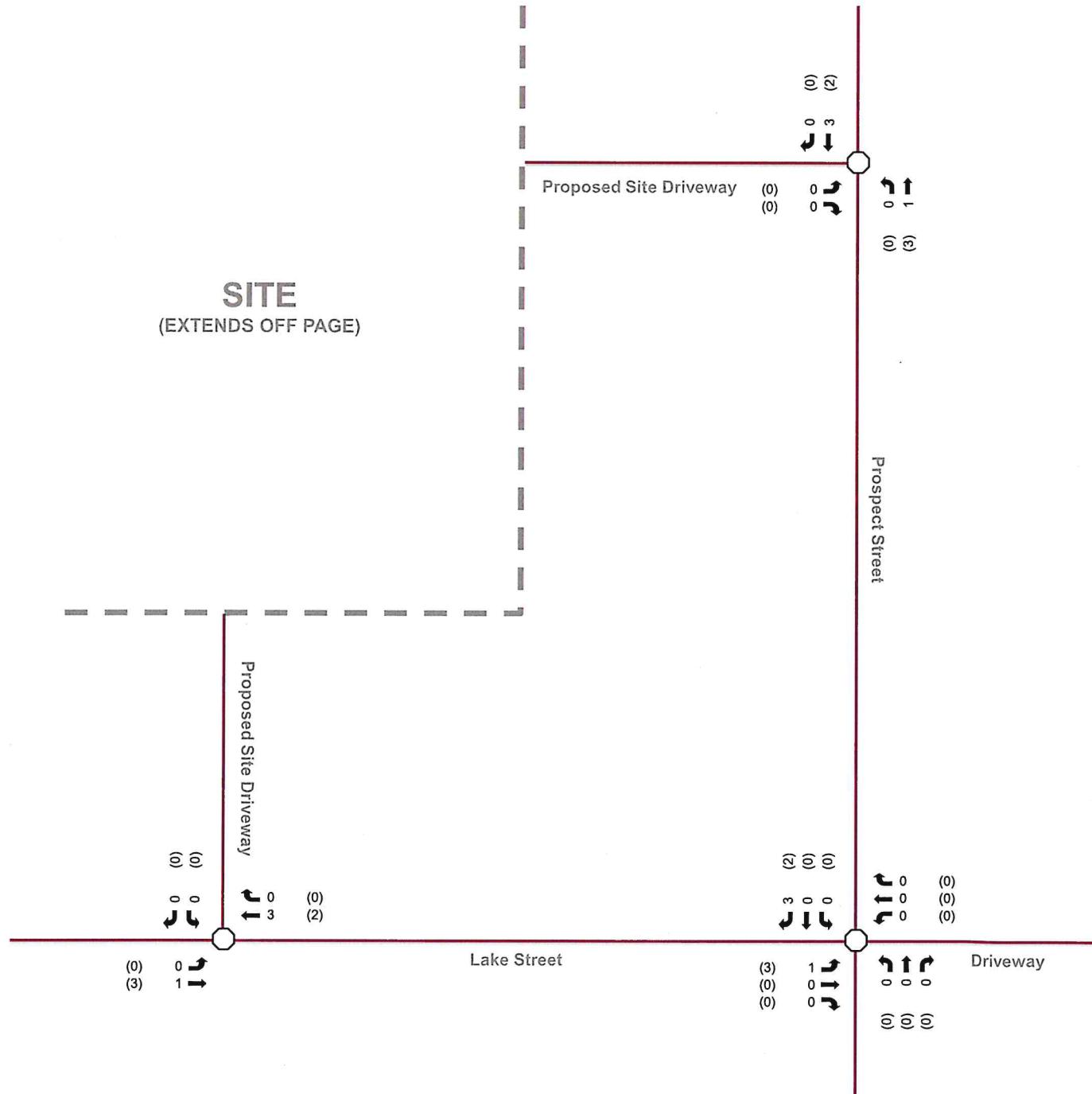
### Vicinity Development - Bungay Brook Townhouses Prospect Hills Estates Traffic Impact & Access Study Bellingham, MA



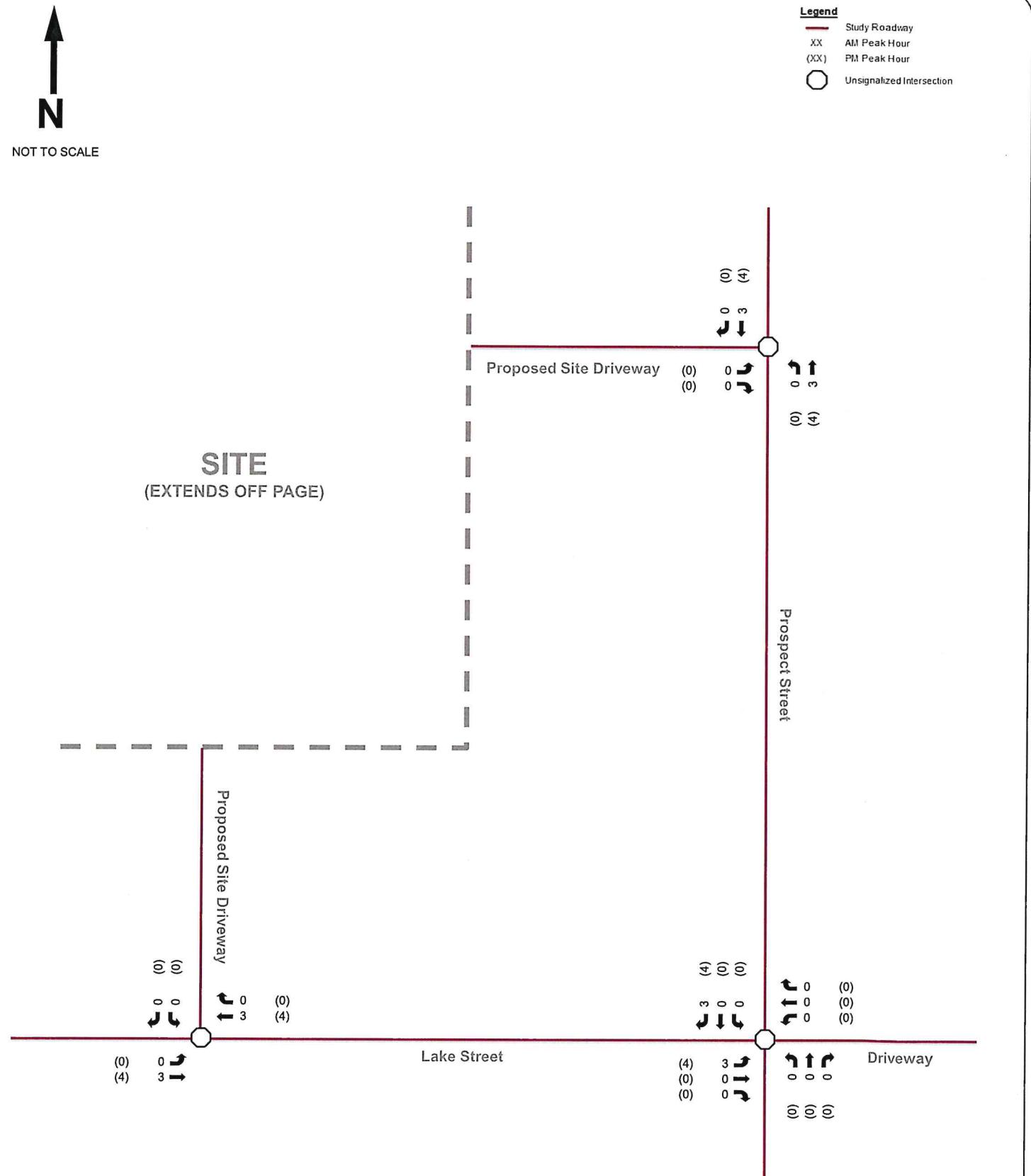
NOT TO SCALE

**Legend**

- Study Roadway
- XX AM Peak Hour
- (XX) PM Peak Hour
- Unsignalized Intersection



**Figure 7**  
**Vicinity Development - Curtis Apartments**  
**Prospect Hills Estates Traffic Impact & Access Study**  
**Bellingham, MA**

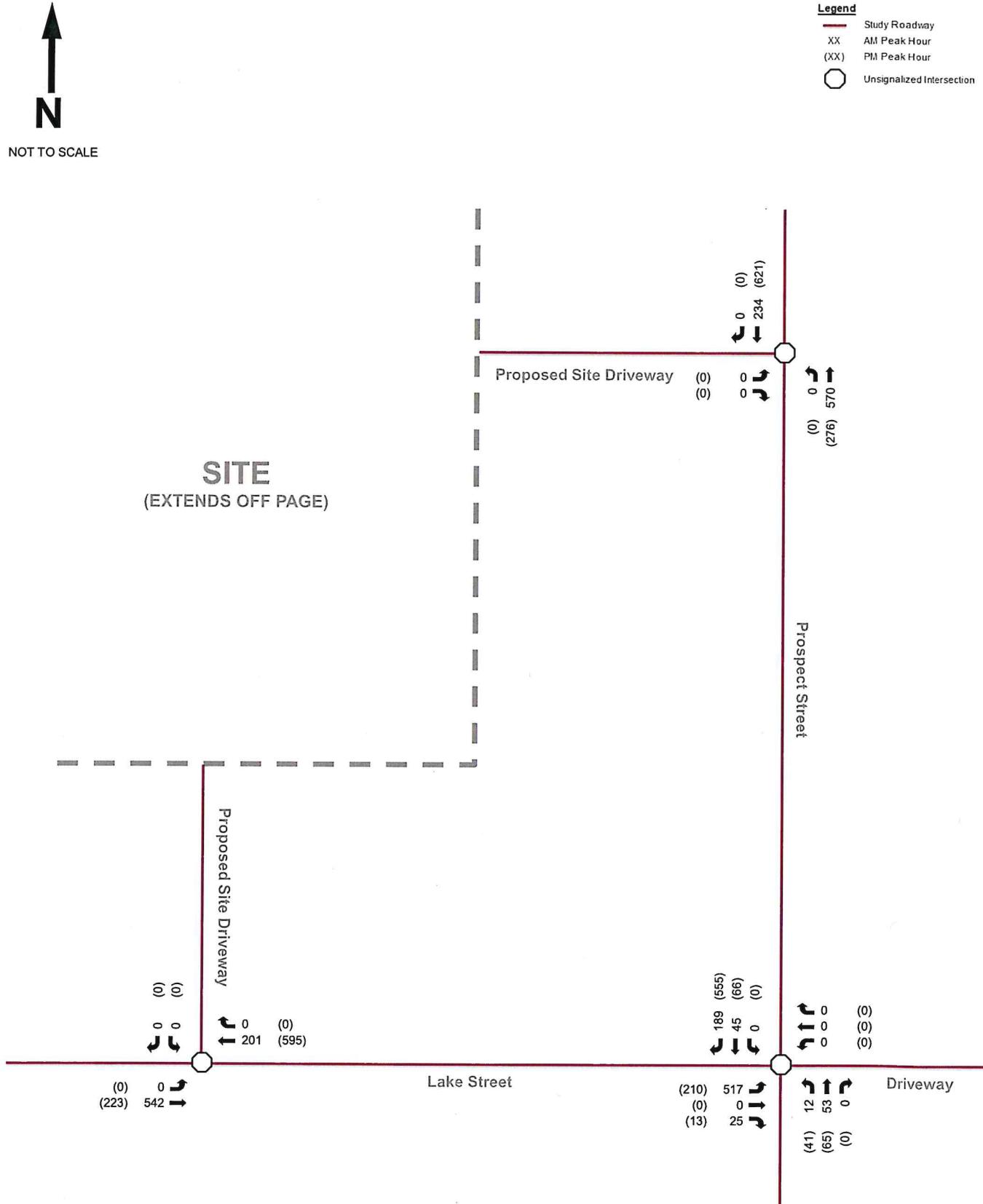


**Figure 8**

**Vicinity Development - Red Mill on the Charles**

**Prospect Hills Estates Traffic Impact & Access Study**

**Bellingham, MA**



**Figure 9**  
**2030 Future No-Build Conditions AM & PM Peak Hour Traffic Volumes**

**Prospect Hills Estates Traffic Impact & Access Study**  
**Bellingham, MA**

## PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the development and the distribution and assignment of that traffic over the study roadway network.

### TRIP GENERATION

Trip generation calculations for the proposed residential development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. The trip generation for the proposed residential development were determined using ITE Land Use Code (LUC) 215 (Single Family Attached Housing). Project trips were estimated for the weekday AM and PM peak hours. The forecasts are described below while detailed trip generation information is included in **Appendix E**. As shown in **Table 5**, the proposed development is expected to generate 75 net new vehicle trips (19 entering and 56 exiting) during the AM peak hour and 90 net new vehicle trips (53 entering and 37 exiting) during the PM peak hour.

Table 5. Trip Generation					
AM Peak Hour (PM Peak Hour)					
Future Land Use (ITE Code)	Scale	Daily	Net External Trips	Entering Trips	Exiting Trips
Single Family Attached Housing (215)	156 dwelling units	1,138	75 (90)	19 (53)	56 (37)
<b>Net New Vehicle Trips</b>		<b>1,138</b>	<b>75 (90)</b>	<b>19 (53)</b>	<b>56 (37)</b>

### TRIP DISTRIBUTION AND ASSIGNMENT

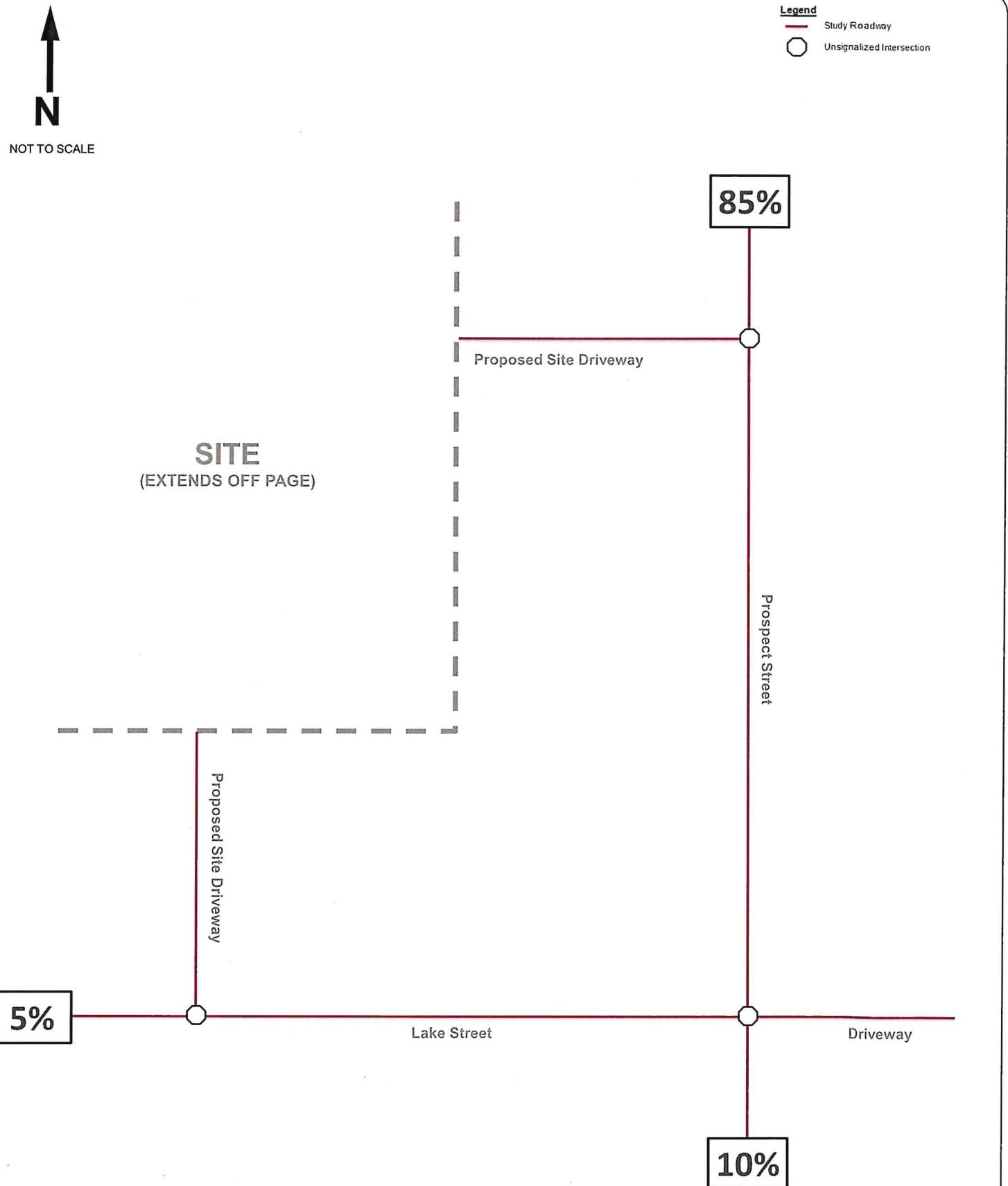
The anticipated distribution of project traffic was forecast for the trips expected to be generated by the development. The distribution was estimated for all vehicles that may access the site. For the development's general traffic, the trip distribution estimate was based on the collected ATR data and US Census Bureau's Journey to Work. The US Census Bureau's Journey to Work data provides information on individuals who reside in the Town of Bellingham and where they work.

The trip distribution along the roadway network is forecast to be the following.

- 85% to/from the north (Prospect Street)
- 15% to/from the south (Prospect Street)

With the revised site plan and new site access along Lake Street, the trip assignment considered the overall distribution as well as where the residential units are located within the site. For example, the units close to Lake Street would use the Lake Street driveway as their primary method of entering and exiting.

**Figure 10** presents the trip distribution for the 2030 Build Conditions. Trip assignments for the weekday AM and PM peak hour for the 2030 Build Conditions is shown in **Figure 11**.



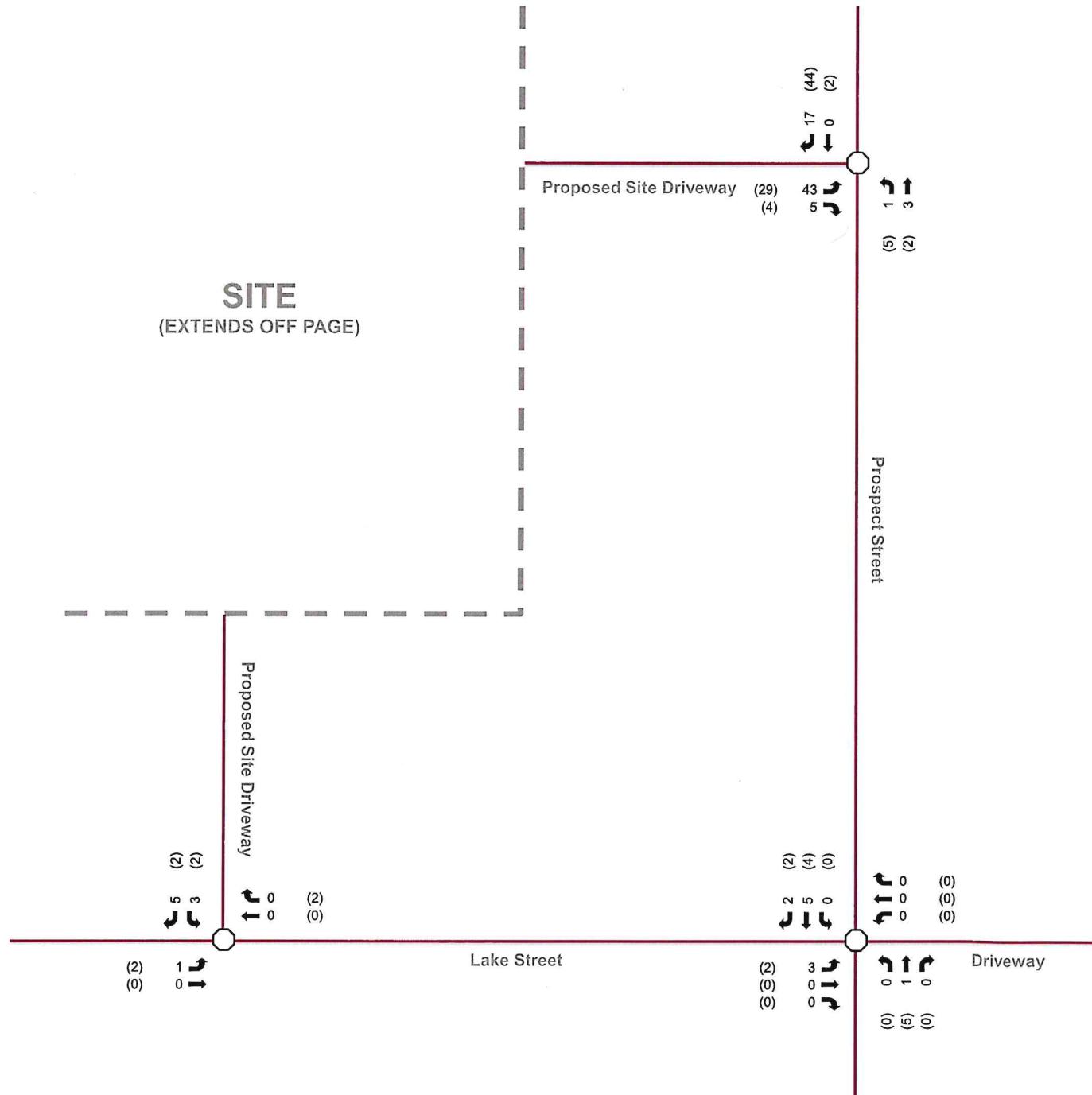
**Figure 10**  
**Trip Distribution Percentages**  
**Prospect Hills Estates Traffic Impact & Access Study**  
**Bellingham, MA**



NOT TO SCALE

**Legend**

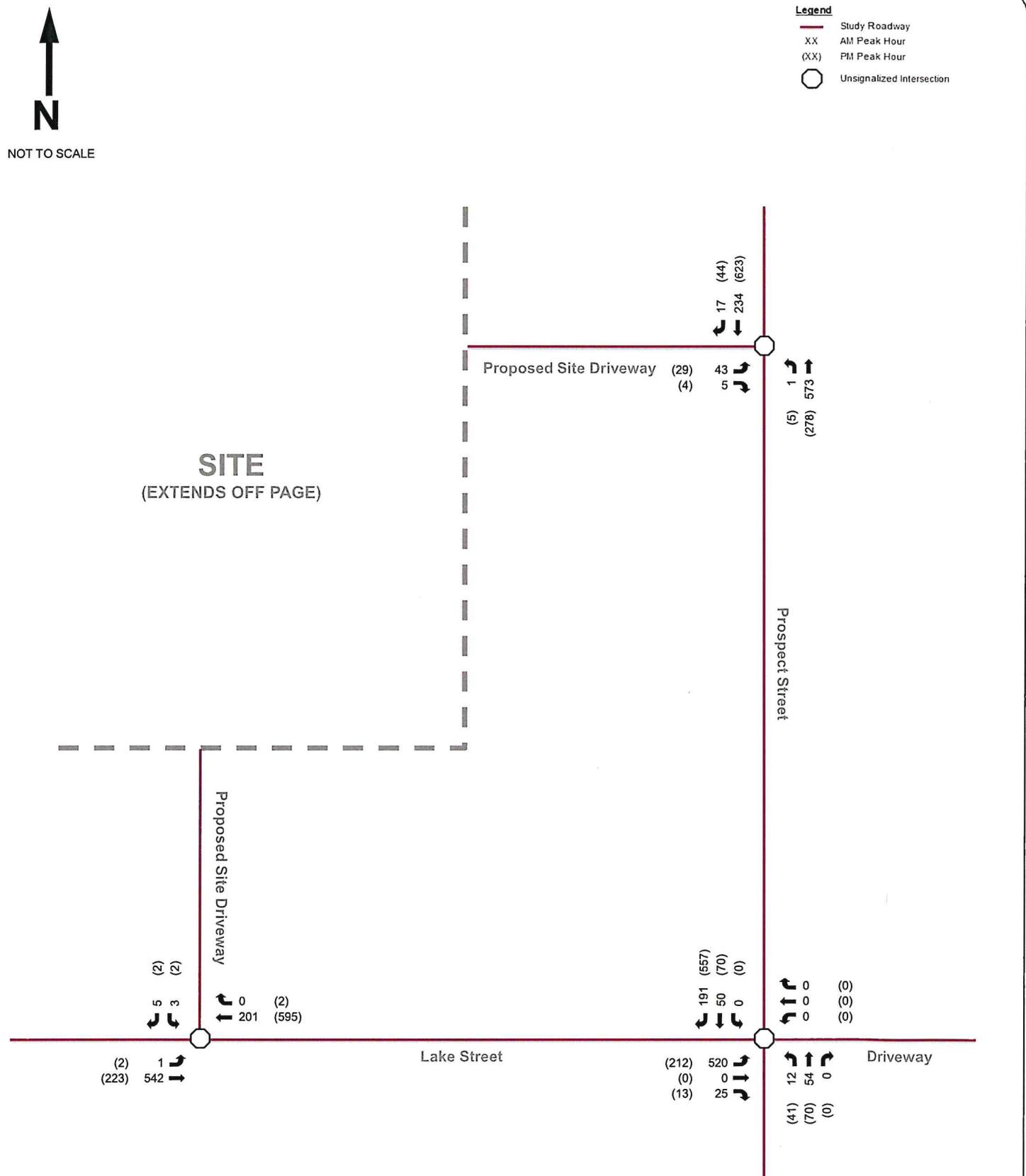
- Study Roadway
- XX AM Peak Hour
- (XX) PM Peak Hour
- Unsignalized Intersection



**Figure 11**  
**Peak Hour Trip Assignment**  
**Prospect Hills Estates Traffic Impact & Access Study**  
**Bellingham, MA**

## FUTURE BUILD CONDITIONS

Future Build Conditions are defined as the expected traffic conditions in the year 2030 after the development of the project. The total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. **Figure 12** presents the future total turning movement volumes at the study intersections during the weekday AM and PM peak hours for 2030. Volume Development worksheets for the study intersections are included in **Appendix F**.



**Figure 12**  
**2030 Build Peak Hour Traffic Volumes**  
**Prospect Hills Estates Traffic Impact & Access Study**  
**Bellingham, MA**

## ANALYSIS

### INTERSECTION CAPACITY ANALYSIS

#### Methodology

Intersection capacity analyses were performed for Existing, 2030 Future No-Build, and 2030 Future Build traffic volumes for the study area intersections. The analyses were performed using the Synchro Software Package (Version 11), which utilizes methodologies contained in the *Highway Capacity Manual (6<sup>th</sup> Edition)* for signalized and unsignalized intersections. According to the *HCM 6<sup>th</sup> Edition*, capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a fixed time duration. The grading condition is described by Level of Service (LOS) to indicate the operating characteristics of a road segment or intersection. LOS is defined as a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream and relates to the level of delay experienced. The *HCM 6<sup>th</sup> Edition* defines six levels of service, LOS A through LOS F, with A being the best and F being the worst. Typically, a LOS "D" or better at signalized and unsignalized intersections is preferred, although lower levels are tolerated during peak travel hours. The ranges of delay for each level of service are shown in [Table 6](#).

Table 6. Level of Service Range of Delay		
Level of Service (LOS)	Delay per Vehicle (seconds per vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	10 - 20	10 - 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	≥ 80	≥ 50

#### Intersection Capacity Analysis Summary

A summary of the intersection capacity analysis for the weekday AM and PM peak hours for the Existing Conditions, 2030 Future No-Build Conditions, and 2030 Future Conditions can be found in [Table 7](#) and [Table 8](#), respectively. The intersection analysis worksheets are contained in [Appendix G](#).

Listed below are the key findings of the intersection capacity analysis for the Future Conditions.

- The exiting movements from both Site Driveways operate with minimal or short delays.
- The project will result in minimal changes in delays (less than 5.0 vehicles per second) at the intersection of Prospect Street & Lake Street that will not be noticeable to the average motorist.

Table 7. AM Peak Hour Intersection Capacity Analysis

Intersection	Traffic Control	Movement	Existing Conditions		No-Build (2030)		Build (2030)	
			LOS (Delay)	95 <sup>th</sup> % Queue Lengths (feet)	LOS (Delay)	95 <sup>th</sup> % Queue Lengths (feet)	LOS (Delay)	95 <sup>th</sup> % Queue Lengths (feet)
Prospect Street & Lake Street	Two-Way Stop Control	EB	D (27.6)	210	D (28.0)	220	D (32.4)	245
		WB	A (0.0)	-	A (0.0)	-	A (0.0)	-
		NBL	A (7.9)	-	A (7.8)	-	A (7.8)	-
		SBL	A (0.0)	-	A (0.0)	-	A (0.0)	-
Prospect Street & Site Driveway	One-Way Stop Control	EB (Exiting)	(1)				C (17.7)	25
		NBL					A (7.8)	-
Lake Street & Site Driveway	One-Way Stop Control	EBL	(1)				A (7.7)	-
		SBL (Exiting)					B (11.7)	-

Note: (1) Approach does not exist

Table 8. PM Peak Hour Intersection Capacity Analysis

Intersection	Traffic Control	Movement	Existing Conditions		No-Build (2030)		Build (2030)	
			LOS (Delay)	95 <sup>th</sup> % Queue Lengths (feet)	LOS (Delay)	95 <sup>th</sup> % Queue Lengths (feet)	LOS (Delay)	95 <sup>th</sup> % Queue Lengths (feet)
Prospect Street & Lake Street	Two-Way Stop Control	EB	C (19.7)	65	C (22.8)	85	C (24.8)	90
		WB	A (0.0)	-	A (0.0)	-	A (0.0)	-
		NBL	A (9.0)	25	A (9.2)	25	A (9.3)	25
		SBL	A (0.0)	-	A (0.0)	-	A (0.0)	-
Prospect Street & Site Driveway	One-Way Stop Control	EB (Exiting)	(1)				C (20.0)	25
		NBL					A (9.1)	-

Table 8. PM Peak Hour Intersection Capacity Analysis

Intersection	Traffic Control	Movement	Existing Conditions		No-Build (2030)		Build (2030)	
			LOS (Delay)	95 <sup>th</sup> % Queue Lengths (feet)	LOS (Delay)	95 <sup>th</sup> % Queue Lengths (feet)	LOS (Delay)	95 <sup>th</sup> % Queue Lengths (feet)
Lake Street & Site Driveway	One-Way Stop Control	EBL	(1)		A (8.9)		-	
		SBL (Exiting)			B (14.7)		-	

Note: (1) Approach does not exist

#### Existing Conditions

The Existing Conditions analysis was based on the existing traffic volumes, lane uses, and traffic controls at the study area intersections. A peak hour factor (PHF) was calculated by approach and the heavy vehicle percentages were calculated for each movement based on existing TMC data.

At Prospect Street & Lake Street, the eastbound approach operates at LOS D with a delay of 27.6 vehicles per second and the northbound left-turn movement operates at LOS A with a delay of 7.9 vehicles per second during the AM peak hour. All other approaches operate at LOS A.

During the PM peak hour, the eastbound approach operates at LOS C with a delay of 19.7 vehicles per second and the northbound left-turn movement operates at LOS A with a delay of 9.0 vehicles per second. All other approaches operate at LOS A.

#### 2030 No-Build Conditions

The 2030 No-Build Conditions analysis was based on the 2030 No-Build traffic volumes with the existing lane geometry, traffic controls, and heavy vehicle percentages. The PHF were updated to 0.92 for urban areas for the overall intersection based on the *MassDOT Highway Division Traffic and Safety Engineering 25% Design Submission Guidelines*.

At Prospect Street & Lake Street, the eastbound approach operates at LOS D with a delay of 28.0 vehicles per second and a 95<sup>th</sup> percentile queue of 220 feet and the northbound left-turn movement operates at LOS A with a delay of 7.8 vehicles per second during the AM peak hour. All other approaches operate at LOS A.

During the PM peak hour, the eastbound approach operates at LOS C with a delay of 22.8 vehicles per second and the northbound left-turn movement operates at LOS A with a delay of 9.2 vehicles per second. All other approaches operate at LOS A.

#### 2030 Build Conditions

The 2030 Build Conditions analysis was based on the Build traffic volumes with the Future No-Build lane geometry, traffic controls, and heavy vehicle percentages at the study area intersections. The PHFs were the same as those used in the 2030 No-Build analysis.

At Prospect Street & Lake Street, the eastbound approach operates at LOS D with a delay of 32.4 vehicles per second and a 95<sup>th</sup> percentile queue of 245 feet and the northbound left-turn movement operates at LOS A with a delay of 7.8 vehicles per second during the AM peak hour. This is an increase of less than 10 vehicles per second. All other approaches operate at LOS A. During the PM peak hour, the eastbound approach operates at LOS C with a delay of 24.8 vehicles per second and the northbound left-turn movement operates at LOS A with a delay of 9.3 vehicles per second. All other approaches operate at LOS A.

At Prospect Street & Site Driveway, the eastbound approach operates at LOS C with a delay of 17.7 vehicles per second and the northbound left-turn movement operates at LOS A with a delay of 7.8 vehicles per second during the AM peak hour. All other approaches operate at LOS A. During the PM peak hour, the eastbound approach operates at LOS C with a delay of 20.0 vehicles per second and the northbound left-turn movement operates at LOS A with a delay of 9.1 vehicles per second. All other approaches operate at LOS A.

At Lake Street & Northern Site Driveway, the eastbound approach operates at LOS A with a delay of 7.7 vehicles per second and the southbound left-turn movement operates at LOS B with a delay of 11.7 vehicles per second during the AM peak hour. All other approaches operate at LOS A. During the PM peak hour, the eastbound approach operates at LOS A with a delay of 8.9 vehicles per second and the southbound left-turn movement operates at LOS B with a delay of 14.7 vehicles per second. All other approaches operate at LOS A.

## CONCLUSIONS AND PROPOSED MITIGATION

The analysis of traffic with respect to the development of 156 single family attached DU along Prospect Street was completed following standard practice. The key findings of this traffic impact and access plan study are as follows:

- The exiting movements from the Prospect Street Site Driveway and Lake Street Site Driveway operate with minimal or short delays.
- Both site driveways, will be safely located with sight distance criteria exceeded and more than adequate.
- Most site related trips are expected to utilize the Prospect Street site drive with most of the traffic oriented towards Route 140 and points north and the layout of the dwelling units within the site.
- The project will result in minimal changes in delays at the intersection of Prospect Street & Lake Street that will not be noticeable to the average motorist.
- The majority of the project traffic is anticipated to travel to and from Route 140, which is located north of the Project to reach the Interstate, Forge Park/495 Train Station, institutional and commercial uses.
- At the intersection of Prospect Street & Lake Street, the sight distance looking to the north from Lake Street does not meet the American Association of State Highway and Transportation Officials (AASHTO) criteria for 30 miles per hour (MPH) due to the overgrown shrubbery, foliage, and roadside grade. In addition, with a significant traffic movement currently occurring between Lake Street and Prospect Street and the visibility of the intersection to oncoming motorists somewhat hidden due to the vegetation and road curvature, it may be appropriate to enhance the visibility of it regardless of this proposed development.

In conclusion, the proposed development will have minimal impact on the operating conditions of the surrounding roadways.

## PROPOSED MITIGATION

While the project itself is not creating any new anticipated operational deficiencies, the importance of creating safe and efficient access for the project is essential to maintain a safe multimodal traveling network for non-site related traffic. The following mitigation measures have been identified below and are intended to provide safe site access:

- STOP control on the Prospect Street Site Driveway and Lake Street Site Driveway with STOP (R1-1) sign install compliant with Manual on Uniform Traffic Control Devices (MUTCD).
- While the proposed project is anticipated to have a minimal impact on this intersection, it is proposed to clear and regrade the roadside area on the west and southwest sides of Prospect Street at Lake Street to bring the grade down to level with the road grade for the purpose of improving visibility. Clear overgrown shrubbery and foliage along the western side of Prospect Street. Widen the corner radius at the northwest corner of Prospect Street & Lake Street. It was noted that there were tire track movements in the gravel area indicating a wider corner radius would be beneficial since they are currently making this movement.
- Install Intersection Ahead signs (W2-2) compliant with MUTCD along Prospect Street in both directions to indicate that Lake Street is ahead.
- While the crash data does not indicate a serious safety pattern, it is recommended that the visibility of the STOP control on the Lake Street approach to Prospect Street be enhanced by installing two (2) STOP (R1-1) signs along both sides of Lake Street. Another option would be to install a STOP sign with blinking LED border lamps.
- Install STOP Ahead sign (W3-1) compliant with MUTCD along Lake Street, approaching Prospect Street supplementing the one advance warning sign the Town installed further south.
- Install Advance Warning Side Road sign (W2-2) compliant with MUTCD along Lake Street, nearby 468 Lake Street to indicate the proposed Lake Street Site Driveway is ahead.
- In an effort to manage travel speeds along Prospect Street in the vicinity of the site site, it is suggested that a solar powered speed feedback sign be installed facing southbound traffic prior to the site drive.

# APPENDIX

## APPENDIX A

### Traffic Data

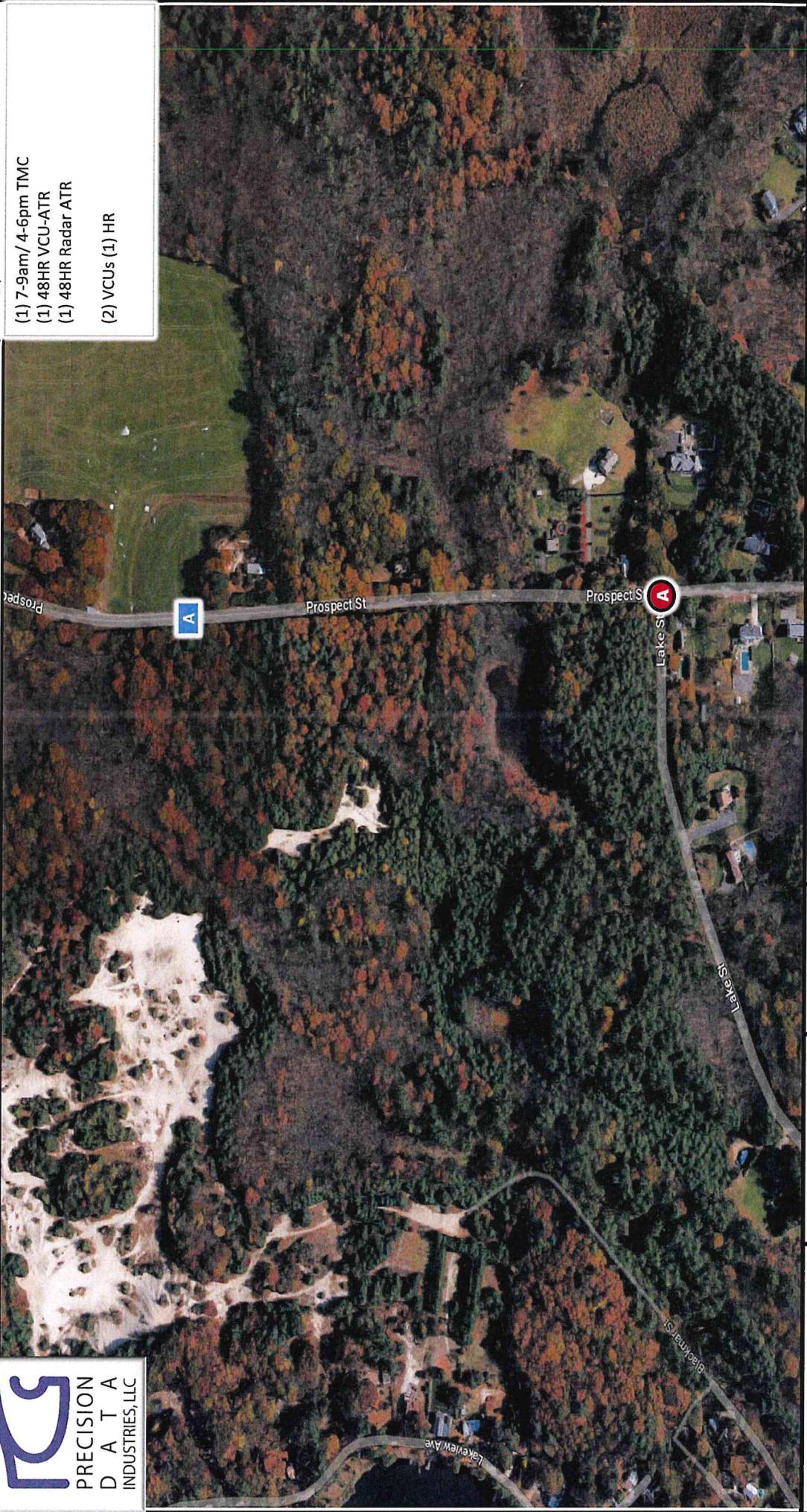




## Location Map: 239353 Bellingham, MA

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdilc.com

- (1) 7-9am / 4-6pm TMC
- (1) 48HR VCU-ATR
- (1) 48HR Radar ATR
- (2) VCUs (1) HR



Client:  
Kimley-Horn

Site Code:  
112614004

Date:  
Tues 5/9 thru Wed 5/10/2023

PDI Job #  
239353

City, State:  
Bellingham, MA

PDI File #: 239353 A  
 Location: N: Prospect Street S: Prospect Street  
 Location: E: Driveway W: Lake Street  
 City, State: Bellingham, MA  
 Client: Kimley-Horn/ L. Juan  
 Site Code: 112614004  
 Count Date: Tuesday, May 9, 2023  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



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

Class:

**Cars and Heavy Vehicles (Combined)**

	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	21	13	0	0	34	0	0	0	0	0	0	8	1	0	9	4	0	128	0	132	175
7:15 AM	53	10	0	0	63	0	0	0	0	0	0	10	1	0	11	4	0	128	0	132	206
7:30 AM	38	11	0	0	49	0	0	0	0	0	0	16	4	0	20	7	0	99	0	106	175
7:45 AM	38	10	0	0	48	0	0	0	0	0	0	8	3	0	11	8	0	135	0	143	202
<b>Total</b>	<b>150</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>9</b>	<b>0</b>	<b>51</b>	<b>23</b>	<b>0</b>	<b>490</b>	<b>0</b>	<b>513</b>	<b>758</b>
8:00 AM	40	11	0	0	51	0	0	0	0	0	0	15	3	0	18	4	0	112	0	116	185
8:15 AM	43	14	0	0	57	0	0	0	0	0	0	21	2	0	23	5	0	77	0	82	162
8:30 AM	34	11	0	0	45	0	0	0	0	0	0	19	3	0	22	4	0	100	0	104	171
8:45 AM	36	6	0	0	42	1	0	0	0	1	0	11	1	0	12	6	0	67	0	73	128
<b>Total</b>	<b>153</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>195</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>9</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>0</b>	<b>356</b>	<b>0</b>	<b>375</b>	<b>646</b>
Grand Total	303	86	0	0	389	1	0	0	0	1	0	108	18	0	126	42	0	846	0	888	1404
Approach %	77.9	22.1	0.0	0.0		100.0	0.0	0.0	0.0		0.0	85.7	14.3	0.0		4.7	0.0	95.3	0.0		
Total %	21.6	6.1	0.0	0.0	27.7	0.1	0.0	0.0	0.0	0.1	0.0	7.7	1.3	0.0	9.0	3.0	0.0	60.3	0.0	63.2	
Exiting Leg Total					955					0					128					321	1404
Cars	278	80	0	0	358	1	0	0	0	1	0	103	16	0	119	39	0	826	0	865	1343
% Cars	91.7	93.0	0.0	0.0	92.0	100.0	0.0	0.0	0.0	100.0	0.0	95.4	88.9	0.0	94.4	92.9	0.0	97.6	0.0	97.4	95.7
Exiting Leg Total					930					0					119					294	1343
Heavy Vehicles	25	6	0	0	31	0	0	0	0	0	0	5	2	0	7	3	0	20	0	23	61
% Heavy Vehicles	8.3	7.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	11.1	0.0	5.6	7.1	0.0	2.4	0.0	2.6	4.3
Exiting Leg Total					25					0					9					27	61

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

7:15 AM	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	53	10	0	0	63	0	0	0	0	0	0	10	1	0	11	4	0	128	0	132	206
7:30 AM	38	11	0	0	49	0	0	0	0	0	0	16	4	0	20	7	0	99	0	106	175
7:45 AM	38	10	0	0	48	0	0	0	0	0	0	8	3	0	11	8	0	135	0	143	202
8:00 AM	40	11	0	0	51	0	0	0	0	0	0	15	3	0	18	4	0	112	0	116	185
<b>Total Volume</b>	<b>169</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>211</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>11</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>0</b>	<b>474</b>	<b>0</b>	<b>497</b>	<b>768</b>
% Approach Total	80.1	19.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	81.7	18.3	0.0		4.6	0.0	95.4	0.0		
PHF	0.797	0.955	0.000	0.000	0.837	0.000	0.000	0.000	0.000	0.000	0.000	0.766	0.688	0.000	0.750	0.719	0.000	0.878	0.000	0.869	0.932
Cars	153	39	0	0	192	0	0	0	0	0	0	48	10	0	58	22	0	464	0	486	736
Cars %	90.5	92.9	0.0	0.0	91.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0	90.9	0.0	96.7	95.7	0.0	97.9	0.0	97.8	95.8
Heavy Vehicles	16	3	0	0	19	0	0	0	0	0	0	1	1	0	2	1	0	10	0	11	32
Heavy Vehicles %	9.5	7.1	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	9.1	0.0	3.3	4.3	0.0	2.1	0.0	2.2	4.2
Cars Enter Leg	153	39	0	0	192	0	0	0	0	0	0	48	10	0	58	22	0	464	0	486	736
Heavy Enter Leg	16	3	0	0	19	0	0	0	0	0	0	1	1	0	2	1	0	10	0	11	32
Total Entering Leg	169	42	0	0	211	0	0	0	0	0	0	49	11	0	60	23	0	474	0	497	768
Cars Exiting Leg					512					0					61					163	736
Heavy Exiting Leg					11					0					4					17	32
Total Exiting Leg					523					0					65					180	768

PDI File #: 239353 A  
 Location: N: Prospect Street S: Prospect Street  
 Location: E: Driveway W: Lake Street  
 City, State: Bellingham, MA  
 Client: Kimley-Horn/ L. Juan  
 Site Code: 112614004  
 Count Date: Tuesday, May 9, 2023  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



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

Class:

**Cars**

	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	20	13	0	0	33	0	0	0	0	0	0	8	0	0	8	4	0	127	0	131	172
7:15 AM	48	9	0	0	57	0	0	0	0	0	0	10	1	0	11	4	0	126	0	130	198
7:30 AM	34	11	0	0	45	0	0	0	0	0	0	16	3	0	19	6	0	97	0	103	167
7:45 AM	34	9	0	0	43	0	0	0	0	0	0	7	3	0	10	8	0	131	0	139	192
<b>Total</b>	<b>136</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>7</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>0</b>	<b>481</b>	<b>0</b>	<b>503</b>	<b>729</b>
8:00 AM	37	10	0	0	47	0	0	0	0	0	0	15	3	0	18	4	0	110	0	114	179
8:15 AM	40	13	0	0	53	0	0	0	0	0	0	19	2	0	21	3	0	73	0	76	150
8:30 AM	33	9	0	0	42	0	0	0	0	0	0	18	3	0	21	4	0	97	0	101	164
8:45 AM	32	6	0	0	38	1	0	0	0	1	0	10	1	0	11	6	0	65	0	71	121
<b>Total</b>	<b>142</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>180</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>9</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>0</b>	<b>345</b>	<b>0</b>	<b>362</b>	<b>614</b>
<b>Grand Total</b>	<b>278</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>358</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>103</b>	<b>16</b>	<b>0</b>	<b>119</b>	<b>39</b>	<b>0</b>	<b>826</b>	<b>0</b>	<b>865</b>	<b>1343</b>
<b>Approach %</b>	<b>77.7</b>	<b>22.3</b>	<b>0.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>86.6</b>	<b>13.4</b>	<b>0.0</b>		<b>4.5</b>	<b>0.0</b>	<b>95.5</b>	<b>0.0</b>		
<b>Total %</b>	<b>20.7</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>		<b>0.0</b>	<b>7.7</b>	<b>1.2</b>	<b>0.0</b>	<b>8.9</b>	<b>2.9</b>	<b>0.0</b>	<b>61.5</b>	<b>0.0</b>	<b>64.4</b>	
<b>Exiting Leg Total</b>					<b>930</b>					<b>0</b>				<b>119</b>					<b>294</b>		<b>1343</b>

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

7:15 AM	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	48	9	0	0	57	0	0	0	0	0	0	10	1	0	11	4	0	126	0	130	198
7:30 AM	34	11	0	0	45	0	0	0	0	0	0	16	3	0	19	6	0	97	0	103	167
7:45 AM	34	9	0	0	43	0	0	0	0	0	0	7	3	0	10	8	0	131	0	139	192
8:00 AM	37	10	0	0	47	0	0	0	0	0	0	15	3	0	18	4	0	110	0	114	179
<b>Total Volume</b>	<b>153</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>10</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>0</b>	<b>464</b>	<b>0</b>	<b>486</b>	<b>736</b>
<b>% Approach Total</b>	<b>79.7</b>	<b>20.3</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>82.8</b>	<b>17.2</b>	<b>0.0</b>		<b>4.5</b>	<b>0.0</b>	<b>95.5</b>	<b>0.0</b>		
<b>PHF</b>	<b>0.797</b>	<b>0.886</b>	<b>0.000</b>	<b>0.000</b>	<b>0.842</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>		<b>0.000</b>	<b>0.750</b>	<b>0.833</b>	<b>0.000</b>	<b>0.763</b>	<b>0.688</b>	<b>0.000</b>	<b>0.885</b>	<b>0.000</b>	<b>0.874</b>	<b>0.929</b>
<b>Entering Leg</b>	<b>153</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>48</b>	<b>10</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>0</b>	<b>464</b>	<b>0</b>	<b>486</b>	<b>736</b>
<b>Exiting Leg</b>					<b>512</b>						<b>0</b>				<b>61</b>					<b>163</b>	<b>736</b>
<b>Total</b>					<b>704</b>						<b>0</b>				<b>119</b>					<b>649</b>	<b>1472</b>

PDI File #: 239353 A

Location: N: Prospect Street S: Prospect Street

Location: E: Driveway W: Lake Street

City, State: Bellingham, MA

Client: Kimley-Horn/ L. Juan

Site Code: 112614004

Count Date: Tuesday, May 9, 2023

Start Time: 7:00 AM

End Time: 9:00 AM


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

Class:

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

	Prospect Street					Driveway					Prospect Street					Lake Street				
	from North					from East					from South					from West				
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	1	3
7:15 AM	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
7:30 AM	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1	1	0	2	0	3
7:45 AM	4	1	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	4	0	10
<b>Total</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>29</b>
8:00 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6
8:15 AM	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	2	0	4	0	12
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	3	0	7
8:45 AM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	2	0	7
<b>Total</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>32</b>
<b>Grand Total</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>61</b>
<b>Approach %</b>	<b>80.6</b>	<b>19.4</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>71.4</b>	<b>28.6</b>	<b>0.0</b>		<b>13.0</b>	<b>0.0</b>	<b>87.0</b>	<b>0.0</b>	
<b>Total %</b>	<b>41.0</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>	<b>50.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>8.2</b>	<b>3.3</b>	<b>0.0</b>	<b>11.5</b>	<b>4.9</b>	<b>0.0</b>	<b>32.8</b>	<b>0.0</b>	<b>37.7</b>
<b>Exiting Leg Total</b>					<b>25</b>									<b>9</b>					<b>27</b>	<b>61</b>
Buses	3	2	0	0	5	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2
% Buses	12.0	33.3	0.0	0.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	20.0	50.0	0.0	28.6	33.3	0.0	5.0	0.0	8.7
<b>Exiting Leg Total</b>					<b>2</b>									<b>3</b>					<b>4</b>	<b>9</b>
Single-Unit Trucks	18	4	0	0	22	0	0	0	0	0	0	4	1	0	5	2	0	15	0	17
% Single-Unit	72.0	66.7	0.0	0.0	71.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	50.0	0.0	71.4	66.7	0.0	75.0	0.0	72.1
<b>Exiting Leg Total</b>					<b>19</b>									<b>6</b>					<b>19</b>	<b>44</b>
Articulated Trucks	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	8
% Articulated	16.0	0.0	0.0	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	13.1
<b>Exiting Leg Total</b>					<b>4</b>									<b>0</b>					<b>4</b>	<b>8</b>

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

7:30 AM	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1	1	0	2	0	3	
7:45 AM	4	1	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	4	0	10	
8:00 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6	
8:15 AM	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	2	0	4	0	12	
<b>Total Volume</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>36</b>
<b>% Approach Total</b>	<b>82.4</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>		<b>20.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>		
PHF	0.875	0.750	0.000	0.000	0.850	0.000	0.000	0.000	0.000		0.000	0.375	0.250	0.000	0.500	0.375	0.000	0.750	0.000	0.625	
Buses	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	
Buses %	7.1	33.3	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	33.3	100.0	0.0	50.0	33.3	0.0	8.3	0.0	13.3	
Single-Unit Trucks	10	2	0	0	12	0	0	0	0	0	0	2	0	0	2	2	0	9	0	11	
Single-Unit %	71.4	66.7	0.0	0.0	70.6	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	50.0	66.7	0.0	75.0	0.0	73.3	
Articulated Trucks	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	
Articulated %	21.4	0.0	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	
Buses	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	
Single-Unit Trucks	10	2	0	0	12	0	0	0	0	0	0	2	0	0	2	2	0	9	0	11	
Articulated Trucks	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	
<b>Total Entering Leg</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>36</b>
Buses					<b>2</b>														<b>2</b>	<b>6</b>	
Single-Unit Trucks					<b>11</b>														<b>10</b>	<b>25</b>	
Articulated Trucks					<b>2</b>														<b>3</b>	<b>5</b>	
<b>Total Exiting Leg</b>					<b>15</b>														<b>15</b>	<b>36</b>	

PDI File #: 239353 A  
 Location: N: Prospect Street S: Prospect Street  
 Location: E: Driveway W: Lake Street  
 City, State: Bellingham, MA  
 Client: Kimley-Horn/ L. Juan  
 Site Code: 112614004  
 Count Date: Tuesday, May 9, 2023  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



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

Class:

**Buses**

	Prospect Street					Driveway					Prospect Street					Lake Street						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	2		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>6</b>	
<b>Grand Total</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>9</b>
<b>Approach %</b>	<b>60.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>		<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>			
<b>Total %</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>		
<b>Exiting Leg Total</b>					<b>2</b>						<b>0</b>				<b>3</b>					<b>4</b>	<b>9</b>	

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

7:30 AM	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
<b>Total Volume</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>
<b>% Approach Total</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>		<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>		
<b>PHF</b>	<b>0.250</b>	<b>0.250</b>	<b>0.000</b>	<b>0.000</b>	<b>0.500</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>		<b>0.000</b>	<b>0.250</b>	<b>0.250</b>	<b>0.000</b>	<b>0.500</b>	<b>0.250</b>	<b>0.000</b>	<b>0.250</b>	<b>0.000</b>	<b>0.500</b>	
<b>Entering Leg</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>6</b>
<b>Exiting Leg</b>					<b>2</b>						<b>0</b>			<b>2</b>						<b>2</b>	<b>6</b>
<b>Total</b>					<b>4</b>						<b>0</b>			<b>4</b>						<b>4</b>	<b>12</b>

PDI File #: **239353 A**  
 Location: **N: Prospect Street S: Prospect Street**  
 Location: **E: Driveway W: Lake Street**  
 City, State: **Bellingham, MA**  
 Client: **Kimley-Horn/ L. Juan**  
 Site Code: **112614004**  
 Count Date: **Tuesday, May 9, 2023**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

Class:

**Single-Unit Trucks**

	Prospect Street					Driveway					Prospect Street					Lake Street						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	1	3		
7:15 AM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	
7:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	
7:45 AM	3	1	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	4	0	4	9	
<b>Total</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>22</b>		
8:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	
8:15 AM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	2	0	4	8	
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	5	
8:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	5	
<b>Total</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>22</b>
<b>Grand Total</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>17</b>	<b>44</b>
<b>Approach %</b>	<b>81.8</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>80.0</b>	<b>20.0</b>	<b>0.0</b>		<b>11.8</b>	<b>0.0</b>	<b>88.2</b>	<b>0.0</b>			
<b>Total %</b>	<b>40.9</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>34.1</b>	<b>0.0</b>		<b>38.6</b>	
<b>Exiting Leg Total</b>					<b>19</b>										<b>6</b>						<b>19</b>	<b>44</b>

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

7:45 AM	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	9
8:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
8:15 AM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	2	0	4	8
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	5
<b>Total Volume</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>26</b>
<b>% Approach Total</b>	<b>72.7</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>16.7</b>	<b>0.0</b>	<b>83.3</b>	<b>0.0</b>		
<b>PHF</b>	<b>0.667</b>	<b>0.750</b>	<b>0.000</b>	<b>0.000</b>	<b>0.688</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>		<b>0.000</b>	<b>0.750</b>	<b>0.000</b>	<b>0.000</b>	<b>0.750</b>	<b>0.250</b>	<b>0.000</b>	<b>0.625</b>	<b>0.000</b>	<b>0.750</b>	<b>0.722</b>
<b>Entering Leg</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>26</b>
<b>Exiting Leg</b>					<b>13</b>							<b>0</b>			<b>5</b>					<b>8</b>	<b>26</b>
<b>Total</b>					<b>24</b>										<b>8</b>					<b>20</b>	<b>52</b>

PDI File #: **239353 A**  
 Location: **N: Prospect Street S: Prospect Street**  
 Location: **E: Driveway W: Lake Street**  
 City, State: **Bellingham, MA**  
 Client: **Kimley-Horn/ L. Juan**  
 Site Code: **112614004**  
 Count Date: **Tuesday, May 9, 2023**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

Class:

**Articulated Trucks**

	Prospect Street					Driveway					Prospect Street					Lake Street				
	from North					from East					from South					from West				
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>
<b>Grand Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>
<b>Approach %</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	
<b>Total %</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>
<b>Exiting Leg Total</b>					<b>4</b>														<b>4</b>	<b>8</b>

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

7:15 AM	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
<b>PHF</b>	<b>0.750</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.750</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>		<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>		<b>0.000</b>	<b>0.000</b>	<b>0.500</b>	<b>0.000</b>	<b>0.500</b>	
<b>Entering Leg</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	
<b>Exiting Leg</b>					<b>2</b>						<b>0</b>					<b>0</b>			<b>3</b>		<b>5</b>
<b>Total</b>					<b>5</b>						<b>0</b>					<b>0</b>			<b>5</b>		<b>10</b>

PDI File #: 239353 A  
Location: N: Prospect Street S: Prospect Street  
Location: E: Driveway W: Lake Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/ L. Juan  
Site Code: 112614004  
ount Date: Tuesday, May 9, 2023  
Start Time: 7:00 AM  
End Time: 9:00 AM



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

## **Bicycles (on Roadway and Crosswalks)**

	Prospect Street						Driveway						Prospect Street						Lake Street								
	from North						from East						from South						from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
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		
Exiting Leg Total							0							0							0						

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

PDI File #: **239353 A**  
 Location: **N: Prospect Street S: Prospect Street**  
 Location: **E: Driveway W: Lake Street**  
 City, State: **Bellingham, MA**  
 Client: **Kimley-Horn/ L. Juan**  
 Site Code: **112614004**  
 Count Date: **Tuesday, May 9, 2023**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

Class:

**Pedestrians**

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

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

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

PDI File #: **239353 A**  
 Location: **N: Prospect Street S: Prospect Street**  
 Location: **E: Driveway W: Lake Street**  
 City, State: **Bellingham, MA**  
 Client: **Kimley-Horn/ L. Juan**  
 Site Code: **112614004**  
 Count Date: **Tuesday, May 9, 2023**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

Class:

**Cars and Heavy Vehicles (Combined)**

	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	129	17	0	0	146	0	0	0	0	0	0	14	6	0	20	1	0	42	0	43	209
4:15 PM	116	9	0	0	125	0	0	0	0	0	0	18	12	0	30	6	0	48	0	54	209
4:30 PM	145	15	0	0	160	0	0	0	0	0	0	14	12	0	26	2	0	50	0	52	238
4:45 PM	117	21	0	0	138	0	0	0	0	0	0	15	8	0	23	3	0	47	0	50	211
<b>Total</b>	<b>507</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>569</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>38</b>	<b>0</b>	<b>99</b>	<b>12</b>	<b>0</b>	<b>187</b>	<b>0</b>	<b>199</b>	<b>867</b>
5:00 PM	104	18	0	0	122	0	0	0	0	0	0	22	6	0	28	5	0	48	0	53	203
5:15 PM	86	13	0	0	99	0	0	0	0	0	0	15	10	0	25	3	0	45	0	48	172
5:30 PM	103	11	0	0	114	0	0	0	0	0	0	10	8	0	18	3	0	38	0	41	173
<b>Total</b>	<b>378</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>441</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>35</b>	<b>0</b>	<b>97</b>	<b>14</b>	<b>0</b>	<b>164</b>	<b>0</b>	<b>178</b>	<b>716</b>
Grand Total	885	125	0	0	1010	0	0	0	0	0	0	123	73	0	196	26	0	351	0	377	1583
Approach %	87.6	12.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	62.8	37.2	0.0		6.9	0.0	93.1	0.0		
Total %	55.9	7.9	0.0	0.0	63.8	0.0	0.0	0.0	0.0		0.0	7.8	4.6	0.0	12.4	1.6	0.0	22.2	0.0	23.8	
Exiting Leg Total					474										151					958	1583
Cars	873	122	0	0	995	0	0	0	0	0	0	120	72	0	192	24	0	342	0	366	1553
% Cars	98.6	97.6	0.0	0.0	98.5	0.0	0.0	0.0	0.0	0.0	0.0	97.6	98.6	0.0	98.0	92.3	0.0	97.4	0.0	97.1	98.1
Exiting Leg Total					462										146					945	1553
Heavy Vehicles	12	3	0	0	15	0	0	0	0	0	0	3	1	0	4	2	0	9	0	11	30
% Heavy Vehicles	1.4	2.4	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	2.4	1.4	0.0	2.0	7.7	0.0	2.6	0.0	2.9	1.9
Exiting Leg Total					12										5					13	30

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

	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	129	17	0	0	146	0	0	0	0	0	0	14	6	0	20	1	0	42	0	43	209
4:15 PM	116	9	0	0	125	0	0	0	0	0	0	18	12	0	30	6	0	48	0	54	209
4:30 PM	145	15	0	0	160	0	0	0	0	0	0	14	12	0	26	2	0	50	0	52	238
4:45 PM	117	21	0	0	138	0	0	0	0	0	0	15	8	0	23	3	0	47	0	50	211
<b>Total Volume</b>	<b>507</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>569</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>38</b>	<b>0</b>	<b>99</b>	<b>12</b>	<b>0</b>	<b>187</b>	<b>0</b>	<b>199</b>	<b>867</b>
% Approach Total	89.1	10.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	61.6	38.4	0.0		6.0	0.0	94.0	0.0		
PHF	0.874	0.738	0.000	0.000	0.889	0.000	0.000	0.000	0.000		0.000	0.847	0.792	0.000	0.825	0.500	0.000	0.935	0.000	0.921	0.911
Cars	497	60	0	0	557	0	0	0	0	0	0	59	37	0	96	11	0	183	0	194	847
Cars %	98.0	96.8	0.0	0.0	97.9	0.0	0.0	0.0	0.0	0.0	0.0	96.7	97.4	0.0	97.0	91.7	0.0	97.9	0.0	97.5	97.7
Heavy Vehicles	10	2	0	0	12	0	0	0	0	0	0	2	1	0	3	1	0	4	0	5	20
Heavy Vehicles %	2.0	3.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3.3	2.6	0.0	3.0	8.3	0.0	2.1	0.0	2.5	2.3
Cars Enter Leg	497	60	0	0	557	0	0	0	0	0	0	59	37	0	96	11	0	183	0	194	847
Heavy Enter Leg	10	2	0	0	12	0	0	0	0	0	0	2	1	0	3	1	0	4	0	5	20
Total Entering Leg	507	62	0	0	569	0	0	0	0	0	0	61	38	0	99	12	0	187	0	199	867
Cars Exiting Leg					242										71					534	847
Heavy Exiting Leg					6										3					11	20
Total Exiting Leg					248										74					545	867

PDI File #: 239353 A

Location: N: Prospect Street S: Prospect Street

Location: E: Driveway W: Lake Street

City, State: Bellingham, MA

Client: Kimley-Horn/ L. Juan

Site Code: 112614004

Count Date: Tuesday, May 9, 2023

Start Time: 4:00 PM

End Time: 6:00 PM

Class:


 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0160 Fax: 508-875-0118

## Cars

	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	125	16	0	0	141	0	0	0	0	0	0	13	6	0	19	1	0	40	0	41	201
4:15 PM	115	9	0	0	124	0	0	0	0	0	0	17	12	0	29	6	0	48	0	54	207
4:30 PM	144	15	0	0	159	0	0	0	0	0	0	14	12	0	26	2	0	49	0	51	236
4:45 PM	113	20	0	0	133	0	0	0	0	0	0	15	7	0	22	2	0	46	0	48	203
<b>Total</b>	<b>497</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>557</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>37</b>	<b>0</b>	<b>96</b>	<b>11</b>	<b>0</b>	<b>183</b>	<b>0</b>	<b>194</b>	<b>847</b>
5:00 PM	104	18	0	0	122	0	0	0	0	0	0	22	6	0	28	4	0	45	0	49	199
5:15 PM	85	13	0	0	98	0	0	0	0	0	0	14	10	0	24	3	0	43	0	46	168
5:30 PM	102	10	0	0	112	0	0	0	0	0	0	10	8	0	18	3	0	38	0	41	171
5:45 PM	85	21	0	0	106	0	0	0	0	0	0	15	11	0	26	3	0	33	0	36	168
<b>Total</b>	<b>376</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>438</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>35</b>	<b>0</b>	<b>96</b>	<b>13</b>	<b>0</b>	<b>159</b>	<b>0</b>	<b>172</b>	<b>706</b>
<b>Grand Total</b>	<b>873</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>995</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>72</b>	<b>0</b>	<b>192</b>	<b>24</b>	<b>0</b>	<b>342</b>	<b>0</b>	<b>366</b>	<b>1553</b>
<b>Approach %</b>	<b>87.7</b>	<b>12.3</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>		<b>6.6</b>	<b>0.0</b>	<b>93.4</b>	<b>0.0</b>		
<b>Total %</b>	<b>56.2</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>64.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>7.7</b>	<b>4.6</b>	<b>0.0</b>	<b>12.4</b>	<b>1.5</b>	<b>0.0</b>	<b>22.0</b>	<b>0.0</b>	<b>23.6</b>	
<b>Exiting Leg Total</b>					<b>462</b>					<b>0</b>				<b>146</b>						<b>945</b>	<b>1553</b>

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

4:00 PM	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	125	16	0	0	141	0	0	0	0	0	0	13	6	0	19	1	0	40	0	41	201
4:15 PM	115	9	0	0	124	0	0	0	0	0	0	17	12	0	29	6	0	48	0	54	207
4:30 PM	144	15	0	0	159	0	0	0	0	0	0	14	12	0	26	2	0	49	0	51	236
4:45 PM	113	20	0	0	133	0	0	0	0	0	0	15	7	0	22	2	0	46	0	48	203
<b>Total Volume</b>	<b>497</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>557</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>37</b>	<b>0</b>	<b>96</b>	<b>11</b>	<b>0</b>	<b>183</b>	<b>0</b>	<b>194</b>	<b>847</b>
<b>% Approach Total</b>	<b>89.2</b>	<b>10.8</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>61.5</b>	<b>38.5</b>	<b>0.0</b>		<b>5.7</b>	<b>0.0</b>	<b>94.3</b>	<b>0.0</b>		
<b>PHF</b>	<b>0.863</b>	<b>0.750</b>	<b>0.000</b>	<b>0.000</b>	<b>0.876</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>		<b>0.000</b>	<b>0.868</b>	<b>0.771</b>	<b>0.000</b>	<b>0.828</b>	<b>0.458</b>	<b>0.000</b>	<b>0.934</b>	<b>0.000</b>	<b>0.898</b>	<b>0.897</b>
<b>Entering Leg</b>	<b>497</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>557</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>59</b>	<b>37</b>	<b>0</b>	<b>96</b>	<b>11</b>	<b>0</b>	<b>183</b>	<b>0</b>	<b>194</b>	<b>847</b>
<b>Exiting Leg</b>					<b>242</b>					<b>0</b>				<b>71</b>					<b>534</b>	<b>847</b>	
<b>Total</b>					<b>799</b>					<b>0</b>				<b>167</b>					<b>728</b>	<b>1694</b>	

PDI File #: 239353 A  
 Location: N: Prospect Street S: Prospect Street  
 Location: E: Driveway W: Lake Street  
 City, State: Bellingham, MA  
 Client: Kimley-Horn/ L. Juan  
 Site Code: 112614004  
 Count Date: Tuesday, May 9, 2023  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



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

Class:

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

	Prospect Street					Driveway					Prospect Street					Lake Street						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
4:00 PM	4	1	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	8	
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
4:45 PM	4	1	0	0	5	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	8	
<b>Total</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>20</b>	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	4	
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4	
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	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	
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>10</b>	
<b>Grand Total</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>30</b>	
<b>Approach %</b>	<b>80.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>		<b>18.2</b>	<b>0.0</b>	<b>81.8</b>	<b>0.0</b>			
<b>Total %</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>30.0</b>	<b>0.0</b>	<b>36.7</b>		
<b>Exiting Leg Total</b>																					<b>13</b>	<b>30</b>
<b>Buses</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
<b>% Buses</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	25.0	0.0	0.0	11.1	0.0	9.1	6.7	
<b>Exiting Leg Total</b>																					<b>0</b>	<b>2</b>
<b>Single-Unit Trucks</b>	11	3	0	0	14	0	0	0	0	0	0	2	1	0	3	2	0	6	0	8	25	
<b>% Single-Unit</b>	91.7	100.0	0.0	0.0	93.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	100.0	0.0	75.0	100.0	0.0	66.7	0.0	72.7	83.3	
<b>Exiting Leg Total</b>																					<b>12</b>	<b>25</b>
<b>Articulated Trucks</b>	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	
<b>% Articulated</b>	8.3	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	18.2	10.0	
<b>Exiting Leg Total</b>																					<b>1</b>	<b>3</b>

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

4:00 PM	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	4	1	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	8
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	4	1	0	0	5	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	8
<b>Total Volume</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>20</b>
<b>% Approach Total</b>	<b>83.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>		<b>20.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>		
<b>PHF</b>	0.625	0.500	0.000	0.000	0.600	0.000	0.000	0.000	0.000		0.000	0.500	0.250	0.000	0.750	0.250	0.000	0.500	0.000	0.625	0.625
<b>Buses</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Buses %</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Single-Unit Trucks</b>	10	2	0	0	12	0	0	0	0	0	0	2	1	0	3	1	0	3	0	4	19
<b>Single-Unit %</b>	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	75.0	0.0	80.0	95.0
<b>Articulated Trucks</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
<b>Articulated %</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	20.0	5.0
<b>Buses</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Single-Unit Trucks</b>	10	2	0	0	12	0	0	0	0	0	0	2	1	0	3	1	0	3	0	4	19
<b>Articulated Trucks</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total Entering Leg</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>20</b>
<b>Buses</b>						0						0				0				0	0
<b>Single-Unit Trucks</b>						5						3				3				11	19
<b>Articulated Trucks</b>						1						0				0				0	1
<b>Total Exiting Leg</b>						6						3				3				11	20

PDI File #: 239353 A  
 Location: N: Prospect Street S: Prospect Street  
 Location: E: Driveway W: Lake Street  
 City, State: Bellingham, MA  
 Client: Kimley-Horn/ L. Juan  
 Site Code: 112614004  
 Count Date: Tuesday, May 9, 2023  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



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

Class:

Buses

	Prospect Street					Driveway					Prospect Street					Lake Street				
	from North					from East					from South					from West				
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total
4:00 PM	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
4:30 PM	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
Total	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	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	50.0
Exiting Leg Total	2					0					0					0				

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

4:30 PM	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Exiting Leg	2					0					0					0					0
Total	2					0					0					1					1

PDI File #: **239353 A**  
 Location: **N: Prospect Street S: Prospect Street**  
 Location: **E: Driveway W: Lake Street**  
 City, State: **Bellingham, MA**  
 Client: **Kimley-Horn/ L. Juan**  
 Site Code: **112614004**  
 Count Date: **Tuesday, May 9, 2023**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

Class:

**Single-Unit Trucks**

	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	4	1	0	0	5	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	8
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
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	4	1	0	0	5	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	8
<b>Total</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>19</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	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
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>6</b>
<b>Grand Total</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>25</b>
<b>Approach %</b>	<b>78.6</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>		<b>25.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>		
<b>Total %</b>	<b>44.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>12.0</b>	<b>8.0</b>	<b>0.0</b>	<b>24.0</b>	<b>0.0</b>	<b>32.0</b>	
<b>Exiting Leg Total</b>					<b>8</b>										<b>5</b>					<b>12</b>	<b>25</b>

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

	Prospect Street					Driveway					Prospect Street					Lake Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	4	1	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	8
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
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	4	1	0	0	5	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	8
<b>Total Volume</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>19</b>
<b>% Approach Total</b>	<b>83.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>		<b>25.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>		
<b>PHF</b>	<b>0.625</b>	<b>0.500</b>	<b>0.000</b>	<b>0.000</b>	<b>0.600</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>		<b>0.000</b>	<b>0.500</b>	<b>0.250</b>	<b>0.000</b>	<b>0.750</b>	<b>0.250</b>	<b>0.000</b>	<b>0.375</b>	<b>0.000</b>	<b>0.500</b>	<b>0.594</b>
<b>Entering Leg</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>19</b>
<b>Exiting Leg</b>					<b>5</b>						<b>0</b>				<b>3</b>					<b>11</b>	<b>19</b>
<b>Total</b>					<b>17</b>						<b>0</b>				<b>6</b>					<b>15</b>	<b>38</b>

PDI File #: **239353 A**  
 Location: **N: Prospect Street S: Prospect Street**  
 Location: **E: Driveway W: Lake Street**  
 City, State: **Bellingham, MA**  
 Client: **Kimley-Horn/ L. Juan**  
 Site Code: **112614004**  
 Count Date: **Tuesday, May 9, 2023**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

Class:

**Articulated Trucks**

	Prospect Street					Driveway					Prospect Street					Lake Street				
	from North					from East					from South					from West				
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total
4:00 PM	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
<b>Grand Total</b>	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
<b>Approach %</b>	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	0.0	
<b>Total %</b>	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	66.7	0.0	66.7
<b>Exiting Leg Total</b>					<b>2</b>													<b>1</b>	<b>3</b>	

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

4:30 PM	Prospect Street					Driveway					Prospect Street					Lake Street				
	from North					from East					from South					from West				
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
<b>Total Volume</b>	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
<b>% Approach Total</b>	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	0.0	
<b>PHF</b>	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	0.500	0.000	0.500
<b>Entering Leg</b>	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
<b>Exiting Leg</b>					<b>2</b>													<b>0</b>	<b>1</b>	<b>3</b>
<b>Total</b>					<b>3</b>													<b>0</b>	<b>3</b>	<b>6</b>

PDI File #: **239353 A**  
Location: **N: Prospect Street S: Prospect Street**  
Location: **E: Driveway W: Lake Street**  
City, State: **Bellingham, MA**  
Client: **Kimley-Horn/ L. Juan**  
Site Code: **112614004**  
Count Date: **Tuesday, May 9, 2023**  
Start Time: **4:00 PM**  
End Time: **6:00 PM**



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

### **Bicycles (on Roadway and Crosswalks)**

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

PDI File #: 239353 A

Location: N: Prospect Street S: Prospect Street

Location: E: Driveway W: Lake Street

City, State: Bellingham, MA

Client: Kimley-Horn/ L. Juan

Site Code: 112614004

Count Date: Tuesday, May 9, 2023

Start Time: 4:00 PM

End Time: 6:00 PM

Class:


 PRECISION  
 D A T A  
 INDUSTRIES, LLC

157 Washington Street, Suite 2

Hudson, MA 01749

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

Prospect Street  
north of Lake Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/ I. Juan  
Site Code: 112614004



PDI File #: 239353 ATR-A

Count Date: Tuesday, May 9, 2023  
Direction: NB

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

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	5	0	0	0	5
12:15 AM	0	0	2	0	0	0	2
12:30 AM	0	0	6	0	0	0	6
12:45 AM	0	0	8	0	1	0	9
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	6	0	0	0	6
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	4	0	0	0	4
2:00 AM	0	0	2	0	0	0	2
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	4	0	0	0	4
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	7	0	0	0	7
3:45 AM	0	0	8	0	0	0	8
4:00 AM	0	0	5	0	0	0	5
4:15 AM	1	0	13	0	0	0	14
4:30 AM	0	0	10	0	0	0	10
4:45 AM	0	0	28	0	0	0	28
5:00 AM	0	0	20	0	1	0	21
5:15 AM	0	0	41	0	0	0	41
5:30 AM	0	0	70	0	0	1	71
5:45 AM	0	0	101	0	0	0	101
6:00 AM	0	0	73	0	0	0	73
6:15 AM	1	1	114	0	0	0	116
6:30 AM	0	1	122	0	3	0	126
6:45 AM	0	0	129	1	3	0	133
7:00 AM	0	1	133	0	1	1	136
7:15 AM	0	1	135	0	3	1	140
7:30 AM	0	2	108	0	2	1	113
7:45 AM	0	1	142	0	5	0	148
8:00 AM	0	1	126	0	3	0	130
8:15 AM	0	0	92	2	2	1	97
8:30 AM	0	0	118	0	4	1	123
8:45 AM	0	0	77	0	3	0	80
9:00 AM	0	0	79	0	2	0	81
9:15 AM	0	0	78	0	0	1	79
9:30 AM	0	0	61	0	2	1	64
9:45 AM	0	0	61	0	1	0	62
10:00 AM	0	0	49	0	4	1	54
10:15 AM	0	0	52	0	3	0	55
10:30 AM	1	2	70	0	2	1	76
10:45 AM	0	3	57	0	3	0	63
11:00 AM	0	0	47	0	4	0	51
11:15 AM	0	0	48	0	0	0	48
11:30 AM	1	0	34	1	2	0	38
11:45 AM	0	0	40	0	4	0	44

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	42	0	5	1	49
12:15 PM	0	0	55	0	5	0	60
12:30 PM	0	0	54	0	0	0	54
12:45 PM	0	0	57	0	2	0	59
1:00 PM	0	0	53	1	4	0	58
1:15 PM	1	1	55	0	0	1	58
1:30 PM	0	0	60	0	2	0	62
1:45 PM	0	0	62	1	7	0	70
2:00 PM	0	0	61	0	2	1	64
2:15 PM	0	0	56	1	4	0	61
2:30 PM	0	0	84	0	2	1	87
2:45 PM	0	1	59	0	3	0	63
3:00 PM	0	2	55	5	4	0	66
3:15 PM	0	0	72	1	2	1	76
3:30 PM	0	0	73	1	3	0	77
3:45 PM	0	0	60	1	3	0	64
4:00 PM	0	0	54	0	2	0	56
4:15 PM	0	0	65	0	1	1	67
4:30 PM	0	1	64	0	0	1	66
4:45 PM	0	0	57	0	1	1	59
5:00 PM	0	0	66	0	1	0	67
5:15 PM	0	0	59	0	1	1	61
5:30 PM	0	2	46	0	2	0	50
5:45 PM	0	1	46	0	0	0	47
6:00 PM	0	0	45	0	1	0	46
6:15 PM	0	0	42	0	1	0	43
6:30 PM	0	1	51	0	0	0	52
6:45 PM	0	0	44	0	2	0	46
7:00 PM	1	0	44	0	1	0	46
7:15 PM	0	0	30	0	0	0	30
7:30 PM	0	0	32	0	0	0	32
7:45 PM	0	0	25	0	2	0	27
8:00 PM	0	0	17	0	0	0	17
8:15 PM	0	0	25	0	3	0	28
8:30 PM	0	1	21	0	1	0	23
8:45 PM	0	0	23	0	0	0	23
9:00 PM	0	0	10	0	0	0	10
9:15 PM	0	0	5	0	0	0	5
9:30 PM	0	0	15	0	0	0	15
9:45 PM	0	0	6	0	0	0	6
10:00 PM	0	0	8	0	0	0	8
10:15 PM	0	0	8	0	0	0	8
10:30 PM	0	0	9	0	0	0	9
10:45 PM	0	0	13	0	0	0	13
11:00 PM	0	0	7	0	0	0	7
11:15 PM	0	0	8	0	0	0	8
11:30 PM	0	0	6	0	0	0	6
11:45 PM	0	0	5	0	0	0	5

AM Total 4 13 2399 4 58 10 2488  
Percentage 0.16% 0.52% 96.42% 0.16% 2.33% 0.40%

AM Peak Volume 3:30 AM 7:00 AM 6:30 AM 7:30 AM 7:45 AM 6:45 AM 7:00 AM 537

PM Total 2 11 1914 11 67 9 2014  
Percentage 0.10% 0.55% 95.03% 0.55% 3.33% 0.45%

PM Peak Volume 12:30 PM 2:15 PM 2:30 PM 3:00 PM 1:30 PM 4:00 PM 2:30 PM

Day Total 6 24 4313 15 125 19 4502  
Percentage 0.13% 0.53% 95.80% 0.33% 2.78% 0.42%

Prospect Street  
north of Lake Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/ I. Juan  
Site Code: 112614004



PDI File #: 239353 ATR-A

Count Date: Wednesday, May 10, 2023  
Direction: NB

157 Washington Street, Suite 2  
Hudson, MA 01449  
Office: 508-875-0100 Fax: 508-875-0118

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	4	0	0	0	4	12:00 PM	0	1	40	0	1	1	43
12:15 AM	0	0	7	0	0	0	7	12:15 PM	0	0	42	0	1	0	43
12:30 AM	0	0	7	0	0	0	7	12:30 PM	0	1	41	0	2	0	44
12:45 AM	0	0	9	0	0	1	10	12:45 PM	0	1	57	0	0	0	58
1:00 AM	0	0	5	0	0	0	5	1:00 PM	0	0	49	0	6	1	56
1:15 AM	0	0	5	0	0	1	6	1:15 PM	1	0	56	0	2	1	60
1:30 AM	0	0	2	0	0	0	2	1:30 PM	0	1	45	1	2	0	49
1:45 AM	0	0	2	0	0	0	2	1:45 PM	0	0	53	2	0	0	55
2:00 AM	0	0	3	0	0	0	3	2:00 PM	0	0	57	0	1	0	58
2:15 AM	0	0	3	0	0	0	3	2:15 PM	0	0	67	1	2	1	71
2:30 AM	0	0	3	0	0	0	3	2:30 PM	0	1	70	0	1	2	74
2:45 AM	0	0	3	0	0	0	3	2:45 PM	0	2	83	1	0	1	87
3:00 AM	0	0	4	0	0	0	4	3:00 PM	0	2	61	1	0	0	64
3:15 AM	0	0	2	0	0	0	2	3:15 PM	0	0	84	1	3	0	88
3:30 AM	0	0	5	0	0	0	5	3:30 PM	0	0	78	2	2	0	82
3:45 AM	0	0	8	0	0	0	8	3:45 PM	0	1	65	0	2	0	68
4:00 AM	0	0	6	0	0	0	6	4:00 PM	0	1	83	0	0	0	84
4:15 AM	0	0	12	0	0	0	12	4:15 PM	0	1	64	0	0	0	65
4:30 AM	0	0	18	0	0	0	18	4:30 PM	2	2	83	0	0	0	87
4:45 AM	0	0	26	0	0	0	26	4:45 PM	0	0	76	0	0	0	76
5:00 AM	0	0	21	0	0	0	21	5:00 PM	0	0	67	0	1	0	68
5:15 AM	0	0	46	0	0	0	46	5:15 PM	1	0	74	0	1	0	76
5:30 AM	0	0	75	0	0	0	75	5:30 PM	0	0	71	0	0	0	71
5:45 AM	0	0	102	0	0	0	102	5:45 PM	0	1	57	0	3	0	61
6:00 AM	0	0	90	0	0	0	90	6:00 PM	0	0	35	0	0	0	35
6:15 AM	0	0	101	0	1	0	102	6:15 PM	0	0	59	0	0	0	59
6:30 AM	0	1	122	0	2	0	125	6:30 PM	0	1	50	0	0	0	51
6:45 AM	0	0	131	1	1	0	133	6:45 PM	0	1	32	0	0	0	33
7:00 AM	1	1	136	0	1	0	139	7:00 PM	0	1	39	0	1	0	41
7:15 AM	0	2	121	0	3	2	128	7:15 PM	0	0	39	0	0	0	39
7:30 AM	0	1	114	0	0	1	116	7:30 PM	0	0	29	0	1	0	30
7:45 AM	0	0	133	0	2	2	137	7:45 PM	0	1	37	0	0	0	38
8:00 AM	0	1	125	0	3	0	129	8:00 PM	0	0	20	0	0	0	20
8:15 AM	0	0	85	2	2	0	89	8:15 PM	0	0	26	0	2	0	28
8:30 AM	0	0	92	0	2	0	94	8:30 PM	0	1	17	0	0	0	18
8:45 AM	0	0	84	0	0	0	84	8:45 PM	0	0	13	0	0	0	13
9:00 AM	0	0	90	0	1	1	92	9:00 PM	0	0	14	0	0	0	14
9:15 AM	0	0	69	1	0	0	70	9:15 PM	0	0	13	0	0	0	13
9:30 AM	0	0	59	0	3	1	63	9:30 PM	0	0	14	0	0	0	14
9:45 AM	0	0	53	0	1	1	55	9:45 PM	0	0	16	0	0	0	16
10:00 AM	0	2	43	0	3	1	49	10:00 PM	0	0	10	0	0	0	10
10:15 AM	0	0	55	1	0	0	56	10:15 PM	0	0	8	0	0	0	8
10:30 AM	0	0	58	0	1	0	59	10:30 PM	0	0	11	0	0	0	11
10:45 AM	0	0	90	1	2	0	93	10:45 PM	0	0	10	0	0	0	10
11:00 AM	0	2	59	0	3	0	64	11:00 PM	0	0	6	0	0	0	6
11:15 AM	0	0	46	0	1	0	47	11:15 PM	0	0	6	0	0	0	6
11:30 AM	0	0	39	0	1	0	40	11:30 PM	0	0	3	0	0	0	3
11:45 AM	0	0	51	0	2	0	53	11:45 PM	0	0	9	0	0	0	9

AM Total 1 10 2424 6 35 11 2487

Percentage 0.04% 0.40% 97.47% 0.24% 1.41% 0.44%

AM Peak Volume 6:15 AM 6:30 AM 6:30 AM 7:30 AM 7:45 AM 7:00 AM 6:30 AM 1 4 510 2 9 5 525

PM Total 4 20 2039 9 34 7 2113

Percentage 0.19% 0.95% 96.50% 0.43% 1.61% 0.33%

PM Peak Volume 4:30 PM 2:15 PM 3:15 PM 2:45 PM 12:30 PM 2:00 PM 3:15 PM 3 5 310 5 10 4 322

Day Total 5 30 4463 15 69 18 4600

Percentage 0.11% 0.65% 97.02% 0.33% 1.50% 0.39%

Prospect Street  
north of Lake Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/ I. Juan  
Site Code: 112614004



PDI File #: 239353 ATR-A

Count Date: Tuesday, May 9, 2023  
Direction: SB

157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0109 Fax: 508-875-0118

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	16	0	0	0	16	12:00 PM	0	0	91	0	1	0	92
12:15 AM	0	0	7	0	0	0	7	12:15 PM	0	0	76	0	3	0	79
12:30 AM	0	0	10	0	0	0	10	12:30 PM	0	0	68	1	3	1	73
12:45 AM	0	0	4	0	0	0	4	12:45 PM	0	2	63	0	1	0	66
1:00 AM	0	0	0	0	0	0	0	1:00 PM	0	0	57	0	2	0	59
1:15 AM	0	0	4	0	0	0	4	1:15 PM	0	0	59	0	2	2	63
1:30 AM	0	0	4	0	0	0	4	1:30 PM	0	1	71	0	1	1	74
1:45 AM	0	0	4	0	0	0	4	1:45 PM	0	0	72	0	1	0	73
2:00 AM	0	0	3	0	0	0	3	2:00 PM	0	1	84	0	3	0	88
2:15 AM	0	0	1	0	0	0	1	2:15 PM	0	0	87	0	4	0	91
2:30 AM	0	0	1	0	0	0	1	2:30 PM	0	0	124	1	3	0	128
2:45 AM	0	0	1	0	0	0	1	2:45 PM	0	0	108	1	1	1	111
3:00 AM	0	0	3	0	0	0	3	3:00 PM	0	1	135	0	3	2	141
3:15 AM	0	0	2	0	0	0	2	3:15 PM	0	0	148	2	6	0	156
3:30 AM	0	0	1	0	0	0	1	3:30 PM	0	1	143	1	4	0	149
3:45 AM	0	0	3	0	0	0	3	3:45 PM	1	0	157	0	1	3	162
4:00 AM	0	0	0	0	0	0	0	4:00 PM	0	1	147	0	3	0	151
4:15 AM	0	0	4	0	1	0	5	4:15 PM	0	1	123	0	2	0	126
4:30 AM	0	0	4	0	0	0	4	4:30 PM	0	2	158	0	0	0	160
4:45 AM	0	0	2	0	0	0	2	4:45 PM	0	0	131	0	4	0	135
5:00 AM	0	0	2	0	0	0	2	5:00 PM	0	3	125	0	1	0	129
5:15 AM	0	0	4	0	0	0	4	5:15 PM	0	1	91	0	0	1	93
5:30 AM	0	0	7	0	0	0	7	5:30 PM	0	2	116	0	2	0	120
5:45 AM	0	0	15	0	0	0	15	5:45 PM	0	0	100	0	0	0	100
6:00 AM	0	0	12	0	0	0	12	6:00 PM	0	0	94	0	2	0	96
6:15 AM	0	0	11	0	1	0	12	6:15 PM	0	0	72	0	0	1	73
6:30 AM	0	0	25	1	0	0	26	6:30 PM	0	0	83	0	0	0	83
6:45 AM	0	0	24	1	3	0	28	6:45 PM	0	0	64	0	2	0	66
7:00 AM	0	0	35	0	1	0	36	7:00 PM	0	0	65	0	0	0	65
7:15 AM	0	0	56	1	5	0	62	7:15 PM	0	1	60	0	0	0	61
7:30 AM	0	0	46	0	4	0	50	7:30 PM	0	0	55	0	0	0	55
7:45 AM	0	0	46	0	2	1	49	7:45 PM	0	0	67	0	1	0	68
8:00 AM	0	0	48	1	4	1	54	8:00 PM	0	0	52	0	0	0	52
8:15 AM	0	0	49	1	3	2	55	8:15 PM	0	0	48	0	0	0	48
8:30 AM	0	0	46	1	1	1	49	8:30 PM	0	0	50	0	0	0	50
8:45 AM	0	0	36	1	3	0	40	8:45 PM	0	0	35	0	0	0	35
9:00 AM	0	0	44	0	3	0	47	9:00 PM	0	0	33	0	0	0	33
9:15 AM	0	0	27	0	0	1	28	9:15 PM	0	0	27	0	0	0	27
9:30 AM	0	0	39	0	2	0	41	9:30 PM	0	0	23	0	0	0	23
9:45 AM	0	0	44	0	1	0	45	9:45 PM	0	0	21	0	0	0	21
10:00 AM	0	0	34	0	2	1	37	10:00 PM	0	0	18	0	0	0	18
10:15 AM	0	0	41	0	2	0	43	10:15 PM	0	0	13	0	0	0	13
10:30 AM	0	0	42	0	3	0	45	10:30 PM	0	0	20	0	0	0	20
10:45 AM	0	0	54	0	5	0	59	10:45 PM	0	0	11	0	0	0	11
11:00 AM	0	5	47	0	3	1	56	11:00 PM	0	0	15	0	0	0	15
11:15 AM	1	0	56	0	4	0	61	11:15 PM	0	0	25	0	0	0	25
11:30 AM	0	0	56	0	4	1	61	11:30 PM	0	0	13	0	0	0	13
11:45 AM	0	0	58	0	1	1	60	11:45 PM	0	0	9	0	0	0	9

AM Total 1 5 1078 7 58 10 1159

Percentage 0.09% 0.43% 93.01% 0.60% 5.00% 0.86%

AM Peak 10:30 AM 10:15 AM 11:00 AM 8:00 AM 10:45 AM 7:45 AM 11:00 AM

Volume 1 5 217 4 16 5 238

PM Total 1 17 3507 6 56 12 3599

Percentage 0.03% 0.47% 97.44% 0.17% 1.56% 0.33%

PM Peak 3:00 PM 4:15 PM 3:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM

Volume 1 6 595 4 14 5 618

Day Total 2 22 4585 13 114 22 4758

Percentage 0.04% 0.46% 96.36% 0.27% 2.40% 0.46%

Prospect Street  
north of Lake Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/ I. Juan  
Site Code: 112614004



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

PDI File #: 239353 ATR-A

Count Date: Wednesday, May 10, 2023  
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	17	0	0	0	17
12:15 AM	0	0	9	0	0	0	9
12:30 AM	0	0	10	0	0	0	10
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	5	0	0	0	5
1:30 AM	0	0	5	0	0	0	5
1:45 AM	0	0	7	0	0	0	7
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	5	0	0	0	5
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	7	0	0	0	7
4:45 AM	0	0	3	0	0	0	3
5:00 AM	0	0	5	0	0	0	5
5:15 AM	0	0	9	0	0	0	9
5:30 AM	0	0	7	0	0	0	7
5:45 AM	0	0	6	0	1	0	7
6:00 AM	0	0	12	0	3	0	15
6:15 AM	0	0	10	0	0	0	10
6:30 AM	0	0	31	1	2	0	34
6:45 AM	0	0	19	1	1	0	21
7:00 AM	0	0	39	0	1	0	40
7:15 AM	0	0	65	1	3	0	69
7:30 AM	0	0	55	0	1	0	56
7:45 AM	0	0	61	0	0	0	61
8:00 AM	0	0	39	1	1	1	42
8:15 AM	0	1	41	1	1	0	44
8:30 AM	0	0	46	2	1	0	49
8:45 AM	0	0	40	3	2	0	45
9:00 AM	0	0	51	0	1	0	52
9:15 AM	0	0	40	0	0	0	40
9:30 AM	0	0	28	1	2	0	31
9:45 AM	0	0	41	0	2	0	43
10:00 AM	0	1	49	0	1	1	52
10:15 AM	0	0	37	0	0	0	37
10:30 AM	0	0	42	0	2	0	44
10:45 AM	0	0	62	0	2	0	64
11:00 AM	0	0	37	0	2	0	39
11:15 AM	0	0	66	0	0	0	66
11:30 AM	0	0	63	0	1	0	64
11:45 AM	0	2	50	1	1	0	54

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	68	0	3	1	72
12:15 PM	0	0	50	0	2	0	52
12:30 PM	0	0	63	0	3	1	67
12:45 PM	0	0	54	0	2	0	56
1:00 PM	0	0	45	0	1	0	46
1:15 PM	0	0	61	0	2	0	63
1:30 PM	0	0	59	0	0	1	60
1:45 PM	0	0	66	0	1	0	67
2:00 PM	0	1	95	1	0	1	98
2:15 PM	0	1	106	0	0	0	107
2:30 PM	0	0	137	3	0	0	140
2:45 PM	0	1	111	0	3	1	116
3:00 PM	0	0	133	0	1	0	134
3:15 PM	0	1	139	3	2	0	145
3:30 PM	0	2	151	2	2	1	158
3:45 PM	0	0	166	0	2	0	168
4:00 PM	1	0	132	2	1	0	136
4:15 PM	0	2	170	0	0	0	172
4:30 PM	0	0	150	0	3	0	153
4:45 PM	0	2	127	0	1	0	130
5:00 PM	0	1	135	0	1	0	137
5:15 PM	2	0	135	0	0	0	137
5:30 PM	0	1	104	0	1	0	106
5:45 PM	0	0	120	0	0	0	120
6:00 PM	1	0	113	0	1	0	115
6:15 PM	0	2	67	0	1	0	70
6:30 PM	0	0	81	0	0	0	81
6:45 PM	0	2	72	0	0	0	74
7:00 PM	0	2	74	0	1	0	77
7:15 PM	0	1	71	0	0	0	72
7:30 PM	0	0	69	0	0	0	69
7:45 PM	0	0	49	0	0	0	49
8:00 PM	0	0	68	0	1	0	69
8:15 PM	0	0	57	0	0	0	57
8:30 PM	0	0	41	0	0	0	41
8:45 PM	0	1	33	0	0	0	34
9:00 PM	0	0	33	0	1	0	34
9:15 PM	0	0	33	0	0	0	33
9:30 PM	0	0	21	0	0	0	21
9:45 PM	0	0	27	0	0	0	27
10:00 PM	0	0	13	0	0	0	13
10:15 PM	0	0	11	0	0	0	11
10:30 PM	0	0	24	0	0	0	24
10:45 PM	0	0	5	0	0	0	5
11:00 PM	0	0	13	0	0	0	13
11:15 PM	0	0	18	0	0	0	18
11:30 PM	0	0	17	0	0	0	17
11:45 PM	0	0	6	0	0	0	6

AM Total 0 4 1134 12 31 2 1183  
Percentage 0.00% 0.34% 95.86% 1.01% 2.62% 0.17%

AM Peak Volume 12:00 AM 11:00 AM 10:45 AM 8:00 AM 6:30 AM 7:15 AM 10:45 AM  
Volume 0 2 228 7 7 1 233

PM Total 4 20 3593 11 36 6 3670  
Percentage 0.11% 0.54% 97.90% 0.30% 0.98% 0.16%

PM Peak Volume 5:15 PM 6:15 PM 3:30 PM 3:15 PM 12:00 PM 12:00 PM 3:30 PM  
Volume 3 6 619 7 10 2 634

Day Total 4 24 4727 23 67 8 4853  
Percentage 0.08% 0.49% 97.40% 0.47% 1.38% 0.16%

Prospect Street  
north of Lake Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/ I. Juan  
Site Code: 112614004



157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0116

PDI File # 239353 ATR-A

**Direction:** **NB**

## Weekly Report

Prospect Street  
north of Lake Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/ I. Juan  
Site Code: 112614004



PDI File # 239353 ATR-A

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

**Direction:** **SB**

## Weekly Report

Prospect Street

north of Lake Street

City, State: Bellingham, MA

Client: Kimley-Horn/ L. Juan

Site Code: 112614004



PDI File #: 239353 ATR-A (Speed)

 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0116

Count Date

Tuesday, May 9, 2023

## Speed (60-minute)

## NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed		
12:00 AM	0	0	0	0	3	4	13	3	0	0	0	0	0	23	43.7	40.6		
1:00 AM	0	0	0	0	1	2	2	7	2	1	0	1	0	16	53.8	47.2		
2:00 AM	0	0	0	0	0	1	4	3	1	0	0	0	0	9	46.8	43.0		
3:00 AM	0	0	0	0	0	1	3	13	3	0	1	0	0	21	50.0	46.8		
4:00 AM	0	0	0	0	0	10	24	20	4	0	0	0	0	58	48.0	43.5		
5:00 AM	0	0	0	1	4	40	107	69	13	3	0	1	1	239	47.3	43.3		
6:00 AM	0	0	0	0	5	63	210	133	25	1	0	0	1	438	47.0	43.3		
7:00 AM	0	0	0	0	6	135	274	112	9	1	0	0	0	537	45.6	41.7		
8:00 AM	0	0	2	1	19	124	227	63	3	0	0	0	1	440	45.0	40.9		
9:00 AM	0	0	0	2	23	124	116	24	2	0	0	0	0	291	43.0	39.4		
10:00 AM	1	0	0	3	12	109	93	20	1	0	0	0	0	239	43.0	39.2		
11:00 AM	0	0	0	1	14	61	90	13	0	1	0	0	1	181	43.0	40.0		
12:00 PM	0	2	10	32	58	92	38	1	1	0	0	0	1	235	40.0	34.7		
1:00 PM	1	2	15	59	69	80	28	6	0	0	0	0	1	261	39.0	33.3		
2:00 PM	0	0	11	52	75	88	29	6	0	0	1	0	0	262	39.0	33.7		
3:00 PM	2	2	11	29	66	80	55	17	1	0	0	0	0	263	42.0	35.4		
4:00 PM	0	0	0	3	16	78	124	18	3	0	0	0	0	242	43.0	40.0		
5:00 PM	0	1	1	1	8	59	107	45	4	2	0	0	0	228	45.0	41.3		
6:00 PM	0	0	1	4	11	48	97	31	5	0	0	0	0	197	45.0	40.8		
7:00 PM	0	0	0	5	12	38	69	16	5	0	0	0	0	145	44.0	40.2		
8:00 PM	0	0	0	2	12	44	29	8	1	0	0	0	0	96	43.0	38.9		
9:00 PM	0	0	0	0	8	12	17	3	0	0	0	0	0	40	43.2	39.0		
10:00 PM	0	0	0	0	1	11	19	6	2	0	1	0	0	40	48.0	42.8		
11:00 PM	0	0	0	0	0	7	10	6	3	0	1	0	0	27	47.3	43.1		
Total	4	7	51	195	423	1311	1785	643	88	9	4	2	6	4528	45.0	39.6		
Percent	0.09%	0.15%	1.13%	4.31%	9.34%	28.95%	39.42%	14.20%	1.94%	0.20%	0.09%	0.04%	0.13%					
AM Peak	10:00 AM		8:00 AM	10:00 AM	9:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	5:00 AM	3:00 AM	1:00 AM	5:00 AM	7:00 AM				
Volume	1	0	2	3	23	135	274	133	25	3	1	1	1	537				
PM Peak	3:00 PM	12:00 PM	1:00 PM	1:00 PM	2:00 PM	12:00 PM	4:00 PM	5:00 PM	6:00 PM	5:00 PM	2:00 PM		12:00 PM	3:00 PM				
Volume	2	2	15	59	75	92	124	45	5	2	1	0	1	263				
15th Percentile:				34.1 MPH				Average Speed:				39.6 MPH				Posted Speed Limit:		40 MPH
50th Percentile:				40.0 MPH				10 MPH Pace:				36 to 45 MPH				Number of Vehicles > 40 MPH:		2134
85th Percentile:				45.0 MPH				Number in Pace:				3134				Percent of Vehicles > 40 MPH:		47.1%
95th Percentile:				48.0 MPH				Percent in Pace:				69.2%						

Prospect Street

north of Lake Street

City, State: Bellingham, MA

Client: Kimley-Horn/ L. Juan

Site Code: 112614004



PDI File #: 239353 ATR-A (Speed)

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

Count Date

Tuesday, May 9, 2023

## Speed (60-minute)

## SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	2	7	15	11	1	1	0	0	0	37	46.0	42.8
1:00 AM	0	0	0	0	1	1	1	6	3	0	0	0	0	12	52.0	46.4
2:00 AM	0	0	0	0	1	1	3	0	0	1	0	0	0	6	46.8	41.5
3:00 AM	0	0	0	0	0	1	0	6	1	1	0	0	0	9	49.6	47.2
4:00 AM	0	0	0	0	0	1	6	2	2	1	0	0	0	12	53.4	44.9
5:00 AM	0	0	0	0	3	4	11	9	1	0	0	0	0	28	47.0	42.5
6:00 AM	0	0	0	0	5	26	34	15	0	1	0	0	0	81	45.0	40.9
7:00 AM	0	0	0	1	16	61	85	30	2	2	0	0	0	197	45.0	40.7
8:00 AM	0	1	0	3	12	79	73	20	1	0	0	0	0	189	44.0	39.6
9:00 AM	0	3	3	7	23	59	57	8	1	0	0	0	0	161	43.0	37.5
10:00 AM	2	0	2	9	38	60	68	7	1	0	0	0	0	187	42.0	37.4
11:00 AM	1	0	0	3	49	80	73	18	1	0	0	0	0	225	43.0	38.2
12:00 PM	3	6	19	25	58	121	55	4	0	0	0	0	0	291	41.0	34.6
1:00 PM	1	1	3	16	59	101	61	7	0	0	0	0	0	249	42.0	36.3
2:00 PM	0	2	9	38	88	136	100	12	0	0	0	0	0	385	42.0	36.0
3:00 PM	6	18	39	43	87	178	141	22	1	1	0	0	0	536	42.0	35.1
4:00 PM	0	1	3	11	46	180	247	34	2	0	1	0	0	525	43.0	39.2
5:00 PM	0	0	0	1	12	134	222	59	6	0	0	0	0	434	44.1	40.9
6:00 PM	0	0	1	1	19	104	146	31	2	1	0	0	0	305	44.0	40.3
7:00 PM	0	0	0	0	7	81	105	43	7	0	1	0	0	244	45.0	41.3
8:00 PM	0	0	0	1	9	51	90	25	2	2	0	0	0	182	45.0	41.4
9:00 PM	1	0	0	1	5	28	47	17	5	0	0	0	0	104	45.0	41.0
10:00 PM	0	0	0	0	1	14	29	10	3	1	1	0	0	59	45.0	42.3
11:00 PM	0	0	0	0	2	9	25	19	3	0	0	0	0	58	47.5	43.2
Total	14	32	79	160	543	1517	1694	415	45	12	5	0	0	4516	44.0	38.6
Percent	0.31%	0.71%	1.75%	3.54%	12.02%	33.59%	37.51%	9.19%	1.00%	0.27%	0.11%	0.00%	0.00%			

AM Peak	10:00 AM	9:00 AM	9:00 AM	10:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	1:00 AM	7:00 AM				11:00 AM		
Volume	2	3	3	9	49	80	85	30	3	2	0	0	0	225		

PM Peak	3:00 PM	3:00 PM	3:00 PM	3:00 PM	2:00 PM	4:00 PM	4:00 PM	5:00 PM	7:00 PM	8:00 PM	8:00 PM			3:00 PM		
Volume	6	18	39	43	88	180	247	59	7	2	2	0	0	536		

15th Percentile:	34.0 MPH	Average Speed:	38.6 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	39.0 MPH	10 MPH Pace:	35 to 44 MPH	Number of Vehicles > 40 MPH:	1745
85th Percentile:	44.0 MPH	Number in Pace:	3211	Percent of Vehicles > 40 MPH:	38.6%
95th Percentile:	46.0 MPH	Percent in Pace:	71.1%		

Prospect Street

north of Lake Street

City, State: Bellingham, MA

Client: Kimley-Horn/ L. Juan

Site Code: 112614004



PDI File #: 239353 ATR-A (Speed)

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

Count Date

Tuesday, May 9, 2023

## Speed (60-minute)

## Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	5	11	28	14	1	1	0	0	0	60	45.0	41.9
1:00 AM	0	0	0	0	2	3	3	13	5	1	0	1	0	28	52.0	46.9
2:00 AM	0	0	0	0	1	2	7	3	1	1	0	0	0	15	46.9	42.4
3:00 AM	0	0	0	0	0	2	3	19	4	1	1	0	0	30	50.0	46.9
4:00 AM	0	0	0	0	0	11	30	22	6	1	0	0	0	70	48.0	43.7
5:00 AM	0	0	0	1	7	44	118	78	14	3	0	1	1	267	47.1	43.2
6:00 AM	0	0	0	0	10	89	244	148	25	2	0	0	1	519	47.0	42.9
7:00 AM	0	0	0	1	22	196	359	142	11	3	0	0	0	734	45.0	41.4
8:00 AM	0	1	2	4	31	203	300	83	4	0	0	0	1	629	44.0	40.5
9:00 AM	0	3	3	9	46	183	173	32	3	0	0	0	0	452	43.0	38.8
10:00 AM	3	0	2	12	50	169	161	27	2	0	0	0	0	426	43.0	38.4
11:00 AM	1	0	0	4	63	141	163	31	1	1	0	0	1	406	43.0	39.0
12:00 PM	3	8	29	57	116	213	93	5	1	0	0	0	1	526	40.0	34.6
1:00 PM	2	3	18	75	128	181	89	13	0	0	0	0	1	510	41.0	34.8
2:00 PM	0	2	20	90	163	224	129	18	0	0	1	0	0	647	41.0	35.1
3:00 PM	8	20	50	72	153	258	196	39	2	1	0	0	0	799	42.0	35.2
4:00 PM	0	1	3	14	62	258	371	52	5	0	1	0	0	767	43.0	39.5
5:00 PM	0	1	1	2	20	193	329	104	10	2	0	0	0	662	45.0	41.1
6:00 PM	0	0	2	5	30	152	243	62	7	1	0	0	0	502	44.0	40.5
7:00 PM	0	0	0	5	19	119	174	59	12	0	1	0	0	389	45.0	40.9
8:00 PM	0	0	0	3	21	95	119	33	3	2	2	0	0	278	44.0	40.5
9:00 PM	1	0	0	1	13	40	64	20	5	0	0	0	0	144	45.0	40.5
10:00 PM	0	0	0	0	2	25	48	16	5	1	2	0	0	99	45.3	42.5
11:00 PM	0	0	0	0	2	16	35	25	6	0	1	0	0	85	47.4	43.2
Total	18	39	130	355	966	2828	3479	1058	133	21	9	2	6	9044	44.0	39.1
Percent	0.20%	0.43%	1.44%	3.93%	10.68%	31.27%	38.47%	11.70%	1.47%	0.23%	0.10%	0.02%	0.07%			

AM Peak	10:00 AM	9:00 AM	9:00 AM	10:00 AM	11:00 AM	8:00 AM	7:00 AM	6:00 AM	6:00 AM	5:00 AM	3:00 AM	1:00 AM	5:00 AM	7:00 AM	
Volume	3	3	3	12	63	203	359	148	25	3	1	1	1	734	

PM Peak	3:00 PM	3:00 PM	3:00 PM	2:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	7:00 PM	5:00 PM	8:00 PM		12:00 PM	3:00 PM
Volume	8	20	50	90	163	258	371	104	12	2	2	0	1	799

15th Percentile:	34.0 MPH	Average Speed:	39.1 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	40.0 MPH	10 MPH Pace:	35 to 44 MPH	Number of Vehicles > 40 MPH:	3879
85th Percentile:	44.0 MPH	Number in Pace:	6307	Percent of Vehicles > 40 MPH:	42.9%
95th Percentile:	47.0 MPH	Percent in Pace:	69.7%		

Prospect Street

north of Lake Street

City, State: Bellingham, MA

Client: Kimley-Horn/ L. Juan

Site Code: 112614004



PDI File #: 239353 ATR-A (Speed)

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

Count Date

Wednesday, May 10, 2023

## Speed (60-minute)

NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	3	10	6	8	1	0	0	0	0	28	46.0	40.9
1:00 AM	0	0	0	0	0	5	4	1	2	2	1	1	0	16	57.0	46.3
2:00 AM	0	0	0	0	0	3	5	2	2	0	0	0	0	12	47.4	43.1
3:00 AM	0	0	0	0	1	4	7	4	2	1	0	0	0	19	47.9	43.4
4:00 AM	0	0	0	0	2	8	30	14	4	2	1	0	0	61	48.0	43.7
5:00 AM	0	0	0	0	1	33	111	76	21	0	1	0	0	243	48.0	43.9
6:00 AM	0	0	0	0	7	65	213	139	22	8	0	0	0	454	47.0	43.3
7:00 AM	0	1	0	0	11	136	273	102	14	0	0	0	0	537	46.0	41.6
8:00 AM	0	0	0	0	10	106	217	72	3	0	0	0	0	408	45.0	41.3
9:00 AM	0	0	0	1	17	102	128	34	3	0	0	0	0	285	44.0	40.2
10:00 AM	0	1	2	3	24	93	95	29	4	0	0	0	0	251	44.0	39.5
11:00 AM	0	0	0	2	17	73	100	27	4	0	1	0	0	224	44.0	40.2
12:00 PM	0	0	1	1	13	65	86	17	0	0	1	0	1	185	44.0	40.1
1:00 PM	0	0	0	2	20	59	92	31	5	0	0	0	0	209	45.0	40.3
2:00 PM	0	0	2	12	18	100	102	37	5	1	0	0	0	277	45.0	39.6
3:00 PM	0	0	0	2	10	91	112	56	6	0	0	0	0	277	46.0	41.0
4:00 PM	0	0	0	1	13	75	149	60	4	0	0	0	0	302	45.0	41.4
5:00 PM	1	0	1	3	7	66	141	50	3	2	0	0	0	274	45.0	41.3
6:00 PM	0	0	0	0	1	51	86	31	9	1	0	0	0	179	46.0	42.0
7:00 PM	0	1	3	1	11	61	61	18	2	0	0	0	1	159	44.0	39.7
8:00 PM	0	0	2	2	8	33	31	9	1	0	0	0	0	86	43.0	39.0
9:00 PM	0	0	1	0	6	25	21	6	0	2	0	0	0	61	44.0	39.5
10:00 PM	0	0	0	1	5	11	10	11	2	0	1	0	0	41	48.0	41.3
11:00 PM	0	0	0	0	1	6	10	4	3	0	0	0	0	24	48.1	42.3
Total	1	3	12	31	206	1281	2090	838	122	19	6	1	2	4612	46.0	41.2
Percent	0.02%	0.07%	0.26%	0.67%	4.47%	27.78%	45.32%	18.17%	2.65%	0.41%	0.13%	0.02%	0.04%			

AM Peak Volume	7:00 AM	10:00 AM	10:00 AM	10:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	6:00 AM	1:00 AM	1:00 AM		7:00 AM		
	0	1	2	3	24	136	273	139	22	8	1	1	0	537	

PM Peak Volume	5:00 PM	7:00 PM	7:00 PM	2:00 PM	1:00 PM	2:00 PM	4:00 PM	4:00 PM	6:00 PM	5:00 PM	12:00 PM		12:00 PM	4:00 PM	
	1	1	3	12	20	100	149	60	9	2	1	0	1	302	

15th Percentile:	37.0 MPH	Average Speed:	41.2 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	41.0 MPH	10 MPH Pace:	37 to 46 MPH	Number of Vehicles > 40 MPH:	2622
85th Percentile:	46.0 MPH	Number in Pace:	3554	Percent of Vehicles > 40 MPH:	56.9%
95th Percentile:	48.0 MPH	Percent in Pace:	77.1%		

Prospect Street  
north of Lake Street  
City, State: Bellingham, MA



PDI File #: 239353 ATR-A (Speed)

Client: Kimley-Horn/ L. Juan  
Site Code: 112614004

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

Count Date  
Wednesday, May 10, 2023

### Speed (60-minute)

SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	8	12	12	5	0	0	0	0	37	48.6	43.8
1:00 AM	0	0	0	0	0	4	9	4	2	0	0	0	0	19	47.3	42.7
2:00 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	3	44.7	44.0
3:00 AM	0	0	0	0	2	1	3	2	2	1	0	0	0	11	51.0	44.0
4:00 AM	0	0	0	0	1	4	4	2	2	0	0	0	0	13	47.6	41.8
5:00 AM	0	0	0	0	0	5	12	11	1	0	0	0	0	29	47.0	43.1
6:00 AM	0	0	0	0	6	21	38	16	2	0	0	0	0	83	45.0	41.3
7:00 AM	0	0	0	0	10	68	108	28	3	1	0	0	0	218	44.0	40.9
8:00 AM	0	0	0	0	13	44	93	28	1	0	0	0	0	179	45.0	41.0
9:00 AM	0	0	0	3	10	65	69	24	4	0	0	0	0	175	45.0	40.1
10:00 AM	0	0	1	7	29	73	69	7	4	1	0	0	0	191	43.0	38.4
11:00 AM	0	0	0	3	25	82	93	19	0	0	0	0	0	222	44.0	39.4
12:00 PM	0	2	0	0	23	107	84	21	0	2	1	0	0	240	43.0	39.2
1:00 PM	0	0	0	0	18	88	86	30	1	1	0	0	0	224	44.0	40.1
2:00 PM	0	2	2	4	8	135	225	46	4	1	0	1	1	429	44.0	40.6
3:00 PM	0	0	3	8	66	217	221	35	0	0	0	0	0	550	43.0	38.8
4:00 PM	0	2	0	0	10	162	321	67	5	0	0	0	0	567	44.0	41.0
5:00 PM	0	0	0	1	2	137	243	68	6	0	0	0	0	457	45.0	41.4
6:00 PM	0	0	1	1	13	103	155	49	6	1	0	0	0	329	45.0	41.0
7:00 PM	0	0	2	1	13	64	128	40	2	0	0	0	0	250	45.0	40.9
8:00 PM	0	0	0	2	10	69	93	20	1	1	0	0	0	196	44.0	40.3
9:00 PM	0	0	1	1	6	39	52	10	4	0	0	0	0	113	44.0	40.3
10:00 PM	0	0	0	0	2	10	20	17	1	3	0	0	0	53	47.2	43.3
11:00 PM	0	0	0	0	1	13	26	9	3	3	0	0	0	55	47.0	43.0
Total	0	6	10	31	268	1519	2166	566	59	15	1	1	1	4643	44.0	40.4
Percent	0.00%	0.13%	0.22%	0.67%	5.77%	32.72%	46.65%	12.19%	1.27%	0.32%	0.02%	0.02%	0.02%			

AM Peak Volume 10:00 AM 10:00 AM 10:00 AM 11:00 AM 7:00 AM 7:00 AM 12:00 AM 3:00 AM 11:00 AM

PM Peak Volume 12:00 PM 3:00 PM 3:00 PM 3:00 PM 3:00 PM 4:00 PM 5:00 PM 5:00 PM 10:00 PM 12:00 PM 2:00 PM 2:00 PM 2:00 PM 4:00 PM

15th Percentile:	37.0 MPH	Average Speed:	40.4 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	40.0 MPH	10 MPH Pace:	36 to 45 MPH	Number of Vehicles > 40 MPH:	2302
85th Percentile:	44.0 MPH	Number in Pace:	3766	Percent of Vehicles > 40 MPH:	49.6%
95th Percentile:	47.0 MPH	Percent in Pace:	81.1%		

## Prospect Street

## north of Lake Street

**City, State: Bellingham, MA**

**Client: Kimley-Horn/ L. Juan**

**Site Code: 112614004**



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

PDI File #: 239353 ATR-A (Speed)

**Count Date**

Wednesday, May 10, 2023

### Speed (60-minute)

## Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	3	18	18	20	6	0	0	0	0	65	48.0	42.6
1:00 AM	0	0	0	0	0	9	13	5	4	2	1	1	0	35	52.7	44.3
2:00 AM	0	0	0	0	0	3	7	3	2	0	0	0	0	15	45.9	43.3
3:00 AM	0	0	0	0	3	5	10	6	4	2	0	0	0	30	50.0	43.6
4:00 AM	0	0	0	0	3	12	34	16	6	2	1	0	0	74	48.0	43.3
5:00 AM	0	0	0	0	1	38	123	87	22	0	1	0	0	272	48.0	43.8
6:00 AM	0	0	0	0	13	86	251	155	24	8	0	0	0	537	47.0	43.0
7:00 AM	0	1	0	0	21	204	381	130	17	1	0	0	0	755	46.0	41.4
8:00 AM	0	0	0	0	23	150	310	100	4	0	0	0	0	587	45.0	41.2
9:00 AM	0	0	0	4	27	167	197	58	7	0	0	0	0	460	44.0	40.2
10:00 AM	0	1	3	10	53	166	164	36	8	1	0	0	0	442	43.0	39.0
11:00 AM	0	0	0	5	42	155	193	46	4	0	1	0	0	446	44.0	39.8
12:00 PM	0	2	1	1	36	172	170	38	0	2	2	0	1	425	43.4	39.6
1:00 PM	0	0	0	2	38	147	178	61	6	1	0	0	0	433	45.0	40.2
2:00 PM	0	2	4	16	26	235	327	83	9	2	0	1	1	706	44.0	40.2
3:00 PM	0	0	3	10	76	308	333	91	6	0	0	0	0	827	44.0	39.5
4:00 PM	0	2	0	1	23	237	470	127	9	0	0	0	0	869	45.0	41.1
5:00 PM	1	0	1	4	9	203	384	118	9	2	0	0	0	731	45.0	41.3
6:00 PM	0	0	1	1	14	154	241	80	15	2	0	0	0	508	45.0	41.3
7:00 PM	0	1	5	2	24	125	189	58	4	0	0	0	1	409	45.0	40.4
8:00 PM	0	0	2	4	18	102	124	29	2	1	0	0	0	282	44.0	39.9
9:00 PM	0	0	2	1	12	64	73	16	4	2	0	0	0	174	44.0	40.0
10:00 PM	0	0	0	1	7	21	30	28	3	3	1	0	0	94	48.0	42.5
11:00 PM	0	0	0	0	2	19	36	13	6	3	0	0	0	79	47.0	42.8

AM Peak	7:00 AM	10:00 AM	10:00 AM	10:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	6:00 AM	1:00 AM	1:00 AM	7:00 AM		
Volume	0	1	3	10	53	204	381	155	24	8	1	1	0	755

PM Peak	5:00 PM	12:00 PM	7:00 PM	2:00 PM	3:00 PM	3:00 PM	4:00 PM	4:00 PM	6:00 PM	10:00 PM	12:00 PM	2:00 PM	12:00 PM	4:00 PM
Volume	1	2	5	16	76	308	470	127	15	3	2	1	1	869

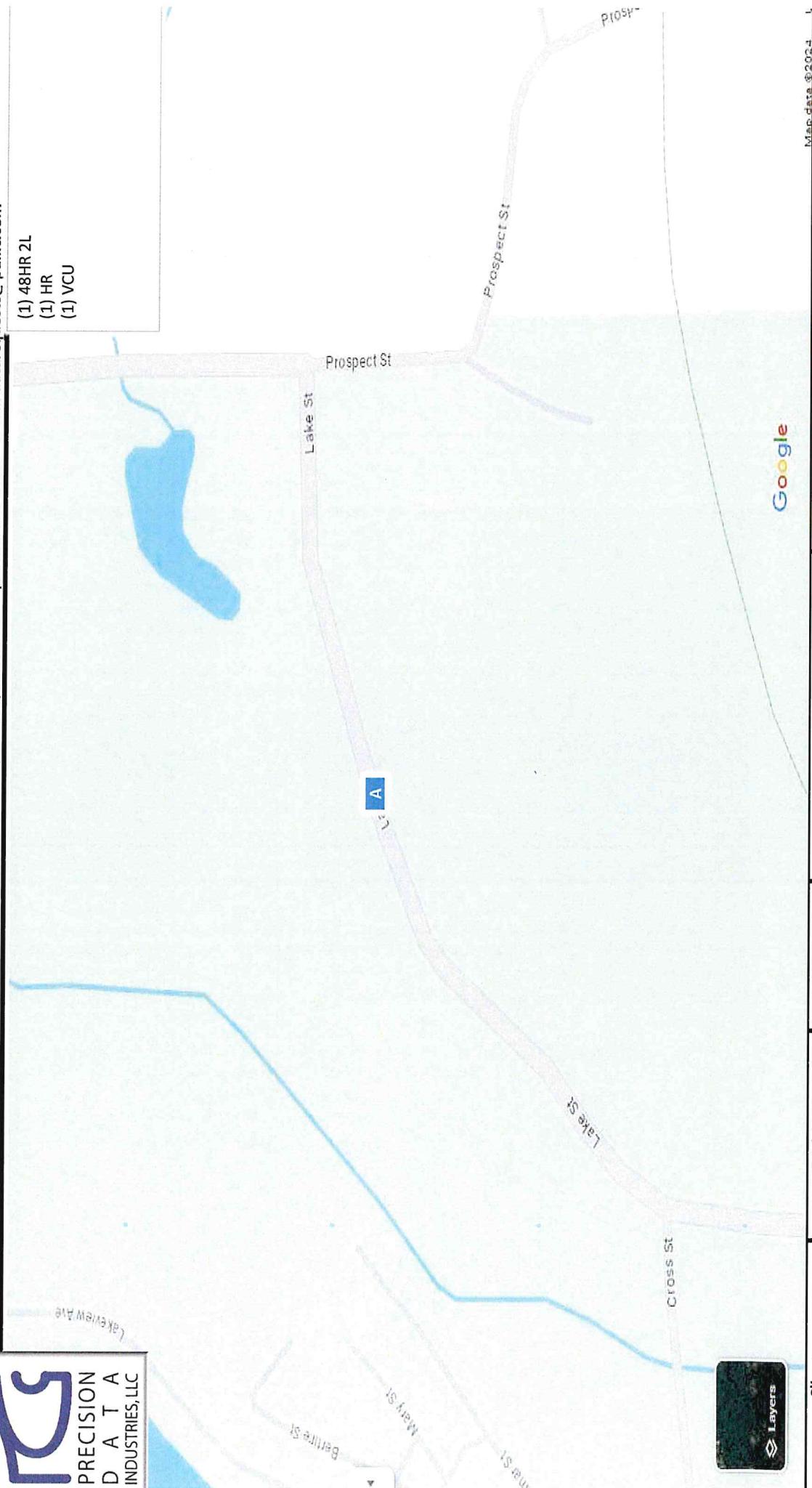
15th Percentile:	37.0 MPH	Average Speed:	40.8 MPH	Posted Speed Limit:	40 MPH
50th Percentile:	41.0 MPH	10 MPH Pace:	36 to 45 MPH	Number of Vehicles > 40 MPH:	4924
85th Percentile:	45.0 MPH	Number in Pace:	7287	Percent of Vehicles > 40 MPH:	53.2%
95th Percentile:	48.0 MPH	Percent in Pace:	78.7%		



## Location Map: 240157 Bellinham, MA

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdilc.com

- (1) 48HR 2L
- (1) HR
- (1) VCU



Client:	Engineer:	Site Code:	Date:	City, State:
Kimley-Horn	L. Juan	TBD	Wed 9/4/24 - Thur 9/5/24	Bellingham, MA

Google

Map data ©2024

Lake Street  
west of Prospect Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/L.. Juan  
Site Code: TBD



PDI File #: 240157 ATR A

Count Date: Wednesday, September 4, 2024  
Direction: EB

157 Washington Street, Suite 2  
Hudson, MA 01749  
508-875-0109 datarequests@pdillc.com

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2	12:00 PM	0	0	21	0	1	0	22
12:15 AM	0	0	4	0	0	0	4	12:15 PM	0	1	27	0	1	0	29
12:30 AM	0	0	8	0	0	0	8	12:30 PM	0	0	39	0	2	0	41
12:45 AM	0	0	4	0	0	0	4	12:45 PM	0	0	33	0	0	0	33
1:00 AM	0	0	14	0	0	0	14	1:00 PM	0	0	34	1	2	0	37
1:15 AM	0	0	4	0	0	0	4	1:15 PM	0	0	32	1	0	0	33
1:30 AM	0	0	7	0	0	0	7	1:30 PM	0	0	44	0	1	0	45
1:45 AM	0	0	2	0	0	0	2	1:45 PM	0	0	37	0	3	0	40
2:00 AM	0	0	3	0	0	0	3	2:00 PM	0	0	37	0	3	1	41
2:15 AM	0	0	0	0	0	0	0	2:15 PM	0	0	44	0	0	0	44
2:30 AM	0	0	6	0	0	0	6	2:30 PM	0	0	41	0	1	0	42
2:45 AM	0	0	3	0	0	0	3	2:45 PM	0	0	56	0	1	0	57
3:00 AM	0	0	1	0	0	1	2	3:00 PM	0	0	37	0	0	0	37
3:15 AM	0	0	3	0	0	0	3	3:15 PM	0	1	48	0	0	0	49
3:30 AM	0	0	1	0	0	0	1	3:30 PM	0	2	35	0	1	0	38
3:45 AM	0	0	7	0	0	0	7	3:45 PM	0	0	54	0	2	0	56
4:00 AM	0	0	5	0	0	0	5	4:00 PM	0	1	40	0	1	0	42
4:15 AM	0	0	5	0	0	0	5	4:15 PM	0	0	47	0	0	0	47
4:30 AM	0	0	13	0	1	0	14	4:30 PM	0	0	45	0	0	0	45
4:45 AM	0	0	23	0	1	0	24	4:45 PM	0	0	57	0	0	0	57
5:00 AM	0	0	18	0	0	0	18	5:00 PM	0	0	40	0	3	0	43
5:15 AM	0	0	38	0	0	0	38	5:15 PM	0	0	50	0	2	0	52
5:30 AM	0	0	62	0	0	0	62	5:30 PM	0	2	38	0	1	0	41
5:45 AM	0	0	81	0	1	0	82	5:45 PM	0	0	38	0	2	0	40
6:00 AM	0	0	74	0	0	0	74	6:00 PM	0	1	39	0	1	0	41
6:15 AM	0	0	100	1	0	0	101	6:15 PM	0	0	49	0	0	0	49
6:30 AM	0	0	110	1	2	0	113	6:30 PM	0	1	31	0	1	0	33
6:45 AM	0	0	111	1	0	0	112	6:45 PM	0	3	28	0	1	0	32
7:00 AM	0	0	125	0	2	1	128	7:00 PM	0	0	36	0	1	0	37
7:15 AM	0	1	98	0	6	1	106	7:15 PM	0	0	16	0	1	0	17
7:30 AM	0	2	107	0	4	2	115	7:30 PM	0	0	23	0	0	0	23
7:45 AM	0	0	130	0	1	0	131	7:45 PM	0	0	28	0	0	0	28
8:00 AM	0	0	104	0	1	0	105	8:00 PM	0	0	15	0	0	0	15
8:15 AM	0	0	71	0	1	0	72	8:15 PM	0	0	22	0	2	0	24
8:30 AM	0	0	65	0	2	0	67	8:30 PM	0	0	15	0	4	0	19
8:45 AM	0	0	61	0	3	0	64	8:45 PM	0	0	13	0	1	0	14
9:00 AM	0	0	66	0	2	0	68	9:00 PM	0	0	12	0	0	0	12
9:15 AM	0	2	59	0	1	0	62	9:15 PM	0	0	8	0	0	0	8
9:30 AM	0	0	51	0	0	0	51	9:30 PM	0	0	10	0	0	0	10
9:45 AM	0	0	49	0	2	0	51	9:45 PM	0	0	7	0	0	0	7
10:00 AM	0	0	32	0	2	0	34	10:00 PM	0	0	6	0	0	0	6
10:15 AM	0	0	37	0	0	0	37	10:15 PM	0	0	9	0	0	0	9
10:30 AM	0	0	27	0	2	1	30	10:30 PM	0	0	7	0	0	0	7
10:45 AM	0	1	29	0	1	0	31	10:45 PM	0	0	10	0	0	0	10
11:00 AM	0	0	29	0	1	0	30	11:00 PM	0	0	5	0	0	0	5
11:15 AM	0	0	26	0	1	0	27	11:15 PM	0	0	5	0	0	0	5
11:30 AM	0	0	27	0	2	0	29	11:30 PM	0	0	5	0	0	0	5
11:45 AM	0	0	31	0	3	0	34	11:45 PM	0	0	3	0	0	0	3

AM Total 0 6 1933 3 42 6 1990  
Percentage 0.00% 0.30% 97.14% 0.15% 2.11% 0.30%

AM Peak Volume 12:00 AM 6:45 AM 7:00 AM 6:00 AM 7:00 AM 6:45 AM 7:00 AM 0 3 460 3 13 4 480

PM Total 0 12 1376 2 39 1 1430  
Percentage 0.00% 0.84% 96.22% 0.14% 2.73% 0.07%

PM Peak Volume 12:00 PM 6:00 PM 4:30 PM 12:30 PM 5:00 PM 1:15 PM 4:30 PM 0 5 192 2 8 1 197

Day Total 0 18 3309 5 81 7 3420  
Percentage 0.00% 0.53% 96.75% 0.15% 2.37% 0.20%

Lake Street  
west of Prospect Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/L.. Juan  
Site Code: TBD



157 Washington Street, Suite 2  
Hudson, MA 01749

508-875-0100 datarequests@pdillc.com

PDI File #: 240157 ATR A

Count Date: Thursday, September 5, 2024  
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	4	0	0	0	4
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	7	0	0	0	7
12:45 AM	0	0	4	0	0	0	4
1:00 AM	0	0	12	0	1	0	13
1:15 AM	0	2	2	0	0	0	4
1:30 AM	0	0	4	0	0	0	4
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	2	0	2	0	4
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	4	0	0	0	4
2:45 AM	0	0	7	0	0	0	7
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	0	8	0	0	0	8
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	8	0	1	0	9
4:30 AM	0	0	12	0	0	0	12
4:45 AM	0	0	26	0	1	0	27
5:00 AM	0	0	16	0	1	0	17
5:15 AM	0	0	29	0	1	0	30
5:30 AM	0	0	72	0	0	0	72
5:45 AM	0	1	84	0	3	0	88
6:00 AM	0	0	79	0	1	0	80
6:15 AM	0	0	110	1	1	0	112
6:30 AM	0	0	112	0	0	0	112
6:45 AM	0	1	98	2	2	0	103
7:00 AM	0	1	120	0	1	1	123
7:15 AM	0	0	108	0	6	0	114
7:30 AM	0	1	124	0	3	2	130
7:45 AM	0	0	116	0	1	0	117
8:00 AM	0	0	92	0	0	0	92
8:15 AM	0	0	65	0	0	1	66
8:30 AM	0	0	67	0	3	0	70
8:45 AM	0	0	79	0	2	0	81
9:00 AM	0	0	67	0	0	1	68
9:15 AM	0	0	53	1	1	0	55
9:30 AM	0	0	49	0	1	0	50
9:45 AM	0	0	50	0	0	0	50
10:00 AM	0	0	23	0	2	0	25
10:15 AM	0	0	37	0	1	0	38
10:30 AM	0	0	19	0	1	0	20
10:45 AM	0	0	25	1	2	0	28
11:00 AM	0	0	21	0	0	0	21
11:15 AM	0	0	39	0	1	0	40
11:30 AM	0	0	23	0	2	0	25
11:45 AM	0	0	32	0	1	0	33

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	27	0	1	1	29
12:15 PM	0	0	37	0	4	0	41
12:30 PM	0	0	31	0	0	0	31
12:45 PM	0	0	42	0	1	1	44
1:00 PM	0	0	31	0	1	0	32
1:15 PM	0	1	38	1	1	1	42
1:30 PM	1	1	55	1	1	0	59
1:45 PM	0	0	52	0	1	0	53
2:00 PM	0	0	39	0	2	0	41
2:15 PM	0	1	45	0	0	1	47
2:30 PM	0	0	50	1	3	0	54
2:45 PM	0	0	42	0	0	1	43
3:00 PM	0	0	39	0	2	0	41
3:15 PM	0	0	61	0	0	0	61
3:30 PM	0	0	37	0	0	0	37
3:45 PM	0	0	47	0	0	0	47
4:00 PM	0	1	43	0	0	0	44
4:15 PM	0	0	40	0	1	0	41
4:30 PM	0	0	52	0	5	1	58
4:45 PM	0	0	48	0	0	0	48
5:00 PM	0	1	42	0	1	0	44
5:15 PM	0	1	46	0	1	0	48
5:30 PM	0	0	50	0	1	0	51
5:45 PM	0	2	40	0	1	0	43
6:00 PM	0	0	40	0	1	0	41
6:15 PM	0	0	38	0	0	0	38
6:30 PM	0	0	28	0	0	0	28
6:45 PM	0	3	28	0	0	0	31
7:00 PM	0	0	27	0	1	0	28
7:15 PM	0	1	24	0	0	0	25
7:30 PM	0	0	28	0	3	0	31
7:45 PM	0	0	23	0	0	0	23
8:00 PM	0	0	23	0	1	0	24
8:15 PM	0	0	15	0	0	0	15
8:30 PM	0	0	13	0	0	0	13
8:45 PM	0	0	15	0	0	0	15
9:00 PM	0	0	14	0	1	0	15
9:15 PM	0	0	6	0	0	1	7
9:30 PM	0	0	11	0	0	0	11
9:45 PM	0	0	10	0	0	0	10
10:00 PM	0	0	3	0	0	0	3
10:15 PM	0	0	6	0	0	0	6
10:30 PM	0	0	10	0	0	0	10
10:45 PM	0	0	6	0	0	0	6
11:00 PM	0	0	5	0	0	0	5
11:15 PM	0	0	4	0	0	0	4
11:30 PM	0	0	8	0	0	0	8
11:45 PM	0	0	4	0	0	0	4

AM Total 0 6 1925 5 42 5 1983  
Percentage 0.00% 0.30% 97.08% 0.25% 2.12% 0.25%

AM Peak Volume 12:00 AM 6:45 AM 7:00 AM 6:00 AM 6:45 AM 6:45 AM 7:00 AM  
Volume 0 3 468 3 12 3 484

PM Total 1 12 1423 3 34 7 1480  
Percentage 0.07% 0.81% 96.15% 0.20% 2.30% 0.47%

PM Peak Volume 12:45 PM 5:00 PM 2:30 PM 12:45 PM 4:15 PM 12:00 PM 1:30 PM  
Volume 1 4 192 2 7 2 200

Day Total 1 18 3348 8 76 12 3463  
Percentage 0.03% 0.52% 96.68% 0.23% 2.19% 0.35%

Lake Street  
west of Prospect Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/L.. Juan  
Site Code: TBD



PDI File #: 240157 ATR A

Count Date: Wednesday, September 4, 2024  
Direction: WB

157 Washington Street, Suite 2  
Hudson, MA 01749  
508-875-0100 datarequests@pdilc.com

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	12	0	0	0	12
12:15 AM	0	0	5	0	0	0	5
12:30 AM	0	0	11	0	0	0	11
12:45 AM	0	0	5	0	0	0	5
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	6	0	0	0	6
1:30 AM	0	0	9	0	0	0	9
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	2	0	0	0	2
2:15 AM	0	0	2	0	0	0	2
2:30 AM	0	0	3	0	0	0	3
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	7	0	0	0	7
4:45 AM	0	0	5	0	0	0	5
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	3	0	0	0	3
5:30 AM	0	0	8	0	1	0	9
5:45 AM	0	1	15	0	0	0	16
6:00 AM	0	0	10	0	0	0	10
6:15 AM	0	0	10	0	0	0	10
6:30 AM	0	0	10	0	3	0	13
6:45 AM	0	0	21	1	1	1	24
7:00 AM	0	0	27	0	2	0	29
7:15 AM	0	0	34	0	1	0	35
7:30 AM	0	0	47	0	1	0	48
7:45 AM	0	0	44	1	1	0	46
8:00 AM	0	0	47	0	2	1	50
8:15 AM	0	0	26	0	1	0	27
8:30 AM	0	0	24	0	3	0	27
8:45 AM	0	0	34	0	1	0	35
9:00 AM	1	0	32	0	0	2	35
9:15 AM	0	0	33	0	1	0	34
9:30 AM	0	1	20	0	2	0	23
9:45 AM	0	0	18	0	2	0	20
10:00 AM	0	0	25	0	4	0	29
10:15 AM	0	0	23	0	7	0	30
10:30 AM	0	0	25	0	5	2	32
10:45 AM	0	0	35	0	2	2	39
11:00 AM	0	0	36	0	2	0	38
11:15 AM	0	0	25	0	3	0	28
11:30 AM	0	0	34	0	1	1	36
11:45 AM	0	0	33	0	1	0	34

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	52	0	0	0	53
12:15 PM	0	0	44	0	3	0	47
12:30 PM	0	0	38	0	2	0	40
12:45 PM	0	1	39	0	0	0	40
1:00 PM	0	0	35	0	2	1	38
1:15 PM	0	1	35	0	2	0	38
1:30 PM	0	0	29	0	0	1	30
1:45 PM	0	0	37	0	2	0	39
2:00 PM	0	0	54	0	1	0	55
2:15 PM	0	0	53	0	1	1	55
2:30 PM	0	0	67	0	2	2	71
2:45 PM	0	1	55	0	2	0	58
3:00 PM	0	1	70	1	0	0	72
3:15 PM	0	0	84	0	2	0	86
3:30 PM	0	0	98	0	1	0	99
3:45 PM	0	2	131	1	0	0	134
4:00 PM	0	0	86	0	2	0	88
4:15 PM	0	0	105	0	0	0	105
4:30 PM	0	1	108	0	0	0	109
4:45 PM	1	1	117	0	0	0	119
5:00 PM	0	0	145	0	1	0	146
5:15 PM	1	1	106	0	1	0	109
5:30 PM	0	0	114	0	0	0	114
5:45 PM	0	0	101	0	0	0	101
6:00 PM	2	0	69	0	0	0	71
6:15 PM	0	0	56	0	0	0	56
6:30 PM	1	0	71	0	1	0	73
6:45 PM	0	0	48	0	1	0	49
7:00 PM	0	0	47	0	0	0	47
7:15 PM	0	0	56	0	1	0	57
7:30 PM	0	0	46	0	0	1	47
7:45 PM	0	3	47	0	0	0	50
8:00 PM	0	0	47	0	0	0	47
8:15 PM	0	1	35	0	0	0	36
8:30 PM	0	0	40	0	0	0	40
8:45 PM	0	0	33	0	0	0	33
9:00 PM	0	0	28	1	0	0	29
9:15 PM	0	0	24	0	0	0	24
9:30 PM	0	0	17	0	0	0	17
9:45 PM	0	0	18	0	0	0	18
10:00 PM	0	0	14	0	0	0	14
10:15 PM	0	0	15	0	0	0	15
10:30 PM	0	0	9	0	0	0	9
10:45 PM	0	0	7	0	0	0	7
11:00 PM	0	0	10	0	0	0	10
11:15 PM	0	0	9	0	0	0	9
11:30 PM	0	0	22	0	0	0	22
11:45 PM	0	0	7	0	0	0	7

AM Total 1 2 782 2 47 9 843  
Percentage 0.12% 0.24% 92.76% 0.24% 5.58% 1.07%

AM Peak Volume 8:15 AM 5:00 AM 7:15 AM 6:00 AM 9:45 AM 10:00 AM 7:15 AM  
1 1 172 1 18 4 179

PM Total 5 14 2578 3 27 6 2633  
Percentage 0.19% 0.53% 97.91% 0.11% 1.03% 0.23%

PM Peak Volume 5:15 PM 7:30 PM 4:45 PM 3:00 PM 12:15 PM 1:45 PM 4:45 PM  
3 4 482 2 7 3 488

Day Total 6 16 3360 5 74 15 3476  
Percentage 0.17% 0.46% 96.66% 0.14% 2.13% 0.43%

Lake Street  
west of Prospect Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/L.. Juan  
Site Code: TBD



PDI File #: 240157 ATR A

Count Date: Thursday, September 5, 2024  
Direction: WB

157 Washington Street, Suite 2  
Hudson, MA 01749  
508-875-0100 datarequests@pdilc.com

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	8	0	0	0	8	12:00 PM	0	0	50	0	2	1	53
12:15 AM	0	0	4	0	0	0	4	12:15 PM	0	0	50	0	1	0	51
12:30 AM	0	0	11	0	0	0	11	12:30 PM	0	0	33	0	1	0	34
12:45 AM	0	0	4	0	0	0	4	12:45 PM	0	1	37	0	0	0	38
1:00 AM	0	0	7	0	0	0	7	1:00 PM	0	0	39	0	1	0	40
1:15 AM	0	0	2	0	0	0	2	1:15 PM	0	0	45	1	0	0	46
1:30 AM	0	0	4	0	0	0	4	1:30 PM	0	0	38	0	0	0	38
1:45 AM	0	0	2	0	0	0	2	1:45 PM	0	0	52	0	0	0	52
2:00 AM	0	0	3	0	0	0	3	2:00 PM	0	0	46	0	2	0	48
2:15 AM	0	0	4	0	0	0	4	2:15 PM	0	0	62	1	2	0	65
2:30 AM	0	0	2	0	0	0	2	2:30 PM	0	0	76	0	4	0	80
2:45 AM	0	0	4	0	0	0	4	2:45 PM	0	0	77	0	0	0	77
3:00 AM	0	0	3	0	0	0	3	3:00 PM	0	0	77	1	0	0	78
3:15 AM	0	0	4	0	0	0	4	3:15 PM	0	0	85	0	0	0	85
3:30 AM	0	0	7	0	0	0	7	3:30 PM	0	0	137	1	4	0	142
3:45 AM	0	0	1	0	0	0	1	3:45 PM	0	0	101	0	1	0	102
4:00 AM	0	0	1	0	0	0	1	4:00 PM	0	0	109	0	1	2	112
4:15 AM	0	0	3	0	0	0	3	4:15 PM	0	0	103	0	1	0	104
4:30 AM	0	0	3	0	0	0	3	4:30 PM	0	0	102	0	1	0	103
4:45 AM	0	0	1	0	0	0	1	4:45 PM	0	1	120	0	2	1	124
5:00 AM	0	0	1	0	0	0	1	5:00 PM	0	0	108	0	1	0	109
5:15 AM	0	0	3	0	0	0	3	5:15 PM	0	0	115	0	0	0	115
5:30 AM	0	0	1	0	0	0	1	5:30 PM	0	1	88	0	1	0	90
5:45 AM	0	0	13	0	1	0	14	5:45 PM	0	1	87	0	0	0	88
6:00 AM	0	0	4	0	0	0	4	6:00 PM	0	0	79	1	0	0	80
6:15 AM	0	0	12	0	0	0	12	6:15 PM	1	1	72	0	0	0	74
6:30 AM	0	0	13	0	0	0	13	6:30 PM	0	1	65	0	1	0	67
6:45 AM	0	0	20	1	2	0	23	6:45 PM	0	0	48	0	0	0	48
7:00 AM	0	0	19	0	1	0	20	7:00 PM	0	0	53	0	0	0	53
7:15 AM	0	0	32	0	0	0	32	7:15 PM	0	2	55	0	1	0	58
7:30 AM	0	0	46	0	1	1	48	7:30 PM	0	0	48	0	0	0	48
7:45 AM	0	0	42	1	4	0	47	7:45 PM	0	0	45	0	0	0	45
8:00 AM	0	0	35	0	0	0	35	8:00 PM	0	0	69	0	0	0	69
8:15 AM	0	0	36	0	3	0	39	8:15 PM	0	0	52	0	0	0	52
8:30 AM	0	0	36	0	1	0	37	8:30 PM	0	0	31	0	0	0	31
8:45 AM	0	0	32	0	1	0	33	8:45 PM	0	0	28	0	0	0	28
9:00 AM	0	0	20	0	1	0	21	9:00 PM	0	0	25	0	0	0	25
9:15 AM	0	0	26	0	2	1	29	9:15 PM	0	0	26	0	0	0	26
9:30 AM	0	0	35	0	0	1	36	9:30 PM	0	0	12	0	0	0	12
9:45 AM	0	1	27	0	2	0	30	9:45 PM	0	0	10	0	0	0	10
10:00 AM	0	0	29	0	1	0	30	10:00 PM	0	0	16	0	0	0	16
10:15 AM	0	0	26	0	6	0	32	10:15 PM	0	0	8	0	0	0	8
10:30 AM	0	0	33	1	4	0	38	10:30 PM	0	1	14	0	0	0	15
10:45 AM	0	0	35	0	0	0	35	10:45 PM	0	0	7	0	0	0	7
11:00 AM	0	0	26	0	0	1	27	11:00 PM	0	0	9	0	0	0	9
11:15 AM	0	0	25	0	1	0	26	11:15 PM	0	0	8	0	0	0	8
11:30 AM	0	0	44	0	1	0	45	11:30 PM	0	0	21	0	0	0	21
11:45 AM	0	0	24	1	2	0	27	11:45 PM	0	0	11	0	0	0	11

AM Total 0 1 773 4 34 4 816  
Percentage 0.00% 0.12% 94.73% 0.49% 4.17% 0.49%

AM Peak Volume 12:00 AM 9:00 AM 7:30 AM 6:00 AM 9:45 AM 8:45 AM 7:30 AM  
Volume 0 1 159 1 13 2 169

PM Total 1 9 2649 5 27 4 2695  
Percentage 0.04% 0.33% 98.29% 0.19% 1.00% 0.15%

PM Peak Volume 5:30 PM 5:30 PM 3:30 PM 2:15 PM 1:45 PM 4:00 PM 3:30 PM  
Volume 1 3 450 2 8 3 460

Day Total 1 10 3422 9 61 8 3511  
Percentage 0.03% 0.28% 97.47% 0.26% 1.74% 0.23%

**Lake Street**  
**west of Prospect Street**  
**City, State: Bellingham, MA**  
**Client: Kimley-Horn/L.. Juan**  
**Site Code: TBD**



PDI File # 240157 ATR A

157 Washington Street, Suite 2  
Hudson, MA 01749  
508-875-0100 [datarequests@pdillc.com](mailto:datarequests@pdillc.com)

## Weekly Report

Direction: EB

## Weekly Report



Lake Street  
west of Prospect Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/L. Juan  
Site Code: TBD



157 Washington Street, Suite 2  
Hudson, MA 01749  
508-875-0100 datarequests@pdilc.com

PDI File #: 240157

Count Date  
Wednesday, September 4, 2024

### Speed (60-minute)

WB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	4	17	9	0	0	0	0	0	0	0	0	30	31.0	27.8
1:00 AM	0	1	1	10	6	0	0	0	0	0	0	0	0	18	31.5	28.0
2:00 AM	0	0	1	7	0	0	0	0	0	0	0	0	0	8	28.0	26.4
3:00 AM	0	0	1	6	1	0	0	0	0	0	0	0	0	8	28.0	26.6
4:00 AM	0	0	4	8	0	0	0	0	0	0	0	0	0	12	28.0	26.0
5:00 AM	1	0	8	8	2	0	0	0	0	0	0	0	0	19	29.0	24.7
6:00 AM	0	3	3	26	4	0	0	0	0	0	0	0	0	36	29.0	26.2
7:00 AM	0	3	6	30	14	0	0	0	0	0	0	0	0	53	30.0	26.9
8:00 AM	1	4	20	58	13	1	1	0	0	0	0	0	0	98	29.5	26.6
9:00 AM	1	3	14	54	16	0	0	0	0	0	0	0	0	88	30.0	26.4
10:00 AM	2	7	26	66	13	0	2	0	0	0	0	0	0	116	29.0	25.8
11:00 AM	0	5	17	68	22	2	0	0	0	0	0	0	0	114	30.1	27.0
12:00 PM	0	2	25	95	29	3	0	0	0	0	0	0	0	154	30.0	27.2
1:00 PM	0	1	13	74	18	2	2	0	0	0	0	0	0	110	30.0	27.7
2:00 PM	0	3	14	131	46	1	1	0	0	0	0	0	0	196	30.0	27.7
3:00 PM	1	1	24	197	79	3	0	0	0	0	0	0	0	305	30.0	27.9
4:00 PM	2	1	30	230	72	2	0	0	0	0	0	0	0	337	30.0	27.7
5:00 PM	2	0	44	264	61	1	0	0	0	0	0	0	0	372	30.0	27.1
6:00 PM	2	0	18	134	35	4	0	0	0	0	0	0	0	193	30.2	27.7
7:00 PM	0	1	19	117	37	3	0	0	0	0	0	0	0	177	30.6	27.7
8:00 PM	0	0	11	98	25	3	0	0	0	0	0	0	0	137	30.0	27.9
9:00 PM	0	0	4	55	16	1	0	0	0	0	0	0	0	76	30.0	27.8
10:00 PM	0	0	5	23	9	2	0	0	0	0	0	0	0	39	31.3	28.2
11:00 PM	0	0	7	22	11	2	0	0	0	0	0	0	0	42	31.9	28.2
Total	12	35	319	1798	538	30	6	0	0	0	0	0	0	2738	30.0	27.4
Percent	0.44%	1.28%	11.65%	65.67%	19.65%	1.10%	0.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak 10:00 AM 10:00 AM 10:00 AM 11:00 AM 11:00 AM 11:00 AM 10:00 AM 10:00 AM

Volume 2 7 26 68 22 2 2 0 0 0 0 0 0 116

PM Peak 4:00 PM 2:00 PM 5:00 PM 5:00 PM 3:00 PM 6:00 PM 1:00 PM 1:00 PM

Volume 2 3 44 264 79 4 2 0 0 0 0 0 0 372

15th Percentile: 25.0 MPH Average Speed: 27.4 MPH Posted Speed Limit: 30 MPH

50th Percentile: 27.0 MPH 10 MPH Pace: 23 to 32 MPH Number of Vehicles > 30 MPH: 340

85th Percentile: 30.0 MPH Number in Pace: 2528 Percent of Vehicles > 30 MPH: 12.4%

95th Percentile: 32.0 MPH Percent in Pace: 92.3%

Lake Street  
west of Prospect Street  
City, State: Bellingham, MA

Client: Kimley-Horn/L. Juan  
Site Code: TBD



157 Washington Street, Suite 2  
Hudson, MA 01749  
508-875-0100 datarequests@pdilc.com

PDI File #: 240157

Count Date  
Wednesday, September 4, 2024

### Speed (60-minute)

EB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	3	8	6	1	0	0	0	0	0	0	0	18	32.0	28.4
1:00 AM	0	0	0	14	10	1	1	0	0	0	0	0	0	26	33.3	30.0
2:00 AM	0	0	0	6	7	0	0	0	0	0	0	0	0	13	32.2	29.5
3:00 AM	0	0	1	4	6	1	1	0	0	0	0	0	0	13	34.0	30.8
4:00 AM	0	0	5	16	22	1	0	0	0	0	0	0	0	44	32.0	29.3
5:00 AM	0	9	35	64	60	7	3	1	0	0	0	0	0	179	32.0	27.9
6:00 AM	17	29	84	115	43	4	0	0	0	0	0	0	0	292	30.0	24.5
7:00 AM	113	40	43	35	9	1	0	0	0	0	0	0	0	241	25.0	16.7
8:00 AM	23	16	44	122	25	7	0	0	0	0	0	0	0	237	29.0	24.7
9:00 AM	4	10	29	130	51	3	1	0	0	0	0	0	0	228	31.0	27.1
10:00 AM	0	6	18	67	35	2	0	0	0	0	0	0	0	128	31.0	27.7
11:00 AM	0	0	16	65	33	3	0	0	0	0	0	0	0	117	32.0	28.1
12:00 PM	2	2	15	56	40	4	0	0	0	0	0	0	0	119	32.0	28.1
1:00 PM	2	2	23	72	43	6	0	0	0	0	0	0	0	148	32.0	27.8
2:00 PM	2	5	19	93	57	5	0	0	0	0	0	0	0	181	31.0	27.7
3:00 PM	10	10	27	91	43	5	0	0	0	0	0	0	0	186	31.0	26.4
4:00 PM	7	10	24	110	44	3	0	0	0	0	0	0	0	198	30.0	26.6
5:00 PM	5	6	31	86	36	3	1	0	0	0	0	0	0	168	31.0	26.6
6:00 PM	3	1	26	75	42	3	1	0	0	0	0	0	0	151	31.0	27.5
7:00 PM	2	2	16	52	31	1	0	0	0	0	0	0	0	104	31.0	27.4
8:00 PM	0	2	4	42	18	2	0	0	0	0	0	0	0	68	31.0	27.8
9:00 PM	0	0	4	20	11	1	0	0	0	0	0	0	0	36	31.8	28.4
10:00 PM	0	0	2	16	8	3	2	0	0	0	0	0	0	31	34.0	29.9
11:00 PM	0	0	2	5	8	2	0	0	0	0	0	0	0	17	34.0	29.4
Total	190	150	471	1364	688	69	10	1	0	0	0	0	0	2943	31.0	26.1
Percent	6.46%	5.10%	16.00%	46.35%	23.38%	2.34%	0.34%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak Volume 7:00 AM 7:00 AM 6:00 AM 9:00 AM 5:00 AM 5:00 AM 5:00 AM 5:00 AM 6:00 AM  
113 40 84 130 60 7 3 1 0 0 0 0 0 292

PM Peak Volume 3:00 PM 3:00 PM 5:00 PM 4:00 PM 2:00 PM 1:00 PM 10:00 PM 4:00 PM  
10 10 31 110 57 6 2 0 0 0 0 0 0 198

15th Percentile:	22.0 MPH	Average Speed:	26.1 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	27.0 MPH	10 MPH Pace:	23 to 32 MPH	Number of Vehicles > 30 MPH:	532
85th Percentile:	31.0 MPH	Number in Pace:	2208	Percent of Vehicles > 30 MPH:	18.1%
95th Percentile:	33.0 MPH	Percent in Pace:	75.0%		

Lake Street  
west of Prospect Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/L. Juan  
Site Code: TBD



157 Washington Street, Suite 2  
Hudson, MA 01749  
508-875-0100 datarequests@pdilc.com

PDI File #: 240157

Count Date  
Wednesday, September 4, 2024

### Speed (60-minute)

#### Combined WB and EB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	7	25	15	1	0	0	0	0	0	0	0	48	31.0	28.0
1:00 AM	0	1	1	24	16	1	1	0	0	0	0	0	0	44	32.0	29.2
2:00 AM	0	0	1	13	7	0	0	0	0	0	0	0	0	21	31.0	28.3
3:00 AM	0	0	2	10	7	1	1	0	0	0	0	0	0	21	32.0	29.2
4:00 AM	0	0	9	24	22	1	0	0	0	0	0	0	0	56	32.0	28.6
5:00 AM	1	9	43	72	62	7	3	1	0	0	0	0	0	198	32.0	27.6
6:00 AM	17	32	87	141	47	4	0	0	0	0	0	0	0	328	30.0	24.7
7:00 AM	113	43	49	65	23	1	0	0	0	0	0	0	0	294	28.0	18.5
8:00 AM	24	20	64	180	38	8	1	0	0	0	0	0	0	335	29.0	25.3
9:00 AM	5	13	43	184	67	3	1	0	0	0	0	0	0	316	30.0	26.9
10:00 AM	2	13	44	133	48	2	2	0	0	0	0	0	0	244	30.0	26.8
11:00 AM	0	5	33	133	55	5	0	0	0	0	0	0	0	231	31.0	27.5
12:00 PM	2	4	40	151	69	7	0	0	0	0	0	0	0	273	31.0	27.6
1:00 PM	2	3	36	146	61	8	2	0	0	0	0	0	0	258	31.0	27.8
2:00 PM	2	8	33	224	103	6	1	0	0	0	0	0	0	377	31.0	27.7
3:00 PM	11	11	51	288	122	8	0	0	0	0	0	0	0	491	31.0	27.3
4:00 PM	9	11	54	340	116	5	0	0	0	0	0	0	0	535	30.0	27.3
5:00 PM	7	6	75	350	97	4	1	0	0	0	0	0	0	540	30.0	26.9
6:00 PM	5	1	44	209	77	7	1	0	0	0	0	0	0	344	31.0	27.6
7:00 PM	2	3	35	169	68	4	0	0	0	0	0	0	0	281	31.0	27.6
8:00 PM	0	2	15	140	43	5	0	0	0	0	0	0	0	205	30.0	27.8
9:00 PM	0	0	8	75	27	2	0	0	0	0	0	0	0	112	31.0	28.0
10:00 PM	0	0	7	39	17	5	2	0	0	0	0	0	0	70	32.0	28.9
11:00 PM	0	0	9	27	19	4	0	0	0	0	0	0	0	59	33.0	28.6
Total	202	185	790	3162	1226	99	16	1	0	0	0	0	0	5681	31.0	26.7
Percent	3.56%	3.26%	13.91%	55.66%	21.58%	1.74%	0.28%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak Volume 7:00 AM 7:00 AM 6:00 AM 9:00 AM 9:00 AM 8:00 AM 5:00 AM 5:00 AM 0 0 0 0 0 8:00 AM  
113 43 87 184 67 8 3 1 0 0 0 0 0 335

PM Peak Volume 3:00 PM 3:00 PM 5:00 PM 5:00 PM 3:00 PM 1:00 PM 1:00 PM 0 0 0 0 0 0 5:00 PM  
11 11 75 350 122 8 2 0 0 0 0 0 0 540

15th Percentile:	24.0 MPH	Average Speed:	26.7 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	27.0 MPH	10 MPH Pace:	23 to 32 MPH	Number of Vehicles > 30 MPH:	872
85th Percentile:	31.0 MPH	Number in Pace:	4736	Percent of Vehicles > 30 MPH:	15.3%
95th Percentile:	33.0 MPH	Percent in Pace:	83.4%		

Lake Street  
west of Prospect Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/L. Juan  
Site Code: TBD



157 Washington Street, Suite 2  
Hudson, MA 01749  
508-875-0109 datarequests@pdilc.com

PDI File #: 240157

Count Date  
Thursday, September 5, 2024

### Speed (60-minute)

WB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	2	17	7	0	0	0	0	0	0	0	0	26	30.3	28.3
1:00 AM	0	0	0	10	1	0	0	0	0	0	0	0	0	11	28.5	27.6
2:00 AM	0	0	2	8	0	0	1	0	0	0	0	0	0	11	28.5	28.2
3:00 AM	0	2	2	7	2	0	0	0	0	0	0	0	0	13	29.2	25.5
4:00 AM	0	0	2	4	1	0	0	0	0	0	0	0	0	7	29.1	26.7
5:00 AM	0	0	1	8	2	0	0	0	0	0	0	0	0	11	31.0	28.2
6:00 AM	0	1	2	19	8	2	0	0	0	0	0	0	0	32	31.0	28.4
7:00 AM	0	0	6	52	17	1	0	0	0	0	0	0	0	76	30.0	27.8
8:00 AM	2	0	13	76	17	2	0	0	0	0	0	0	0	110	30.0	27.1
9:00 AM	1	2	13	55	10	3	0	0	0	0	0	0	0	84	29.6	26.8
10:00 AM	0	2	25	80	14	0	0	0	0	0	0	0	0	121	29.0	26.4
11:00 AM	0	1	21	66	17	2	0	0	0	0	0	0	0	107	30.0	27.0
12:00 PM	1	1	15	95	22	1	0	0	0	0	0	0	0	135	30.0	27.1
1:00 PM	1	1	27	96	22	0	0	0	0	0	0	0	0	147	29.1	26.8
2:00 PM	2	2	25	127	38	1	0	0	0	0	0	0	0	195	30.0	27.1
3:00 PM	1	0	26	191	94	3	0	0	0	0	0	0	0	315	31.0	28.1
4:00 PM	1	2	30	217	89	3	1	0	0	0	0	0	0	343	31.0	27.8
5:00 PM	2	15	52	184	44	6	0	0	0	0	0	0	0	303	30.0	26.5
6:00 PM	0	0	17	147	46	1	2	0	0	0	0	0	0	213	30.0	27.9
7:00 PM	0	1	19	101	31	2	1	0	0	0	0	0	0	155	31.0	27.7
8:00 PM	1	1	19	102	25	2	0	0	0	0	0	0	0	150	30.0	27.0
9:00 PM	2	0	9	39	15	2	0	0	0	0	0	0	0	67	30.0	27.0
10:00 PM	0	0	8	22	10	2	0	0	0	0	0	0	0	42	30.0	27.5
11:00 PM	0	0	6	27	11	3	0	0	0	0	0	0	0	47	32.1	28.2
Total	14	31	342	1750	543	36	5	0	0	0	0	0	0	2721	30.0	27.3
Percent	0.51%	1.14%	12.57%	64.31%	19.96%	1.32%	0.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak 8:00 AM 3:00 AM 10:00 AM 10:00 AM 7:00 AM 9:00 AM 2:00 AM 10:00 AM  
Volume 2 2 25 80 17 3 1 0 0 0 0 0 0 121

PM Peak 2:00 PM 5:00 PM 5:00 PM 4:00 PM 3:00 PM 5:00 PM 6:00 PM 4:00 PM  
Volume 2 15 52 217 94 6 2 0 0 0 0 0 0 343

15th Percentile:	25.0 MPH	Average Speed:	27.3 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	27.0 MPH	10 MPH Pace:	23 to 32 MPH	Number of Vehicles > 30 MPH:	345
85th Percentile:	30.0 MPH	Number in Pace:	2481	Percent of Vehicles > 30 MPH:	12.7%
95th Percentile:	32.0 MPH	Percent in Pace:	91.2%		

## Speed (60-minute)

EB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	5	6	2	0	0	0	0	0	0	0	14	33.1	29.9
1:00 AM	1	0	3	8	9	4	0	0	0	0	0	0	0	25	34.4	29.2
2:00 AM	0	0	1	8	6	2	1	0	0	0	0	0	0	18	34.5	30.4
3:00 AM	0	0	0	3	9	3	0	1	0	0	0	0	0	16	35.0	32.9
4:00 AM	0	0	0	20	23	3	0	0	0	0	0	0	0	46	32.0	30.2
5:00 AM	6	5	21	66	56	8	1	0	0	0	0	0	0	163	32.0	27.7
6:00 AM	22	18	73	115	58	2	0	0	0	0	0	0	0	288	30.0	24.7
7:00 AM	48	34	83	110	26	5	1	0	0	0	0	0	0	307	28.0	22.7
8:00 AM	5	10	62	144	41	2	0	0	0	0	0	0	0	264	30.0	26.2
9:00 AM	4	5	42	94	47	0	0	0	0	0	0	0	0	192	31.0	26.8
10:00 AM	3	5	16	43	35	3	1	0	0	0	0	0	0	106	31.0	27.5
11:00 AM	1	3	11	62	32	5	1	0	0	0	0	0	0	115	31.9	28.0
12:00 PM	2	3	23	59	33	3	0	0	0	0	0	0	0	123	31.0	27.2
1:00 PM	9	18	40	71	22	3	1	0	0	0	0	0	0	164	30.0	24.7
2:00 PM	10	10	48	59	29	1	1	0	0	0	0	0	0	158	30.0	25.2
3:00 PM	4	6	30	86	58	2	0	0	0	0	0	0	0	186	31.0	27.3
4:00 PM	10	4	16	110	51	5	0	0	0	0	0	0	0	196	31.0	27.2
5:00 PM	2	9	40	75	43	2	0	0	0	0	0	0	0	171	31.0	26.5
6:00 PM	3	4	14	70	46	4	0	0	0	0	0	0	0	141	32.0	27.9
7:00 PM	0	1	20	53	29	1	0	0	0	0	0	0	0	104	31.0	27.4
8:00 PM	1	4	12	29	20	1	0	0	0	0	0	0	0	67	32.0	27.1
9:00 PM	0	0	6	16	17	3	0	0	0	0	0	0	0	42	31.9	28.8
10:00 PM	0	0	2	8	13	1	0	0	0	0	0	0	0	24	33.0	30.0
11:00 PM	0	0	3	5	9	2	0	0	0	0	0	0	0	19	33.0	29.6
Total	131	139	567	1319	718	67	7	1	0	0	0	0	0	2949	31.0	26.4
Percent	4.44%	4.71%	19.23%	44.73%	24.35%	2.27%	0.24%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak Volume	7:00 AM	7:00 AM	7:00 AM	8:00 AM	6:00 AM	5:00 AM	2:00 AM	3:00 AM							7:00 AM
	48	34	83	144	58	8	1	1	0	0	0	0	0	307	

PM Peak Volume	2:00 PM	1:00 PM	2:00 PM	4:00 PM	3:00 PM	4:00 PM	1:00 PM								4:00 PM
	10	18	48	110	58	5	1	0	0	0	0	0	0	196	

15th Percentile:	22.0 MPH	Average Speed:	26.4 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	27.0 MPH	10 MPH Pace:	23 to 32 MPH	Number of Vehicles > 30 MPH:	562
85th Percentile:	31.0 MPH	Number in Pace:	2238	Percent of Vehicles > 30 MPH:	19.1%
95th Percentile:	33.0 MPH	Percent in Pace:	75.9%		

Lake Street  
west of Prospect Street  
City, State: Bellingham, MA  
Client: Kimley-Horn/L. Juan  
Site Code: TBD



157 Washington Street, Suite 2  
Hudson, MA 01749  
508-875-0100 datarequests@pdillc.com

PDI File #: 240157

Count Date  
Thursday, September 5, 2024

**Speed (60-minute)**

**Combined WB and EB**

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	3	22	13	2	0	0	0	0	0	0	0	40	32.0	28.9
1:00 AM	1	0	3	18	10	4	0	0	0	0	0	0	0	36	33.8	28.8
2:00 AM	0	0	3	16	6	2	2	0	0	0	0	0	0	29	33.6	29.6
3:00 AM	0	2	2	10	11	3	0	1	0	0	0	0	0	29	34.0	29.6
4:00 AM	0	0	2	24	24	3	0	0	0	0	0	0	0	53	32.0	29.7
5:00 AM	6	5	22	74	58	8	1	0	0	0	0	0	0	174	32.1	27.7
6:00 AM	22	19	75	134	66	4	0	0	0	0	0	0	0	320	30.0	25.1
7:00 AM	48	34	89	162	43	6	1	0	0	0	0	0	0	383	29.0	23.7
8:00 AM	7	10	75	220	58	4	0	0	0	0	0	0	0	374	30.0	26.5
9:00 AM	5	7	55	149	57	3	0	0	0	0	0	0	0	276	31.0	26.8
10:00 AM	3	7	41	123	49	3	1	0	0	0	0	0	0	227	31.0	26.9
11:00 AM	1	4	32	128	49	7	1	0	0	0	0	0	0	222	31.0	27.6
12:00 PM	3	4	38	154	55	4	0	0	0	0	0	0	0	258	30.0	27.2
1:00 PM	10	19	67	167	44	3	1	0	0	0	0	0	0	311	30.0	25.7
2:00 PM	12	12	73	186	67	2	1	0	0	0	0	0	0	353	30.0	26.2
3:00 PM	5	6	56	277	152	5	0	0	0	0	0	0	0	501	31.0	27.8
4:00 PM	11	6	46	327	140	8	1	0	0	0	0	0	0	539	31.0	27.6
5:00 PM	4	24	92	259	87	8	0	0	0	0	0	0	0	474	30.0	26.5
6:00 PM	3	4	31	217	92	5	2	0	0	0	0	0	0	354	31.0	27.9
7:00 PM	0	2	39	154	60	3	1	0	0	0	0	0	0	259	31.0	27.5
8:00 PM	2	5	31	131	45	3	0	0	0	0	0	0	0	217	31.0	27.1
9:00 PM	2	0	15	55	32	5	0	0	0	0	0	0	0	109	31.0	27.7
10:00 PM	0	0	10	30	23	3	0	0	0	0	0	0	0	66	32.0	28.4
11:00 PM	0	0	9	32	20	5	0	0	0	0	0	0	0	66	33.0	28.6
Total	145	170	909	3069	1261	103	12	1	0	0	0	0	0	5670	31.0	26.8
Percent	2.56%	3.00%	16.03%	54.13%	22.24%	1.82%	0.21%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak Volume	7:00 AM	7:00 AM	7:00 AM	8:00 AM	6:00 AM	5:00 AM	2:00 AM	3:00 AM							7:00 AM
	48	34	89	220	66	8	2	1	0	0	0	0	0		383

PM Peak Volume	2:00 PM	5:00 PM	5:00 PM	4:00 PM	3:00 PM	4:00 PM	6:00 PM								4:00 PM
	12	24	92	327	152	8	2	0	0	0	0	0	0		539

15th Percentile:	23.0 MPH	Average Speed:	26.8 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	27.0 MPH	10 MPH Pace:	23 to 32 MPH	Number of Vehicles > 30 MPH:	907
85th Percentile:	31.0 MPH	Number in Pace:	4719	Percent of Vehicles > 30 MPH:	16.0%
95th Percentile:	33.0 MPH	Percent in Pace:	83.2%		

## APPENDIX B

### Crash Data

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Franklin COUNT DATE : 05/09/23

DISTRICT : 3 UNSIGNALIZED :  SIGNALIZED :

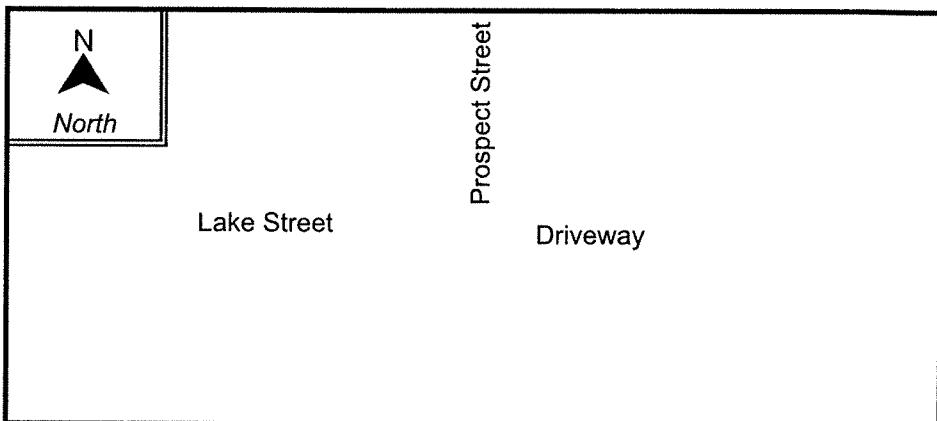
### ~ INTERSECTION DATA ~

MAJOR STREET : Prospect Street

MINOR STREET(S) : Lake Street

Driveway

INTERSECTION  
DIAGRAM  
(Label Approaches)



### PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM): 4:00 - 5:00 PM	99	569	199	0		867

"K" FACTOR :	<input type="text" value="0.108"/>	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	<input type="text" value="8,028"/>
TOTAL # OF CRASHES :	<input type="text" value="0"/>	# OF YEARS :	<input type="text" value="3"/>

AVERAGE # OF CRASHES PER YEAR (A) :	<input type="text" value="0"/>
CRASH RATE CALCULATION :	<input type="text" value="0"/>

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

Comments : MassDOT District 3 Unsignalized Crash Rate = 0.61 | Statewide = 0.57

Project Title & Date: Prospect Hill Estates - Traffic Impact & Access Study - June 2023

## APPENDIX C

### Growth Rate Calculations



**Project Name:**  
**Project Number:**

Prospect Hill Estates  
112614004

**Data Source:**  
**Local District:**

MassDOT ADT  
3

The table below summarizes traffic count data from MassDOT ADT traffic count maps. The locations chosen are in the general vicinity of the project site. Five years worth of data was evaluated and the growth averaged over the five year period.

MassDOT ADT		Historical Daily Traffic Volumes					
Location	Count Station	2018	2019	2020	2021	2022	Average Annual Growth
Center Street south of Cross Street	6219	4,361	4,344	3,584	3,625	3,621	-4.2%
<i>Average Annual Growth Rate</i>						<i>Proposed Annual Growth Rate</i>	<i>1.0%</i>

Current Year 2023  
Project Year 2030  
Synchro Growth Factor 1.07  
Growth Years 7

*A growth rate of 1% is proposed for the site.*

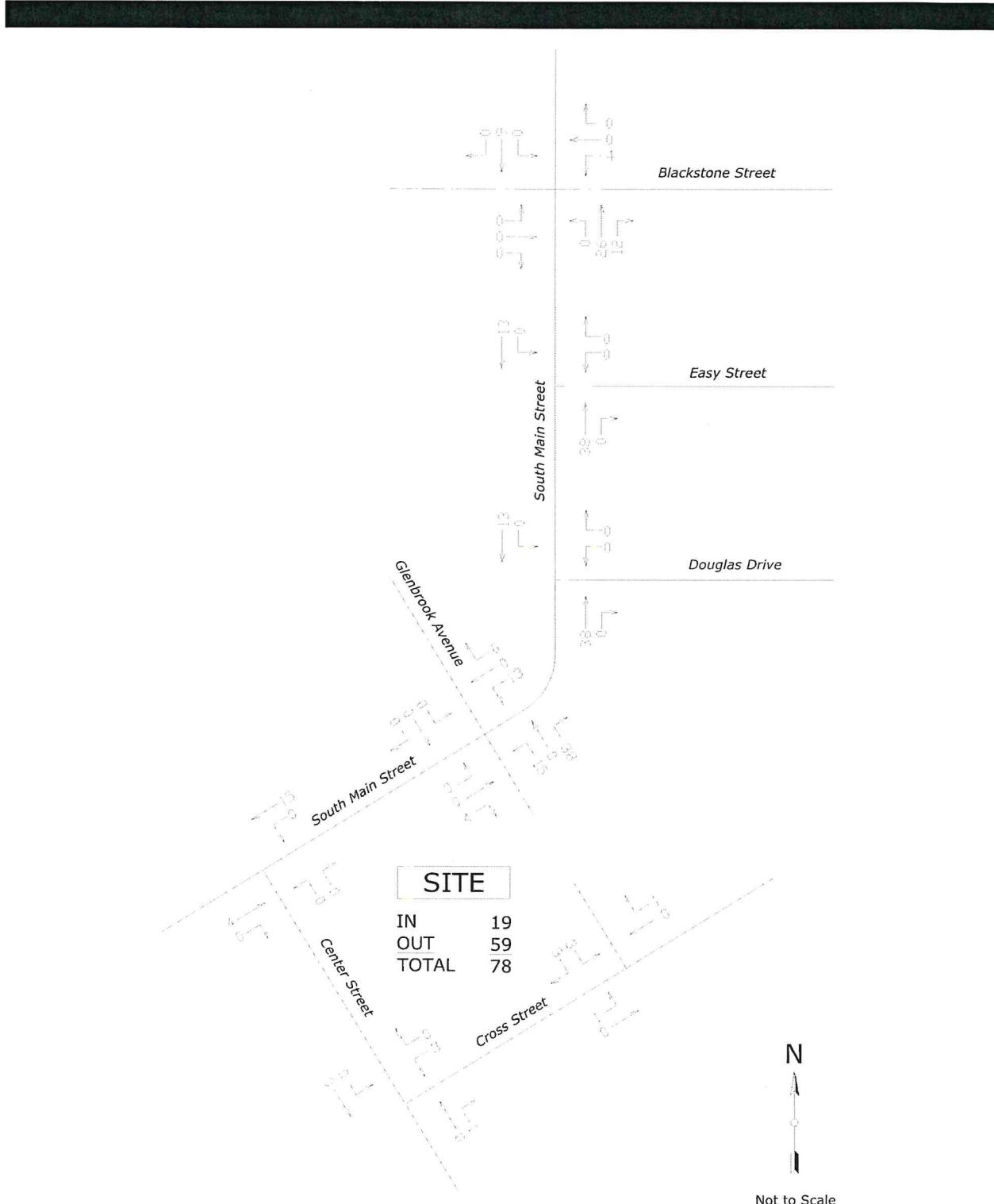
Census Population			
Municipality	2010	2020	Average Annual Growth
Bellingham	16,332	16,945	0.4%
Franklin	31,635	33,261	0.5%
Wrentham	10,955	12,178	1.1%
<i>Average Annual Growth Rate</i>	<i>0.7%</i>		

Current Year 2023  
Project Year 2030  
Synchro Growth Factor 1.07  
Growth Years 7

## APPENDIX D

### Vicinity Developments

# **Bellingham Shore**



**Figure 6. Site weekday AM street-peak-hour volumes.**

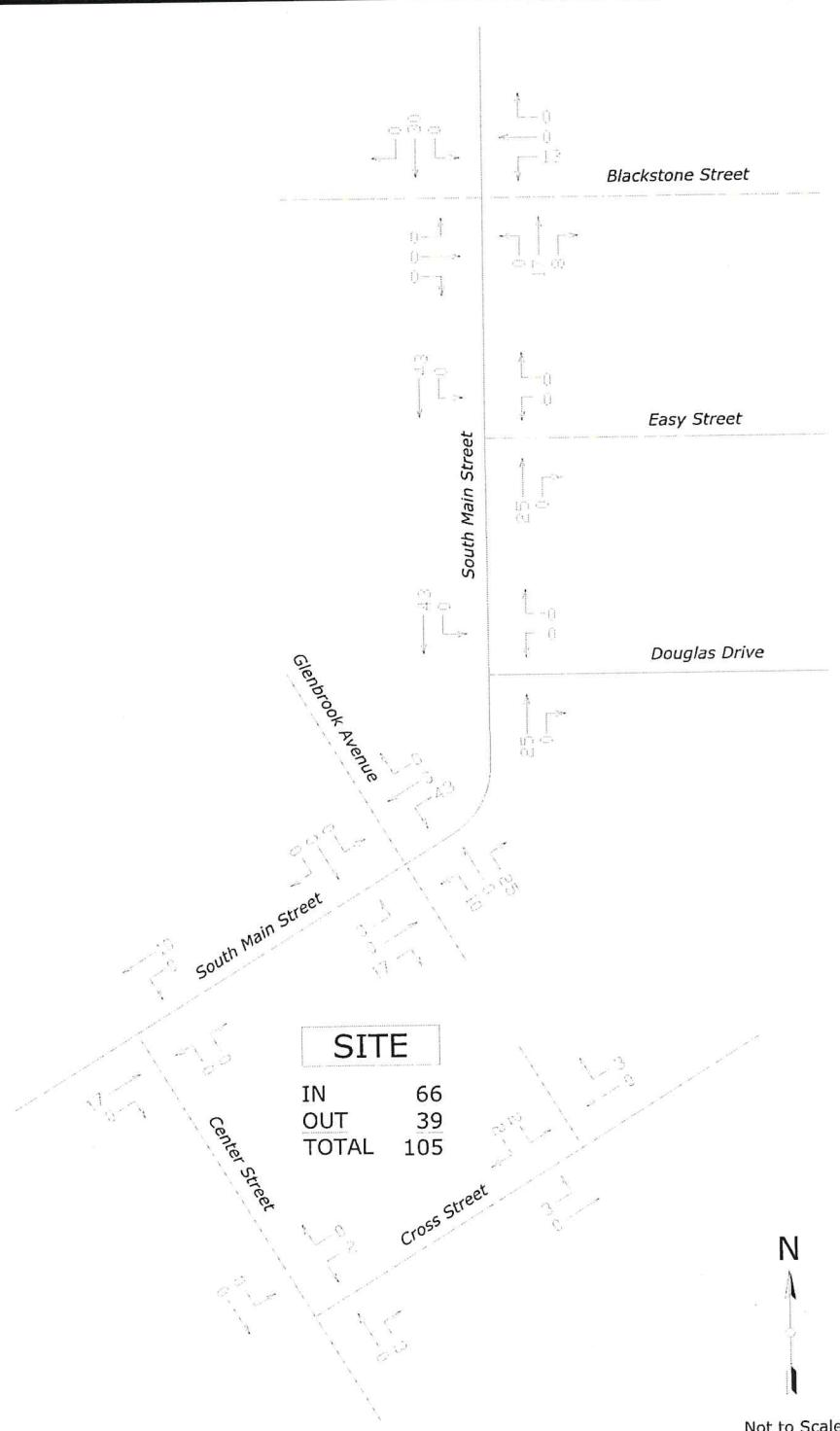
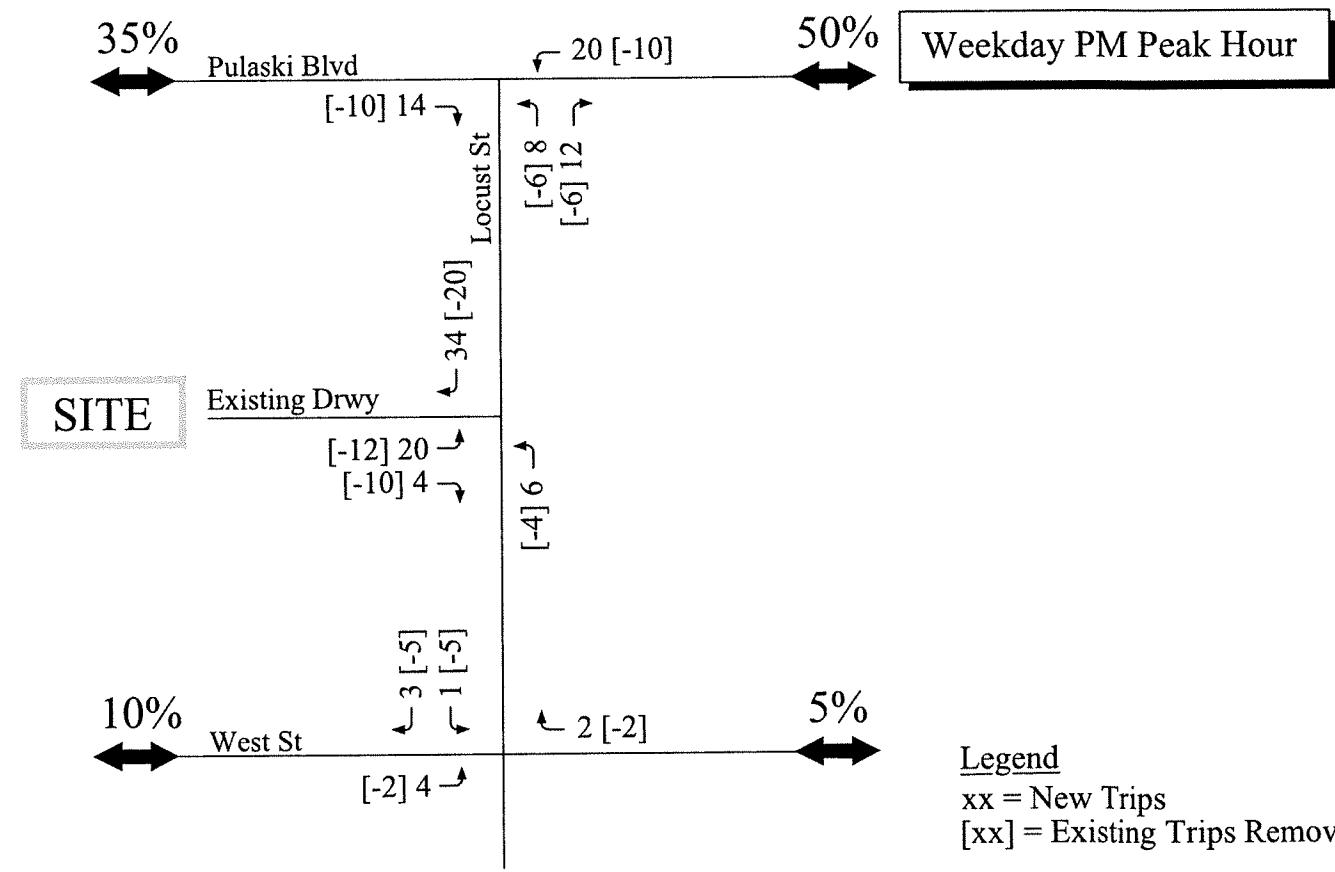
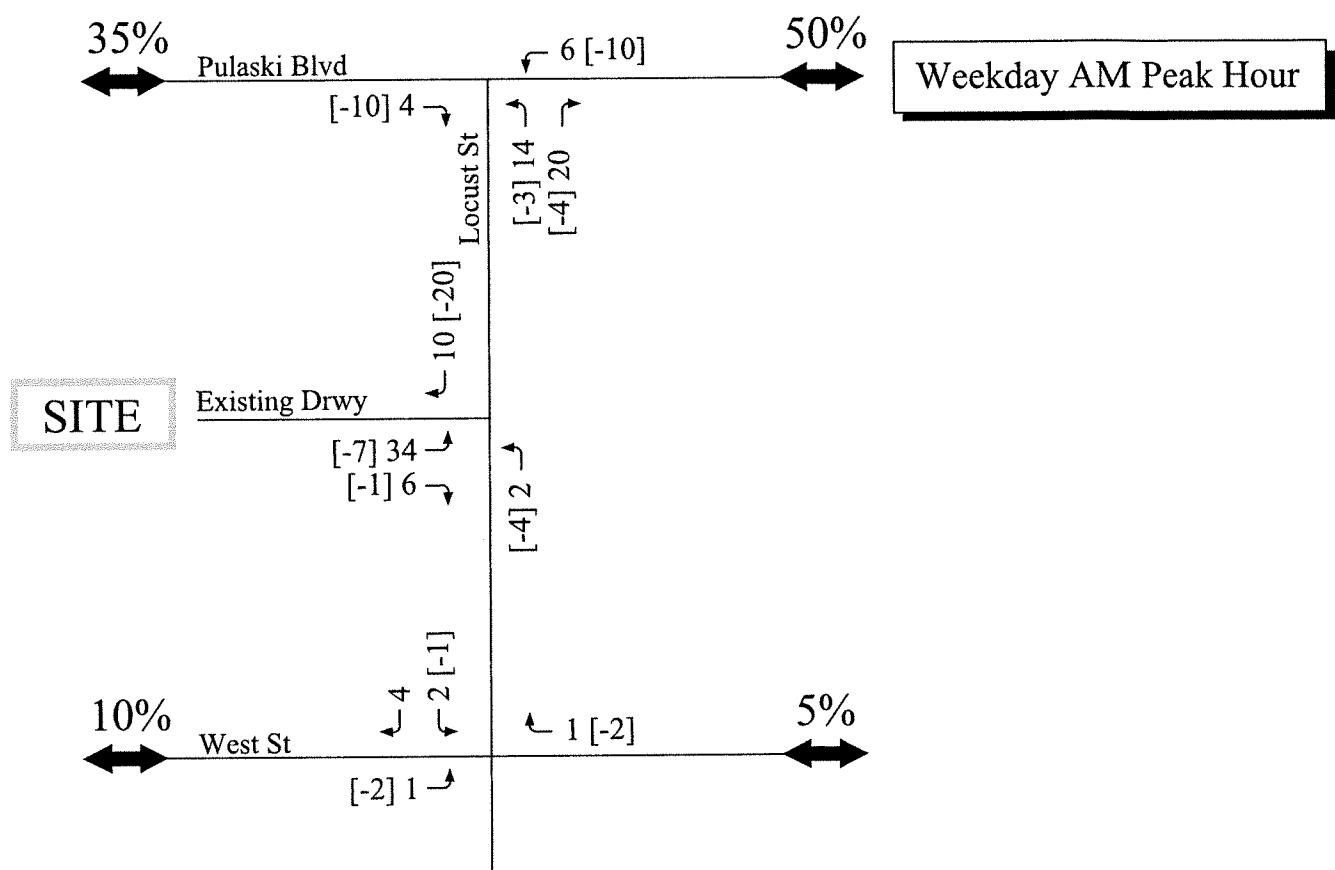


Figure 7. Site weekday PM street-peak-hour volumes.

# **Bungay Brook**

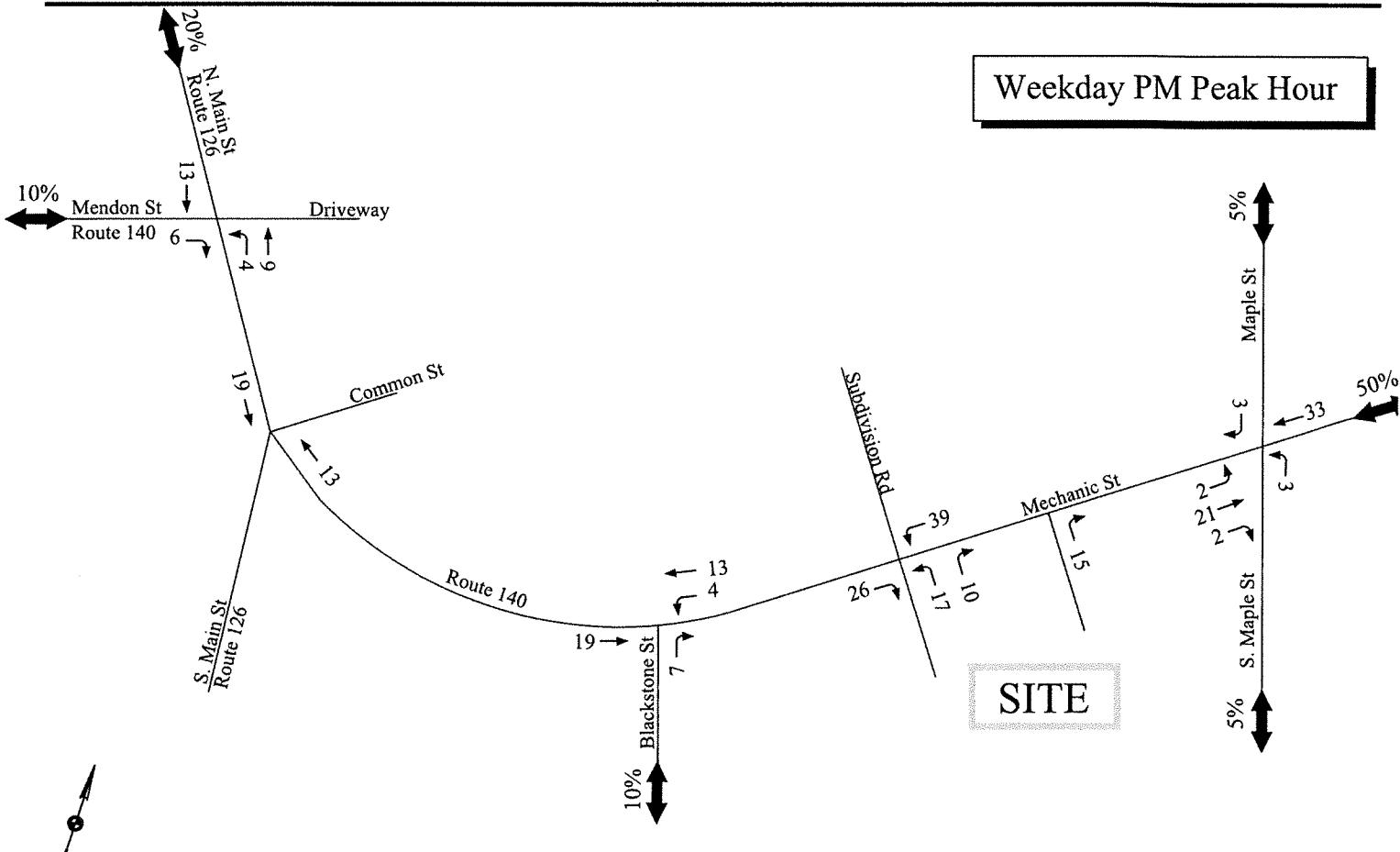
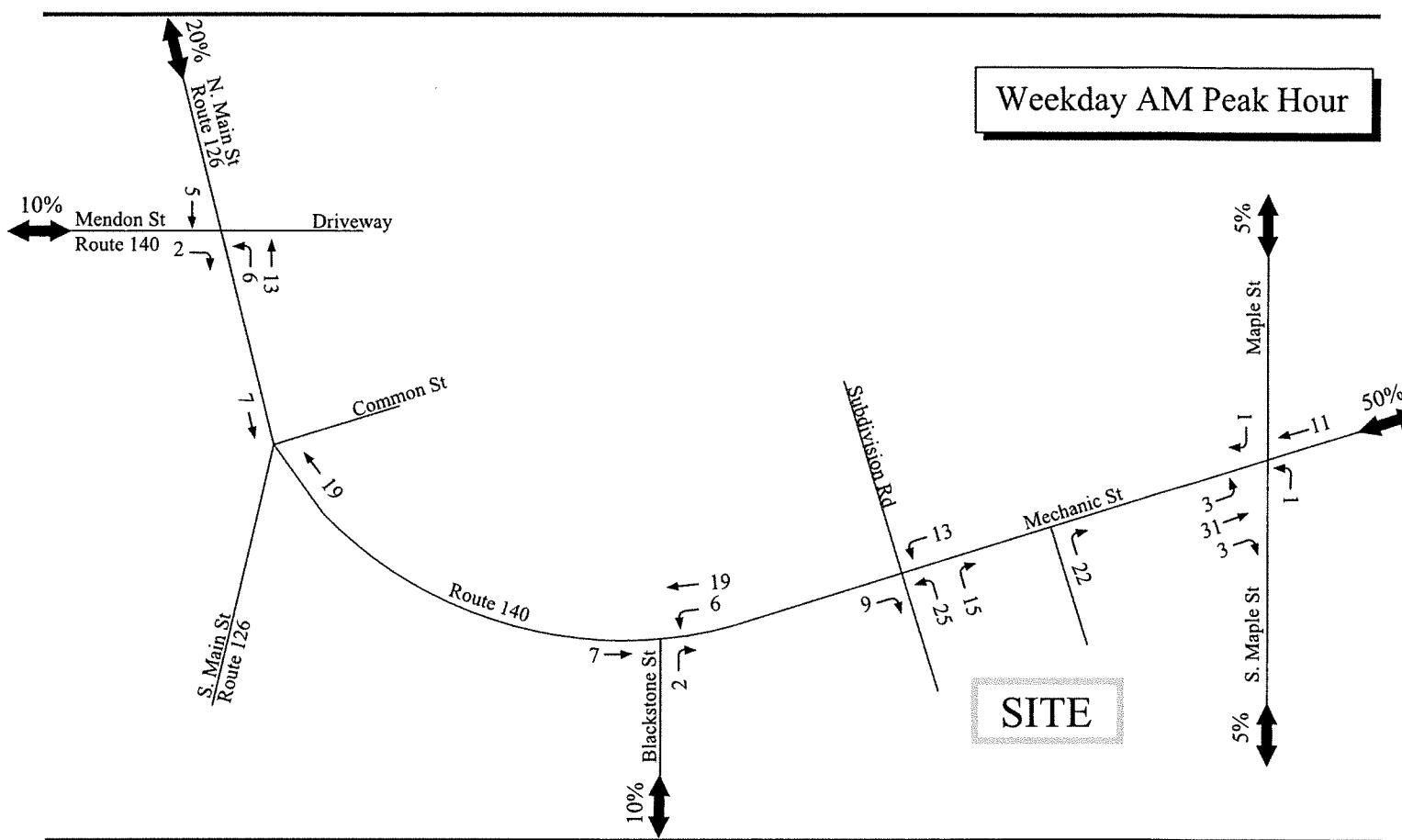
Figure 4  
Site Generated  
Peak Hour Traffic Volumes



# **Curtis Apartments**

Figure 4

Site Generated  
Peak Hour Traffic Volumes



NOT TO SCALE

# **Red Mill on the Charles**

be installed providing push-button actuated pedestrian phasing. Since the construction is almost completed, these improvements are accordingly included in the 2025 design year.

**Town Center Improvement Project** – The Town of Bellingham is currently in the process of securing MassWorks funding for improvements to the two downtown traffic signals: Mechanic Street at South Main Street and Mechanic Street at North Main Street and Mendon Street. The improvements consist of widening these streets to provide two northbound through lanes through these signals, two approach lanes on Mendon Street, creation of a double left-turn lane from South Main Street, and pedestrian and bicycle accommodations including the construction of a shared-use path along the northeast side of Mechanic Street/North Main Street. The improvements are currently in the preliminary design stage. If funding is secured, the improvements will likely be constructed by the 2025 design year.

**Route 140 at Site Driveway** - Lincoln Property Company has received approvals to develop the east project site with a 345,000 square foot warehouse. As part of that development several improvements will be implemented at the site driveway intersection with Route 140 that will be shared with the residential development on the west project site. These include widening Route 140 to provide an exclusive eastbound left-turn lane and channelized right-turn lane, constructing the driveway to provide exclusive left- and right-turn approach lanes, installing underground signal conduit for future signalization of the intersection, and contributing \$180,000 to the Town of Bellingham to install a traffic signal in the future. In addition, a sidewalk will be constructed along the north side of Route 140 to connect the driveway with the existing sidewalk that currently terminates at the 190 Mechanic Street property. A conceptual plan of the proposed intersection geometry prepared by VHB is provided in the Appendix.

### **No-Build Conditions**

The 2025 No-Build conditions were accordingly developed by using the 2025 Build traffic volume conditions presented in the VHB study prepared for the warehouse portion of the site development project and assuming completion of the above-referenced improvement projects. The 2025 No-Build peak-hour traffic-flow networks used for analysis of the residential portion of the project are provided in the Appendix.

### **Trip Generation**

The traffic to be generated by the proposed residential development was estimated using the 10<sup>th</sup> Edition of the ITE *Trip Generation Manual*.<sup>4</sup> Land Use Code 210 (Single-Family Detached Housing) trip rates were applied to the proposed single-family homes and Land Use Code 220 (Multi-Family Housing - Low-Rise) trip rates were applied to the proposed townhouses. The trip generation worksheets are provided in the Appendix. Table 3 summarizes the estimated volume of traffic to be generated by the current scope of the project (115 single-family homes and 54

<sup>4</sup> *Trip Generation Manual, 10<sup>th</sup> Edition*; Institute of Transportation Engineers; Washington, DC; 2017.

townhouses) and compares it to the assumptions in the VHB study (112 single-family homes and 40 townhouses).

**Table 3**  
**Trip Generation Summary**

Time Period	VHB Study			Current Project			<b>Difference</b>
	112 Single Family Homes <sup>a</sup>	40 Townhouse Units <sup>b</sup>	Total	115 Single Family Homes <sup>a</sup>	54 Townhouse Units <sup>b</sup>	Total	
<b>Weekday Daily</b>	1,154	262	1,416	1,180	370	1,550	+134
<b>AM Peak Hour</b>							
Enter	21	5	26	22	6	28	+2
Exit	<u>63</u>	<u>15</u>	<u>78</u>	<u>64</u>	<u>21</u>	<u>85</u>	+7
Total	84	20	104	86	27	113	+9
<b>PM Peak Hour</b>							
Enter	71	16	87	73	21	94	+7
Exit	<u>42</u>	<u>10</u>	<u>52</u>	<u>43</u>	<u>13</u>	<u>56</u>	+4
Total	113	26	139	116	34	150	+11

<sup>a</sup> ITE Land Use Code 210 (Single-Family Detached Housing).

<sup>b</sup> ITE Land Use Code 220 (Multi-Family Housing - Low Rise).

As shown in Table 3, development of the site as proposed will generate 1,550 vehicle trips on an average weekday of which 113 trips (28 entering and 85 exiting) will be added to the adjacent roadways during the weekday AM peak hour and 150 vehicle trips (94 entering and 56 exiting) will be added during the weekday PM peak hour. In the VHB study, the site was expected to generate 1,416 vehicle trips on an average weekday of which 104 trips (26 entering and 78 exiting) were generated during the weekday AM peak hour and 139 trips (87 entering and 52 exiting) were generated during the weekday PM peak hour. Based on these trip generation estimates, the increase in traffic under the new development plan is minimal, with an increase of 9 trips during the weekday AM peak hour and 11 trips during the weekday PM peak hour.

### **Trip Distribution**

The distribution of traffic generated by the project is based on Journey-to-Work data provided by the U.S. Census Bureau for people residing in Bellingham as well as the observed travel routes/patterns of the existing traffic. Based on this information, the distribution of residential site traffic is expected to be slightly different than what was presented in the VHB study for this portion

of the development. Although 40 percent of the site traffic is still expected to and from the north on I-495, not all of that traffic will use the Route 140 interchange as assumed in the VHB study. Instead, half (20%) are expected to use Route 126 and the other half Route 140. Consistent with the VHB study, 15 percent are expected to and from the south on I-495 via Route 140. Ten percent of the site traffic will be oriented both to/from Route 140 east (east of I-495) and Route 140 west, as opposed to 15 percent and 5 percent, respectively, assumed in the VHB study. Consistent with the VHB study, 5 percent will be oriented to/from Route 126 north and south as well as on Maple Street, South Maple Street and Blackstone Street.

Due to the proximity of Mill Street to the Route 126 and Route 140 (Mendon Street) signal, vehicle queues from that signal nearly always extend past Mill Street during the peak hours, making left turns from Mill Street difficult and with long delays. As mitigation for the project, the proponent of the residential project is proposing to construct a new connector road between Mill Street and Common Street allowing site traffic as well as existing Mill Street traffic access to the traffic signal on Route 140. Accordingly, none of the site traffic is expected to use Mill Street to turn left onto Route 126. Site traffic to/from the north on Route 126 will still be able to use the existing Mill Street connection to Route 126 as these movements are not affected by the congestion experienced at the Route 126 and Route 140 intersection. With construction of the new connector road, it is recommended that left turns from Mill Street onto Route 126 be restricted. The anticipated distribution of site traffic based on the above assumptions is provided in the Appendix.

### **Build Conditions**

Based on the traffic generation and distribution estimates for this project, the traffic volumes generated by development of the site were assigned to the roadway network and the projected 2025 Build peak hour traffic volume networks are presented in the Appendix.

### **Traffic Volume Increases**

The VHB traffic study included a separate and distinct analysis of the impacts of the residential development. At the time the study was submitted, the residential development was to include 112 single family homes and 40 townhouse units. Presently, the development is to consist of 115 single family homes and 54 townhouse units. Table 4 shows the increases in traffic at each of the study area intersections and provides a comparison to the increases projected in the VHB study. The differences in traffic shown in this table also incorporate the changes in trip distribution as described above.

**Table 4**  
**Trip Generation Comparison**

Intersection	Weekday AM Peak Hour			Weekday PM Peak Hour		
	VHB Analysis <sup>a</sup>	Current Plan <sup>b</sup>	Difference	VHB Analysis	Current Plan	Difference
Route 126 at Mill Street	12	28	+16	20	38	+18
Route 126 at Mendon Street	9	12	+3	10	15	+5
Route 140 at Common Street	5	17	+12	7	23	+16
Route 140 at Centerville Lane	0	0	0	0	0	0
Route 140 at David Road/Connor Lane	0	0	0	0	0	0
Route 140 at David Road	0	0	0	0	0	0
Route 140 at Blackstone Street	5	2	-3	7	6	-1
Route 140 at Site Driveway	88	68	-20	119	89	-30
Route 140 at Emcos Driveway	83	62	-21	112	83	-29
Route 140 at 179 Mechanic St. Drive	83	62	-21	112	83	-29
Route 140 at 190 Mechanic St./Retail Pl.	83	62	-21	112	83	-29
Route 140 at 190 Mechanic St. Drive	83	62	-21	112	83	-29
Route 140 at Maple St./S. Maple St.	83	62	-21	112	83	-29
Route 140 at Forge Parkway	73	52	-21	99	67	-32
Route 140 at W Central St./Grove St.	73	52	-21	99	67	-32
Route 140 at I-495 Southbound Ramps	73	52	-21	99	67	-32
Route 140 at I-495 Northbound Ramps						
	52	33	-19	56	40	-16

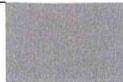
<sup>a</sup> Trips generated for 112 single family homes and 40 townhouse units using VHB's distribution assumptions and not rounded to the nearest 5 vehicles.

<sup>b</sup> Trips generated for 115 single family homes and 54 townhouse units using the revised distribution assumptions in this report and construction of the new connector road.

As shown in Table 4, based on the revised trip generation and distribution assumptions, most study area intersections are expected to experience a decrease in site generated trips with the exception of the intersections of Route 140 at Common Street, Route 126 at Mendon Street, and Route 126

## Appendix E

### Trip Generation



Project Name:  
Project Number:

Prospect Hill Estates  
112614004

AM  
PM

Peak Period 1:  
Peak Period 2:

Trip Generation						
Land Use	Amount	Units	ITE Code	AM Peak Hour One-Way Trips		TOTAL
				IN	OUT	
Single Family Attached Housing	156	DU	215	1138	19	56
				1,138	19	75
				Net New External Trips:	56	75
						90

*Trip generation based on ITE's Trip Generation Manual, 11th Edition.  
Pass-by trips based on ITE's Trip Generation Handbook, 3rd Edition.*

# Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

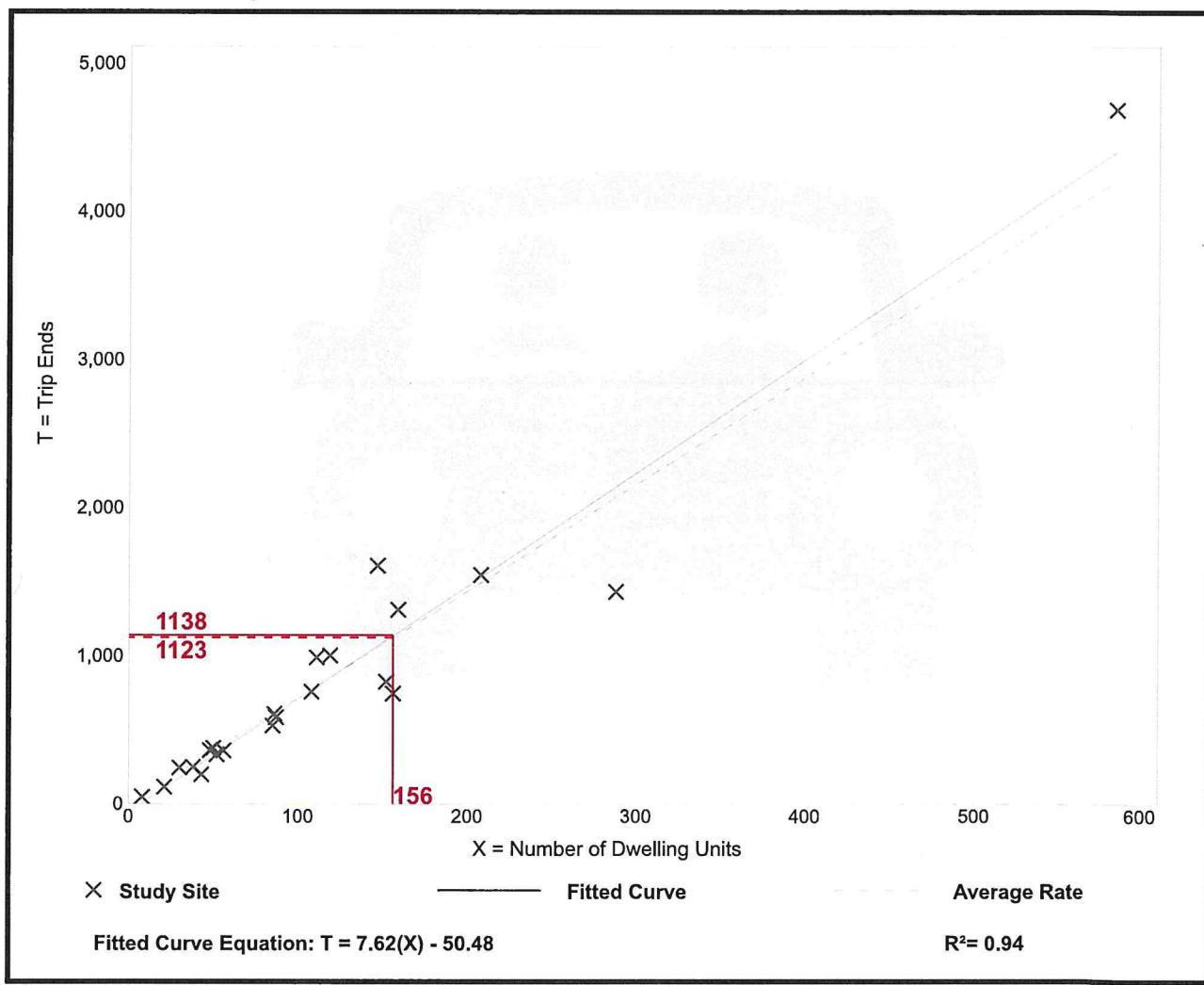
Avg. Num. of Dwelling Units: 120

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

## Data Plot and Equation



# Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

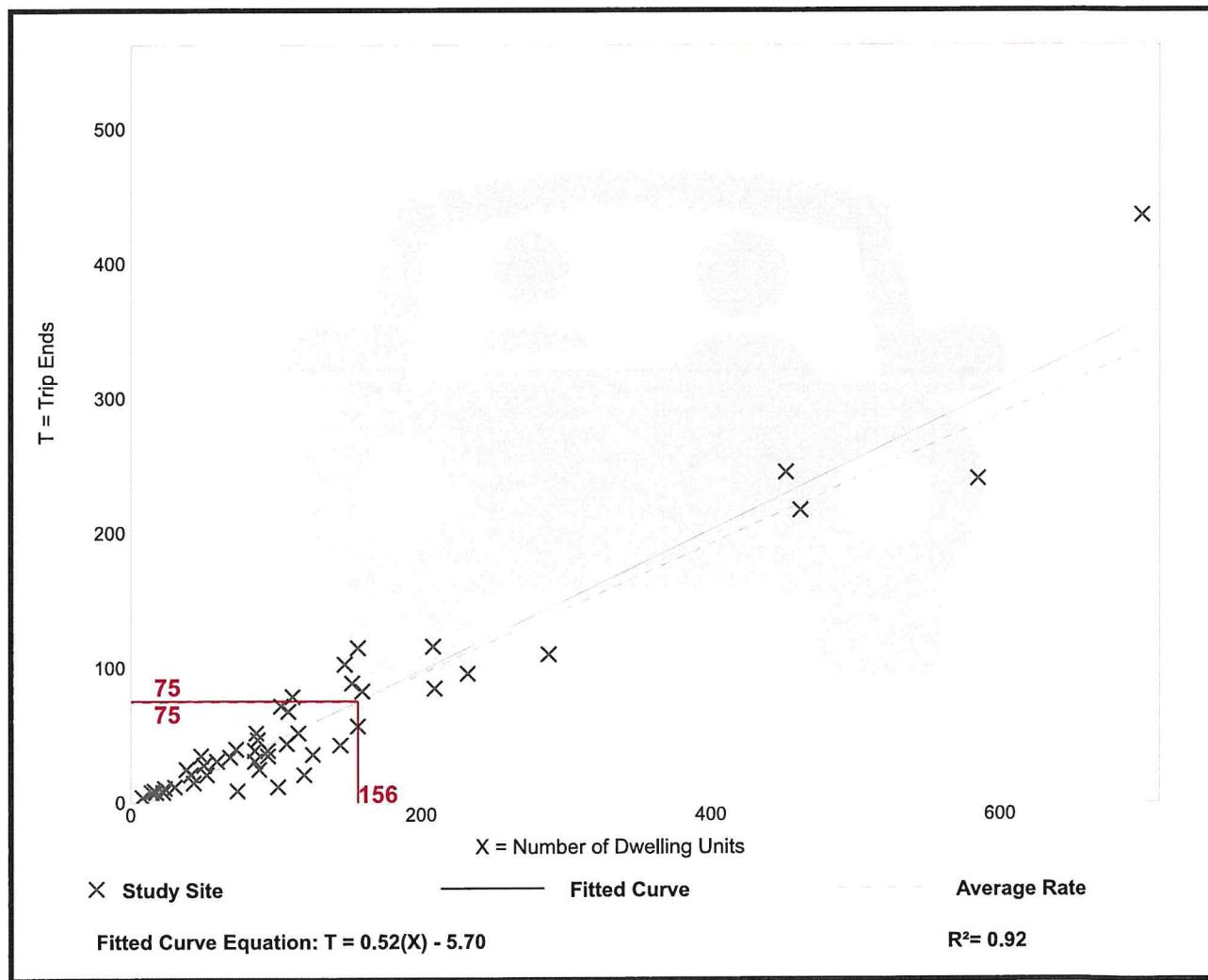
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

## Data Plot and Equation



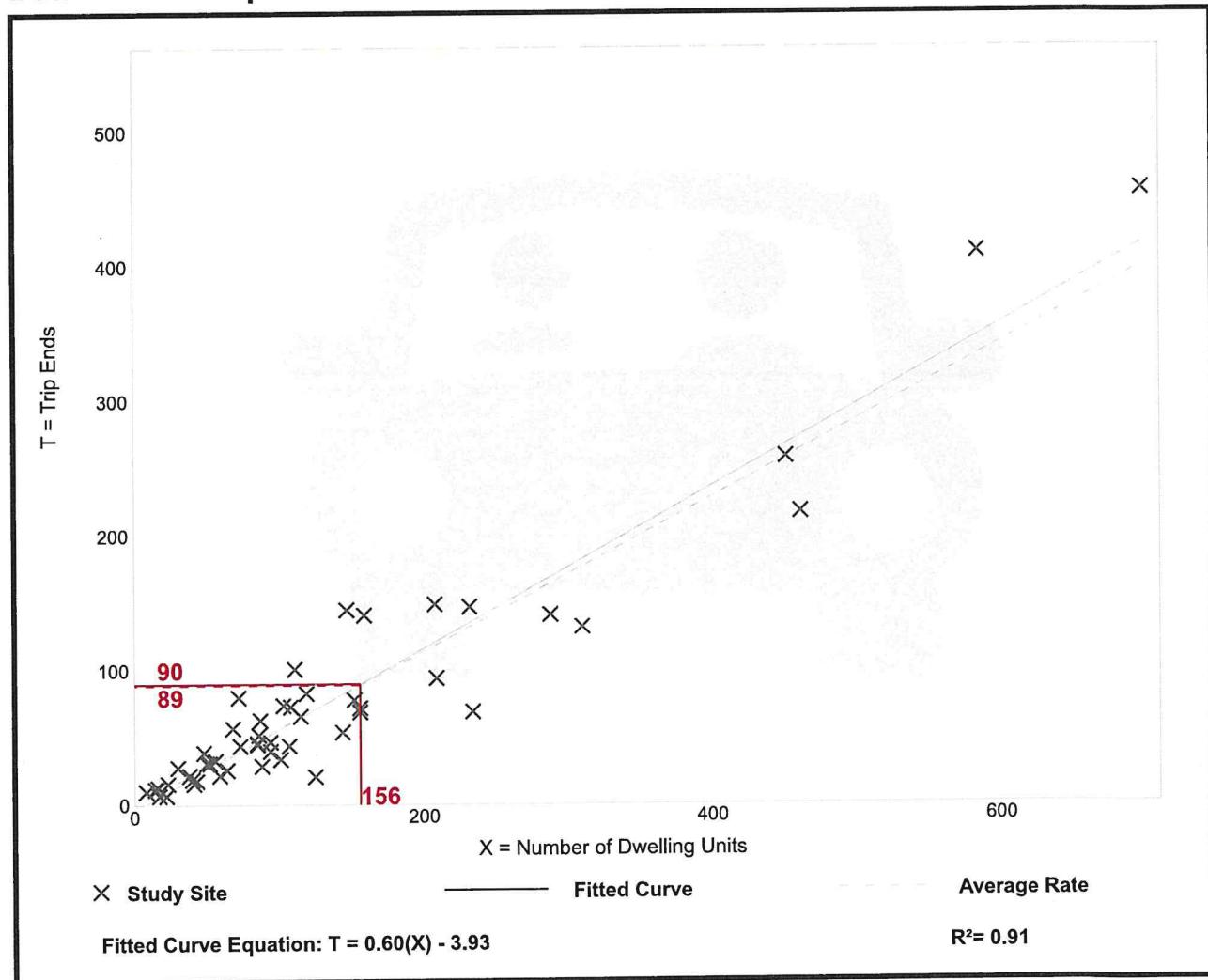
# Single-Family Attached Housing (215)

**Vehicle Trip Ends vs:** Dwelling Units  
**On a:** Weekday,  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location:** General Urban/Suburban  
**Number of Studies:** 51  
**Avg. Num. of Dwelling Units:** 136  
**Directional Distribution:** 59% entering, 41% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

## Data Plot and Equation



## Appendix F

### Volume Development



# Appendix G

## Capacity Analysis



## 2023 Existing AM Peak

## Intersection

Int Delay, s/veh 17.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	474	0	23	0	0	0	11	49	0	0	42	169
Future Vol, veh/h	474	0	23	0	0	0	11	49	0	0	42	169
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	25	25	25	75	75	75	84	84	84
Heavy Vehicles, %	2	0	4	0	0	0	9	2	0	0	7	10
Mvmt Flow	545	0	26	0	0	0	15	65	0	0	50	201

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	246	246	151	259	346	65	251	0	0	65	0	0
Stage 1	151	151	-	95	95	-	-	-	-	-	-	-
Stage 2	95	95	-	164	251	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.24	7.1	6.5	6.2	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.336	3.5	4	3.3	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	708	660	890	698	580	1005	1275	-	-	1550	-	-
Stage 1	851	776	-	917	820	-	-	-	-	-	-	-
Stage 2	912	820	-	843	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	702	652	890	671	573	1005	1275	-	-	1550	-	-
Mov Cap-2 Maneuver	702	652	-	671	573	-	-	-	-	-	-	-
Stage 1	841	776	-	906	810	-	-	-	-	-	-	-
Stage 2	901	810	-	818	703	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.6	0	1.4	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1275	-	-	709	-	1550	-	-
HCM Lane V/C Ratio	0.012	-	-	0.806	-	-	-	-
HCM Control Delay (s)	7.9	0	-	27.6	0	0	-	-
HCM Lane LOS	A	A	-	D	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	8.4	-	0	-	-

## 2023 Existing PM Peak



## Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑			↑			↑			↑		
Traffic Vol, veh/h	187	0	12	0	0	0	38	61	0	0	62	507
Future Vol, veh/h	187	0	12	0	0	0	38	61	0	0	62	507
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	25	25	25	83	83	83	89	89	89
Heavy Vehicles, %	2	0	8	0	0	0	3	3	0	0	3	2
Mvmt Flow	203	0	13	0	0	0	46	73	0	0	70	570

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	520	520	355	527	805	73	640	0	0	73	0	0
Stage 1	355	355	-	165	165	-	-	-	-	-	-	-
Stage 2	165	165	-	362	640	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.28	7.1	6.5	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.372	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	467	463	676	465	318	995	939	-	-	1540	-	-
Stage 1	662	633	-	842	766	-	-	-	-	-	-	-
Stage 2	837	766	-	661	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	449	439	676	438	302	995	939	-	-	1540	-	-
Mov Cap-2 Maneuver	449	439	-	438	302	-	-	-	-	-	-	-
Stage 1	628	633	-	799	727	-	-	-	-	-	-	-
Stage 2	794	727	-	648	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.7	0	3.5	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	458	-	1540	-	-
HCM Lane V/C Ratio	0.049	-	-	0.472	-	-	-	-
HCM Control Delay (s)	9	0	-	19.7	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.5	-	0	-	-

## 2030 No-Build AM Peak

## Intersection

Int Delay, s/veh 18.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖			↖↖			↖↖			↖↖		
Traffic Vol, veh/h	517	0	24	0	0	0	11	53	0	0	45	189
Future Vol, veh/h	517	0	24	0	0	0	11	53	0	0	45	189
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	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, %	2	0	8	0	0	0	3	3	0	0	3	2
Mvmt Flow	562	0	26	0	0	0	12	58	0	0	49	205

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	234	234	152	247	336	58	254	0	0	58	0	0
Stage 1	152	152	-	82	82	-	-	-	-	-	-	-
Stage 2	82	82	-	165	254	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.28	7.1	6.5	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.372	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	721	670	879	711	588	1014	1305	-	-	1559	-	-
Stage 1	850	775	-	931	831	-	-	-	-	-	-	-
Stage 2	926	831	-	842	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	716	664	879	685	583	1014	1305	-	-	1559	-	-
Mov Cap-2 Maneuver	716	664	-	685	583	-	-	-	-	-	-	-
Stage 1	842	775	-	923	824	-	-	-	-	-	-	-
Stage 2	918	824	-	817	701	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28	0	1.3	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1305	-	-	722	-	1559	-	-
HCM Lane V/C Ratio	0.009	-	-	0.814	-	-	-	-
HCM Control Delay (s)	7.8	0	-	28	0	0	-	-
HCM Lane LOS	A	A	-	D	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	8.7	-	0	-	-

## 2030 No-Build PM Peak



## Intersection

Int Delay, s/veh 5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	210	0	13	0	0	0	41	65	0	0	66	555
Future Vol, veh/h	210	0	13	0	0	0	41	65	0	0	66	555
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	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	89
Heavy Vehicles, %	2	0	8	0	0	0	3	3	0	0	3	2
Mvmt Flow	228	0	14	0	0	0	45	71	0	0	72	624

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	545	545	384	552	857	71	696	0	0	71	0	0
Stage 1	384	384	-	161	161	-	-	-	-	-	-	-
Stage 2	161	161	-	391	696	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.28	7.1	6.5	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.372	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	449	449	651	447	297	997	895	-	-	1542	-	-
Stage 1	639	615	-	846	769	-	-	-	-	-	-	-
Stage 2	841	769	-	637	446	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	431	426	651	420	282	997	895	-	-	1542	-	-
Mov Cap-2 Maneuver	431	426	-	420	282	-	-	-	-	-	-	-
Stage 1	606	615	-	802	729	-	-	-	-	-	-	-
Stage 2	797	729	-	623	446	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.8	0	3.6	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	895	-	-	440	-	1542	-	-
HCM Lane V/C Ratio	0.05	-	-	0.551	-	-	-	-
HCM Control Delay (s)	9.2	0	-	22.8	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3.3	-	0	-	-

## 2030 Build AM Peak

Intersection

Int Delay, s/veh 20.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	520	0	25	0	0	0	12	54	0	0	50	191
Future Vol, veh/h	520	0	25	0	0	0	12	54	0	0	50	191
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	25	25	25	83	83	83	89	89	89
Heavy Vehicles, %	2	0	8	0	0	0	3	3	0	0	3	2
Mvmt Flow	565	0	27	0	0	0	14	65	0	0	56	215

Major/Minor	Minor2	Minor1			Major1			Major2			
Conflicting Flow All	257	257	164	270	364	65	271	0	0	65	0
Stage 1	164	164	-	93	93	-	-	-	-	-	-
Stage 2	93	93	-	177	271	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.28	7.1	6.5	6.2	4.13	-	-	4.1	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.372	3.5	4	3.3	2.227	-	-	2.2	-
Pot Cap-1 Maneuver	696	651	865	687	567	1005	1287	-	-	1550	-
Stage 1	838	766	-	919	822	-	-	-	-	-	-
Stage 2	914	822	-	829	689	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-
Mov Cap-1 Maneuver	690	644	865	660	561	1005	1287	-	-	1550	-
Mov Cap-2 Maneuver	690	644	-	660	561	-	-	-	-	-	-
Stage 1	829	766	-	909	813	-	-	-	-	-	-
Stage 2	904	813	-	803	689	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	32.4	0	1.4	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1287	-	-	696	-	1550	-	-
HCM Lane V/C Ratio	0.011	-	-	0.851	-	-	-	-
HCM Control Delay (s/veh)	7.8	0	-	32.4	0	0	-	-
HCM Lane LOS	A	A	-	D	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	9.8	-	0	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h	1	542	201	0	3	5
Future Vol, veh/h	1	542	201	0	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	589	218	0	3	5

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	218	0	-	0	809	218
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	591	-
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	1352	-	-	-	350	822
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1352	-	-	-	350	822
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	553	-

Approach	EB	WB	SB
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HCM Control Delay, s/v	0	0	11.7
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HCM LOS			B
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1352	-	-	-	546
HCM Lane V/C Ratio	0.001	-	-	-	0.016
HCM Control Delay (s/veh)	7.7	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	43	5	1	573	234	17
Future Vol, veh/h	43	5	1	573	234	17
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, %	2	2	2	2	2	2
Mvmt Flow	47	5	1	623	254	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	888	263	272	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	314	776	1291	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	314	776	1291	-	-	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	17.7	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1291	-	335	-	-	
HCM Lane V/C Ratio	0.001	-	0.156	-	-	
HCM Control Delay (s/veh)	7.8	0	17.7	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q (veh)	0	-	0.5	-	-	

# 2030 Build PM Peak



Intersection

Int Delay, s/veh 6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	212	0	13	0	0	0	41	70	0	0	70	557
Future Vol, veh/h	212	0	13	0	0	0	41	70	0	0	70	557
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	25	25	25	83	83	83	89	89	89
Heavy Vehicles, %	2	0	8	0	0	0	3	3	0	0	3	2
Mvmt Flow	230	0	14	0	0	0	49	84	0	0	79	626

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	574	574	392	581	887	84	705	0	0	84	0	0
Stage 1	392	392	-	182	182	-	-	-	-	-	-	-
Stage 2	182	182	-	399	705	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.28	7.1	6.5	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.372	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	430	432	644	428	285	981	888	-	-	1526	-	-
Stage 1	633	610	-	824	753	-	-	-	-	-	-	-
Stage 2	820	753	-	631	442	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	411	407	644	400	268	981	888	-	-	1526	-	-
Mov Cap-2 Maneuver	411	407	-	400	268	-	-	-	-	-	-	-
Stage 1	596	610	-	776	709	-	-	-	-	-	-	-
Stage 2	772	709	-	617	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	24.8	0	3.4	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	888	-	-	420	-	1526	-	-
HCM Lane V/C Ratio	0.056	-	-	0.582	-	-	-	-
HCM Control Delay (s/veh)	9.3	0	-	24.8	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	3.6	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	223	595	2	2	2
Future Vol, veh/h	2	223	595	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	242	647	2	2	2
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	649	0	-	0	894	648
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	246	-
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	937	-	-	-	312	470
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	937	-	-	-	311	470
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	795	-
Approach	EB	WB	SB			
HCM Control Delay, s/v	0.1	0	14.7			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	937	-	-	-	374	
HCM Lane V/C Ratio	0.002	-	-	-	0.012	
HCM Control Delay (s/veh)	8.9	0	-	-	14.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q (veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
Traffic Vol, veh/h	29	4	5	278	623	44
Future Vol, veh/h	29	4	5	278	623	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	4	5	302	677	48

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	1013	701	725	0	-	0
Stage 1	701	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	265	439	878	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	263	439	878	-	-	-
Mov Cap-2 Maneuver	263	-	-	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s/v	20	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	878	-	276	-	-
HCM Lane V/C Ratio	0.006	-	0.13	-	-
HCM Control Delay (s/veh)	9.1	0	20	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q (veh)	0	-	0.4	-	-

# Appendix H

## Site Plan

