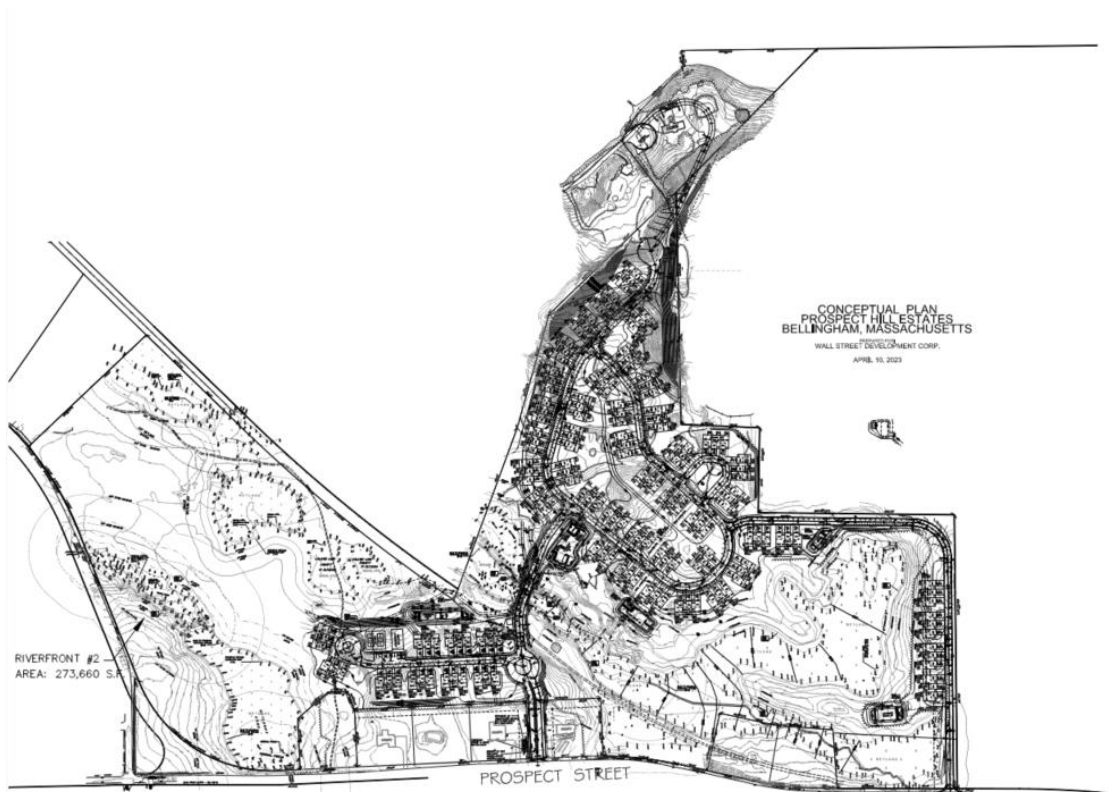




*Traffic Impact & Access Study  
for Wall Street Development Corp.*

## PROSPECT HILL ESTATES BELLINGHAM, MASSACHUSETTS



**Kimley»Horn**

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July 2023  
Updated November 2023  
112614004

# PROSPECT HILL ESTATES BELLINGHAM, MASSACHUSETTS

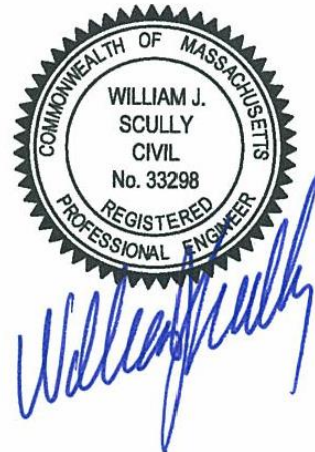
## Traffic Impact & Access Study

PREPARED FOR  
WALL STREET DEVELOPMENT CORP.

PREPARED BY  
KIMLEY-HORN AND ASSOCIATES, INC.



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July 2023  
*Updated November 2023*  
112614004



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# 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 and the increased number of housing units. 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 Southern Site Driveway and Northern Site Driveway operate with minimal or short delays.
- Both site driveways, Northern Site Driveway and Southern Site Driveway, will be safely located with sight distance criteria exceeded and more than adequate. The sight distances at both site driveways exceed safety criteria for 30 MPH and 45 MPH.
- 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.

## 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 Southern Site Driveway and Northern 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 on the west side 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.
- Install STOP Ahead sign (W3-1) compliant with MUTCD along Lake Street, approaching Prospect Street.

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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, Northern and Southern, are in the Town of Franklin. This analysis reflects an update from the July report to include a second point of access and the increased number of housing units. 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 1. Site Vicinity and Study Intersection**





**Figure 2. Lane Designation and Traffic Control**

**PROSPECT STREET & DRIVEWAY**

**1**

Prospect Street

Lake Street

Driveway

**PROSPECT STREET & SOUTHERN SITE DRIVEWAY**

**2**

Prospect Street

Southern Site Driveway

**PROSPECT STREET & NORTHERN SITE DRIVEWAY**

**3**

Prospect Street

Northern Site Driveway

**LEGEND**

**#** Intersection ID

**PROJECT SITE**  
(extends off page)

**Prospect Street**

**Lake Street**

Prospect Hill Estates, Bellingham Traffic Impact & Access Study

Kimley»Horn

## 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 recorder (ATR) 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 between the Southern Site Driveway and the Northern Site Driveway. The location of the ATR could lead to slower speeds as vehicles approach Lake Street.

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 Vehicle Volumes**



1 Prospect Street & Lake Street			
169 (507)	42 (62)	0 (0)	Prospect Street
←	↓	↪	
			Driveway
Lake Street			
474 (187)	0 (0)	23 (12)	Prospect Street
↪	→	↪	
			11 (38)
			49 (61)
			0 (0)
Overall: 768 (867)			

**LEGEND**

# Intersection ID

XX (XX) AM (PM) Peak Hour Vehicle Volumes



## 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 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>	<b>2</b>
Property Damage	2
Injury	0
Fatality	0
Not Reported	0
<b>Manner of Collision</b>	
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
<b>Time of Day</b>	
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>	0
<b>Post-Covid (2021-2022 Annual Average Crashes)</b>	1

## 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 intersection with Prospect Street. 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 & Southern 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 sight distance for the intersection of Prospect Street & Northern Site Driveway was estimated from roadway and satellite imagery. The location of the ATR was along Prospect Street, north of Lake Street and near the Proposed Site Driveways. 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 Driveways and 40 MPH for Lake Street.

As shown in **Table 4**, the available sight distances, Prospect Street & Southern Site Driveway, in both directions is at least 400 feet in both approach and intersection distances. At Prospect Street & Northern Site Driveway, there is at least 400 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				
<i>Prospect Street &amp; Southern Site Driveway</i>				
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>4</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
<i>Prospect Street &amp; Northern Site Driveway</i>				
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>4</sup>
Approaching Site Drive from North	400	200	360	Y
Approaching Site Drive from South	400+	200	360	Y
Looking to the North from Site Drive	400	200	360	Y
Looking to the South from Site Drive	400+	200	360	Y
<i>Prospect Street &amp; Lake Street</i>				
View/Direction	Measured Distance (feet)	SSD Required for 30 MPH	SSD Required for 40 MPH (feet) <sup>3</sup>	Criteria Met (Y/N) <sup>4</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 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>4</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 units 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.

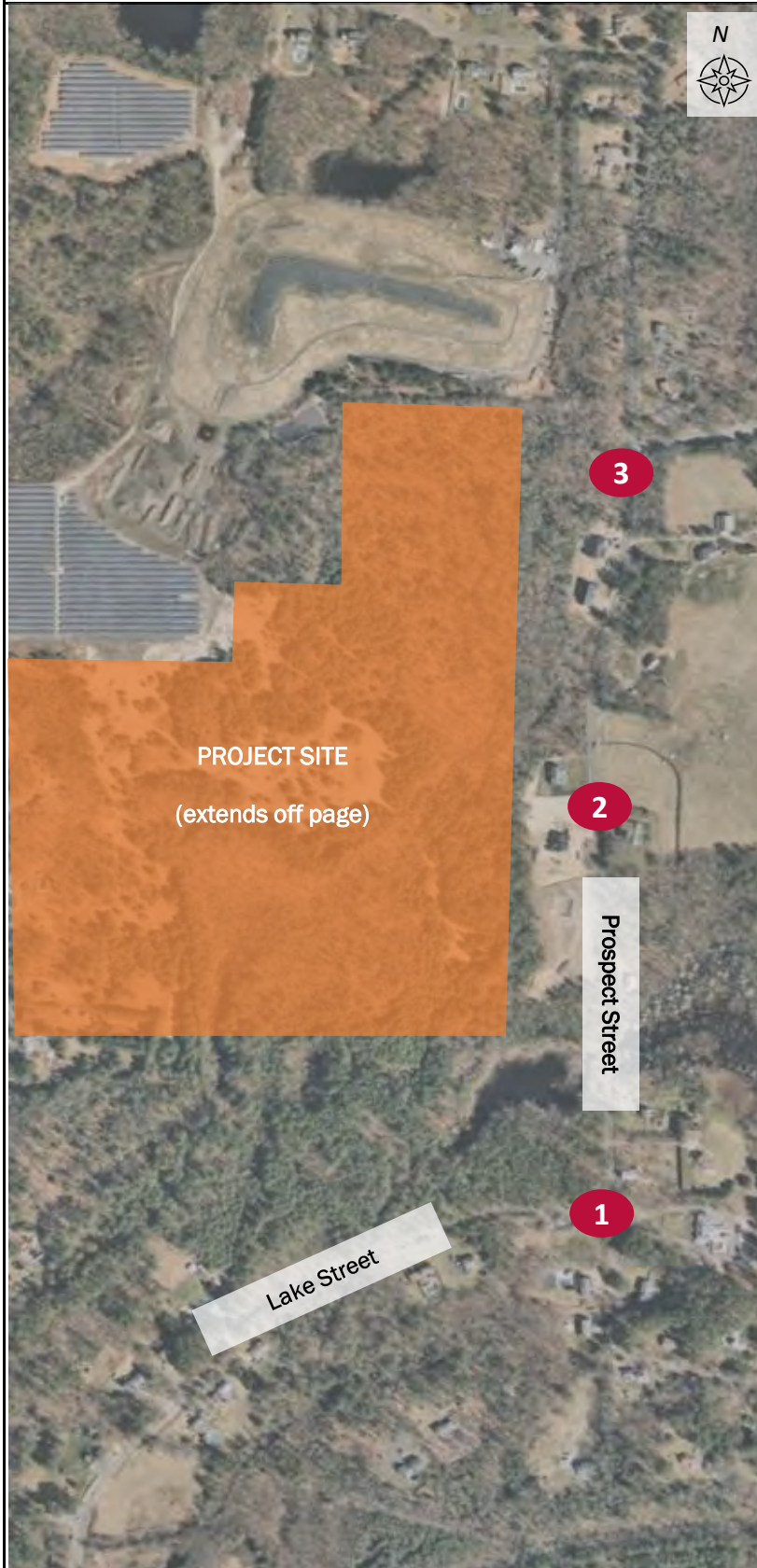


**Figure 4. Site Location and Vicinity Developments**





**Figure 5. Vicinity Development - Bellingham Shores**



1 Prospect Street & Lake Street	
<div>Prospect Street</div> <div> <div>1 (3)</div> <div>0 (0)</div> <div>0 (0)</div> </div>	<div> <div>0 (0)</div> <div>0 (0)</div> <div>0 (0)</div> </div> <div>Driveway</div>
<div>Lake Street</div> <div> <div>3 (2)</div> <div>0 (0)</div> <div>0 (0)</div> </div>	<div>Prospect Street</div> <div> <div>0 (0)</div> <div>0 (0)</div> <div>0 (0)</div> </div>
Overall: 4 (5)	

2 Prospect Street & Southern Site Driveway	
<div>Prospect Street</div> <div> <div>0 (0)</div> <div>1 (3)</div> </div>	<div> <div>0 (0)</div> <div>3 (2)</div> </div>
<div>Southern Site Driveway</div> <div> <div>0 (0)</div> <div>0 (0)</div> </div>	<div>Prospect Street</div> <div> <div>0 (0)</div> </div>
Overall: 4 (5)	

3 Prospect Street & Northern Site Driveway	
<div>Prospect Street</div> <div> <div>0 (0)</div> <div>1 (3)</div> </div>	<div> <div>0 (0)</div> <div>3 (2)</div> </div>
<div>Northern Site Driveway</div> <div> <div>0 (0)</div> <div>0 (0)</div> </div>	<div>Prospect Street</div> <div> <div>0 (0)</div> </div>
Overall: 4 (5)	

**LEGEND**



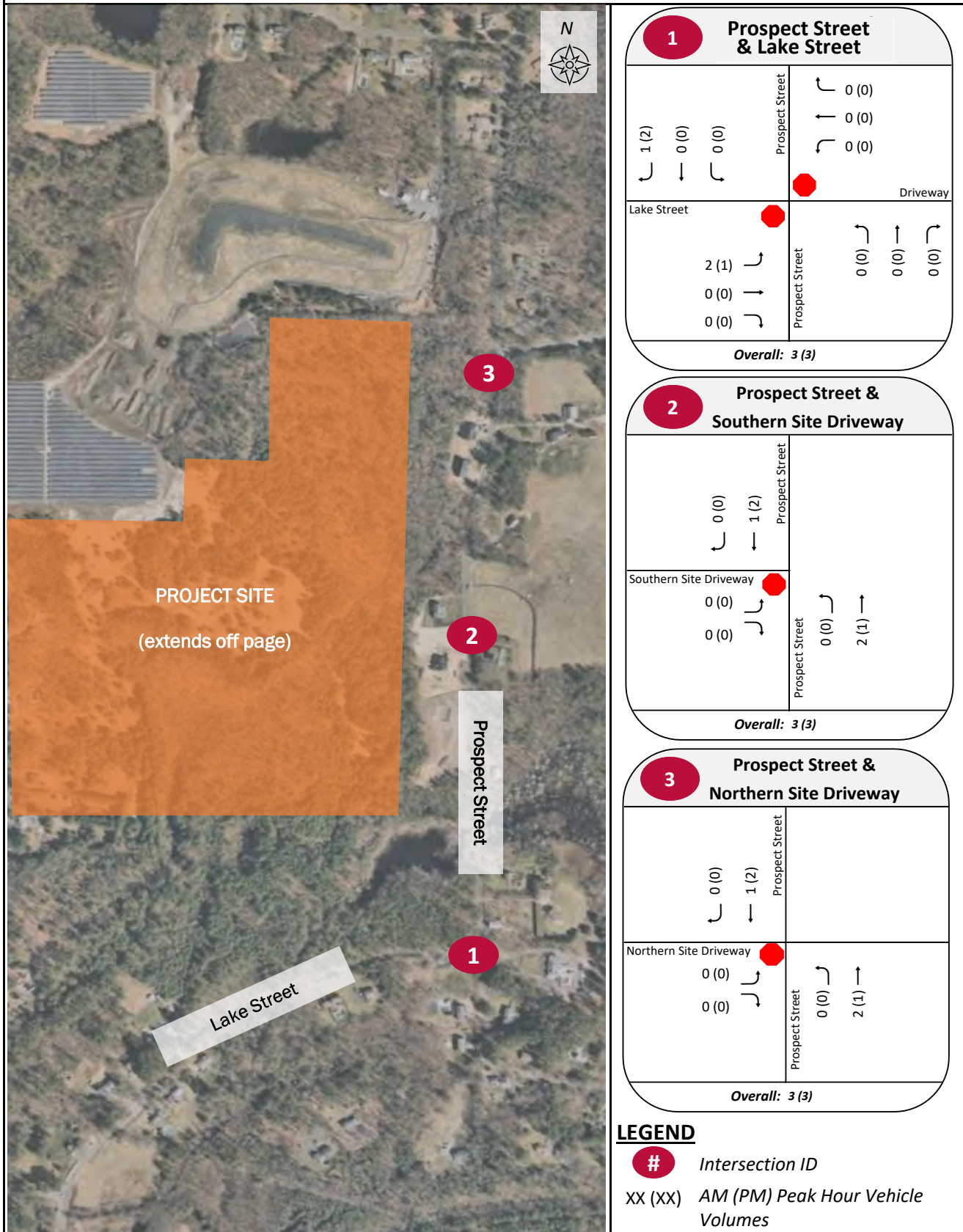
Intersection ID

XX (XX)

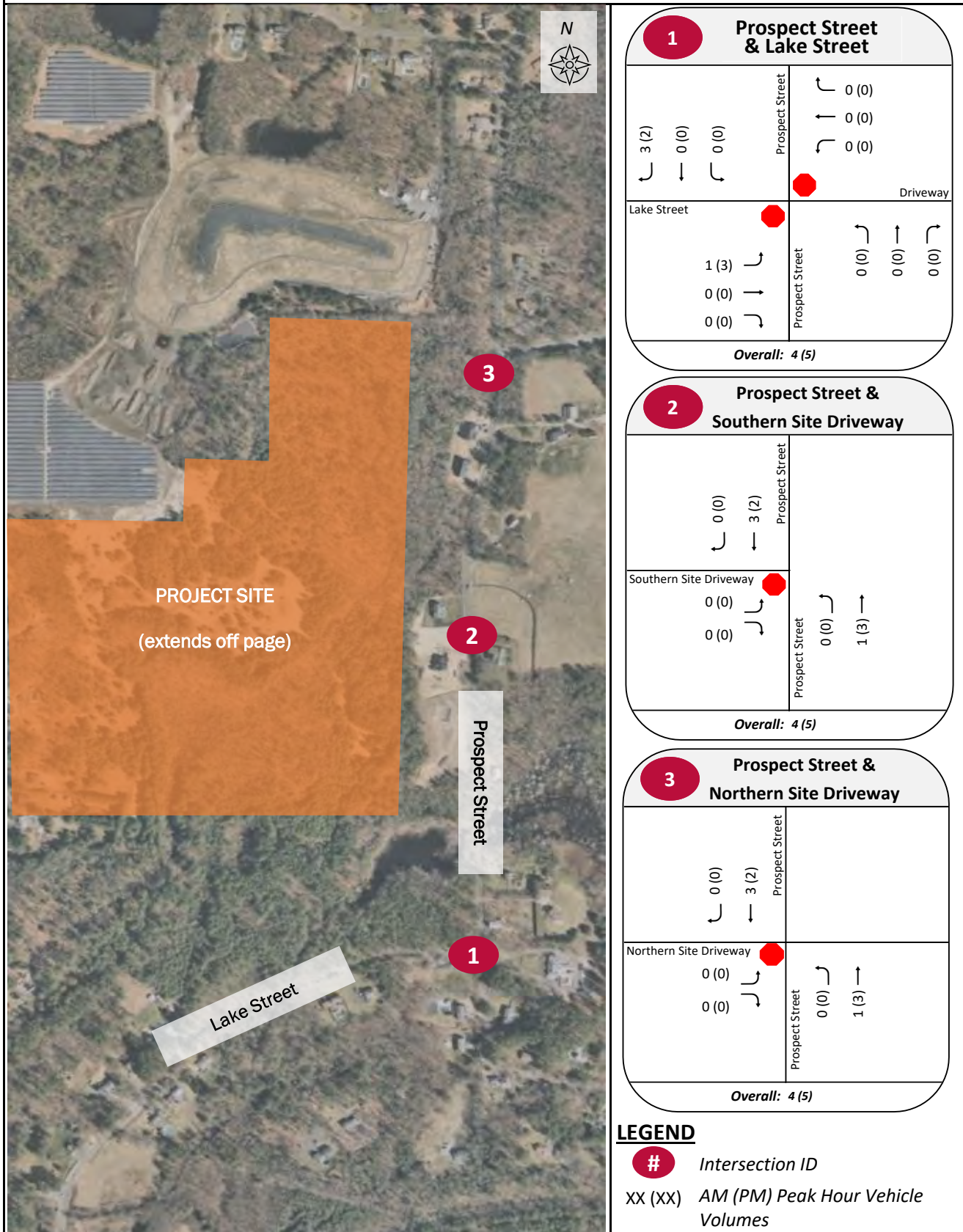
AM (PM) Peak Hour Vehicle Volumes



**Figure 6. Vicinity Development - Bungay Brook Townhouses**

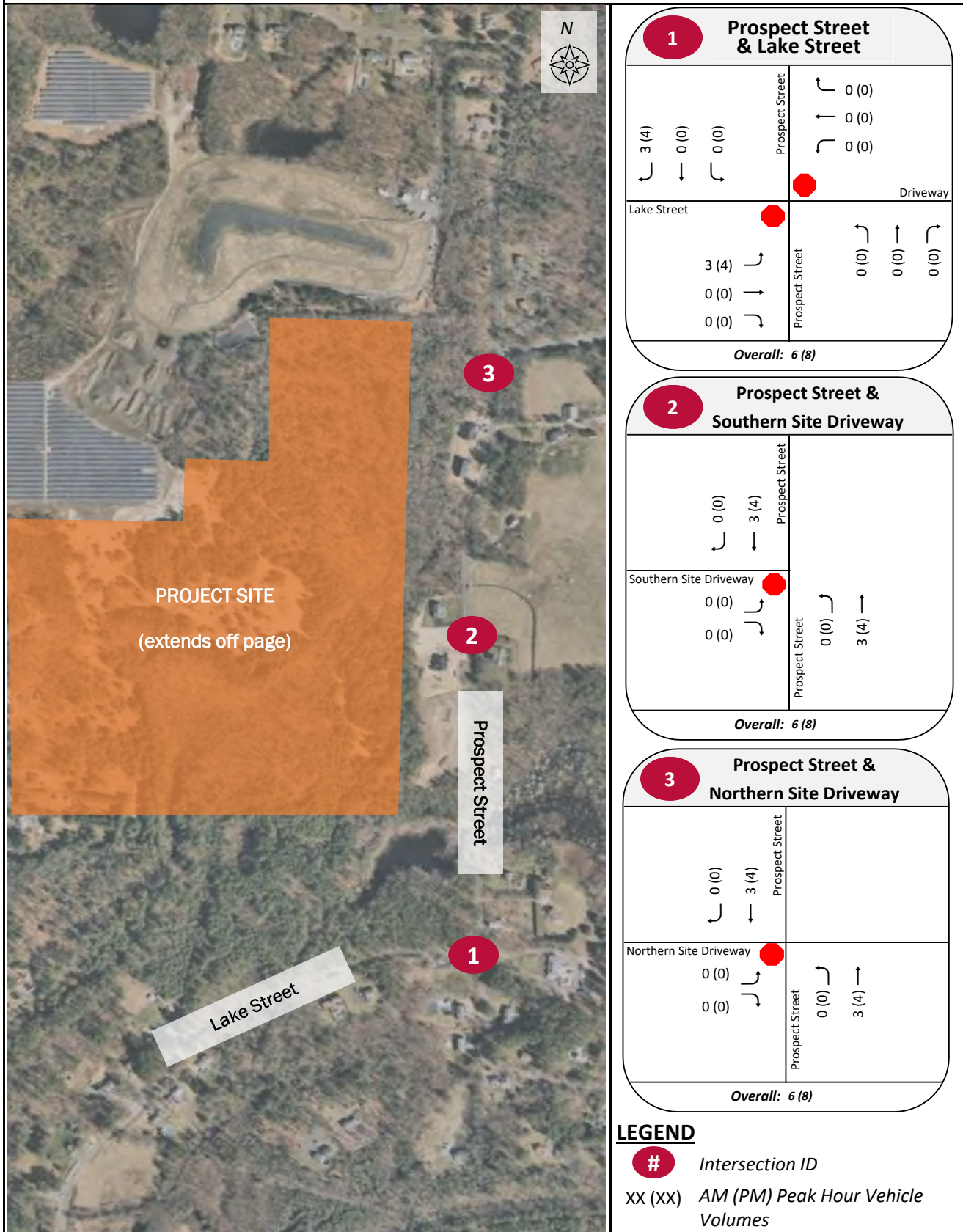


**Figure 7. Vicinity Development - Curtis Apartments**





**Figure 8. Vicinity Development - Red Mill on the Charles**



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



1 Prospect Street & Lake Street			
189 (555) ↶	45 (66) ↓	0 (0) ↷	Prospect Street ↶ 0 (0) ↑ 0 (0) ↷ 0 (0)
Lake Street 517 (210) ↶ 0 (0) ↓ 25 (13) ↷			Driveway ↶ ↷
Overall: 841 (950)			

**LEGEND**

- # Intersection ID
- XX (XX) AM (PM) Peak Hour Vehicle Volumes



## 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)
Net New Vehicle Trips		1,138	75 (90)	19 (53)	56 (37)

### TRIP DISTRIBUTION AND ASSIGNMENT

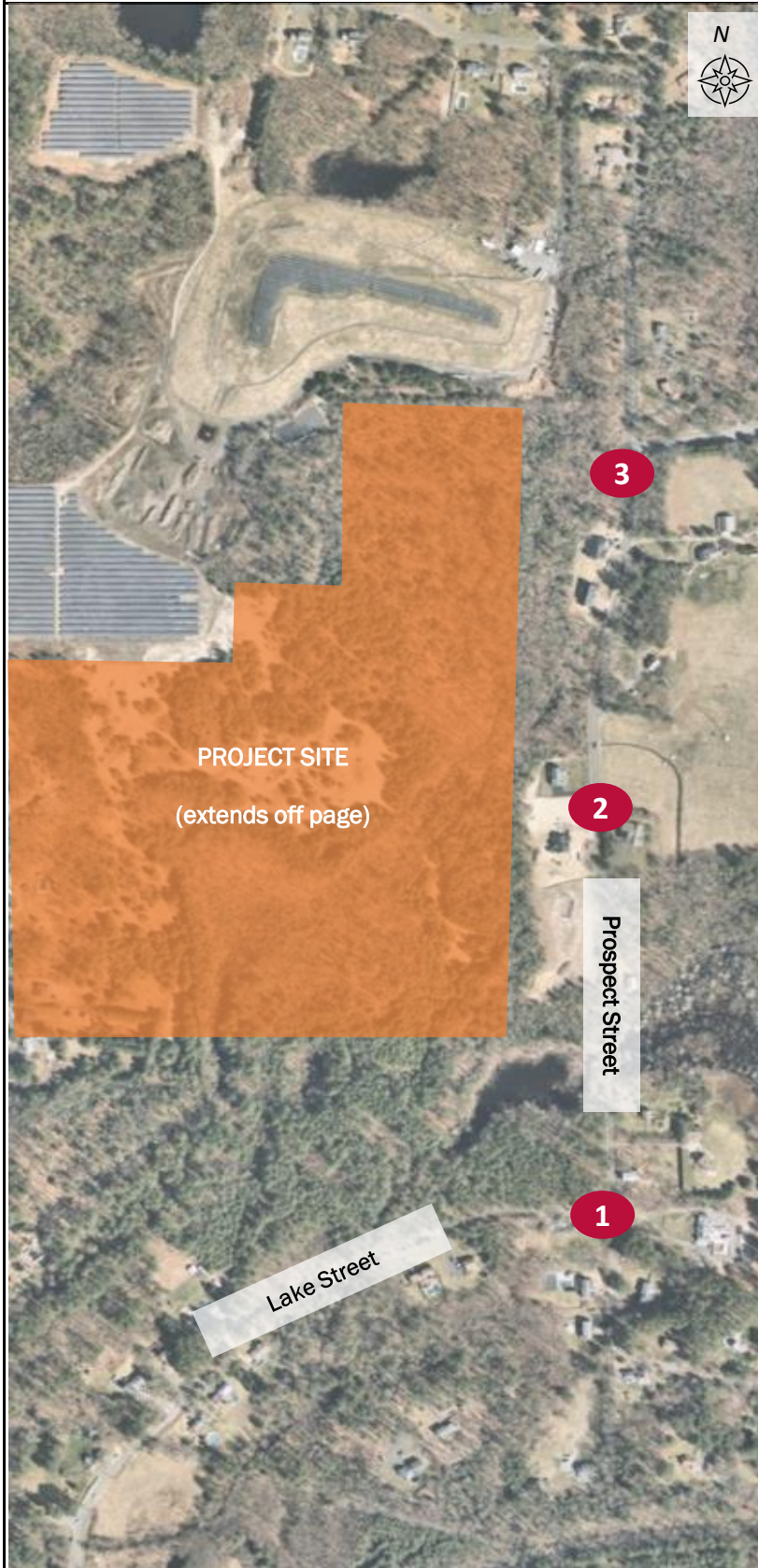
The anticipated distribution of project traffic was forecast for the trips expected to be generated by the development. The distribution was estimated for all vehicles that may access the site. For the development's general traffic, the trip distribution estimate was based on the collected ATR data and 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)

**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**



1 Prospect Street & Lake Street			
0 (5)	0 (10)	0 (0)	Prospect Street
↶	↓	↷	↶ 0 (0) ↑ 0 (0) ↷ 0 (0)
Lake Street			↶ 0 (0) ↑ 10 (0) ↷ 0 (0)
5 (0)	0 (0)	0 (0)	Prospect Street
↶	↑	↷	
Overall: 15 (15)			

2 Prospect Street & Southern Site Driveway			
60 (0)	0 (0)		Prospect Street
↶	↓		↶ 0 (0) ↑ 10 (0) ↷ 5 (0)
Southern Site Driveway			↶ 10 (0) ↑ 5 (0)
0 (60)	0 (10)		Prospect Street
↶	↷		
Overall: 75 (70)			

3 Prospect Street & Northern Site Driveway			
25 (0)	60 (0)		Prospect Street
↶	↓		↶ 5 (0) ↑ 0 (60)
Northern Site Driveway			↶ 5 (0) ↑ 0 (60)
0 (25)	0 (5)		Prospect Street
↶	↷		
Overall: 90 (90)			

**LEGEND**

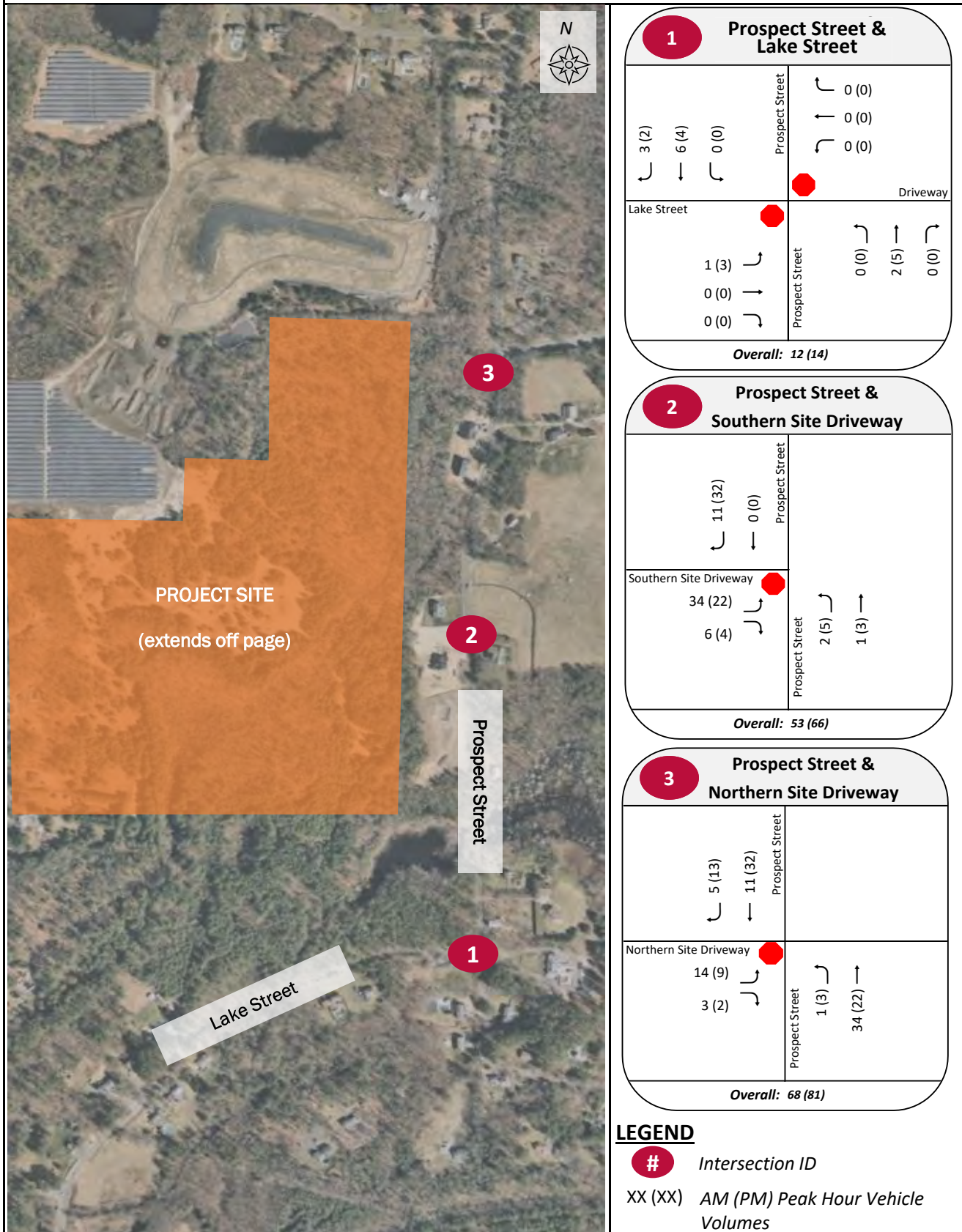


Intersection ID

XX% (XX%) IN (OUT) Trip Distribution



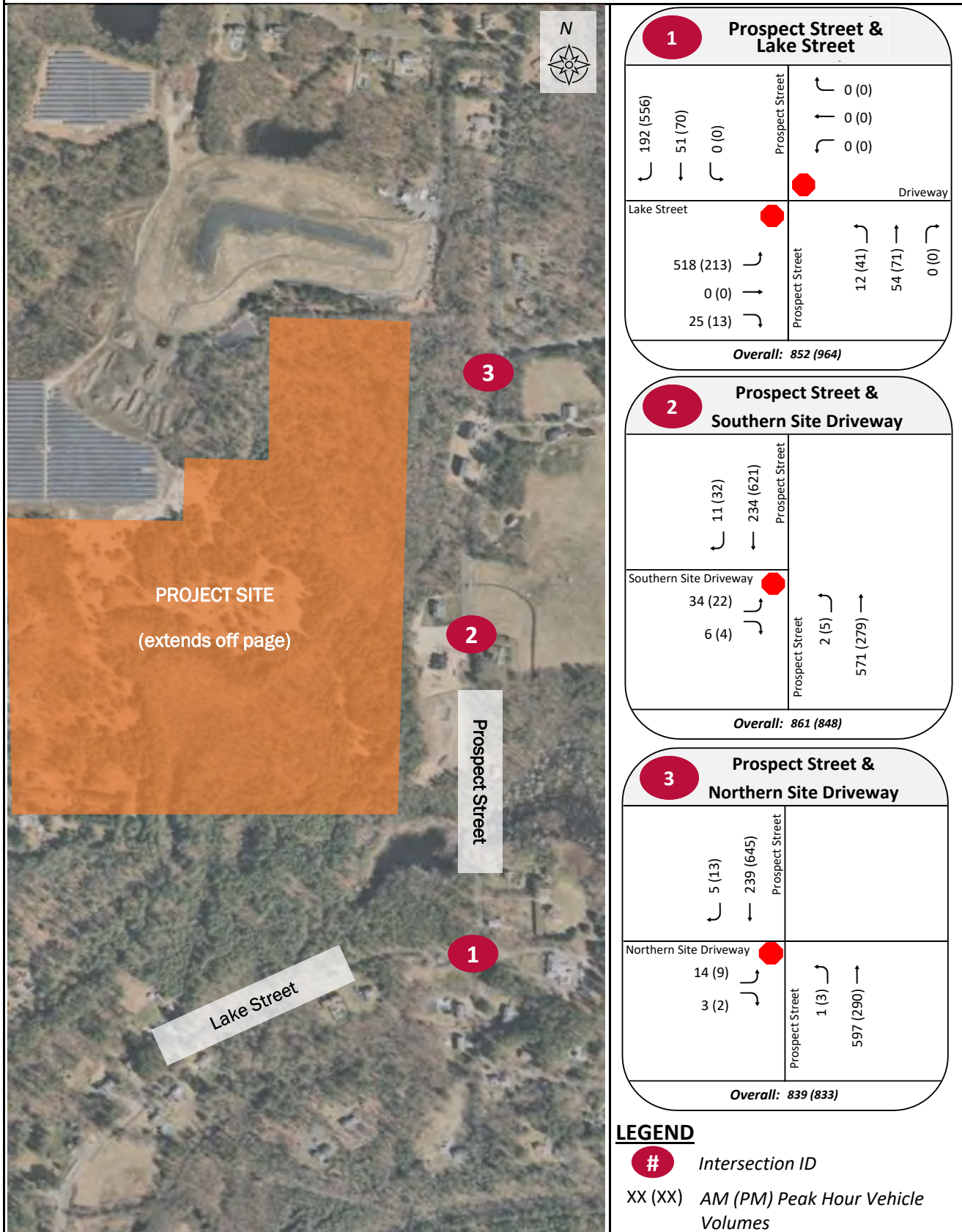
**Figure 11. Peak Hour Trip Assignment**



## 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 AM & PM Peak Hour Traffic Volumes**





## 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
<b>A</b>	≤ 10	≤ 10
<b>B</b>	10 -20	10 -15
<b>C</b>	20 – 35	15 – 25
<b>D</b>	35 – 55	25 – 35
<b>E</b>	55 – 80	35 – 50
<b>F</b>	≥ 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 the Southern Site Driveway and Northern Site Driveway 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 (32.0)	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 & Southern Site Driveway	One-Way Stop Control	EB (Exiting)	(1)				C (16.9)	25
		NBL					A (7.8)	-
Prospect Street & Northern Site Driveway	One-Way Stop Control	EB (Exiting)	(1)				C (16.2)	25
		NBL					A (7.8)	-

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	D (25.0)	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 & Southern Site Driveway	One-Way Stop Control	EB (Exiting)	(1)				C (19.2)	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)
Prospect Street & Northern Site Driveway	One-Way Stop Control	EB (Exiting)	(1)				C (18.5)	25
		NBL					A (9.1)	-

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 32.0 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 D with a delay of 25.0 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 & Southern Site Driveway, the eastbound approach operates at LOS C with a delay of 16.9 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 19.2 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 Prospect Street & Northern Site Driveway, the eastbound approach operates at LOS C with a delay of 16.2 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 18.5 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.

## 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 Southern Site Driveway and Northern Site Driveway operate with minimal or short delays.
- Both site driveways, Northern Site Driveway and Southern Site Driveway, will be safely located with sight distance criteria exceeded and more than adequate. The sight distances at both site driveways exceed safety criteria for 30 MPH and 45 MPH.
- 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 AASHTO criteria for 30 MPH due to the overgrown shrubbery, foliage, and roadside grade.

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 Southern Site Driveway and Northern 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 on the west side 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.
- Install STOP Ahead sign (W3-1) compliant with MUTCD along Lake Street, approaching Prospect Street.

# APPENDIX

# APPENDIX A

## Traffic Data



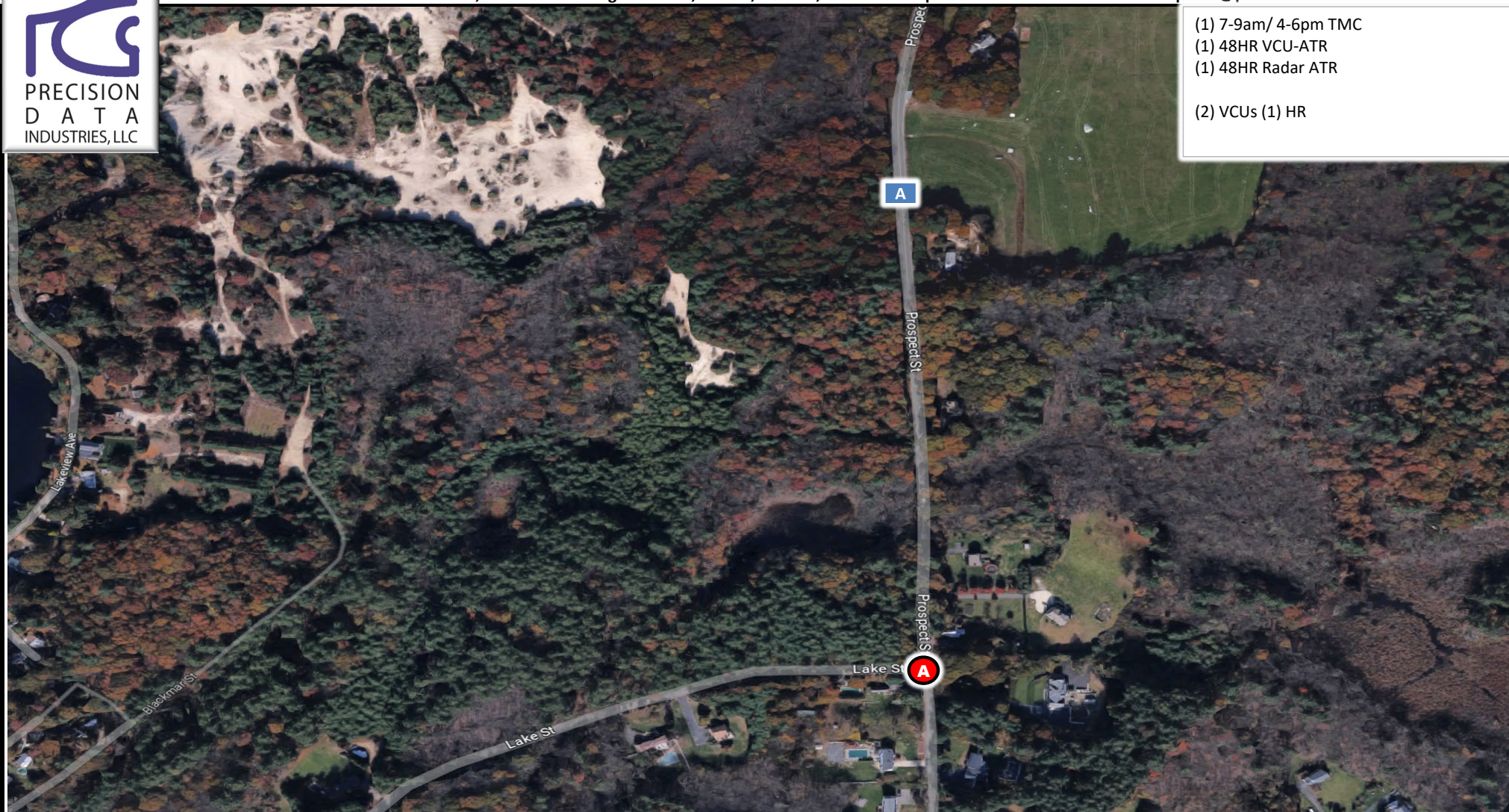


PRECISION  
DATA  
INDUSTRIES, LLC

## Location Map: 239353 Bellingham, MA

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

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



Client:  
Kimley-Horn

Engineer:  
L. Juan

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**  
 Class:



### Cars and Heavy Vehicles (Combined)

	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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
Total	150	44	0	0	194	0	0	0	0	0	0	42	9	0	51	23	0	490	0	513	758
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
Total	153	42	0	0	195	1	0	0	0	1	0	66	9	0	75	19	0	356	0	375	646
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					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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
Total Volume	169	42	0	0	211	0	0	0	0	0	0	49	11	0	60	23	0	474	0	497	768
% 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**  
 Class:



### Cars

	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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
Total	136	42	0	0	178	0	0	0	0	0	0	41	7	0	48	22	0	481	0	503	729
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
Total	142	38	0	0	180	1	0	0	0	1	0	62	9	0	71	17	0	345	0	362	614
Grand Total	278	80	0	0	358	1	0	0	0	1	0	103	16	0	119	39	0	826	0	865	1343
Approach %	77.7	22.3	0.0	0.0		100.0	0.0	0.0	0.0		0.0	86.6	13.4	0.0		4.5	0.0	95.5	0.0		
Total %	20.7	6.0	0.0	0.0	26.7	0.1	0.0	0.0	0.0	0.1	0.0	7.7	1.2	0.0	8.9	2.9	0.0	61.5	0.0	64.4	
Exiting Leg Total	930					0					119					294					1343

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

7:15 AM	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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
Total Volume	153	39	0	0	192	0	0	0	0	0	0	48	10	0	58	22	0	464	0	486	736
% Approach Total	79.7	20.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	82.8	17.2	0.0	4.5	0.0	95.5	0.0		
PHF	0.797	0.886	0.000	0.000	0.842	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.833	0.000	0.763	0.688	0.000	0.885	0.000	0.874	0.929
Entering Leg	153	39	0	0	192	0	0	0	0	0	0	48	10	0	58	22	0	464	0	486	736
Exiting Leg	512					0					61					163					736
Total	704					0					119					649					1472

PDI File #: **239353 A**  
 Location: **N: Prospect Street S: Prospect Street**  
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 Site Code: **112614004**  
 Count Date: **Tuesday, May 9, 2023**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	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	8
7:30 AM	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1	1	0	2	0	3	8
7:45 AM	4	1	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	10
Total	14	2	0	0	16	0	0	0	0	0	0	1	2	0	3	1	0	9	0	10	29
8:00 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
8:15 AM	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	2	0	4	0	6	12
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	7
8:45 AM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	7
Total	11	4	0	0	15	0	0	0	0	0	0	4	0	0	4	2	0	11	0	13	32
Grand Total	25	6	0	0	31	0	0	0	0	0	0	5	2	0	7	3	0	20	0	23	61
Approach %	80.6	19.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	71.4	28.6	0.0		13.0	0.0	87.0	0.0		
Total %	41.0	9.8	0.0	0.0	50.8	0.0	0.0	0.0	0.0	0.0	0.0	8.2	3.3	0.0	11.5	4.9	0.0	32.8	0.0	37.7	
Exiting Leg Total	25					0					9					27					61
Buses	3	2	0	0	5	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	9
% 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	14.8
Exiting Leg Total	2					0					3					4					9
Single-Unit Trucks	18	4	0	0	22	0	0	0	0	0	0	4	1	0	5	2	0	15	0	17	44
% 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	73.9	72.1
Exiting Leg Total	19					0					6					19					44
Articulated Trucks	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	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	17.4	13.1
Exiting Leg Total	4					0					0					4					8

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

7:30 AM	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1	1	0	2	0	3	8
7:45 AM	4	1	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	10
8:00 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
8:15 AM	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	2	0	4	0	6	12
Total Volume	14	3	0	0	17	0	0	0	0	0	0	3	1	0	4	3	0	12	0	15	36
% Approach Total	82.4	17.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		20.0	0.0	80.0	0.0		
PHF	0.875	0.750	0.000	0.000	0.850	0.000	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	0.750
Buses	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	6
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	16.7
Single-Unit Trucks	10	2	0	0	12	0	0	0	0	0	0	2	0	0	2	2	0	9	0	11	25
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	69.4
Articulated Trucks	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	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	16.7	0.0	13.3	13.9
Buses	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	6
Single-Unit Trucks	10	2	0	0	12	0	0	0	0	0	0	2	0	0	2	2	0	9	0	11	25
Articulated Trucks	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Total Entering Leg	14	3	0	0	17	0	0	0	0	0	0	3	1	0	4	3	0	12	0	15	36
Buses	2					0					2					2					6
Single-Unit Trucks	11					0					4					10					25
Articulated Trucks	2					0					0					3					5
Total Exiting Leg	15					0					6					15					36



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**  
 Class:



### Buses

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

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

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

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**  
 Class:



### Single-Unit Trucks

	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	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	1	0	0	1	0	0	4	0	4	9
Total	11	2	0	0	13	0	0	0	0	0	0	1	1	0	2	0	0	7	0	7	22
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
8:45 AM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	5
Total	7	2	0	0	9	0	0	0	0	0	0	3	0	0	3	2	0	8	0	10	22
Grand Total	18	4	0	0	22	0	0	0	0	0	0	4	1	0	5	2	0	15	0	17	44
Approach %	81.8	18.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0		11.8	0.0	88.2	0.0		
Total %	40.9	9.1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	2.3	0.0	11.4	4.5	0.0	34.1	0.0	38.6	
Exiting Leg Total	19					0					6					19					44

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

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

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**  
 Class:



### Articulated Trucks

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

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

7:15 AM	Prospect Street					Driveway					Prospect Street					Lake Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1				
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2				
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Total Volume	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5				
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0							
PHF	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500		0.625				
Entering Leg	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5				
Exiting Leg	2					0					0					0					3					5
Total	5					0					0					0					5					10



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**  
 Class:



### Bicycles (on Roadway and Crosswalks)

	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	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	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	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **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**  
 Class:



**Pedestrians**

	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	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Exiting Leg Total	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	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **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:



### Cars and Heavy Vehicles (Combined)

	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	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
Total	507	62	0	0	569	0	0	0	0	0	0	61	38	0	99	12	0	187	0	199	867
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
5:45 PM	85	21	0	0	106	0	0	0	0	0	0	15	11	0	26	3	0	33	0	36	168
Total	378	63	0	0	441	0	0	0	0	0	0	62	35	0	97	14	0	164	0	178	716
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	0.0	7.8	4.6	0.0	12.4	1.6	0.0	22.2	0.0	23.8	
Exiting Leg Total	474					0					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					0					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					0					5					13					30

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

4:00 PM	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	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
Total Volume	507	62	0	0	569	0	0	0	0	0	0	61	38	0	99	12	0	187	0	199	867
% 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	0.000	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					0					71					534					847
Heavy Exiting Leg	6					0					3					11					20
Total Exiting Leg	248					0					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:



### Cars

	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	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
Total	497	60	0	0	557	0	0	0	0	0	0	59	37	0	96	11	0	183	0	194	847
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
Total	376	62	0	0	438	0	0	0	0	0	0	61	35	0	96	13	0	159	0	172	706
Grand Total	873	122	0	0	995	0	0	0	0	0	0	120	72	0	192	24	0	342	0	366	1553
Approach %	87.7	12.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	62.5	37.5	0.0		6.6	0.0	93.4	0.0		
Total %	56.2	7.9	0.0	0.0	64.1	0.0	0.0	0.0	0.0	0.0	0.0	7.7	4.6	0.0	12.4	1.5	0.0	22.0	0.0	23.6	
Exiting Leg Total	462					0					146					945					1553

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

4:00 PM	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	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
Total Volume	497	60	0	0	557	0	0	0	0	0	0	59	37	0	96	11	0	183	0	194	847
% Approach Total	89.2	10.8	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	61.5	38.5	0.0	5.7	0.0	94.3	0.0		
PHF	0.863	0.750	0.000	0.000	0.876	0.000	0.000	0.000	0.000	0.000	0.000	0.868	0.771	0.000	0.828	0.458	0.000	0.934	0.000	0.898	0.897
Entering Leg	497	60	0	0	557	0	0	0	0	0	0	59	37	0	96	11	0	183	0	194	847
Exiting Leg	242					0					71					534					847
Total	799					0					167					728					1694

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:



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

	Prospect Street					Driveway					Prospect Street					Lake Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	4	1	0	0	5	0	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	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	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	
Total	10	2	0	0	12	0	0	0	0	0	0	2	1	0	3	1	0	4	0	5	20	
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	
Total	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	5	0	6	10	
Grand Total	12	3	0	0	15	0	0	0	0	0	0	3	1	0	4	2	0	9	0	11	30	
Approach %	80.0	20.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		18.2	0.0	81.8	0.0			
Total %	40.0	10.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	3.3	0.0	13.3	6.7	0.0	30.0	0.0	36.7		
Exiting Leg Total	12					0					5					13					30	
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
% Buses	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	
Exiting Leg Total	2					0					0					0					2	
Single-Unit Trucks	11	3	0	0	14	0	0	0	0	0	0	2	1	0	3	2	0	6	0	8	25	
% Single-Unit	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	
Exiting Leg Total	8					0					5					12					25	
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	
% Articulated	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	
Exiting Leg Total	2					0					0					1					3	

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

4:00 PM	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	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
Total Volume	10	2	0	0	12	0	0	0	0	0	0	2	1	0	3	1	0	4	0	5	20
% Approach Total	83.3	16.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		20.0	0.0	80.0	0.0		
PHF	0.625	0.500	0.000	0.000	0.600	0.000	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
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	10	2	0	0	12	0	0	0	0	0	0	2	1	0	3	1	0	3	0	4	19
Single-Unit %	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
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	20.0	5.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	10	2	0	0	12	0	0	0	0	0	0	2	1	0	3	1	0	3	0	4	19
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Entering Leg	10	2	0	0	12	0	0	0	0	0	0	2	1	0	3	1	0	4	0	5	20
Buses	0					0					0					0					0
Single-Unit Trucks	5					3					3					11					19
Articulated Trucks	1					0					0					0					1
Total Exiting Leg	6					0					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**  
 Class:



### Buses

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

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

4:30 PM	Prospect Street					Driveway					Prospect Street					Lake Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:30 PM	0	0	0	0	0	0	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	1	0	0	1	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	100.0	0.0	0.0		0.0	0.0	100.0	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	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					2
Total	2					0					1					1					1					4



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:



### Single-Unit Trucks

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

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

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

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:



### Articulated Trucks

	Prospect Street					Driveway					Prospect Street					Lake Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	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	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Approach %	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		
Total %	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	
Exiting Leg Total	2					0					0					1					3

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

4:30 PM	Prospect Street					Driveway					Prospect Street					Lake Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.375
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Exiting Leg					2					0					0					1		3
Total					3					0					0					3		6

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:



### Bicycles (on Roadway and Crosswalks)

	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	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	2	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	2	
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	100.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	50.0	0.0	0.0	0.0	0.0	0.0	50.0		
Exiting Leg Total	0							0							2							0							2	

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

4:30 PM	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	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1	2			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	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	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1	2				
Exiting Leg	0								0								2								0								2
Total	0								0								3								1								4

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:



### Pedestrians

	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	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
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				
Exiting Leg Total	0							0							0							0							0				

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

4:00 PM	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	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Exiting Leg	0								0								0								0								0
Total	0								0								0								0								0



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

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

AM Total	4	13	2399	4	58	10	2488
Percentage	0.16%	0.52%	96.42%	0.16%	2.33%	0.40%	
AM Peak	3:30 AM	7:00 AM	6:30 AM	7:30 AM	7:45 AM	6:45 AM	7:00 AM
Volume	1	5	519	2	14	3	537

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

PM Total	2	11	1914	11	67	9	2014
Percentage	0.10%	0.55%	95.03%	0.55%	3.33%	0.45%	
PM Peak	12:30 PM	2:15 PM	2:30 PM	3:00 PM	1:30 PM	4:00 PM	2:30 PM
Volume	1	3	270	8	15	3	292
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

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	7	0	0	0	7
12:30 AM	0	0	7	0	0	0	7
12:45 AM	0	0	9	0	0	1	10
1:00 AM	0	0	5	0	0	0	5
1:15 AM	0	0	5	0	0	1	6
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	3	0	0	0	3
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	3	0	0	0	3
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	4	0	0	0	4
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	8	0	0	0	8
4:00 AM	0	0	6	0	0	0	6
4:15 AM	0	0	12	0	0	0	12
4:30 AM	0	0	18	0	0	0	18
4:45 AM	0	0	26	0	0	0	26
5:00 AM	0	0	21	0	0	0	21
5:15 AM	0	0	46	0	0	0	46
5:30 AM	0	0	75	0	0	0	75
5:45 AM	0	0	102	0	0	0	102
6:00 AM	0	0	90	0	0	0	90
6:15 AM	0	0	101	0	1	0	102
6:30 AM	0	1	122	0	2	0	125
6:45 AM	0	0	131	1	1	0	133
7:00 AM	1	1	136	0	1	0	139
7:15 AM	0	2	121	0	3	2	128
7:30 AM	0	1	114	0	0	1	116
7:45 AM	0	0	133	0	2	2	137
8:00 AM	0	1	125	0	3	0	129
8:15 AM	0	0	85	2	2	0	89
8:30 AM	0	0	92	0	2	0	94
8:45 AM	0	0	84	0	0	0	84
9:00 AM	0	0	90	0	1	1	92
9:15 AM	0	0	69	1	0	0	70
9:30 AM	0	0	59	0	3	1	63
9:45 AM	0	0	53	0	1	1	55
10:00 AM	0	2	43	0	3	1	49
10:15 AM	0	0	55	1	0	0	56
10:30 AM	0	0	58	0	1	0	59
10:45 AM	0	0	90	1	2	0	93
11:00 AM	0	2	59	0	3	0	64
11:15 AM	0	0	46	0	1	0	47
11:30 AM	0	0	39	0	1	0	40
11:45 AM	0	0	51	0	2	0	53

AM Total	1	10	2424	6	35	11	2487
Percentage	0.04%	0.40%	97.47%	0.24%	1.41%	0.44%	
AM Peak	6:15 AM	6:30 AM	6:30 AM	7:30 AM	7:45 AM	7:00 AM	6:30 AM
Volume	1	4	510	2	9	5	525

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	40	0	1	1	43
12:15 PM	0	0	42	0	1	0	43
12:30 PM	0	1	41	0	2	0	44
12:45 PM	0	1	57	0	0	0	58
1:00 PM	0	0	49	0	6	1	56
1:15 PM	1	0	56	0	2	1	60
1:30 PM	0	1	45	1	2	0	49
1:45 PM	0	0	53	2	0	0	55
2:00 PM	0	0	57	0	1	0	58
2:15 PM	0	0	67	1	2	1	71
2:30 PM	0	1	70	0	1	2	74
2:45 PM	0	2	83	1	0	1	87
3:00 PM	0	2	61	1	0	0	64
3:15 PM	0	0	84	1	3	0	88
3:30 PM	0	0	78	2	2	0	82
3:45 PM	0	1	65	0	2	0	68
4:00 PM	0	1	83	0	0	0	84
4:15 PM	0	1	64	0	0	0	65
4:30 PM	2	2	83	0	0	0	87
4:45 PM	0	0	76	0	0	0	76
5:00 PM	0	0	67	0	1	0	68
5:15 PM	1	0	74	0	1	0	76
5:30 PM	0	0	71	0	0	0	71
5:45 PM	0	1	57	0	3	0	61
6:00 PM	0	0	35	0	0	0	35
6:15 PM	0	0	59	0	0	0	59
6:30 PM	0	1	50	0	0	0	51
6:45 PM	0	1	32	0	0	0	33
7:00 PM	0	1	39	0	1	0	41
7:15 PM	0	0	39	0	0	0	39
7:30 PM	0	0	29	0	1	0	30
7:45 PM	0	1	37	0	0	0	38
8:00 PM	0	0	20	0	0	0	20
8:15 PM	0	0	26	0	2	0	28
8:30 PM	0	1	17	0	0	0	18
8:45 PM	0	0	13	0	0	0	13
9:00 PM	0	0	14	0	0	0	14
9:15 PM	0	0	13	0	0	0	13
9:30 PM	0	0	14	0	0	0	14
9:45 PM	0	0	16	0	0	0	16
10:00 PM	0	0	10	0	0	0	10
10:15 PM	0	0	8	0	0	0	8
10:30 PM	0	0	11	0	0	0	11
10:45 PM	0	0	10	0	0	0	10
11:00 PM	0	0	6	0	0	0	6
11:15 PM	0	0	6	0	0	0	6
11:30 PM	0	0	3	0	0	0	3
11:45 PM	0	0	9	0	0	0	9

PM Total	4	20	2039	9	34	7	2113
Percentage	0.19%	0.95%	96.50%	0.43%	1.61%	0.33%	
PM Peak	4:30 PM	2:15 PM	3:15 PM	2:45 PM	12:30 PM	2:00 PM	3:15 PM
Volume	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

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	16	0	0	0	16
12:15 AM	0	0	7	0	0	0	7
12:30 AM	0	0	10	0	0	0	10
12:45 AM	0	0	4	0	0	0	4
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	4	0	0	0	4
1:30 AM	0	0	4	0	0	0	4
1:45 AM	0	0	4	0	0	0	4
2:00 AM	0	0	3	0	0	0	3
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	1	0	0	0	1
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	1	0	0	0	1
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	4	0	1	0	5
4:30 AM	0	0	4	0	0	0	4
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	2	0	0	0	2
5:15 AM	0	0	4	0	0	0	4
5:30 AM	0	0	7	0	0	0	7
5:45 AM	0	0	15	0	0	0	15
6:00 AM	0	0	12	0	0	0	12
6:15 AM	0	0	11	0	1	0	12
6:30 AM	0	0	25	1	0	0	26
6:45 AM	0	0	24	1	3	0	28
7:00 AM	0	0	35	0	1	0	36
7:15 AM	0	0	56	1	5	0	62
7:30 AM	0	0	46	0	4	0	50
7:45 AM	0	0	46	0	2	1	49
8:00 AM	0	0	48	1	4	1	54
8:15 AM	0	0	49	1	3	2	55
8:30 AM	0	0	46	1	1	1	49
8:45 AM	0	0	36	1	3	0	40
9:00 AM	0	0	44	0	3	0	47
9:15 AM	0	0	27	0	0	1	28
9:30 AM	0	0	39	0	2	0	41
9:45 AM	0	0	44	0	1	0	45
10:00 AM	0	0	34	0	2	1	37
10:15 AM	0	0	41	0	2	0	43
10:30 AM	0	0	42	0	3	0	45
10:45 AM	0	0	54	0	5	0	59
11:00 AM	0	5	47	0	3	1	56
11:15 AM	1	0	56	0	4	0	61
11:30 AM	0	0	56	0	4	1	61
11:45 AM	0	0	58	0	1	1	60

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

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



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

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

AM Peak	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	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

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

PM Peak	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%	





PRECISION  
DATA  
INDUSTRIES, LLC

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

## Weekly Report

Day	Tuesday		Wednesday												Week	
Date	05/09/23		05/10/23												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	5	49	4	43	0	0	0	0	0	0	0	0	0	0	5	46
12:15	2	60	7	43	0	0	0	0	0	0	0	0	0	0	5	52
12:30	6	54	7	44	0	0	0	0	0	0	0	0	0	0	7	49
12:45	9	59	10	58	0	0	0	0	0	0	0	0	0	0	10	59
1:00	3	58	5	56	0	0	0	0	0	0	0	0	0	0	4	57
1:15	6	58	6	60	0	0	0	0	0	0	0	0	0	0	6	59
1:30	3	62	2	49	0	0	0	0	0	0	0	0	0	0	3	56
1:45	4	70	2	55	0	0	0	0	0	0	0	0	0	0	3	63
2:00	2	64	3	58	0	0	0	0	0	0	0	0	0	0	3	61
2:15	1	61	3	71	0	0	0	0	0	0	0	0	0	0	2	66
2:30	5	87	3	74	0	0	0	0	0	0	0	0	0	0	4	81
2:45	1	63	3	87	0	0	0	0	0	0	0	0	0	0	2	75
3:00	4	66	4	64	0	0	0	0	0	0	0	0	0	0	4	65
3:15	1	76	2	88	0	0	0	0	0	0	0	0	0	0	2	82
3:30	7	77	5	82	0	0	0	0	0	0	0	0	0	0	6	80
3:45	8	64	8	68	0	0	0	0	0	0	0	0	0	0	8	66
4:00	5	56	6	84	0	0	0	0	0	0	0	0	0	0	6	70
4:15	14	67	12	65	0	0	0	0	0	0	0	0	0	0	13	66
4:30	10	66	18	87	0	0	0	0	0	0	0	0	0	0	14	77
4:45	28	59	26	76	0	0	0	0	0	0	0	0	0	0	27	68
5:00	21	67	21	68	0	0	0	0	0	0	0	0	0	0	21	68
5:15	41	61	46	76	0	0	0	0	0	0	0	0	0	0	44	69
5:30	71	50	75	71	0	0	0	0	0	0	0	0	0	0	73	61
5:45	101	47	102	61	0	0	0	0	0	0	0	0	0	0	102	54
6:00	73	46	90	35	0	0	0	0	0	0	0	0	0	0	82	41
6:15	116	43	102	59	0	0	0	0	0	0	0	0	0	0	109	51
6:30	126	52	125	51	0	0	0	0	0	0	0	0	0	0	126	52
6:45	133	46	133	33	0	0	0	0	0	0	0	0	0	0	133	40
7:00	136	46	139	41	0	0	0	0	0	0	0	0	0	0	138	44
7:15	140	30	128	39	0	0	0	0	0	0	0	0	0	0	134	35
7:30	113	32	116	30	0	0	0	0	0	0	0	0	0	0	115	31
7:45	148	27	137	38	0	0	0	0	0	0	0	0	0	0	143	33
8:00	130	17	129	20	0	0	0	0	0	0	0	0	0	0	130	19
8:15	97	28	89	28	0	0	0	0	0	0	0	0	0	0	93	28
8:30	123	23	94	18	0	0	0	0	0	0	0	0	0	0	109	21
8:45	80	23	84	13	0	0	0	0	0	0	0	0	0	0	82	18
9:00	81	10	92	14	0	0	0	0	0	0	0	0	0	0	87	12
9:15	79	5	70	13	0	0	0	0	0	0	0	0	0	0	75	9
9:30	64	15	63	14	0	0	0	0	0	0	0	0	0	0	64	15
9:45	62	6	55	16	0	0	0	0	0	0	0	0	0	0	59	11
10:00	54	8	49	10	0	0	0	0	0	0	0	0	0	0	52	9
10:15	55	8	56	8	0	0	0	0	0	0	0	0	0	0	56	8
10:30	76	9	59	11	0	0	0	0	0	0	0	0	0	0	68	10
10:45	63	13	93	10	0	0	0	0	0	0	0	0	0	0	78	12
11:00	51	7	64	6	0	0	0	0	0	0	0	0	0	0	58	7
11:15	48	8	47	6	0	0	0	0	0	0	0	0	0	0	48	7
11:30	38	6	40	3	0	0	0	0	0	0	0	0	0	0	39	5
11:45	44	5	53	9	0	0	0	0	0	0	0	0	0	0	49	7
Total	2488	2014	2487	2113	0	0	0	0	0	0	0	0	0	0	2488	2064
Day Total	4502		4600		0		0		0		0		0		4551	
Peak HR	7:00 AM	2:30 PM	6:30 AM	3:15 PM											6:30 AM	2:30 PM
Volume	537	292	525	322											530	303

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



PDI File # 239353 ATR-A

**Direction:** SB

## Weekly Report

Day	Tuesday		Wednesday												Week			
Date	05/09/23		05/10/23												Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	16	92	17	72	0	0	0	0	0	0	0	0	0	0	17	82		
12:15	7	79	9	52	0	0	0	0	0	0	0	0	0	0	8	66		
12:30	10	73	10	67	0	0	0	0	0	0	0	0	0	0	10	70		
12:45	4	66	2	56	0	0	0	0	0	0	0	0	0	0	3	61		
1:00	0	59	1	46	0	0	0	0	0	0	0	0	0	0	1	53		
1:15	4	63	5	63	0	0	0	0	0	0	0	0	0	0	5	63		
1:30	4	74	5	60	0	0	0	0	0	0	0	0	0	0	5	67		
1:45	4	73	7	67	0	0	0	0	0	0	0	0	0	0	6	70		
2:00	3	88	1	98	0	0	0	0	0	0	0	0	0	0	2	93		
2:15	1	91	0	107	0	0	0	0	0	0	0	0	0	0	1	99		
2:30	1	128	0	140	0	0	0	0	0	0	0	0	0	0	1	134		
2:45	1	111	2	116	0	0	0	0	0	0	0	0	0	0	2	114		
3:00	3	141	3	134	0	0	0	0	0	0	0	0	0	0	3	138		
3:15	2	156	2	145	0	0	0	0	0	0	0	0	0	0	2	151		
3:30	1	149	5	158	0	0	0	0	0	0	0	0	0	0	3	154		
3:45	3	162	1	168	0	0	0	0	0	0	0	0	0	0	2	165		
4:00	0	151	2	136	0	0	0	0	0	0	0	0	0	0	1	144		
4:15	5	126	1	172	0	0	0	0	0	0	0	0	0	0	3	149		
4:30	4	160	7	153	0	0	0	0	0	0	0	0	0	0	6	157		
4:45	2	135	3	130	0	0	0	0	0	0	0	0	0	0	3	133		
5:00	2	129	5	137	0	0	0	0	0	0	0	0	0	0	4	133		
5:15	4	93	9	137	0	0	0	0	0	0	0	0	0	0	7	115		
5:30	7	120	7	106	0	0	0	0	0	0	0	0	0	0	7	113		
5:45	15	100	7	120	0	0	0	0	0	0	0	0	0	0	11	110		
6:00	12	96	15	115	0	0	0	0	0	0	0	0	0	0	14	106		
6:15	12	73	10	70	0	0	0	0	0	0	0	0	0	0	11	72		
6:30	26	83	34	81	0	0	0	0	0	0	0	0	0	0	30	82		
6:45	28	66	21	74	0	0	0	0	0	0	0	0	0	0	25	70		
7:00	36	65	40	77	0	0	0	0	0	0	0	0	0	0	38	71		
7:15	62	61	69	72	0	0	0	0	0	0	0	0	0	0	66	67		
7:30	50	55	56	69	0	0	0	0	0	0	0	0	0	0	53	62		
7:45	49	68	61	49	0	0	0	0	0	0	0	0	0	0	55	59		
8:00	54	52	42	69	0	0	0	0	0	0	0	0	0	0	48	61		
8:15	55	48	44	57	0	0	0	0	0	0	0	0	0	0	50	53		
8:30	49	50	49	41	0	0	0	0	0	0	0	0	0	0	49	46		
8:45	40	35	45	34	0	0	0	0	0	0	0	0	0	0	43	35		
9:00	47	33	52	34	0	0	0	0	0	0	0	0	0	0	50	34		
9:15	28	27	40	33	0	0	0	0	0	0	0	0	0	0	34	30		
9:30	41	23	31	21	0	0	0	0	0	0	0	0	0	0	36	22		
9:45	45	21	43	27	0	0	0	0	0	0	0	0	0	0	44	24		
10:00	37	18	52	13	0	0	0	0	0	0	0	0	0	0	45	16		
10:15	43	13	37	11	0	0	0	0	0	0	0	0	0	0	40	12		
10:30	45	20	44	24	0	0	0	0	0	0	0	0	0	0	45	22		
10:45	59	11	64	5	0	0	0	0	0	0	0	0	0	0	62	8		
11:00	56	15	39	13	0	0	0	0	0	0	0	0	0	0	48	14		
11:15	61	25	66	18	0	0	0	0	0	0	0	0	0	0	64	22		
11:30	61	13	64	17	0	0	0	0	0	0	0	0	0	0	63	15		
11:45	60	9	54	6	0	0	0	0	0	0	0	0	0	0	57	8		
Total	1159	3599	1183	3670	0	0	0	0	0	0	0	0	0	0	1171	3635		
Day Total	4758		4853		0		0		0		0		0		4806			
Peak HR	11:00 AM	3:15 PM	10:45 AM	3:30 PM													10:45 AM	3:45 PM
Volume	238	618	233	634													235	614

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



PDI File #: 239353 ATR-A (Speed)

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)

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	2	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)

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)

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		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	2	3	24	136	273	139	22	8	1	1	0	537
PM Peak	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
Volume	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  
Client: Kimley-Horn/ L. Juan  
Site Code: 112614004



PDI File #: 239353 ATR-A (Speed)

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		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
Volume	0	0	1	7	29	82	108	28	5	1	0	0	0	222
PM Peak		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	4:00 PM
Volume	0	2	3	8	66	217	321	68	6	3	1	1	1	567

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



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
Total	1	9	22	62	474	2800	4256	1404	181	34	7	2	3	9255	45.0	40.8
Percent	0.01%	0.10%	0.24%	0.67%	5.12%	30.25%	45.99%	15.17%	1.96%	0.37%	0.08%	0.02%	0.03%			

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%		



# APPENDIX B

## Crash Data



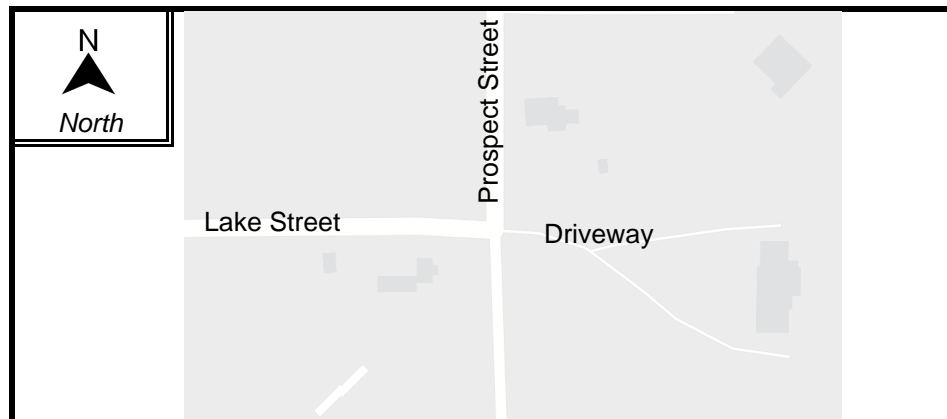
## INTERSECTION CRASH RATE WORKSHEET

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 :

0.108

INTERSECTION ADT ( V ) = TOTAL DAILY  
 APPROACH VOLUME :

8,028

TOTAL # OF CRASHES :

0

# OF  
 YEARS :

3

AVERAGE # OF  
 CRASHES PER YEAR ( A ) :

0

**CRASH RATE CALCULATION :**

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:** Prospect Hill Estates      **Data Source:** [MassDOT ADT](#)  
**Project Number:** 112614004      **Local District:** 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%
<b>Average Annual Growth Rate</b>							<b>-4.2%</b>
<b>Proposed Annual Growth Rate</b>							<b>1.0%</b>

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			
Municipal ity	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%
<b>Average Annual Growth Rate</b>			<b>0.7%</b>

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

# APPENDIX D

## Vicinity Developments



# **Bellingham Shore**

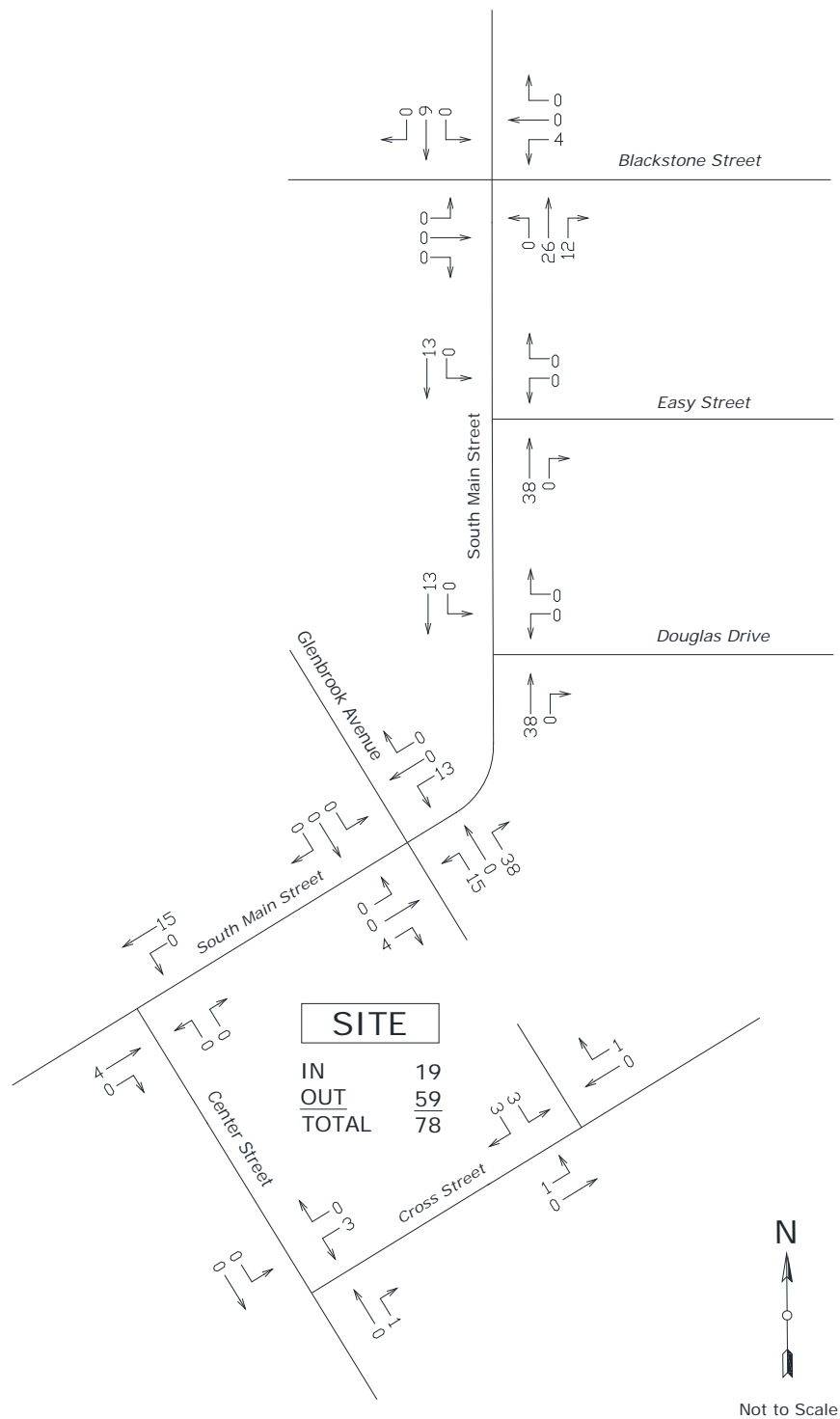


Figure 6. Site weekday AM street-peak-hour volumes.

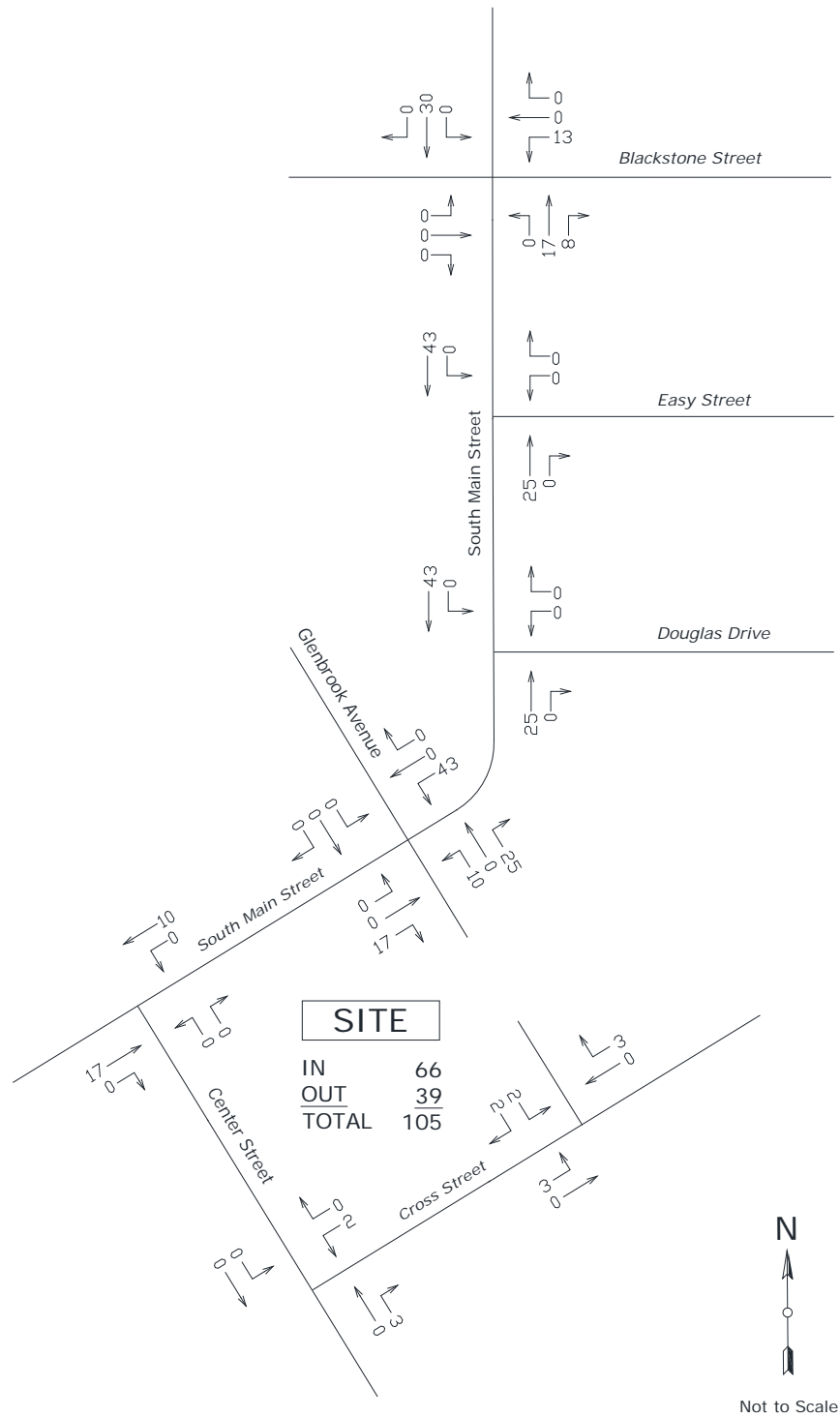
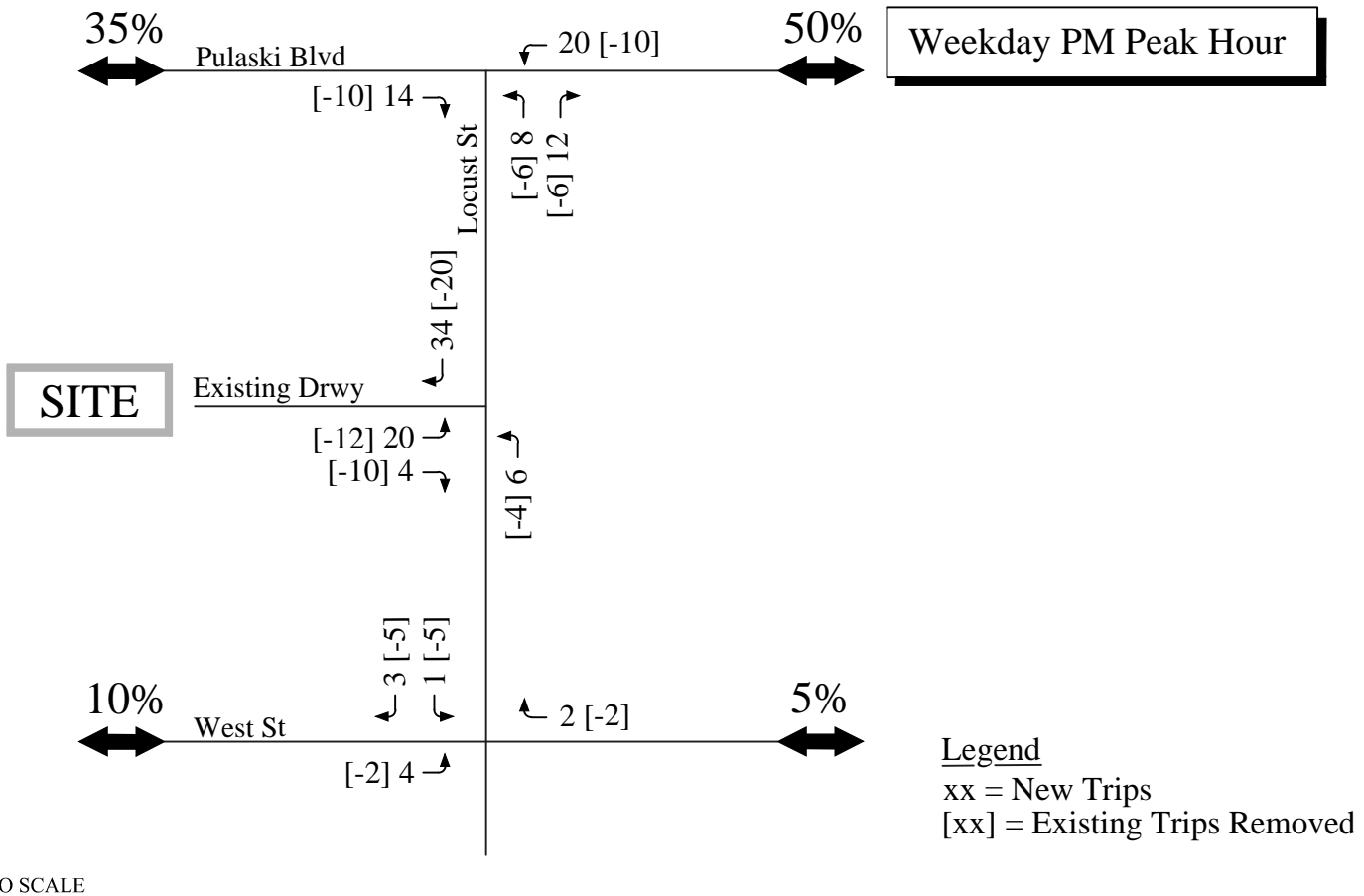
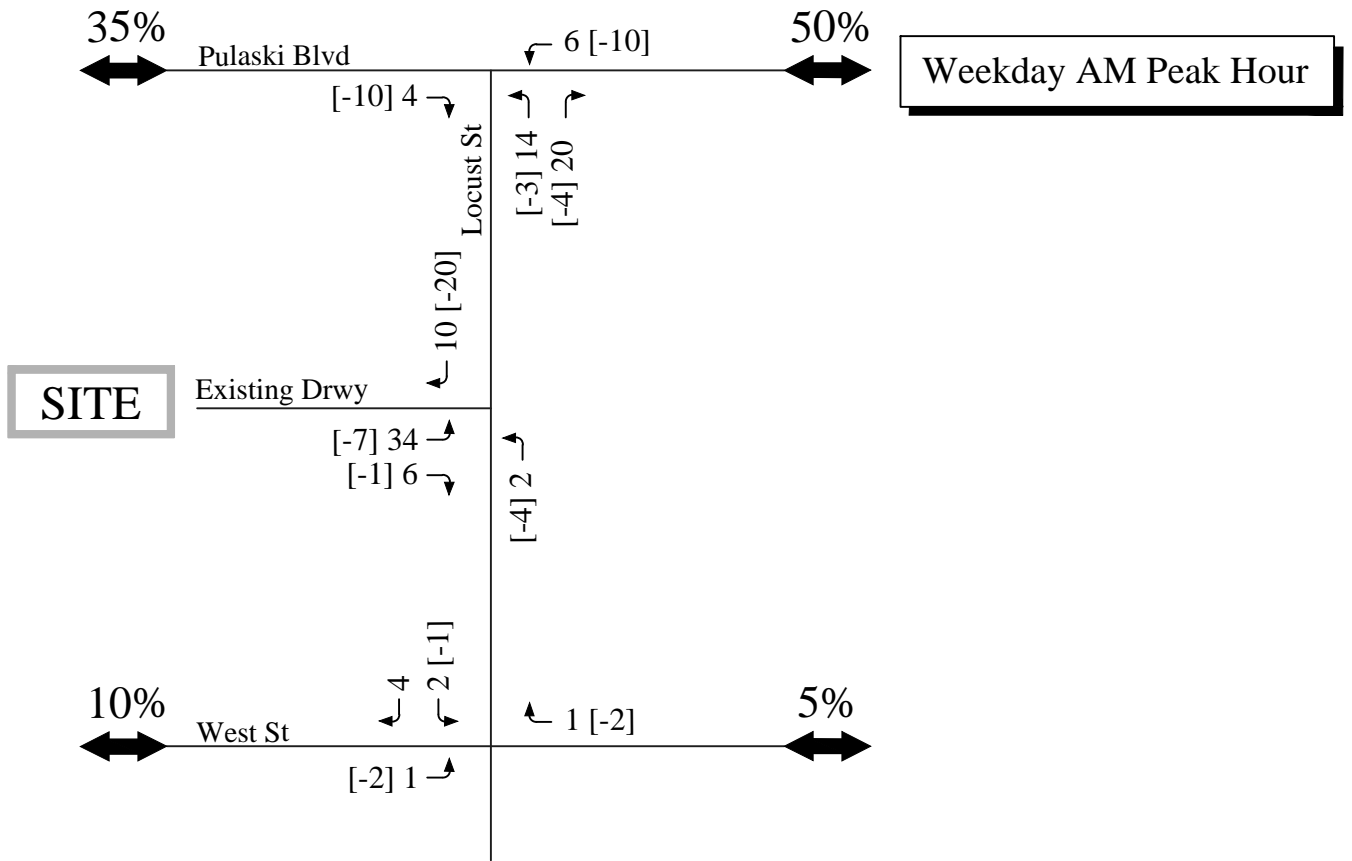


Figure 7. Site weekday PM street-peak-hour volumes.

# Bungay Brook

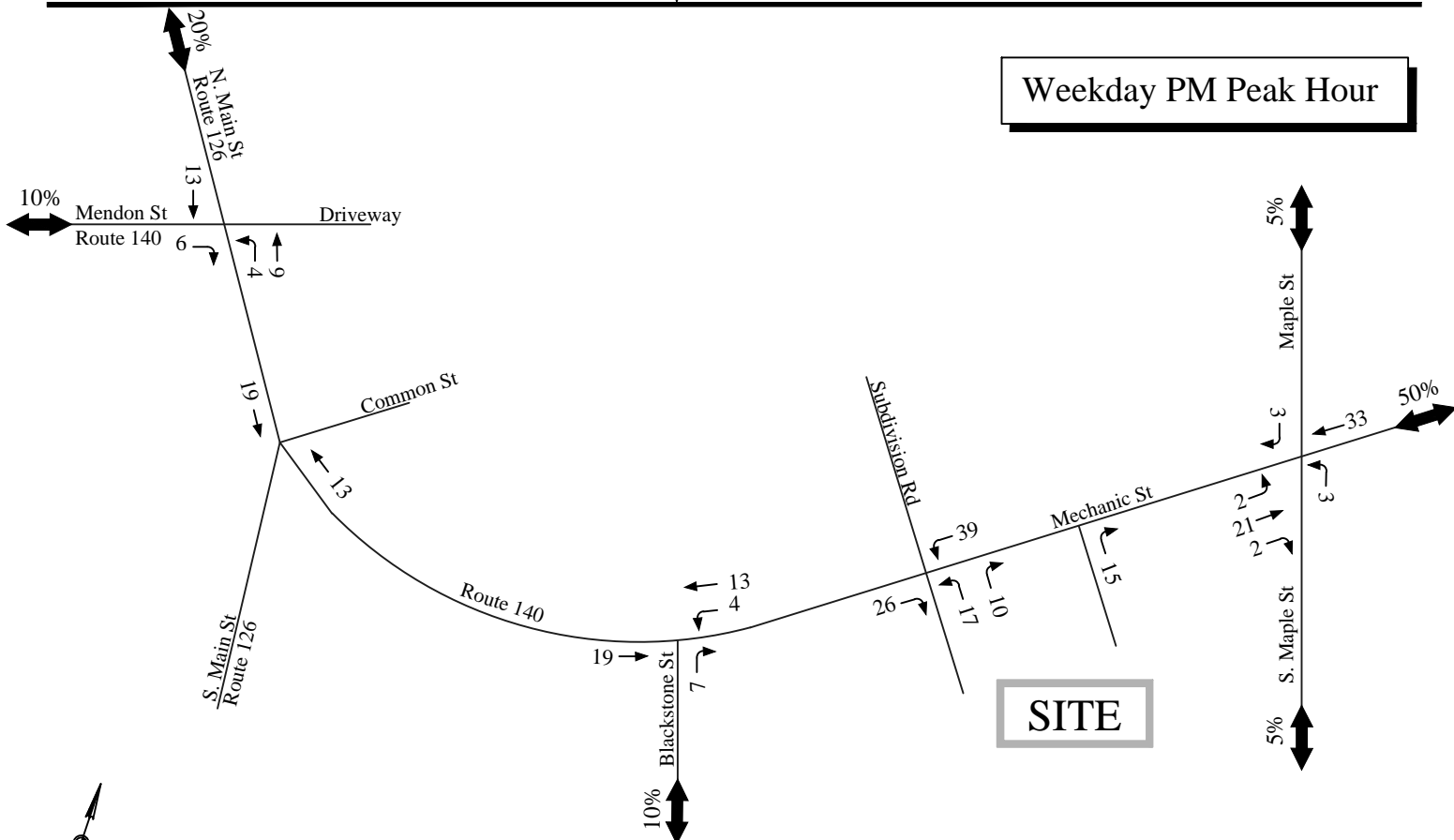
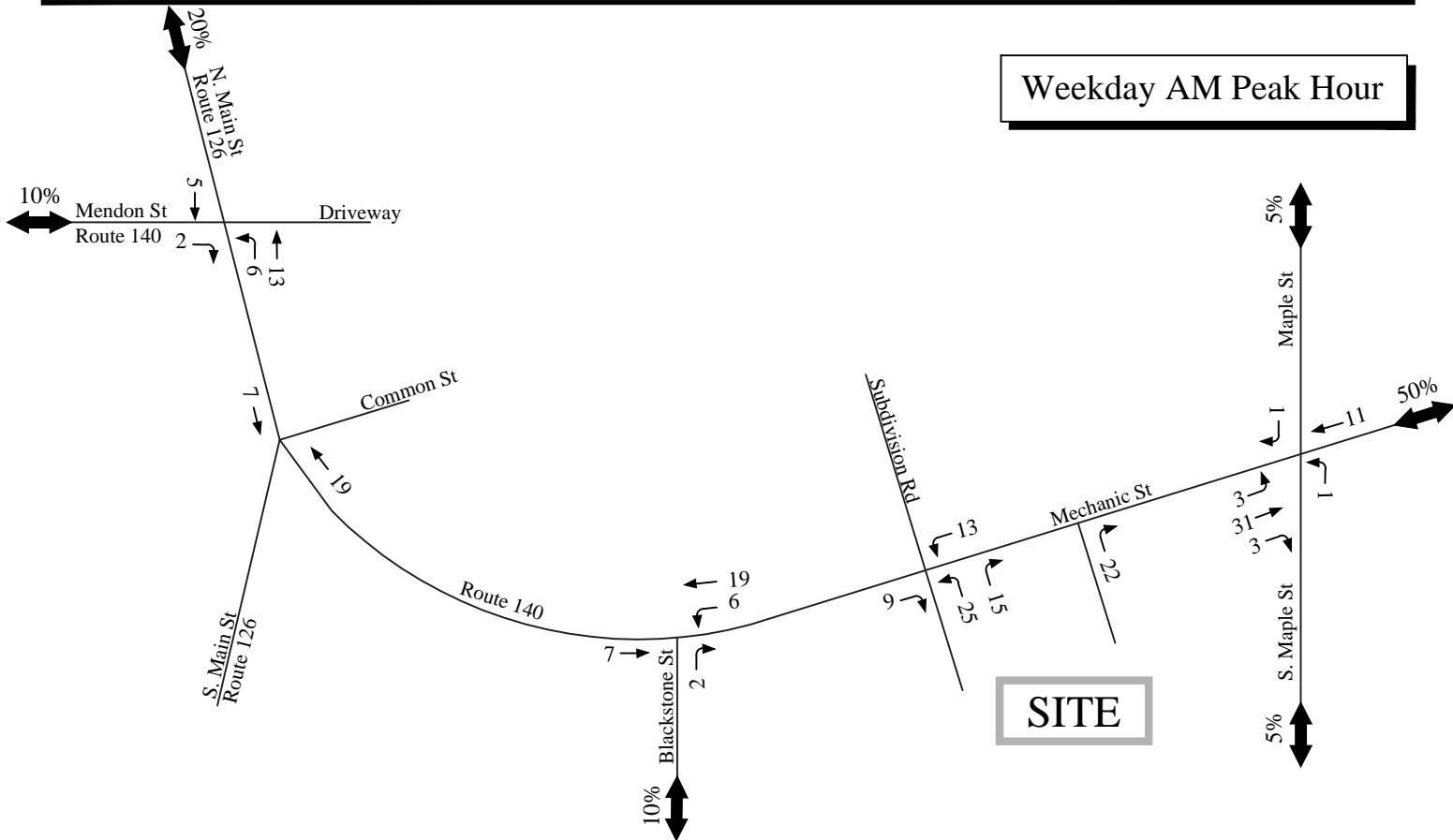
Figure 4  
Site Generated  
Peak Hour Traffic Volumes





# **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

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<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			Difference
	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	<b>+134</b>
<b>AM Peak Hour</b>							
Enter	21	5	26	22	6	28	<b>+2</b>
Exit	<u>63</u>	<u>15</u>	<u>78</u>	<u>64</u>	<u>21</u>	<u>85</u>	<b>+7</b>
Total	84	20	104	86	27	113	<b>+9</b>
<b>PM Peak Hour</b>							
Enter	71	16	87	73	21	94	<b>+7</b>
Exit	<u>42</u>	<u>10</u>	<u>52</u>	<u>43</u>	<u>13</u>	<u>56</u>	<b>+4</b>
Total	113	26	139	116	34	150	<b>+11</b>

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

<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



Peak Period 1: AM  
Peak Period 2: PM

Trip Generation										
Land Use	Amount	Units	ITE Code	Daily One-Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family Attached Housing	156	DU	215	1138	19	56	75	53	37	90
Net New External Trips:				1,138	19	56	75	53	37	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)

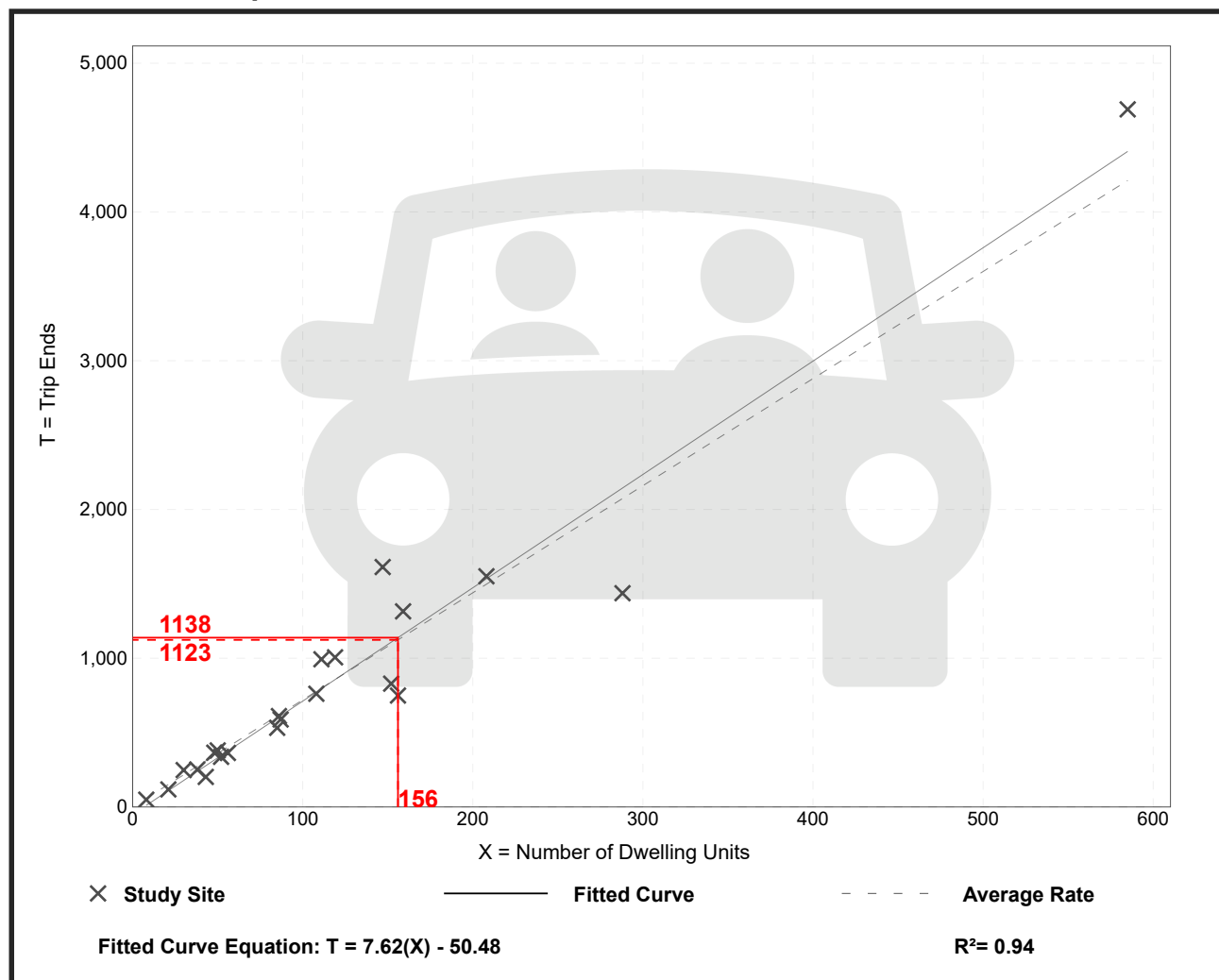
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

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

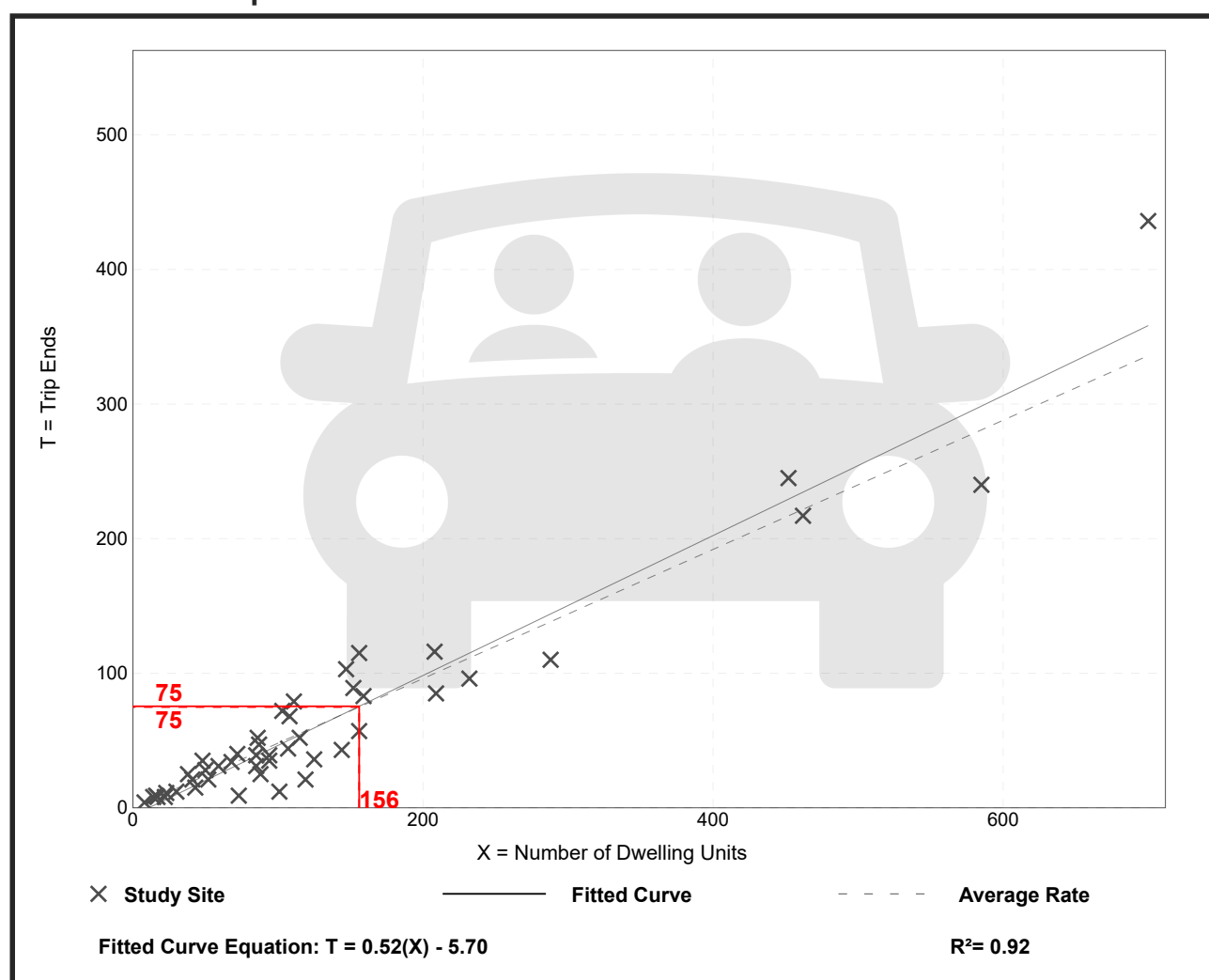
Avg. Num. of Dwelling Units: 135

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

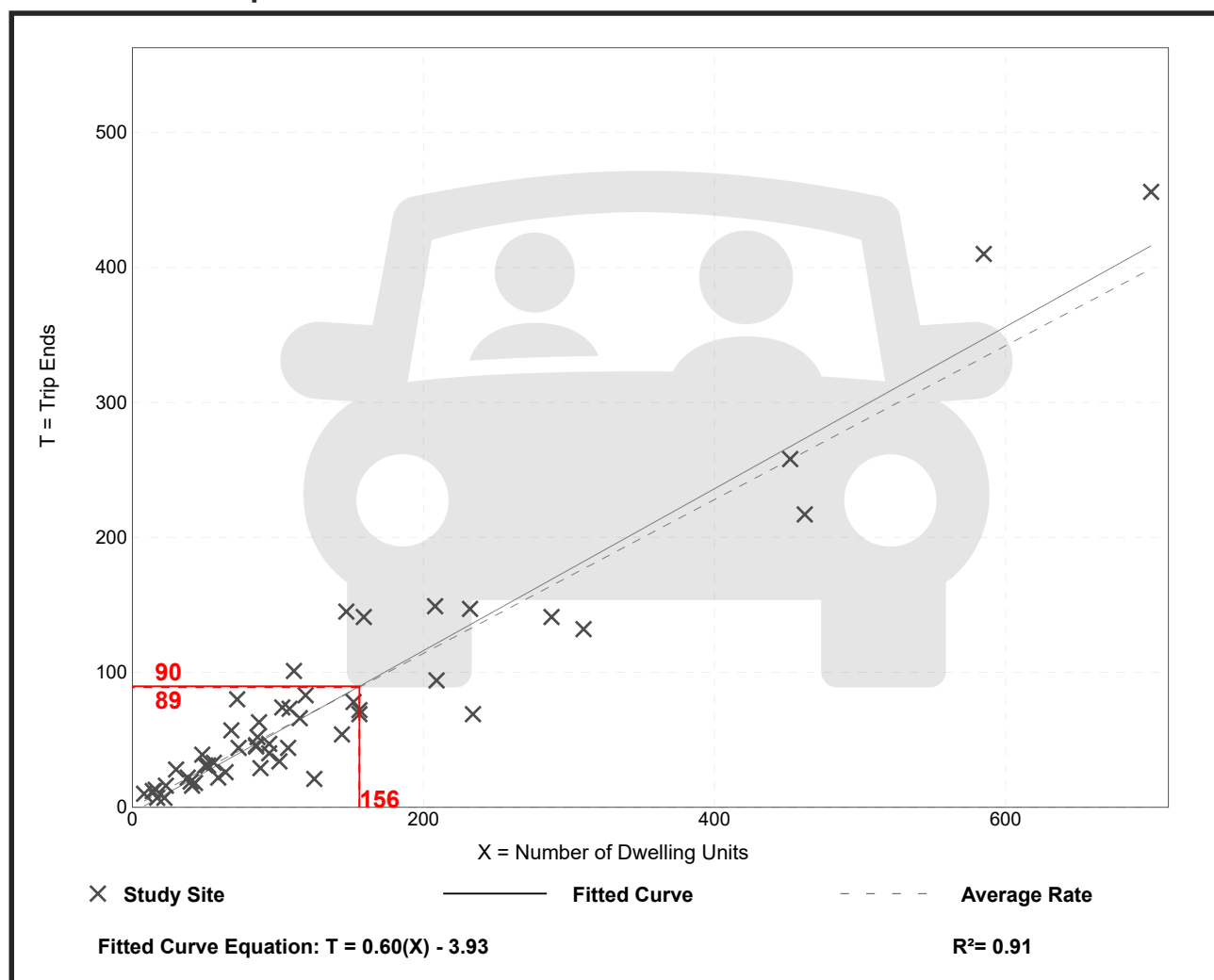
Avg. Num. of Dwelling Units: 136

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

Existing / 2030 No Build / 2030 Build

Intersection (North/South and East/West)		Direction	Movement SYNCHRO	AutoCAD Index	Existing 2023		Existing PHF		Existing HV		Bellingham Shores 2030		Bungay Brook		Curtis Apartments		Red Mill		No Build 2030		Trip Distribution		Trip Assignments		Total Trips		Build Out 2030	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	%IN	%OUT	AM	PM	AM	PM	AM	PM
1	Prospect Street and Lake Street/Driveway	SB (Prospect Street)	SBL	SBL	0	0	0.84	0.89	0.0	0.0	1	3	1	2	3	2	3	4	0	0	10 5		0	0	0	0	0	0
			SBT	SBT	42	62	0.84	0.89	7.1	3.2									45	66			6	4	6	4	51	70
			SBR	SBR	169	507	0.84	0.89	9.5	2.0									189	555			3	2	3	2	192	556
	Peak Hour AM - (7:15-8:15) Peak Hour PM - (4:00-5:00)	WB (Lake Street/Driveway)	WBL	WBL	0	0	0.00	0.00	0.0	0.0									0	0			0	0	0	0	0	0
			WBT	WBT	0	0	0.00	0.00	0.0	0.0									0	0			0	0	0	0	0	0
			WBR	WBR	0	0	0.00	0.00	0.0	0.0									0	0			0	0	0	0	0	0
		NB (Prospect Street)	NBL	NBL	11	38	0.75	0.83	9.1	2.6									12	41	10		0	0	0	0	12	41
			NBT	NBT	49	61	0.75	0.83	2.0	3.3									53	65			2	5	2	5	54	71
			NBR	NBR	0	0	0.75	0.83	0.0	0.0									0	0			0	0	0	0	0	0
		EB (Lake Street/Driveway)	EBL	EBL	474	187	0.87	0.92	2.1	2.1	3	2	2	1	1	3	3	4	517	210	5		1	3	1	3	518	213
			EBT	EBT	0	0	0.87	0.92	0.0	0.0									0	0			0	0	0	0	0	0
			EBR	EBR	23	12	0.87	0.92	4.3	8.3									25	13			0	0	0	0	25	13
																			0	0			0	0	0	0	0	0
2	Prospect Street and Southern Site Driveway	SB (Prospect Street)	SBL	SBL	211	569					1	3	1	2	3	2	3	4	0	0	60		0	0	0	0	0	0
			SBT	SBT															234	621			0	0	0	0	234	621
			SBR	SBR															0	0			11	32	11	32	11	32
		WB (Southern Site Driveway)	WBL	WBL															0	0			0	0	0	0	0	0
			WBT	WBT															0	0			0	0	0	0	0	0
			WBR	WBR															0	0			0	0	0	0	0	0
		NB (Prospect Street)	NBL	NBL	523	248					3	2	2	1	1	3	3	4	0	0	10 5		2	5	2	5	2	5
			NBT	NBT															570	276			1	3	1	3	571	279
			NBR	NBR															0	0			0	0	0	0	0	0
		EB (Southern Site Driveway)	EBL	EBL															0	0	60		34	22	34	22	34	22
			EBT	EBT															0	0			0	0	0	0	0	0
			EBR	EBR															0	0			6	4	6	4	6	4
																			0	0			0	0	0	0	0	0
3	Prospect Street and Northern Site Driveway	SB (Prospect Street)	SBL	SBL	211	569					1	3	1	2	3	2	3	4	0	0	60 25		0	0	0	0	0	0
			SBT	SBT															227	613			11	32	11	32	239	645
			SBR	SBR															0	0			5	13	5	13	5	13
		WB (Northern Site Driveway)	WBL	WBL															0	0			0	0	0	0	0	0
			WBT	WBT															0	0			0	0	0	0	0	0
			WBR	WBR															0	0			0	0	0	0	0	0
		NB (Prospect Street)	NBL	NBL	523	248					3	2	2	1	1	3	3	4	0	0	5 60		1	3	1	3	1	3
			NBT	NBT															564	268			34	22	34	22	597	290
			NBR	NBR															0	0			0	0	0	0	0	0
		EB (Northern Site Driveway)	EBL	EBL															0	0	25		14	9	14	9	14	9
			EBT	EBT															0	0			0	0	0	0	0	0
			EBR	EBR															0	0			3	2	3	2	3	2
																			0	0			0	0	0	0	0	0

# Appendix G

## Capacity Analysis



## 2023 Existing AM Peak



HCM 6th TWSC  
1: Prospect Street & Lake Street/Driveway

Prospect Hill Estates  
Existing AM Peak Hour

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	-	-	None	-	-	None	-	-	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	EBLn1WBLn1	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



HCM 6th TWSC  
1: Prospect Street & Lake Street/Driveway

Prospect Hill Estates  
Existing PM Peak Hour

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	-	-	None	-	-	None	-	-	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	EBLn1WBLn1	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

HCM 6th TWSC  
1: Prospect Street & Lake Street/Driveway

Prospect Hill Estates  
No Build AM Peak Hour

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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	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	EBLn1WBLn1	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



HCM 6th TWSC  
1: Prospect Street & Lake Street/Driveway

Prospect Hill Estates  
No Build PM Peak Hour

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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	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	EBLn1WBLn1	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

HCM 6th TWSC  
1: Prospect Street & Lake Street/Driveway

Prospect Hill Estates  
2030 Build AM Peak Hour

Intersection												
Int Delay, s/veh	20.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	518	0	25	0	0	0	12	54	0	0	50	192
Future Vol, veh/h	518	0	25	0	0	0	12	54	0	0	50	192
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	-	-	None	-	-	None	-	-	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	563	0	27	0	0	0	14	65	0	0	56	216




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	257	257	164	271	365	65	272	0	0	65	0	0
Stage 1	164	164	-	93	93	-	-	-	-	-	-	-
Stage 2	93	93	-	178	272	-	-	-	-	-	-	-
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	686	566	1005	1286	-	-	1550	-	-
Stage 1	838	766	-	919	822	-	-	-	-	-	-	-
Stage 2	914	822	-	828	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	690	644	865	659	560	1005	1286	-	-	1550	-	-
Mov Cap-2 Maneuver	690	644	-	659	560	-	-	-	-	-	-	-
Stage 1	829	766	-	909	813	-	-	-	-	-	-	-
Stage 2	904	813	-	802	688	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	32		0		1.4		0	
HCM LOS	D		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1286	-	-	696	-	1550	-
HCM Lane V/C Ratio	0.011	-	-	0.848	-	-	-
HCM Control Delay (s)	7.8	0	-	32	0	0	-
HCM Lane LOS	A	A	-	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	9.7	-	0	-




HCM 6th TWSC  
2: Prospect Street & Southern Site Driveway

Prospect Hill Estates  
2030 Build AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	6	2	571	234	11
Future Vol, veh/h	34	6	2	571	234	11
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	37	7	2	621	254	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	885	260	266	0	-	0
Stage 1	260	-	-	-	-	-
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	315	779	1298	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	314	779	1298	-	-	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.9	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1298	-	345	-	-	
HCM Lane V/C Ratio	0.002	-	0.126	-	-	
HCM Control Delay (s)	7.8	0	16.9	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

HCM 6th TWSC  
3: Prospect Street & Northern Site Driveway

Prospect Hill Estates  
2030 Build AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	3	1	597	239	5
Future Vol, veh/h	14	3	1	597	239	5
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	15	3	1	649	260	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	914	263	265	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	651	-	-	-	-	-
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	303	776	1299	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	776	1299	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	0	0
HCM LOS	C		





Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1299	-	340	-	-
HCM Lane V/C Ratio	0.001	-	0.054	-	-
HCM Control Delay (s)	7.8	-	16.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

## 2030 Build PM Peak






HCM 6th TWSC  
1: Prospect Street & Lake Street/Driveway

Prospect Hill Estates  
2030 Build PM Peak Hour

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	213	0	13	0	0	0	41	70	0	0	70	556
Future Vol, veh/h	213	0	13	0	0	0	41	70	0	0	70	556
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	-	-	None	-	-	None	-	-	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	232	0	14	0	0	0	49	84	0	0	79	625
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	574	574	392	581	886	84	704	0	0	84	0	0
Stage 1	392	392	-	182	182	-	-	-	-	-	-	-
Stage 2	182	182	-	399	704	-	-	-	-	-	-	-
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	286	981	889	-	-	1526	-	-
Stage 1	633	610	-	824	753	-	-	-	-	-	-	-
Stage 2	820	753	-	631	443	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	411	407	644	400	269	981	889	-	-	1526	-	-
Mov Cap-2 Maneuver	411	407	-	400	269	-	-	-	-	-	-	-
Stage 1	596	610	-	776	709	-	-	-	-	-	-	-
Stage 2	772	709	-	617	443	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	25		0		3.4		0					
HCM LOS	D		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	889	-	-	420	-	1526	-	-				
HCM Lane V/C Ratio	0.056	-	-	0.585	-	-	-	-				
HCM Control Delay (s)	9.3	0	-	25	0	0	-	-				
HCM Lane LOS	A	A	-	D	A	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	3.6	-	0	-	-				

HCM 6th TWSC  
2: Prospect Street & Southern Site Driveway

Prospect Hill Estates  
2030 Build PM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	4	5	279	621	32
Future Vol, veh/h	22	4	5	279	621	32
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	24	4	5	303	675	35

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1006	693	710	0	-	0
Stage 1	693	-	-	-	-	-
Stage 2	313	-	-	-	-	-
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	267	443	889	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	265	443	889	-	-	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	741	-	-	-	-	-




Approach	EB	NB	SB
HCM Control Delay, s	19.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	889	-	282	-	-
HCM Lane V/C Ratio	0.006	-	0.1	-	-
HCM Control Delay (s)	9.1	0	19.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



HCM 6th TWSC  
3: Prospect Street & Northern Site Driveway

Prospect Hill Estates  
2030 Build PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	3	290	645	13
Future Vol, veh/h	9	2	3	290	645	13
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	10	2	3	315	701	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1029	708	715	0	-	0
Stage 1	708	-	-	-	-	-
Stage 2	321	-	-	-	-	-
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	259	435	885	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	258	435	885	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.5	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	885	-	279	-	-	
HCM Lane V/C Ratio	0.004	-	0.043	-	-	
HCM Control Delay (s)	9.1	-	18.5	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

# Appendix H

## Site Plan

CONCEPTUAL PLAN  
PROSPECT HILL ESTATES  
BELLINGHAM, MASSACHUSETTS

PREPARED FOR:  
WALL STREET DEVELOPMENT CORP.

APRIL 10, 2023



RIVERFRONT #2  
AREA: 273,660 S.F.

PROSPECT STREET