

TRAFFIC IMPACT STUDY

For the

Salmon Health and Retirement Senior Community

261 Village Street
Medway, Massachusetts

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April 2015



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INTRODUCTION

McMahon Associates has reviewed the potential traffic impacts associated with the proposed Salmon Health and Retirement Senior Community to be located at 261 Village Street in Medway, Massachusetts. The purpose of this study is to evaluate existing and projected traffic operational and safety conditions in the vicinity of the site and identify mitigating measures to offset potential project-related traffic impacts on the surrounding roadways, if necessary.

The assessment is based on a review of current traffic volumes and crash data collected for this study, and the anticipated traffic generating characteristics of the proposed development. This study examines existing and projected traffic operations (both with and without the proposed development) at key intersections in the vicinity of the project site. The study area was chosen based on a review of the surrounding roadway network and discussions with the Town of Medway. This study provides a detailed analysis of traffic operations during the weekday morning and weekday afternoon peak hours, when the combination of adjacent roadway volumes and potential traffic increases associated with the project would be greatest.

Based on the analysis presented in this study, we conclude that the projected traffic increases associated with the proposed senior community development will have a minimal effect on the area roadways and intersections. The site access will provide safe and efficient operations for both the adjacent roadway users and for the facility's employees and guests. This report documents the analysis completed as part of this review.

Project Description

The project site presently consists of a parcel of undeveloped land on Village Street, as shown in Figure 1. The existing site is bounded by residential land use to the east, Village Street to the north, and the Charles River to the south and west. There is no vehicular access to the existing site.

The project calls for the construction of a new senior community development, including a variety of independent and assisted living units. The proposed facility will contain 15 units of attached senior housing, 56 units of detached senior housing, 56 units of congregate care, assisted living facility (120 person maximum), and a 14,000 square foot medical/dental office. The property will also provide public access to the Charles River and walking trails. Access to the project site will be provided via two proposed unsignalized, full-access driveways on Village Street.



Figure 1
Site Location Map
Senior Community Development
Medway, Massachusetts

Study Methodology

This study evaluates existing and projected traffic operations at study area intersections during the weekday morning and weekday afternoon peak hour traffic conditions when the combination of adjacent roadway volumes and potential traffic increases associated with the project would be greatest.

The study was conducted in three steps. The first step involved an inventory of existing traffic conditions in the vicinity of the site. As part of this inventory, traffic counts were collected at key intersections during the weekday morning and weekday afternoon peak hours and along Village Street for a 72-hour period. Field observations including available sight distance at the project site driveways were also completed. Crash data for the study area intersections were obtained from the Massachusetts Department of Transportation (MassDOT) to evaluate existing traffic safety conditions within the study area.

The second step of the study builds upon data collected in the first phase and establishes the basis for evaluating future traffic operations. In this step, the projected traffic demands of other future developments that could influence traffic volumes at the study area intersections were assessed and Existing 2015 traffic volumes were projected to 2022 No Build (without project) conditions and 2022 Build (with project) conditions, which is consistent with MassDOT Transportation Impact Assessment (TIA) Guidelines.

The final step summarizes the future traffic operations with the proposed project in place and identifies measures, if necessary, to minimize potential traffic impacts, and provide safe and efficient access to the project site.

Study Area Intersections

The area identified for detailed analysis in this study was determined based on a review of the anticipated traffic generating characteristics of the proposed project and a review of the surrounding roadway network serving the project site. The study area intersections include:

- Village Street at Franklin Street
- Village Street at High Street
- Village Street at Lincoln Street
- Village Street at Shaw Street
- Village Street at Western Site Driveway
- Village Street at Eastern Site Driveway
- Village Street at Charles River Road
- Village Street at Holliston Street Extension
- Village Street at Holliston Street
- Village Street at Sanford Street

The study area noted above was developed in coordination with the Town of Medway and is expected to fully capture and potential impacts associated with the proposed project.

EXISTING CONDITIONS

Effective evaluation of potential traffic impacts associated with the proposed development requires a thorough understanding of the existing traffic conditions on the roadways and intersections serving the project site. The assessment of existing conditions consists of an inventory of the roadway and intersection geometries and traffic control devices, collection of peak-period traffic volumes, and a review of recent crash history. A discussion of this information is presented below.

Roadway Network

The project site benefits from excellent access via the local and regional roadway systems. A brief description of the principal roadways serving the project site is presented below.

Village Street

Village Street generally runs in an east-west direction, extending between intersections with Route 109 in the west to Norfolk Road in the east in Millis. The roadway is classified as an urban minor arterial under Town of Medway jurisdiction. In the vicinity of the project site, Village Street is a two-way roadway providing one travel lane in each direction and direct access to adjacent residential land uses. There is a posted speed of 35 miles per hour on Village Street west of Shaw Street. A sidewalk is provided on the north side of Village Street within the study area.

Franklin Street

Village Street intersects with Franklin Street at the western end of the study area. Franklin Street generally runs north-south and terminates at Route 109 in the north and connects to the Town of Franklin to the south. The roadway is classified as an urban minor arterial and is under local jurisdiction. Franklin Streets provides access to residential developments and the regional transportation network. The roadway provides one travel lane in each direction with a sidewalk on at least one side of the road. The intersection of Franklin Street and Village Street is and unsignalized, four-way stop controlled intersection.

High Street

High Street is a local road under Town of Medway jurisdiction providing a north-south connection between Village Street and Route 109. High Street provides access to residential and some small commercial properties. There is one travel lane in each direction with a sidewalk only on the western side of the roadway. High Street is under stop control at its intersection with Village Street, while Village Street remains free flowing.

Lincoln Street

Lincoln Street is just east of High Street and similarly provides a connection between Route 109 and Village Street. The roadway provides access to residential properties

with one travel lane in each direction with a sidewalk on the western side of the road. Lincoln Street is a local road under Town of Medway jurisdiction. At its intersection with Village Street, Lincoln Street is under stop control and Village Street is free-flowing.

Shaw Street

Shaw Street is a local road under Town of Medway jurisdiction which primarily provides access to the Town of Franklin in the south and residential land uses. At its intersection with Village Street, Shaw Street is under stop control.

Charles River Road

Charles River Road solely provides access to residential properties and has no other connections to the regional roadway network. The road is classified as a local road and is under Town of Medway jurisdiction. At its intersection with Village Street, Charles River Road is under stop control.

Holliston Street

Holliston Street is a north-south road that begins at Village Street in the south and continues north providing access to Route 109 and the Town of Holliston. The road provides connections to regional roadways and access to adjacent residential land uses. The roadway is classified as an urban minor arterial and is under Town of Medway jurisdiction. The roadway has one travel lane in each direction with a sidewalk on the eastern side. At the intersection with Village Street, Holliston Street is under stop control. There is a short connection street at the intersection that provides better access for traffic traveling to and from the west on Village Street. The short connection street (referred to as Holliston Street Extension in the report) is under stop control at its intersections with Holliston Street and Village Street.

Sanford Street

At the eastern extent of the study area, Sanford Street starts at Village Street and continues in a southern direction towards the Town of Franklin. The roadway is classified as an urban minor arterial and is under Town of Medway jurisdiction. At its intersection with Village Street, Sanford Street is under stop control and Village Street is free-flowing. The roadway provides one travel lane in each direction with sidewalks on the western side of the street.

Existing Traffic Volumes

Traffic volumes were collected manually at key locations within the study area during the weekday morning and weekday afternoon peak periods.

Existing Peak Hour Traffic Volumes

To assess peak hour traffic conditions, Manual Turning Movement (MTM) counts were conducted at the study area intersections. These counts were conducted on Wednesday,

March 4, 2015 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. The results of the MTM counts are tabulated by 15-minute periods and are provided in Appendix A of this report. The four highest consecutive 15-minute intervals during each of these count periods constitute the peak hours that are the basis of this traffic analysis.

Automated Traffic Recorder

Automated traffic recorder (ATR) data was collected in front of the project site on Village Street for a 72-hour period from Tuesday February 24, 2015 through Thursday February 26, 2015. The ATR collected traffic volume, vehicle speed, and vehicle classification data along Village Street. The results of the ATR counts are summarized in Table 1 below and are provided in Appendix A of this report for further detail.

Table 1: Automated Traffic Recorder Data

Direction	ADT ¹	85 th Percentile Speed	Heavy Vehicle Percentage
Eastbound	3,000	40 mph	4.8%
Westbound	3,300	39 mph	3.0%
Overall	6,300	n/a	3.9%

(1) Average daily traffic volume

Along Village Street, the overall average daily traffic volume was approximately 6,300 vehicles recorded in both directions with 3,000 vehicles traveling eastbound and 3,300 vehicles traveling westbound. In front of the project site, the 85th percentile speed was recorded at 40 miles per hour in the eastbound direction and 39 miles per hour in the westbound direction. The recorded speeds were consistently within five miles per hour of the 35 miles per hour posted speed limit. Heavy vehicles on Village Street accounted for 3.9% of total daily volumes in the eastbound and westbound directions of travel.

Seasonal Variation

According to data collected by MassDOT at the permanent count station located on Interstate 495 in Milford, MA near the Medway town line, traffic volumes collected during the month of March are typically lower than traffic volumes during the average month. Therefore, to provide a conservative analysis, the existing peak hour traffic volumes were seasonally adjusted to reflect an average month. The resulting seasonally adjusted 2015 Existing peak hour traffic volumes are depicted in Figure 2 and Figure 3 for the weekday morning and weekday afternoon, respectively.



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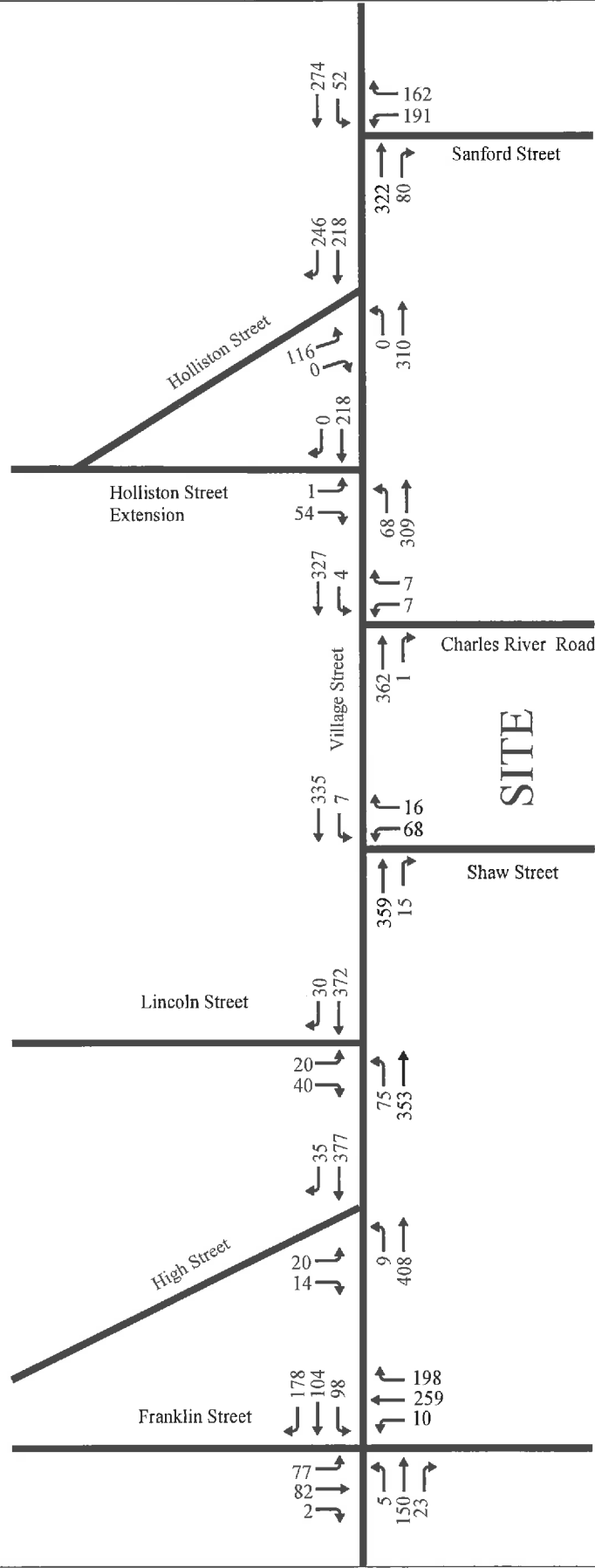


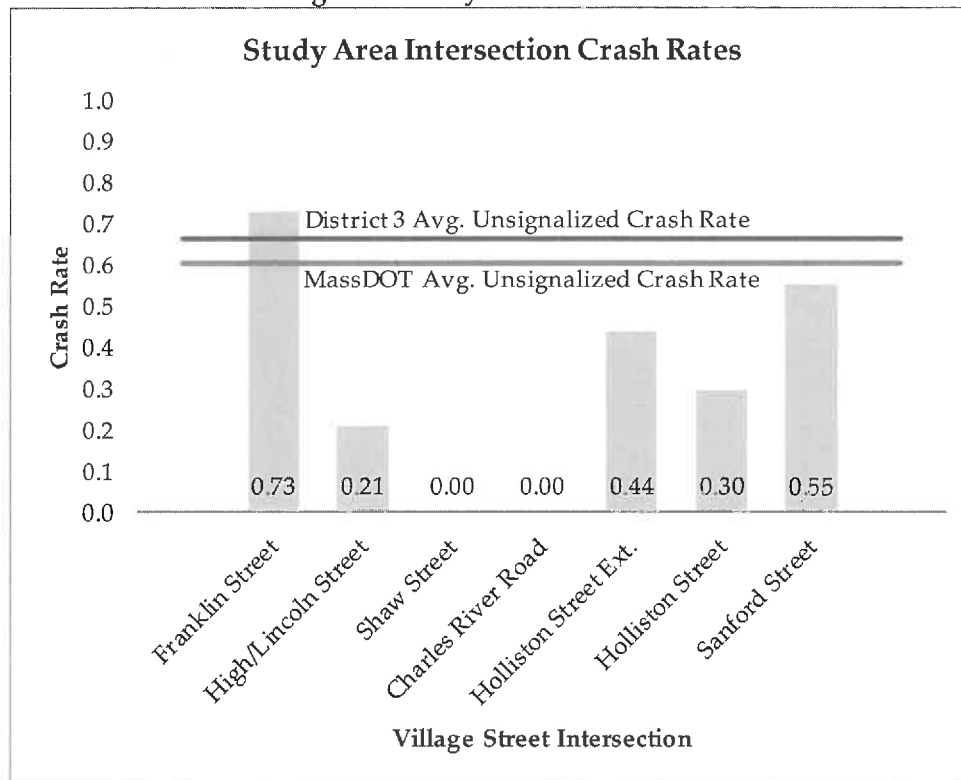
Figure 2
2015 Weekday Morning
Peak Hour Traffic Volumes
Senior Community Development
Medway, Massachusetts

Crash Summary

Crash data for the study area intersections was obtained from MassDOT for the most recent three-year period available. This data includes complete yearly crash summaries for the years 2010, 2011, and 2012. A full summary of the MassDOT crash data is provided in Appendix B of this report.

The MassDOT Crash Rate Worksheet was used to determine whether the crash frequencies at the study area intersections were unusually high given the travel demands at each location. The MassDOT Crash Rate Worksheet calculates a crash rate expressed in crashes per million entering vehicles. The calculated rate was then compared to the average crash rate for unsignalized intersections within the particular MassDOT District. The MassDOT District 3 average crash rate is 0.66 crashes per million entering vehicles for unsignalized intersections and the statewide average is 0.60 crashes per million entering vehicles for unsignalized intersections. A summary of the crash rates at each of the study area intersections are presented in Figure 4, below.

Figure 4: Study Area Crash Rates



The intersection of Village Street at Franklin Street experienced an average crash rate of 0.73 crashes per million entering vehicles, which is slightly higher than the District 3 and statewide averages for unsignalized intersections. Of the ten crashes reported over the three year period, all were angle crashes, with seven resulting in property damage and three resulting in personal

injury. Eight of the ten crashes were shown to occur in 2012, which may indicate a change in traffic patterns at this location. No fatalities were reported.

As seen in Figure 4, the intersections of Village Street with High Street, Lincoln Street, Shaw Street, Charles River Road, Holliston Street Extension, and Holliston Street experienced crash rates well below both the statewide and District 3 averages for unsignalized intersections.

The intersection of Village Street at Sanford Street experienced an average crash rate of 0.55 crashes per million entering vehicles. The crash rate is below both the District 3 and statewide averages for unsignalized intersections. Of the seven crashes reported over the three year period, there were six angle collisions and one sideswipe collision. Of the seven reported crashes, five resulted in property damage and two resulted in personal injury with no fatalities reported.

FUTURE CONDITIONS

To determine future traffic demands on the study area roadways, the 2015 Existing traffic volumes were projected to the future-year 2022, by which time the proposed development is expected to be fully constructed and occupied. Independent of the proposed project, traffic volumes on the roadways in 2022 are assumed to include all existing traffic, as well as new traffic resulting from general growth in the study area and from other planned development projects. The potential background traffic growth unrelated to the proposed project was considered in the development of the 2022 No Build (without project) peak hour traffic volume networks. The anticipated traffic increases associated with the proposed senior community development were then added to the 2022 No Build volumes to reflect the 2022 Build (with project) traffic conditions. A more detailed description of the development of the 2022 No Build and 2022 Build traffic volume networks follows.

Future Roadway Improvements

Planned roadway improvement projects can affect area travel patterns and future traffic operations. To develop a clearer understanding of future area roadway operations, MassDOT project information was consulted. According to the MassDOT project website, there are two projects near the project study area.

The first project is the reconstruction of Route 109, which is a parallel roadway to Village Street, just north of the project study area. The project will make capacity improvements with new signals timings and additional turning lanes. The project is expected to begin construction in the fall of 2015. During construction traffic may utilize Village Street as an alternative route. However, these impacts are expected to be temporary and the proposed Route 109 project is not expected to result in any permanent traffic pattern changes along Village Street.

The second project is a surface improvement project on Village Street between Holliston Street and the Millis town line. There will be minor widening but no intersection control or capacity changes are expected as part of this project. The project is currently under design with construction projected for the summer of 2021. The minor improvements to Village Street are not expected to alter traffic patterns at the study area intersections.

Background Traffic Growth

Traffic growth is primarily a function of changes in motor vehicle use and expected land development in the region. To predict a rate at which traffic on the roadways in the vicinity of the project site can be expected to grow during the seven-year forecast period (2015 to 2022), both historic traffic growth and planned area developments were examined.

Historic Traffic Growth

In order to determine the background growth rate, the Town of Medway was consulted. A background growth rate of one percent (1.0%) per year was used to forecast increases in traffic

volumes on the study area roadways and intersections. This growth rate captures growth associated with general changes in population and accounts for other unknown developments in the vicinity of the study area.

Site-Specific Growth

Based on conversations with the Town of Medway, there are no planned developments within the vicinity of the study area that would be expected to impact future year traffic volumes.

2022 No Build Traffic Volumes

The 2015 Existing peak hour traffic volumes were grown by one percent per year over the seven-year study horizon (2015 to 2022) to establish the 2022 future traffic volumes. The 2022 No Build weekday morning and weekday afternoon peak hour traffic volume networks are illustrated in Figures 5 and 6, and are documented in the traffic projection model presented in Appendix C of this report.



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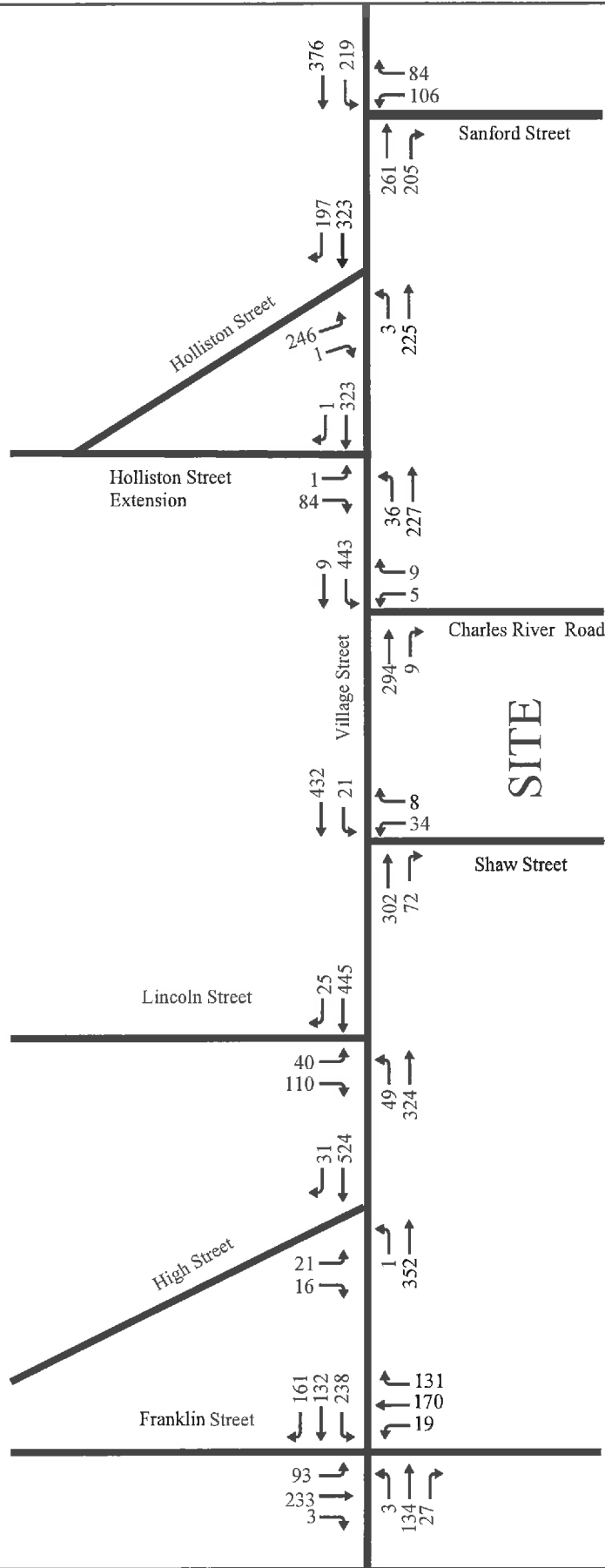


Figure 6
2022 No Build Weekday Afternoon
Peak Hour Traffic Volumes
Senior Community Development
Medway, Massachusetts

Site-Generated Traffic

The Institute of Transportation Engineers (ITE) is a national research organization of transportation professionals. Their publication, *Trip Generation Manual, 9th Edition* provides traffic generation information for various land uses compiled from studies conducted by members nationwide. The *Trip Generation Manual* establishes vehicle trip rates based on actual traffic counts conducted at similar existing facilities. Vehicle trip estimates for the proposed senior community development were developed based on data presented in this publication for the following land use codes:

- 251 - Senior Adult Housing – Detached
- 252 - Senior Adult Housing – Attached
- 253 - Congregate Care Facility
- 254 - Assisted Living
- 720 - Medical-Dental Office Building

In order to account for potential trips associated with the recreational facilities provided on the project site, a trip generation rate was established based on the number of parking spaces to be provided for the recreational facilities. A trip generation rate of one entering and one exiting vehicle trip per parking space for the recreational facilities was utilized to estimate the number of trips during the weekday morning and weekday afternoon peak hours. At the time of this report, up to 10 parking spaces are to be provided for the recreational facilities, establishing the basis for the trip generation associated with this use.

The total number of vehicle trips expected to be generated by the proposed development during the weekday morning and weekday afternoon peak hours were determined utilizing the above methodology. Table 2 presents the projected future trip generation volumes for each component of the proposed senior community development.

Table 2: Vehicular Trip Generation

Description	Size	Weekday AM			Weekday PM		
		In	Out	Total	In	Out	Total
Senior Adult Housing - Detached ¹	56 DU	14	25	39	18	11	29
Senior Adult Housing - Attached ²	15 DU	1	2	3	2	2	4
Congregate Care Facility ³	56 DU	2	1	3	6	4	10
Assisted Living ⁴	120 Beds	11	6	17	11	15	26
Medical-Dental Office Building ⁵	14 ksf	26	7	33	14	36	50
Public Access - Recreation ⁶	10 spaces	10	10	20	10	10	20
Total Project Trips		64	51	115	61	78	139

(1) ITE Land Use Code 251 (Senior Adult Housing - Detached) based on 56 dwelling units

(2) ITE Land Use Code 252 (Senior Adult Housing - Attached) based on 15 dwelling units

(3) ITE Land Use Code 253 (Congregate Care Facility) based on 56 dwelling units

(4) ITE Land Use Code 254 (Assisted Living) based on 120 beds for a maximum occupancy of 120 people

(5) ITE Land Use Code 720 (Medical-Dental Office Building) based on a 14,000 s.f. medical office

(6) Based on 1 entering and exiting vehicle trip per parking space for recreational facilities

As shown in Table 2, the peak hour trip generation of the proposed senior community development is estimated to result in an increase of approximately 115 new vehicle trips (64 entering vehicles and 51 exiting vehicles) during the weekday morning peak hour and an increase of approximately 139 new vehicles trip (61 entering vehicles and 78 exiting vehicles) during the weekday afternoon peak hour.

For the majority of the staff in the proposed facility (approximately 85% of staff), shifts are expected to run from 7:00 AM to 3:00 PM, 3:00 PM to 11:00 PM and 11:00 PM to 7:00 AM. The remaining staff are expected to have shifts from 9:00 AM to 5:00 PM. This expected shift schedule results in the majority of employee vehicle trips to and from the site occurring outside of the typical peak hours.

The trip generation provided in Table 2 is considered to be conservative as a portion of the proposed vehicle trips would be contained on site, such as a trip between a residence and the medical/dental office. Trips between uses on site would not add vehicle trips to the adjacent roadway network, therefore, decreasing the impact to vehicular operations on the adjacent roadways. Additionally, the proposed recreational facilities are not expected to be utilized as intensely by the public during the weekday morning and weekday afternoon peak hours. However, in order to present a conservative analysis, no internal trips were included and the maximum utilization of the recreational facility parking was analyzed.

Project Trip Distribution and Assignment

The traffic expected to be generated by the proposed senior community development was distributed onto the study area roadways and intersections based on the existing travel patterns of local roadways. The resulting arrival and departure patterns are presented in Figure 7.

2022 Future Build Peak Hour Traffic Volumes

To establish the 2022 Build peak hour traffic volumes, the project-related traffic was assigned to the surrounding roadway network based on the distribution patterns shown in Figure 7. The project trips were then added to the 2022 No Build peak hour traffic volumes to reflect the 2022 Build peak hour traffic volumes. The resulting 2022 Build weekday morning and weekday afternoon peak hour traffic volumes are presented in Figures 8 and 9.



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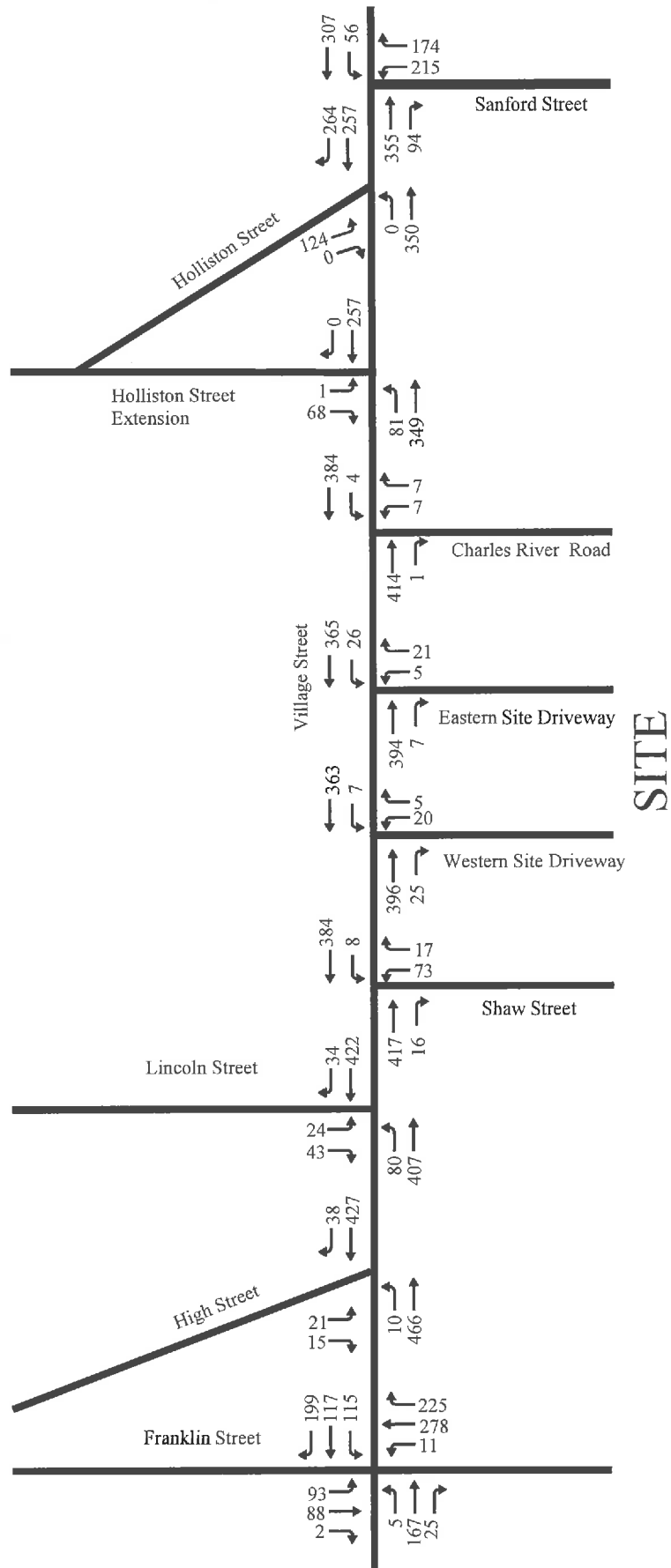


Figure 8
2022 Build Weekday Morning
Peak Hour Traffic Volumes
Senior Community Development
Medway, Massachusetts



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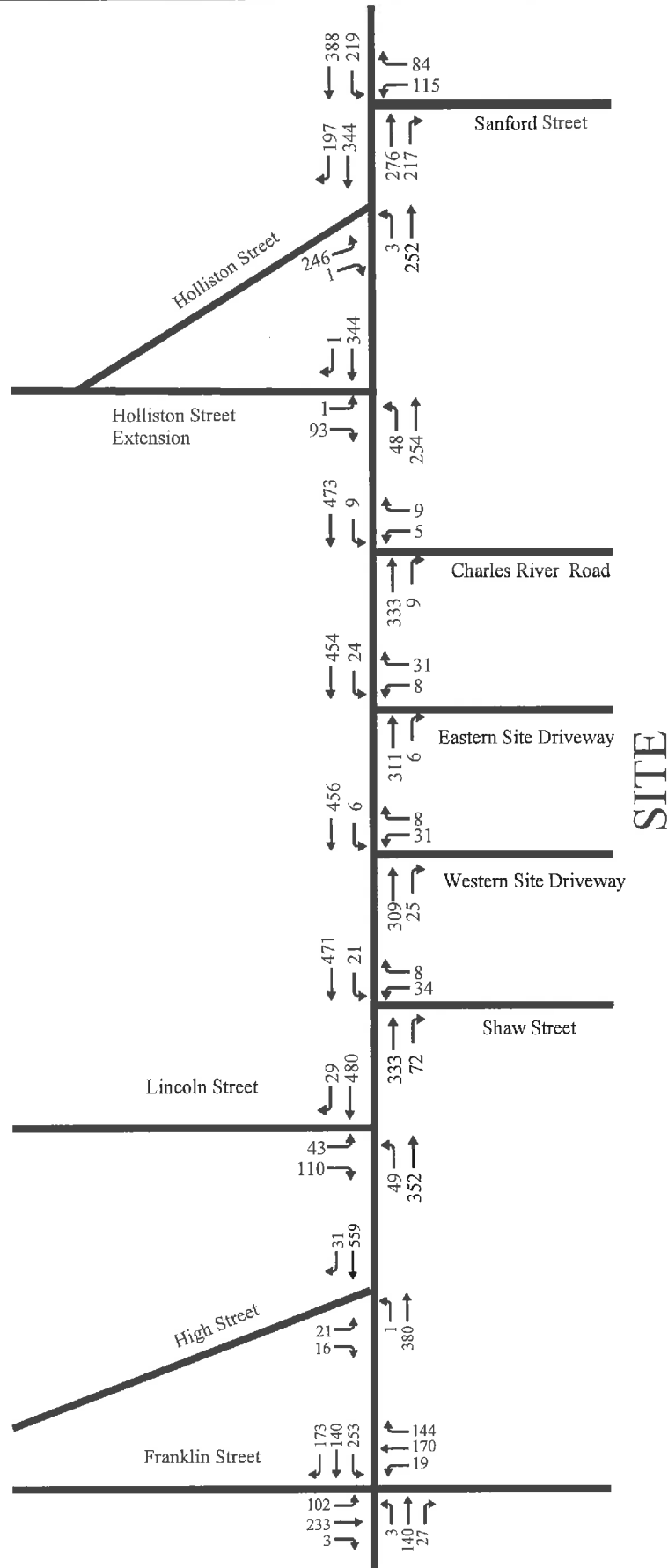


Figure 9
2022 Build Weekday Afternoon
Peak Hour Traffic Volumes
Senior Community Development
Medway, Massachusetts

TRAFFIC OPERATIONS ANALYSIS

In previous sections of this report, the quantity of traffic on the study area roadways was described. The following section describes the quality of traffic flow at the study area intersections for the given travel demands. As a basis for this assessment, intersection capacity analyses were conducted using Synchro capacity analysis software for the study area intersections under the 2015 Existing, 2022 No Build and 2022 Build peak hour traffic conditions. This analysis is based on procedures contained in the 2010 Highway Capacity Manual (HCM) which are summarized in Appendix D. A discussion of the evaluation criteria and a summary of the results of the capacity analyses are presented below.

Level-of-Service Criteria

Operating levels of service (LOS) are reported on a scale of A to F with A representing the best conditions (with little or no delay) and F representing the worst operating conditions (long delays).

Capacity Analysis Results

Intersection capacity analyses were conducted for the study area intersections to evaluate the 2015 Existing, 2022 No Build and 2022 Build peak hour traffic conditions. Based on the analysis, the weekday morning peak hour of the adjacent street traffic occurs between 7:15 AM and 8:15 AM. The weekday afternoon peak hour of the adjacent street traffic is shown to be between 4:45 PM and 5:45 PM.

The detailed capacity analysis results for the 2015 Existing, 2022 No Build and 2022 Build conditions are presented in Appendix E, Appendix F, and Appendix G, respectively. The results of the intersection capacity analyses are presented in Table 3 below. Table 3 reports the level-of-service (LOS) results for each of the critical movements at the unsignalized intersections in the study area during the weekday morning and weekday afternoon peak hours. A more detailed summary, including the queue analysis, is included in Appendix H. The capacity analysis results of the study area intersections are discussed below.

Table 3: Peak Hour Intersection Capacity Analysis Results

Location	Peak		2015 Existing			2022 No Build			2022 Build		
	Hour		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Village Street at Franklin Street	AM	NB	E	35.3	0.86	F	>50.0	0.99	F	>50.0	>1.00
	PM	WB	F	>50.0	>1.00	F	>50.0	>1.00	F	>50.0	>1.00
Village Street at High Street	AM	SB	C	15.8	0.12	C	16.8	0.13	C	17.9	0.14
	PM	SB	C	16.8	0.14	C	17.0	0.14	C	18.2	0.16
Village Street at Lincoln Street	AM	SB	C	15.8	0.21	C	17.0	0.24	C	19.0	0.27
	PM	SB	C	17.7	0.37	C	19.9	0.43	C	22.9	0.48
Village Street at Shaw Street	AM	NB	C	19.5	0.35	C	22.1	0.41	C	24.7	0.44
	PM	NB	C	18.1	0.16	C	19.8	0.19	C	21.8	0.21
Village Street at Western Site Driveway	AM	NB	n/a	n/a	n/a	n/a	n/a	n/a	C	16.8	0.08
	PM	NB	n/a	n/a	n/a	n/a	n/a	n/a	C	17.1	0.12
Village Street at Eastern Site Driveway	AM	NB	n/a	n/a	n/a	n/a	n/a	n/a	B	12.7	0.06
	PM	NB	n/a	n/a	n/a	n/a	n/a	n/a	B	12.4	0.08
Village Street at Charles River Road	AM	NB	B	13.3	0.04	B	13.9	0.05	B	14.7	0.05
	PM	NB	B	12.4	0.06	B	12.9	0.07	B	13.6	0.07
Village Street at Holliston Street Ext	AM	SB	B	10.3	0.10	B	10.5	0.11	B	10.8	0.14
	PM	SB	B	11.2	0.14	B	11.1	0.15	B	11.4	0.17
Village Street at Holliston Street	AM	SB	C	20.8	0.39	C	23.8	0.45	D	25.8	0.47
	PM	SB	D	27.3	0.64	E	35.1	0.73	E	42.4	0.79
Village Street at Sanford Street	AM	NB	F	>50.0	>1.00	F	>50.0	>1.00	F	>50.0	>1.00
	PM	NB	F	>50.0	0.98	F	>50.0	>1.00	F	>50.0	>1.00

(1) Level-of-Service

(2) Average delay in seconds per vehicle

(3) Volume to capacity ratio

n/a Not Applicable

Village Street at Franklin Street

The capacity analysis indicates that during the weekday morning peak hour, the northbound approach to the intersection of Village Street and Franklin Street is the critical movement and is shown to operate at LOS E. Due to background growth at this location, the northbound Franklin Street approach is expected to operate at LOS F under the 2022 No Build and 2022 Build conditions during the weekday morning peak hour. During the weekday afternoon peak hour, the critical westbound approach on Village Street is currently shown to operate at LOS F and is expected to continue to operate at LOS F under the 2022 No Build and 2022 Build conditions. The capacity analysis indicates that the proposed project will result in a minimal increase in overall average delay of less than six seconds of during the weekday morning and weekday afternoon peak hours. A more detailed summary of the operations at the intersection of Village Street and Franklin Street is included in Appendix H of this report.

Village Street at High Street

The southbound approach at the intersection of Village Street at High Street is currently shown to operate at LOS C during the weekday morning and weekday afternoon peak hours. The movement is expected to continue to operate at LOS C with a minimal increase in delay under the 2022 No Build and 2022 Build conditions for both the weekday morning and weekday afternoon peak hours.

Village Street at Lincoln Street

The capacity analysis shows the southbound approach at Village Street and Lincoln Street currently operates at LOS C during the weekday morning and weekday afternoon peak hours. The movement is expected to continue to operate as such through the 2022 Build condition during the weekday morning and weekday afternoon peak hours.

Village Street at Shaw Street

The northbound approach at the intersection of Village Street and Shaw Street is shown to operate at LOS C under the 2015 Existing condition during the weekday morning and weekday afternoon peak hours. The movement is expected to continue to operate at LOS C with a minimal increase in delay under the 2022 No Build and 2022 Build conditions during both the weekday morning and weekday afternoon peak hours.

Village Street at Western Site Driveway

With the proposed project in place all the movements along Village Street are expected to operate at LOS A during the weekday morning and weekday afternoon peak hours under the 2022 Build condition. The northbound movement exiting onto Village Street from the Western Site Driveway is expected to operate at LOS C during both the weekday morning and weekday afternoon peak hours.

Village Street at Eastern Site Driveway

All the movements along Village Street are expected to operate at LOS A during the weekday morning and weekday afternoon peak hours with the proposed project in place. The northbound movement exiting onto Village Street from the project site is expected to operate at LOS B during both the weekday morning and weekday afternoon peak hours.

Village Street at Charles River Road

The northbound approach at the intersection of Village Street and Charles River Road is shown to currently operate at LOS B during the weekday morning and weekday afternoon peak hours. Under the 2022 No Build and 2022 Build conditions the northbound movement is expected to continue to operate at LOS B during the weekday morning and weekday afternoon peak hours.

Village Street at Holliston Street Extension

The southbound movement at the intersection of Village Street and Holliston Street Extension is shown to operate at LOS B during the weekday morning and weekday afternoon peak hours. The movement is expected to continue to operate at LOS B under the

2022 No Build and 2022 Build conditions for both the weekday morning and weekday afternoon peak hours.

Village Street at Holliston Street

The southbound movement at Village Street and Holliston Street is shown to currently operate at LOS C during the weekday morning peak hour and LOS D during the weekday afternoon peak hour. Under the 2022 No Build condition, the southbound approach continues to operate at LOS C during the weekday morning peak hour and experiences an increase in delay resulting in operations of LOS E during the weekday afternoon peak hour. With the project in place, the capacity analysis shows that the southbound Holliston Street approach is expected to operate at LOS D during the weekday morning peak hour and continue to operate as LOS E during the weekday afternoon peak hour.

Village Street at Sanford Street

The critical northbound movement at the intersection of Village Street and Sanford Street is shown to operate at LOS F during the weekday morning and weekday afternoon peak hours. Under the 2022 No Build and 2022 Build conditions, the northbound movement is expected to continue to operate at LOS F for both the weekday morning and afternoon peak hours.

Site Access/Circulation

Access to the project site will be provided by two unsignalized full-access driveways located on Village Street. The proposed access to the project site is expected to provide safe and efficient operations for facility guests and employees, and is not expected to impact adjacent roadways users.

Sight Distance

A field review of the available sight distance was conducted at the location of the proposed site driveway on Village Street. Village Street has a posted speed limit of 35 miles per hour and an 85th percentile speed of 39 miles per hour in the westbound direction and 40 miles per hour in the eastbound direction as shown in Table 4.

The American Association of State Highway and Transportation Officials (AASHTO) publication, *A Policy on Geometric Design, 2011 Edition*, defines minimum and desirable sight distances at intersections. The minimum sight distance is based on the required stopping sight distance (SSD) for vehicles traveling along the main road. The desirable sight distance allows vehicles to enter the main street traffic flow without requiring the mainline traffic to slow to less than 70% of their speed and is referred to as intersection sight distance (ISD). According to AASHTO, "If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient time to anticipate and avoid collisions." Table 4 summarizes the AASHTO sight distance standards for the 85th percentile speeds on Village Street.

Table 4: Sight Distance Requirements

Village Street Driveway	Movement	Speed (MPH)	SSD ¹ Required (ft)	ISD ² Required (ft)	Sight Distance Measured (ft)	Meets Requirements
Western Site Driveway	Left (West)	40	305	445	500+	Yes
	Right (East)	40	305	385	500+	Yes
Eastern Site Driveway	Left (West)	40	305	445	500+	Yes
	Right (East)	40	305	385	500+	Yes

(1) AASHTO Stopping sight distance (see AASHTO Exhibit 3-1).

(2) AASHTO Intersection sight distance based on Case B1, left-turn from stop or B2, right-turn from stop (looking right/looking left).

The available sight distances were measured at each of the proposed site driveways looking to the west (left) and to the east (right) along Village Street. The available sight distance was measured to be over 500 feet looking both to the left and to the right at both the western site driveway and eastern site driveway. Each of the available sight distances at the proposed site driveway is shown to exceed the minimum SSD and ISD requirements for vehicle speeds up to 45 miles per hour.

CONCLUSION

The proposed Salmon Health and Retirement Senior Community located at 261 Village Street in Medway, MA is to include a variety of senior housing facilities and amenities. Under the proposed project, the site is to include 15 units of attached senior housing, 56 units of detached senior housing, 56 units of congregate care, assisted living facility (120 person maximum), and a 14,000 square foot medical/dental office. The property will also provide public access to the Charles River and walking trails. The project site will be accessed via two proposed unsignalized, full-access driveways on Village Street.

Based on a review of the available ITE trip generation data, the senior community development is expected to generate approximately 115 new vehicle trips (64 entering vehicles and 51 exiting vehicles) during the weekday morning peak hour and approximately 139 new vehicles trips (61 entering vehicles and 78 exiting vehicles) during the weekday afternoon peak hour.

The capacity analysis conducted as part of this study indicates that the proposed senior community development is not expected to have a noticeable impact on the operations along Village Street. The critical movements at each of the unsignalized study area intersections are shown to operate at the same level-of-service with the proposed project in place as under the 2022 No Build condition, with the exception the southbound Holliston Street movement which is shown to operate at LOS D during the weekday morning peak hour under the 2022 Build condition. Each of the approaches to the adjacent study intersections to the west and to the east of the proposed site driveways (Shaw Street and Charles River Road) are shown to operate at LOS C or better during the weekday morning and weekday afternoon peak hours under the 2022 Build conditions. Movements at the intersections of Village Street and Franklin Street and Village Street and Sanford Street are shown to operate at LOS F and over capacity under the 2022 No Build condition. The proposed project is expected to add a small number of vehicles to each of the movements at these two intersections, and the project trips are not expected to have a significant impact on operations.

The proposed site driveways are expected to operate at acceptable levels-of-service under the 2022 Build conditions. The northbound exiting movement at the Western Site Driveway is shown to operate at LOS B during the weekday morning peak hour and at LOS C during the weekday afternoon peak hour. The movement exiting the Eastern Site Driveway is shown to operate at LOS B during both the weekday morning and weekday afternoon peak hours. The eastbound and westbound movements along Village Street at the project site driveways are expected to operate at LOS A and under capacity through the 2022 Build traffic conditions.

Based on the analysis results presented in this report, the proposed Salmon Health and Retirement Senior Community is expected to have a minimal impact on the operations of the study area roadways.

APPENDIX A

Traffic Count Data

Transportation Data Corporation
 Mario Perone, mperone1@verizon.net
 tel (781) 587-0086 cell (781) 439-4999

Village Street
 west of Lilly Street
 City, State: Medway, MA
 Client: McM/M. Starkey

04531Aspeed
 Site Code: Y-15127.11

Eastbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
2/24/15	0	0	0	0	1	1	0	1	0	0	0	0	0	3
01:00	0	0	0	0	3	5	1	0	0	0	0	0	0	9
02:00	0	0	0	0	1	1	0	1	0	0	0	0	0	3
03:00	0	0	0	1	0	1	1	0	0	0	0	0	0	3
04:00	1	0	0	0	2	2	0	0	1	0	0	0	0	6
05:00	0	0	0	2	12	13	8	2	1	0	0	0	0	38
06:00	0	1	0	13	56	78	14	0	0	0	0	0	0	162
07:00	2	0	0	13	117	157	24	0	0	0	0	0	0	313
08:00	3	7	2	16	89	100	30	1	0	0	0	0	0	248
09:00	0	0	0	6	44	57	22	2	0	1	0	0	0	132
10:00	0	0	1	7	39	51	23	0	0	0	0	0	0	121
11:00	0	0	0	5	51	51	19	2	0	0	0	0	0	128
12 PM	0	0	6	7	57	57	21	1	0	0	0	0	0	149
13:00	0	1	3	10	58	59	24	1	1	0	0	0	0	157
14:00	0	0	0	16	80	64	18	1	0	0	1	0	0	180
15:00	1	0	4	3	70	109	22	0	0	0	0	0	0	209
16:00	0	0	1	7	96	119	22	3	0	0	0	0	0	248
17:00	1	1	4	24	107	100	20	4	1	0	0	0	0	262
18:00	0	1	0	45	112	55	2	1	1	0	0	0	0	217
19:00	0	0	1	16	92	52	4	1	0	1	1	0	0	168
20:00	0	0	0	15	60	31	8	1	0	0	0	0	0	115
21:00	0	0	0	12	40	20	3	0	0	0	0	0	0	75
22:00	2	1	0	3	12	9	0	0	0	1	0	0	0	28
23:00	0	0	0	1	5	4	5	0	0	0	0	0	0	15
Total	10	12	22	222	1204	1196	291	22	5	3	2	0	0	2989
Percent	0.3%	0.4%	0.7%	7.4%	40.3%	40.0%	9.7%	0.7%	0.2%	0.1%	0.1%	0.0%	0.0%	

Daily

15th Percentile : 31 MPH
 50th Percentile : 36 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2400
 Percent in Pace : 80.3%
 Number of Vehicles > 35 MPH : 1519
 Percent of Vehicles > 35 MPH : 50.8%

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Village Street
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Client: McM/M. Starkey

04531Aspeed
Site Code: Y-15127.11

Eastbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
2/25/15	0	0	0	1	7	2	0	0	0	0	0	0	0	10
01:00	1	0	0	1	2	3	0	0	0	0	0	0	0	7
02:00	0	0	1	1	1	0	2	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	2	4	0	2	0	0	0	0	0	10
05:00	0	0	1	2	5	11	14	2	1	0	0	0	0	36
06:00	0	0	2	3	39	69	39	6	2	1	0	0	0	161
07:00	0	1	4	25	146	123	20	1	0	0	0	0	0	323
08:00	0	2	7	27	86	104	28	1	0	0	0	0	0	255
09:00	0	0	0	1	57	65	22	1	0	0	0	0	0	146
10:00	1	0	0	8	53	42	13	3	0	0	0	0	0	120
11:00	1	8	1	12	38	55	23	0	1	0	0	0	0	139
12 PM	0	0	0	7	55	59	13	1	0	0	1	0	0	136
13:00	0	0	0	11	60	53	25	1	0	0	0	0	0	150
14:00	0	0	1	15	89	87	13	1	1	0	0	0	0	207
15:00	0	0	0	22	91	91	19	2	0	0	0	0	0	225
16:00	0	0	0	17	74	117	25	3	0	0	0	0	0	236
17:00	1	2	2	19	139	111	9	2	0	0	0	0	0	285
18:00	0	0	0	43	110	60	5	0	0	0	0	0	0	218
19:00	0	0	2	11	59	45	2	1	0	0	0	0	0	120
20:00	1	0	0	6	54	38	6	0	0	0	0	0	1	106
21:00	1	0	0	6	37	27	8	2	0	1	0	0	0	82
22:00	0	0	0	3	17	16	4	0	0	0	0	0	0	40
23:00	0	0	0	1	7	4	3	0	0	0	0	0	0	15
Total	7	13	22	245	1228	1186	293	29	5	2	1	0	1	3032
Percent	0.2%	0.4%	0.7%	8.1%	40.5%	39.1%	9.7%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	31 MPH
50th Percentile :	36 MPH
85th Percentile :	40 MPH
95th Percentile :	44 MPH
Mean Speed(Average) :	36 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	2414
Percent in Pace :	79.6%
Number of Vehicles > 35 MPH :	1517
Percent of Vehicles > 35 MPH :	50.0%

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Village Street
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 Client: McM/M. Starkey

04531Aspeed
 Site Code: Y-15127.11

Eastbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
2/26/15	0	0	0	1	4	1	4	1	0	0	0	0	0	11
01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3
02:00	0	0	0	0	2	1	1	0	0	0	0	0	0	4
03:00	0	0	0	2	1	1	0	0	0	0	0	0	0	4
04:00	0	0	0	0	1	3	2	1	0	0	0	0	2	7
05:00	0	1	0	0	12	15	9	1	0	1	0	0	0	39
06:00	1	0	0	6	65	74	27	0	0	0	0	0	0	173
07:00	1	0	2	19	154	148	24	2	0	0	0	0	0	350
08:00	0	0	0	17	101	101	13	0	0	0	0	0	0	232
09:00	0	1	4	11	51	71	12	2	0	0	0	0	0	152
10:00	0	0	0	8	48	43	5	3	0	0	0	0	0	107
11:00	0	1	2	13	45	52	11	0	0	0	0	0	0	124
12 PM	0	1	3	6	40	54	18	1	0	0	0	0	0	123
13:00	0	0	2	10	67	44	14	1	0	0	0	0	0	138
14:00	0	0	2	16	88	59	18	3	0	0	0	0	0	186
15:00	0	0	2	13	99	103	20	1	0	0	0	0	0	238
16:00	1	0	1	21	101	106	17	1	0	0	0	0	0	248
17:00	0	0	3	13	105	138	34	0	0	1	0	0	0	294
18:00	0	1	1	45	104	50	7	1	0	0	0	0	0	209
19:00	0	1	1	32	79	45	2	1	0	0	0	0	0	161
20:00	0	0	0	20	63	25	3	0	0	0	0	0	0	111
21:00	0	1	0	12	24	18	4	0	0	0	0	0	0	59
22:00	0	0	0	6	35	21	2	0	1	0	0	0	0	65
23:00	0	0	1	1	8	7	3	0	0	0	0	0	0	20
Total	3	7	24	272	1298	1182	250	19	1	2	0	0	0	3058
Percent	0.1%	0.2%	0.8%	8.9%	42.4%	38.7%	8.2%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	

Daily
 15th Percentile : 31 MPH
 50th Percentile : 35 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2480
 Percent in Pace : 81.1%
 Number of Vehicles > 35 MPH : 1454
 Percent of Vehicles > 35 MPH : 47.5%

Grand Total	20	32	68	739	3730	3564	834	70	11	7	3	0	1	9079
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Overall
 15th Percentile : 31 MPH
 50th Percentile : 35 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 7294
 Percent in Pace : 80.3%
 Number of Vehicles > 35 MPH : 4490
 Percent of Vehicles > 35 MPH : 49.5%

Transportation Data Corporation

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Village Street
west of Lilly Street
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Client: McM/M. Starkey

04531Aspeed
Site Code: Y-15127.11

Westbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	Total
2/24/15	0	0	0	2	2	4	0	0	0	0	0	0	0	8
01:00	0	0	0	0	3	1	0	0	0	0	0	0	0	4
02:00	0	0	0	0	1	1	1	0	0	0	0	0	0	3
03:00	0	0	0	0	1	1	0	1	0	0	0	0	0	3
04:00	1	0	0	0	2	1	1	0	0	0	0	0	0	5
05:00	0	0	0	7	9	11	5	0	0	0	0	0	0	32
06:00	0	0	0	4	50	56	4	0	0	0	0	0	0	114
07:00	2	0	1	18	140	112	14	0	1	0	0	0	0	288
08:00	0	0	1	14	106	108	14	0	0	0	0	0	0	243
09:00	0	0	1	7	85	70	15	1	0	0	0	0	0	179
10:00	1	0	0	8	50	56	8	1	0	0	0	0	0	124
11:00	0	0	0	7	53	69	12	1	1	0	0	0	0	143
12 PM	0	0	1	8	59	58	11	2	0	0	0	0	0	139
13:00	0	1	1	8	76	65	8	2	0	0	0	0	0	161
14:00	1	0	0	18	91	117	12	0	0	0	0	0	0	239
15:00	0	0	2	13	135	136	10	2	0	0	0	0	0	296
16:00	1	3	3	8	137	187	17	0	0	0	0	0	0	356
17:00	0	1	4	30	175	110	9	0	0	0	0	0	0	329
18:00	0	0	3	42	135	50	3	0	0	0	0	0	0	233
19:00	0	0	2	16	65	38	2	0	0	0	0	0	0	123
20:00	0	0	0	10	51	26	3	1	0	0	0	0	0	91
21:00	0	0	1	7	28	10	4	0	0	0	0	0	0	50
22:00	0	2	1	5	12	8	1	1	0	0	0	0	0	30
23:00	0	0	0	6	15	9	0	0	0	0	0	0	0	30
Total	6	7	21	238	1481	1304	154	12	2	0	0	0	0	3225
Percent	0.2%	0.2%	0.7%	7.4%	45.9%	40.4%	4.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily
 15th Percentile : 31 MPH
 50th Percentile : 35 MPH
 85th Percentile : 39 MPH
 95th Percentile : 41 MPH

 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2785
 Percent in Pace : 86.4%
 Number of Vehicles > 35 MPH : 1472
 Percent of Vehicles > 35 MPH : 45.6%

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 Site Code: Y-15127.11

Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
2/25/15	0	0	0	1	3	2	1	0	0	0	0	0	0	7
01:00	0	1	0	0	4	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	3	1	0	0	0	0	5
04:00	1	0	0	0	4	1	3	1	0	0	0	0	0	10
05:00	0	0	0	2	8	9	9	3	1	0	0	0	0	32
06:00	0	4	1	3	33	35	34	10	3	1	0	0	0	124
07:00	0	0	1	31	146	80	11	0	0	0	0	0	0	269
08:00	0	0	0	26	131	79	15	1	0	0	0	0	0	252
09:00	0	0	0	5	76	70	14	2	0	0	0	0	0	167
10:00	0	0	1	6	64	57	5	0	1	0	0	0	0	134
11:00	0	0	1	6	67	47	12	1	0	0	0	0	0	134
12 PM	2	1	3	11	50	89	7	1	0	0	0	0	0	164
13:00	0	0	0	8	80	66	10	1	0	0	0	0	0	165
14:00	0	0	0	15	97	115	13	1	0	0	0	0	0	241
15:00	0	1	1	15	149	135	10	0	0	0	0	0	0	311
16:00	1	0	5	12	138	152	6	1	0	0	0	0	0	315
17:00	0	0	0	17	226	125	11	0	0	0	0	0	0	381
18:00	0	1	0	24	160	41	4	0	0	0	0	0	0	230
19:00	0	0	1	15	66	42	2	0	0	0	0	0	0	126
20:00	0	0	0	9	29	22	7	1	0	0	0	0	0	68
21:00	0	0	0	1	27	13	1	1	0	0	0	0	0	43
22:00	0	0	0	2	11	9	2	0	0	0	0	0	0	24
23:00	0	0	0	0	4	7	3	1	0	0	0	0	0	15
Total	4	8	15	209	1576	1196	180	28	6	1	0	0	0	3223
Percent	0.1%	0.2%	0.5%	6.5%	48.9%	37.1%	5.6%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile : 31 MPH
 50th Percentile : 35 MPH
 85th Percentile : 39 MPH
 95th Percentile : 42 MPH

Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2772
 Percent in Pace : 86.0%
 Number of Vehicles > 35 MPH : 1411
 Percent of Vehicles > 35 MPH : 43.8%

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 west of Lilly Street
 City, State: Medway, MA
 Client: McM/M. Starkey

04531Aspeed
 Site Code: Y-15127.11

Westbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	Total
2/26/15	0	0	0	1	4	6	3	1	0	0	0	0	0	15
01:00	0	0	0	1	1	2	0	0	0	0	0	0	0	4
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	1	2	0	0	0	0	0	0	3
04:00	0	0	1	0	1	2	3	0	0	0	0	0	0	7
05:00	0	0	2	0	12	12	3	1	0	0	0	0	0	30
06:00	0	0	0	7	39	55	7	1	0	0	0	0	0	109
07:00	0	0	0	9	117	132	22	2	1	0	0	0	0	283
08:00	0	0	1	7	115	121	13	0	0	0	0	0	0	257
09:00	0	0	5	8	78	68	15	0	0	0	0	0	0	174
10:00	0	0	1	10	47	38	10	2	0	0	0	0	0	108
11:00	0	1	2	11	71	65	7	0	0	0	0	0	0	157
12 PM	0	0	1	5	76	64	9	2	0	0	0	0	0	157
13:00	0	0	0	12	52	79	10	1	0	1	0	0	0	155
14:00	0	0	1	16	98	111	17	0	0	0	0	0	0	243
15:00	1	0	0	20	154	126	11	1	0	0	0	0	0	313
16:00	0	0	7	15	149	156	22	1	0	0	0	0	0	350
17:00	0	0	3	21	177	147	14	0	0	0	0	0	0	362
18:00	0	0	1	25	158	54	2	0	0	0	0	0	0	240
19:00	0	0	1	14	84	39	6	0	0	0	0	0	0	144
20:00	0	0	0	11	49	23	0	0	0	0	0	0	0	83
21:00	0	2	1	4	37	15	1	0	0	0	0	0	0	60
22:00	0	0	0	6	9	11	1	1	0	0	0	0	0	28
23:00	0	0	0	0	11	3	1	1	0	0	0	0	0	16
Total	1	3	27	203	1541	1330	179	14	1	1	0	0	0	3300
Percent	0.0%	0.1%	0.8%	6.2%	46.7%	40.3%	5.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily
 15th Percentile : 31 MPH
 50th Percentile : 35 MPH
 85th Percentile : 39 MPH
 95th Percentile : 41 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2871
 Percent in Pace : 87.0%
 Number of Vehicles > 35 MPH : 1525
 Percent of Vehicles > 35 MPH : 46.2%

Grand Total	11	18	63	650	4598	3830	513	54	9	2	0	0	0	9748
-------------	----	----	----	-----	------	------	-----	----	---	---	---	---	---	------

Overall
 15th Percentile : 31 MPH
 50th Percentile : 35 MPH
 85th Percentile : 39 MPH
 95th Percentile : 41 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 8428
 Percent in Pace : 86.5%
 Number of Vehicles > 35 MPH : 4408
 Percent of Vehicles > 35 MPH : 45.2%

Transportation Data Corporation
 Mario Perone, mperone1@verizon.net
 tel (781) 587-0086 cell (781) 439-4999

Village Street
 west of Lilly Street
 City, State: Medway, MA
 Client: McM/M. Starkey

04531Aclass

Site Code: Y-15127.11

Eastbound														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
2/24/15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	29	8	0	1	0	0	0	0	0	0	0	0	38
06:00	0	121	36	0	4	1	0	0	0	0	0	0	0	162
07:00	2	237	63	4	7	0	0	0	0	0	0	0	0	313
08:00	0	179	52	7	9	0	0	0	1	0	0	0	0	248
09:00	0	98	31	1	2	0	0	0	0	0	0	0	0	132
10:00	1	77	34	2	7	0	0	0	0	0	0	0	0	121
11:00	0	95	26	0	5	0	0	0	2	0	0	0	0	128
12 PM	0	118	24	1	5	1	0	0	0	0	0	0	0	149
13:00	0	113	31	1	9	1	0	0	2	0	0	0	0	157
14:00	1	128	35	6	7	1	1	0	1	0	0	0	0	180
15:00	1	154	45	0	9	0	0	0	0	0	0	0	0	209
16:00	1	199	43	0	5	0	0	0	0	0	0	0	0	248
17:00	0	209	44	0	9	0	0	0	0	0	0	0	0	262
18:00	0	178	34	0	3	1	0	1	0	0	0	0	0	217
19:00	0	133	26	0	9	0	0	0	0	0	0	0	0	168
20:00	0	95	16	0	4	0	0	0	0	0	0	0	0	115
21:00	0	64	9	0	2	0	0	0	0	0	0	0	0	75
22:00	0	20	7	0	1	0	0	0	0	0	0	0	0	28
23:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
Total	6	2277	573	22	98	5	1	1	6	0	0	0	0	2989
Percent	0.2%	76.2%	19.2%	0.7%	3.3%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	08:00	06:00			11:00					07:00
Vol.	2	237	63	7	9	1			2					313
PM Peak	14:00	17:00	15:00	14:00	13:00	12:00	14:00	18:00	13:00					17:00
Vol.	1	209	45	6	9	1	1	1	2					262

Transportation Data Corporation

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Village Street
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04531Aclass

Site Code: Y-15127.11

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
2/25/15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
02:00	0	1	3	0	1	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	6	0	4	0	0	0	0	0	0	0	0	10
05:00	0	1	22	0	13	0	0	0	0	0	0	0	0	36
06:00	0	71	66	0	23	0	0	0	1	0	0	0	0	161
07:00	1	238	61	3	20	0	0	0	0	0	0	0	0	323
08:00	0	182	54	6	12	0	0	0	1	0	0	0	0	255
09:00	0	98	41	1	5	1	0	0	0	0	0	0	0	146
10:00	0	81	32	0	6	1	0	0	0	0	0	0	0	120
11:00	0	107	28	0	3	1	0	0	0	0	0	0	0	139
12 PM	1	92	36	1	4	1	0	0	1	0	0	0	0	136
13:00	0	108	30	0	12	0	0	0	0	0	0	0	0	150
14:00	1	142	44	7	11	1	0	0	1	0	0	0	0	207
15:00	1	159	51	2	11	1	0	0	0	0	0	0	0	225
16:00	0	189	42	0	5	0	0	0	0	0	0	0	0	236
17:00	1	235	44	0	5	0	0	0	0	0	0	0	0	285
18:00	1	179	32	0	6	0	0	0	0	0	0	0	0	218
19:00	0	95	17	0	5	0	0	0	0	0	0	0	0	120
20:00	0	85	17	0	4	0	0	0	0	0	0	0	0	106
21:00	0	60	21	0	1	0	0	0	0	0	0	0	0	82
22:00	0	32	7	0	1	0	0	0	0	0	0	0	0	40
23:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Total	6	2185	657	20	154	6	0	0	4	0	0	0	0	3032
Percent	0.2%	72.1%	21.7%	0.7%	5.1%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	08:00	06:00	09:00			06:00					07:00
Vol.	1	238	66	6	23	1			1					323
PM Peak	12:00	17:00	15:00	14:00	13:00	12:00			12:00					17:00
Vol.	1	235	51	7	12	1			1					285

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Village Street
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04531Aclass

Site Code: Y-15127.11

Eastbound														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
2/28/15	0	7	4	0	0	0	0	0	0	0	0	0	0	11
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:00	0	27	8	0	2	1	0	0	1	0	0	0	0	39
06:00	0	140	28	0	5	0	0	0	0	0	0	0	0	173
07:00	1	262	73	2	12	0	0	1	0	0	0	0	0	351
08:00	0	164	53	7	5	2	0	1	0	0	0	0	0	232
09:00	0	101	43	0	8	0	0	0	0	0	0	0	0	152
10:00	0	77	27	0	3	0	0	0	0	0	0	0	0	107
11:00	0	86	29	1	8	0	0	0	0	0	0	0	0	124
12 PM	1	94	24	0	2	2	0	0	0	0	0	0	0	123
13:00	0	95	37	1	5	0	0	0	0	0	0	0	0	138
14:00	1	126	47	7	5	0	0	0	0	0	0	0	0	186
15:00	0	182	44	1	11	0	0	0	0	0	0	0	0	238
16:00	2	189	49	0	6	1	0	1	0	0	0	0	0	248
17:00	1	236	47	0	10	0	0	0	0	0	0	0	0	294
18:00	0	171	33	0	5	0	0	0	0	0	0	0	0	209
19:00	1	126	32	0	2	0	0	0	0	0	0	0	0	161
20:00	0	92	18	0	1	0	0	0	0	0	0	0	0	111
21:00	0	48	10	0	1	0	0	0	0	0	0	0	0	59
22:00	0	51	12	0	2	0	0	0	0	0	0	0	0	65
23:00	0	15	4	0	1	0	0	0	0	0	0	0	0	20
Total	7	2306	623	19	94	6	0	3	1	0	0	0	0	3059
Percent	0.2%	75.4%	20.4%	0.6%	3.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	07:00	08:00		07:00	05:00					07:00
Vol.	1	262	73	7	12	2		1	1					351
PM Peak	16:00	17:00	16:00	14:00	15:00	12:00		16:00						17:00
Vol.	2	236	49	7	11	2		1						294
Grand Total	19	6768	1853	61	346	17	1	4	11	0	0	0	0	9080
Percent	0.2%	74.5%	20.4%	0.7%	3.8%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

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Village Street
 west of Lilly Street
 City, State: Medway, MA
 Client: McM/M. Starkey

04531Aclass
 Site Code: Y-15127.11

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
2/24/15	0	7	0	0	1	0	0	0	0	0	0	0	0	8
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	27	5	0	0	0	0	0	0	0	0	0	0	32
06:00	0	96	15	0	2	1	0	0	0	0	0	0	0	114
07:00	0	246	32	5	4	1	0	0	0	0	0	0	0	288
08:00	0	203	27	4	7	1	0	0	1	0	0	0	0	243
09:00	0	143	29	0	6	0	0	0	1	0	0	0	0	179
10:00	0	104	16	0	3	1	0	0	0	0	0	0	0	124
11:00	0	110	25	0	7	0	0	0	1	0	0	0	0	143
12 PM	0	116	18	0	4	0	0	0	1	0	0	0	0	139
13:00	0	135	23	0	3	0	0	0	0	0	0	0	0	161
14:00	0	191	33	8	6	1	0	0	0	0	0	0	0	239
15:00	0	240	50	3	3	0	0	0	2	0	0	0	0	298
16:00	0	305	46	0	4	0	0	1	0	0	0	0	0	356
17:00	1	267	56	0	4	0	0	1	0	0	0	0	0	329
18:00	0	204	25	1	3	0	0	0	0	0	0	0	0	233
19:00	0	106	13	0	2	0	0	0	0	0	0	0	0	123
20:00	0	83	7	0	1	0	0	0	0	0	0	0	0	91
21:00	0	43	7	0	0	0	0	0	0	0	0	0	0	50
22:00	0	24	6	0	0	0	0	0	0	0	0	0	0	30
23:00	0	26	4	0	0	0	0	0	0	0	0	0	0	30
Total	1	2692	438	21	60	5	0	2	6	0	0	0	0	3225
Percent	0.0%	83.5%	13.6%	0.7%	1.9%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	07:00	08:00	06:00			08:00					07:00
Vol.		246	32	5	7	1			1					288
PM Peak	17:00	16:00	17:00	14:00	14:00	14:00		16:00	15:00					16:00
Vol.	1	305	56	8	6	1		1	2					356

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Village Street
 west of Lilly Street
 City, State: Medway, MA
 Client: McM/M. Starkey

04531Aclass

Site Code: Y-15127.11

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
2/25/15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	5	0	0	0	0	0	0	0	0	5
04:00	0	0	6	0	4	0	0	0	0	0	0	0	0	10
05:00	0	8	16	0	7	1	0	0	0	0	0	0	0	32
06:00	0	57	52	0	15	0	0	0	0	0	0	0	0	124
07:00	0	224	31	5	8	0	0	0	1	0	0	0	0	269
08:00	0	211	33	4	4	0	0	0	0	0	0	0	0	252
09:00	0	135	24	0	7	0	0	0	1	0	0	0	0	167
10:00	0	100	30	0	2	1	0	0	1	0	0	0	0	134
11:00	1	105	24	0	4	0	0	0	0	0	0	0	0	134
12 PM	1	133	25	1	3	1	0	0	0	0	0	0	0	164
13:00	0	130	33	0	1	1	0	0	0	0	0	0	0	165
14:00	0	196	33	9	3	0	0	0	0	0	0	0	0	241
15:00	0	242	60	2	5	0	0	0	2	0	0	0	0	311
16:00	1	252	56	0	6	0	0	0	0	0	0	0	0	315
17:00	0	327	50	0	4	0	0	0	0	0	0	0	0	381
18:00	0	198	30	0	2	0	0	0	0	0	0	0	0	230
19:00	0	111	12	0	3	0	0	0	0	0	0	0	0	126
20:00	1	58	8	0	0	0	0	1	0	0	0	0	0	68
21:00	0	33	9	0	1	0	0	0	0	0	0	0	0	43
22:00	0	21	2	0	1	0	0	0	0	0	0	0	0	24
23:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
Total	4	2561	541	21	86	4	0	1	5	0	0	0	0	3223
Percent	0.1%	79.5%	16.8%	0.7%	2.7%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	06:00	07:00	06:00	05:00			07:00					07:00
Vol.	1	224	52	5	15	1			1					269
PM Peak	12:00	17:00	15:00	14:00	16:00	12:00		20:00	15:00					17:00
Vol.	1	327	60	9	6	1		1	2					381

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04531Aclass
 Site Code: Y-15127.11

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
2/26/15	0	8	7	0	0	0	0	0	0	0	0	0	0	15
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	24	5	0	0	1	0	0	0	0	0	0	0	30
06:00	1	91	15	0	1	1	0	0	0	0	0	0	0	109
07:00	0	247	24	5	7	0	0	0	0	0	0	0	0	283
08:00	0	224	24	4	5	0	0	0	0	0	0	0	0	257
09:00	0	139	25	0	8	1	0	0	1	0	0	0	0	174
10:00	0	90	18	0	0	0	0	0	0	0	0	0	0	108
11:00	1	130	24	1	1	0	0	0	0	0	0	0	0	157
12 PM	0	124	25	1	4	2	0	1	0	0	0	0	0	157
13:00	0	118	32	0	4	1	0	0	0	0	0	0	0	155
14:00	0	196	34	9	4	0	0	0	0	0	0	0	0	243
15:00	1	256	50	2	3	1	0	0	0	0	0	0	0	313
16:00	0	285	57	0	7	0	0	0	1	0	0	0	0	350
17:00	1	305	53	0	3	0	0	0	0	0	0	0	0	362
18:00	0	207	30	0	3	0	0	0	0	0	0	0	0	240
19:00	0	127	14	0	3	0	0	0	0	0	0	0	0	144
20:00	0	71	12	0	0	0	0	0	0	0	0	0	0	83
21:00	0	53	7	0	0	0	0	0	0	0	0	0	0	60
22:00	0	25	3	0	0	0	0	0	0	0	0	0	0	28
23:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
Total	4	2749	462	22	53	7	0	1	2	0	0	0	0	3300
Percent	0.1%	83.3%	14.0%	0.7%	1.6%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	09:00	07:00	09:00	05:00			09:00					07:00
Vol.	1	247	25	5	8	1			1					283
PM Peak	15:00	17:00	16:00	14:00	16:00	12:00		12:00	16:00					17:00
Vol.	1	305	57	9	7	2		1	1					362
Grand Total	9	8002	1441	64	199	16	0	4	13	0	0	0	0	9748
Percent	0.1%	82.1%	14.8%	0.7%	2.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

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Village Street
 west of Lilly Street
 City, State: Medway, MA
 Client: McM/M. Starkey

04531A volume
 Site Code: Y-15127.11

Start Time	24-Feb-15 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	34			3	37				
12:15		2	43			2	34				
12:30		1	36			1	36				
12:45		0	36	3	149	2	32	8	139	11	288
01:00		3	41			2	39				
01:15		4	34			0	48				
01:30		1	35			2	33				
01:45		1	47	9	157	0	41	4	161	13	318
02:00		1	41			0	50				
02:15		0	49			0	54				
02:30		1	44			2	79				
02:45		1	46	3	180	1	56	3	239	6	419
03:00		1	47			0	72				
03:15		0	68			0	63				
03:30		1	47			2	95				
03:45		1	47	3	209	1	68	3	298	6	507
04:00		1	58			2	89				
04:15		1	63			2	86				
04:30		2	67			0	87				
04:45		2	60	6	248	1	94	5	356	11	604
05:00		4	72			6	86				
05:15		7	66			5	81				
05:30		7	62			12	81				
05:45		20	62	38	262	9	81	32	329	70	591
06:00		17	62			24	68				
06:15		33	59			21	67				
06:30		44	45			26	52				
06:45		68	51	162	217	43	46	114	233	276	450
07:00		67	53			68	26				
07:15		75	42			67	33				
07:30		89	39			81	30				
07:45		82	34	313	168	72	34	288	123	601	291
08:00		80	32			92	24				
08:15		79	32			44	22				
08:30		48	27			62	22				
08:45		41	24	248	115	45	23	243	91	491	206
09:00		31	18			49	15				
09:15		42	25			38	16				
09:30		37	15			55	9				
09:45		22	17	132	75	37	10	179	50	311	125
10:00		31	5			28	11				
10:15		30	7			26	7				
10:30		34	6			38	4				
10:45		26	10	121	28	32	8	124	30	245	58
11:00		20	3			28	8				
11:15		40	2			26	13				
11:30		36	5			49	5				
11:45		32	5	128	15	40	4	143	30	271	45
Total		1166	1823			1146	2079			2312	3902
Percent		39.0%	61.0%			35.5%	64.5%			37.2%	62.8%
Combined Total		2989				3225				6214	

Transportation Data Corporation

Mario Perone, mperone1@verizon.net
tel (781) 587-0086 cell (781) 439-4999

Village Street
west of Lilly Street
City, State: Medway, MA
Client: McM/M. Starkey

04531Avolume
Site Code: Y-15127.11

Start Time	25-Feb-15 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	35			3	46				
12:15		2	29			0	41				
12:30		4	32			2	40				
12:45		3	40			2	37				
01:00		5	38	10	136	0	47	7	164	17	300
01:15		1	37			2	48				
01:30		0	30			2	39				
01:45		1	45	7	150	1	31	5	165	12	315
02:00		0	42			1	52				
02:15		1	50			0	40				
02:30		1	56			0	79				
02:45		3	59	5	207	0	70	1	241	6	448
03:00		0	44			1	64				
03:15		0	58			1	84				
03:30		0	62			1	86				
03:45		0	61	0	225	2	77	5	311	5	536
04:00		3	67			2	78				
04:15		4	56			2	87				
04:30		0	60			1	69				
04:45		3	53	10	236	5	81	10	315	20	551
05:00		4	67			7	95				
05:15		8	76			6	102				
05:30		8	76			10	96				
05:45		16	66	36	285	9	88	32	381	68	666
06:00		31	59			25	65				
06:15		29	59			25	59				
06:30		44	54			29	53				
06:45		57	46	161	218	45	53	124	230	285	448
07:00		75	38			49	37				
07:15		67	33			72	35				
07:30		87	17			79	29				
07:45		94	32	323	120	69	25	269	126	592	246
08:00		90	21			88	14				
08:15		55	27			70	24				
08:30		57	24			45	19				
08:45		53	34	255	106	49	11	252	68	507	174
09:00		45	27			50	11				
09:15		39	20			37	11				
09:30		33	21			31	14				
09:45		29	14	146	82	49	7	167	43	313	125
10:00		31	15			34	13				
10:15		34	12			35	5				
10:30		20	9			24	4				
10:45		35	4	120	40	41	2	134	24	254	64
11:00		34	5			30	3				
11:15		31	3			33	4				
11:30		31	2			41	2				
11:45		43	5	139	15	30	6	134	15	273	30
Total		1212	1820			1140	2083			2352	3903
Percent		40.0%	60.0%			35.4%	64.6%			37.6%	62.4%
Combined Total		3032				3223				6255	

Transportation Data Corporation
 Mario Perone, mperone1@verizon.net
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Village Street
 west of Lilly Street
 City, State: Medway, MA
 Client: McM/M. Starkey

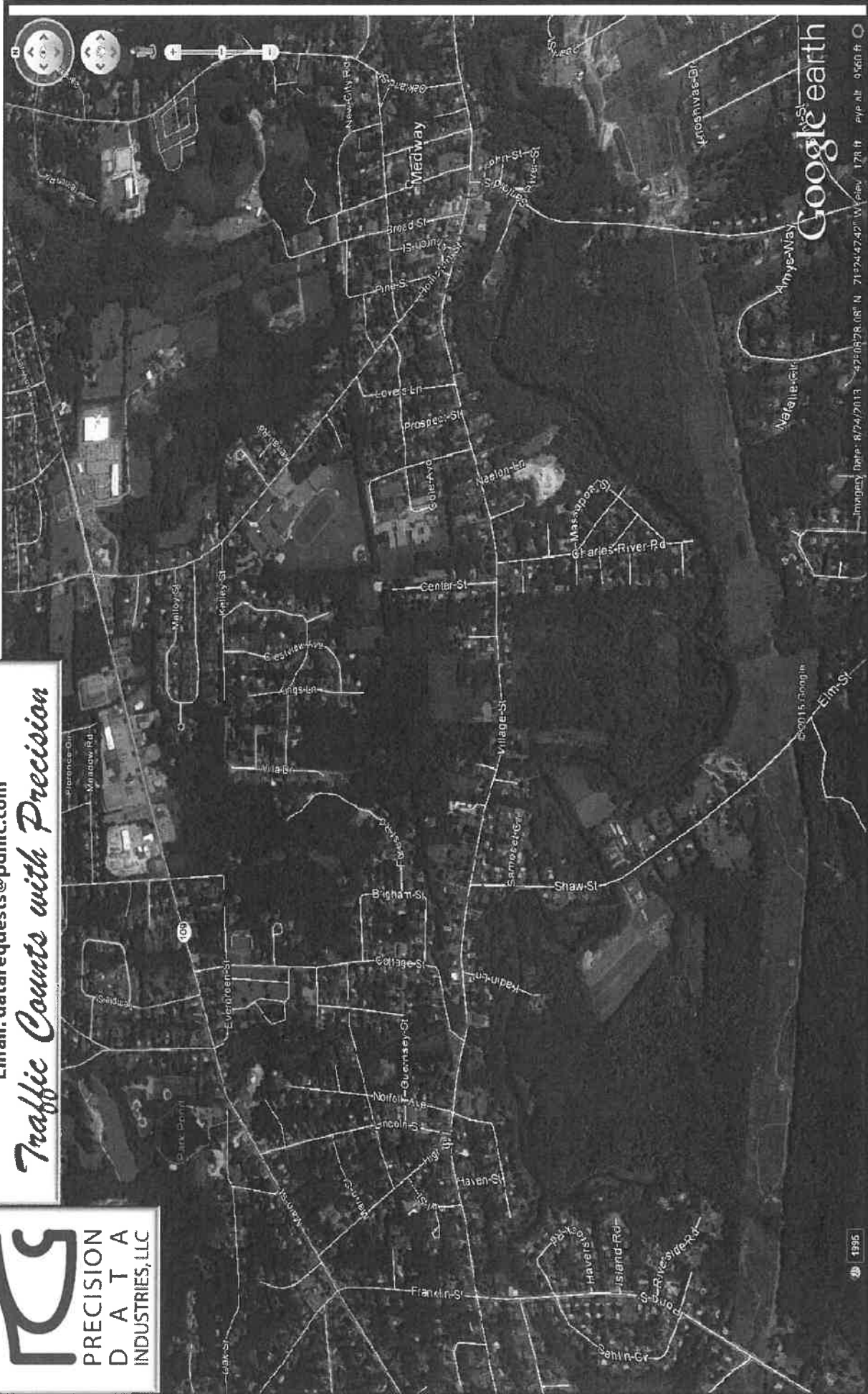
04531A volume
 Site Code: Y-15127.11

Start Time	26-Feb-15 Thu	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	31			7	39				
12:15		3	28			4	37				
12:30		4	31			3	39				
12:45		2	33	11	123	1	42	15	157	26	280
01:00		3	34			0	35				
01:15		0	24			1	39				
01:30		0	29			1	45				
01:45		0	51	3	138	2	36	4	155	7	293
02:00		2	33			0	53				
02:15		0	60			0	46				
02:30		2	46			0	81				
02:45		0	47	4	186	2	63	2	243	6	429
03:00		0	55			0	58				
03:15		0	56			1	80				
03:30		1	59			2	102				
03:45		3	68	4	238	0	73	3	313	7	551
04:00		0	65			1	101				
04:15		0	71			1	84				
04:30		2	59			4	92				
04:45		5	53	7	248	1	73	7	350	14	598
05:00		1	83			4	90				
05:15		12	80			1	79				
05:30		12	74			12	99				
05:45		14	57	39	294	13	94	30	362	69	656
06:00		21	64			21	70				
06:15		32	55			24	63				
06:30		44	54			26	51				
06:45		76	36	173	209	38	56	109	240	282	449
07:00		71	61			60	44				
07:15		84	38			63	40				
07:30		103	34			82	33				
07:45		92	28	350	161	78	27	283	144	633	305
08:00		71	34			92	27				
08:15		56	31			66	20				
08:30		52	22			53	18				
08:45		53	24	232	111	46	18	257	83	489	194
09:00		41	13			47	23				
09:15		51	17			41	10				
09:30		40	20			37	13				
09:45		20	9	152	59	49	14	174	60	326	119
10:00		19	23			29	11				
10:15		25	18			31	9				
10:30		38	16			23	4				
10:45		25	8	107	65	25	4	108	28	215	93
11:00		26	11			43	7				
11:15		27	3			32	2				
11:30		40	2			48	4				
11:45		31	4	124	20	34	3	157	16	281	36
Total		1206	1852			1149	2151			2355	4003
Percent		39.4%	60.6%			34.8%	65.2%			37.0%	63.0%
Combined Total		3058				3300				6358	
Total		3584	5495			3435	6313			7019	11808
Percent		39.5%	60.5%			35.2%	64.8%			37.3%	62.7%
Combined Total		9079				9748				18827	
ADT		ADT 6,276				AADT 6,276					



PRECISION DATA INDUSTRIES, LLC
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Traffic Counts with Precision



Client: McMahon Associates	Engineer: M. Starkey	Site Code: Y15127.11	Date: Wednesday 3/4/15	PDI Job Number: 154311	City, State: Medway, MA
--------------------------------------	--------------------------------	--------------------------------	----------------------------------	----------------------------------	-----------------------------------

Imagery Date: 8/24/2013 42°08'28.08" N 71°24'47.42" W Elev: 178 ft Pipe dia: 9.560 ft



PRECISION
D A T A
INDUSTRIES, LLC

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

N/S: Franklin Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 A
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Franklin Street From North				Village Street From East				Franklin Street From South				Village Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	0	10	13	0	27	12	17	0	37	68	3	0	2	15	1	0	205
07:15 AM	0	17	16	0	38	21	19	0	40	71	3	0	5	30	0	0	260
07:30 AM	0	16	15	0	42	24	23	0	54	56	1	0	6	34	1	0	272
07:45 AM	0	21	19	0	46	23	23	0	50	58	3	0	4	40	3	0	290
Total	0	64	63	0	153	80	82	0	181	253	10	0	17	119	5	0	1027
08:00 AM	2	21	21	0	38	28	25	0	38	53	2	0	6	34	1	0	269
08:15 AM	1	19	13	0	32	22	20	0	36	56	1	0	2	18	3	0	223
08:30 AM	0	13	5	0	27	21	23	0	26	51	2	0	2	16	0	0	186
08:45 AM	0	15	16	0	26	19	18	0	22	40	6	0	1	19	0	0	182
Total	3	68	55	0	123	90	86	0	122	200	11	0	11	87	4	0	860
Grand Total	3	132	118	0	276	170	168	0	303	453	21	0	28	206	9	0	1887
Apprch %	1.2	52.2	46.6	0	45	27.7	27.4	0	39	58.3	2.7	0	11.5	84.8	3.7	0	
Total %	0.2	7	6.3	0	14.6	9	8.9	0	16.1	24	1.1	0	1.5	10.9	0.5	0	
Cars	3	129	114	0	270	165	165	0	301	443	21	0	26	197	9	0	1843
% Cars	100	97.7	96.6	0	97.8	97.1	98.2	0	99.3	97.8	100	0	92.9	95.6	100	0	97.7
Heavy Vehicles	0	3	4	0	6	5	3	0	2	10	0	0	2	9	0	0	44
% Heavy Vehicles	0	2.3	3.4	0	2.2	2.9	1.8	0	0.7	2.2	0	0	7.1	4.4	0	0	2.3

Start Time	Franklin Street From North					Village Street From East					Franklin Street From South					Village Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	17	16	0	33	38	21	19	0	78	40	71	3	0	114	5	30	0	0	35	260
07:30 AM	0	16	15	0	31	42	24	23	0	89	54	56	1	0	111	6	34	1	0	41	272
07:45 AM	0	21	19	0	40	46	23	23	0	92	50	58	3	0	111	4	40	3	0	47	290
08:00 AM	2	21	21	0	44	38	28	25	0	91	38	53	2	0	93	6	34	1	0	41	269
Total Volume	2	75	71	0	148	164	96	90	0	350	182	238	9	0	429	21	138	5	0	164	1091
% App. Total	1.4	50.7	48	0	46.9	27.4	25.7	0	42.4	55.5	2.1	0	12.8	84.1	3	0					
PHF	.250	.893	.845	.000	.841	.891	.857	.900	.000	.951	.843	.838	.750	.000	.941	.875	.863	.417	.000	.872	.941
Cars	2	73	70	0	145	159	93	89	0	341	180	231	9	0	420	19	135	5	0	159	1065
% Cars	100	97.3	98.6	0	98.0	97.0	96.9	98.9	0	97.4	98.9	97.1	100	0	97.9	90.5	97.8	100	0	97.0	97.6
Heavy Vehicles	0	2	1	0	3	5	3	1	0	9	2	7	0	0	9	2	3	0	0	5	26
% Heavy Vehicles	0	2.7	1.4	0	2.0	3.0	3.1	1.1	0	2.6	1.1	2.9	0	0	2.1	9.5	2.2	0	0	3.0	2.4



PRECISION
D A T A
INDUSTRIES, LLC

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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Franklin Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 A
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars

Start Time	Franklin Street From North				Village Street From East				Franklin Street From South				Village Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	0	9	12	0	27	12	15	0	37	68	3	0	2	12	1	0	198
07:15 AM	0	17	16	0	38	19	19	0	40	68	3	0	4	29	0	0	253
07:30 AM	0	16	14	0	41	24	23	0	52	53	1	0	5	34	1	0	264
07:45 AM	0	20	19	0	44	22	23	0	50	57	3	0	4	40	3	0	285
Total	0	62	61	0	150	77	80	0	179	246	10	0	15	115	5	0	1000
08:00 AM	2	20	21	0	36	28	24	0	38	53	2	0	6	32	1	0	263
08:15 AM	1	19	13	0	31	21	20	0	36	55	1	0	2	17	3	0	219
08:30 AM	0	13	4	0	27	20	23	0	26	50	2	0	2	14	0	0	181
08:45 AM	0	15	15	0	26	19	18	0	22	39	6	0	1	19	0	0	180
Total	3	67	53	0	120	88	85	0	122	197	11	0	11	82	4	0	843
Grand Total	3	129	114	0	270	165	165	0	301	443	21	0	26	197	9	0	1843
Apprch %	1.2	52.4	46.3	0	45	27.5	27.5	0	39.3	57.9	2.7	0	11.2	84.9	3.9	0	
Total %	0.2	7	6.2	0	14.7	9	9	0	16.3	24	1.1	0	1.4	10.7	0.5	0	

Start Time	Franklin Street From North					Village Street From East					Franklin Street From South					Village Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	17	16	0	33	38	19	19	0	76	40	68	3	0	111	4	29	0	0	33	253
07:30 AM	0	16	14	0	30	41	24	23	0	88	52	53	1	0	106	5	34	1	0	40	264
07:45 AM	0	20	19	0	39	44	22	23	0	89	50	57	3	0	110	4	40	3	0	47	285
08:00 AM	2	20	21	0	43	36	28	24	0	88	38	53	2	0	93	6	32	1	0	39	263
Total Volume	2	73	70	0	145	159	93	89	0	341	180	231	9	0	420	19	135	5	0	159	1065
% App. Total	1.4	50.3	48.3	0		46.6	27.3	26.1	0		42.9	55	2.1	0		11.9	84.9	3.1	0		
PHF	.250	.913	.833	.000	.843	.903	.830	.927	.000	.958	.865	.849	.750	.000	.946	.792	.844	.417	.000	.846	.934



PRECISION
D A T A
INDUSTRIES, LLC

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

N/S: Franklin Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 A
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Franklin Street From North				Village Street From East				Franklin Street From South				Village Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	0	1	1	0	0	0	2	0	0	0	0	0	0	3	0	0	7
07:15 AM	0	0	0	0	0	2	0	0	0	3	0	0	1	1	0	0	7
07:30 AM	0	0	1	0	1	0	0	0	2	3	0	0	1	0	0	0	8
07:45 AM	0	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	5
Total	0	2	2	0	3	3	2	0	2	7	0	0	2	4	0	0	27
08:00 AM	0	1	0	0	2	0	1	0	0	0	0	0	0	2	0	0	6
08:15 AM	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	0	4
08:30 AM	0	0	1	0	0	1	0	0	0	1	0	0	0	2	0	0	5
08:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Total	0	1	2	0	3	2	1	0	0	3	0	0	0	5	0	0	17
Grand Total	0	3	4	0	6	5	3	0	2	10	0	0	2	9	0	0	44
Apprch %	0	42.9	57.1	0	42.9	35.7	21.4	0	16.7	83.3	0	0	18.2	81.8	0	0	
Total %	0	6.8	9.1	0	13.6	11.4	6.8	0	4.5	22.7	0	0	4.5	20.5	0	0	

Start Time	Franklin Street From North					Village Street From East					Franklin Street From South					Village Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	1	1	0	2	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	7
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	1	1	0	0	2	7
07:30 AM	0	0	1	0	1	1	0	0	0	1	2	3	0	0	5	1	0	0	0	1	8
07:45 AM	0	1	0	0	1	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	5
Total Volume	0	2	2	0	4	3	3	2	0	8	2	7	0	0	9	2	4	0	0	6	27
% App. Total	0	50	50	0		37.5	37.5	25	0		22.2	77.8	0	0		33.3	66.7	0	0		
PHF	.000	.500	.500	.000	.500	.375	.375	.250	.000	.667	.250	.583	.000	.000	.450	.500	.333	.000	.000	.500	.844



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
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File Name : 154311 A
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

N/S: Franklin Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

Groups Printed- Peds and Bikes

Start Time	Franklin Street From North					Village Street From East					Franklin Street From South					Village Street From West					Int. Total					
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB						
07:00 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
07:15 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
07:30 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
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 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
08:15 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
08:30 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
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	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 %																										

Start Time	Franklin Street From North						Village Street From East						Franklin Street From South						Village Street From West						Int. Total					
	Right	Thru	Left	Peds EB	Peds WB	App Total	Right	Thru	Left	Peds SB	Peds NB	App Total	Right	Thru	Left	Peds WB	Peds EB	App Total	Right	Thru	Left	Peds NB	Peds SB	App Total						
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 07:00 AM																														
07:00 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	0
07:15 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	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 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	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	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

N/S: Franklin Street
 E/W: Village Street
 City, State: Medway, MA
 Client: McMahon Associates/ M. Starkey

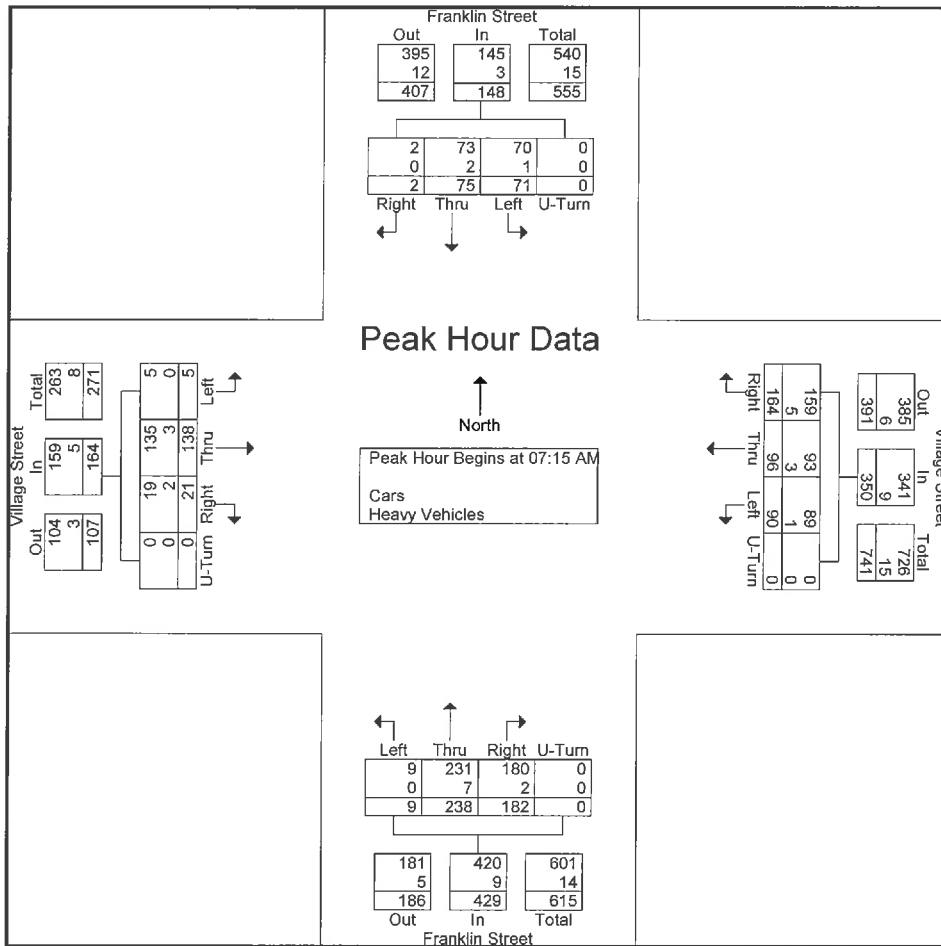


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File Name : 154311 A
 Site Code : Y15127.1
 Start Date : 3/4/2015
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Start Time	Franklin Street From North					Village Street From East					Franklin Street From South					Village Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	17	16	0	33	38	21	19	0	78	40	71	3	0	114	5	30	0	0	35	260
07:30 AM	0	16	15	0	31	42	24	23	0	89	54	56	1	0	111	6	34	1	0	41	272
07:45 AM	0	21	19	0	40	46	23	23	0	92	50	58	3	0	111	4	40	3	0	47	290
08:00 AM	2	21	21	0	44	38	28	25	0	91	38	53	2	0	93	6	34	1	0	41	269
Total Volume	2	75	71	0	148	164	96	90	0	350	182	238	9	0	429	21	138	5	0	164	1091
% App. Total	1.4	50.7	48	0		46.9	27.4	25.7	0		42.4	55.5	2.1	0		12.8	84.1	3	0		
PHF	.250	.893	.845	.000	.841	.891	.857	.900	.000	.951	.843	.838	.750	.000	.941	.875	.863	.417	.000	.872	.941
Cars	2	73	70	0	145	159	93	89	0	341	180	231	9	0	420	19	135	5	0	159	1065
% Cars	100	97.3	98.6	0	98.0	97.0	96.9	98.9	0	97.4	98.9	97.1	100	0	97.9	90.5	97.8	100	0	97.0	97.6
Heavy Vehicles	0	2	1	0	3	5	3	1	0	9	2	7	0	0	9	2	3	0	0	5	26
% Heavy Vehicles	0	2.7	1.4	0	2.0	3.0	3.1	1.1	0	2.6	1.1	2.9	0	0	2.1	9.5	2.2	0	0	3.0	2.4





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Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

N/S: Franklin Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

Groups Printed- Cars - Heavy Vehicles

Start Time	Franklin Street From North				Village Street From East				Franklin Street From South				Village Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	0	45	24	0	17	24	44	0	25	29	4	0	3	24	0	0	239
04:15 PM	2	45	22	0	19	33	47	0	24	42	2	0	4	27	2	0	269
04:30 PM	2	47	14	0	26	27	41	0	15	27	4	0	3	14	0	0	220
04:45 PM	2	55	22	0	20	29	55	0	25	26	1	0	4	26	1	0	266
Total	6	192	82	0	82	113	187	0	89	124	11	0	14	91	3	0	994
05:00 PM	1	33	16	0	41	33	47	0	27	36	3	0	4	27	1	0	269
05:15 PM	0	46	15	0	44	25	54	0	25	50	7	0	8	30	0	0	304
05:30 PM	0	66	27	0	33	26	48	0	35	34	6	0	7	32	1	0	315
05:45 PM	2	45	20	0	30	29	47	0	24	31	5	0	7	15	1	0	256
Total	3	190	78	0	148	113	196	0	111	151	21	0	26	104	3	0	1144
Grand Total	9	382	160	0	230	226	383	0	200	275	32	0	40	195	6	0	2138
Apprch %	1.6	69.3	29	0	27.4	26.9	45.6	0	39.4	54.2	6.3	0	16.6	80.9	2.5	0	
Total %	0.4	17.9	7.5	0	10.8	10.6	17.9	0	9.4	12.9	1.5	0	1.9	9.1	0.3	0	
Cars	9	375	160	0	227	223	382	0	198	271	30	0	40	194	6	0	2115
% Cars	100	98.2	100	0	98.7	98.7	99.7	0	99	98.5	93.8	0	100	99.5	100	0	98.9
Heavy Vehicles	0	7	0	0	3	3	1	0	2	4	2	0	0	1	0	0	23
% Heavy Vehicles	0	1.8	0	0	1.3	1.3	0.3	0	1	1.5	6.2	0	0	0.5	0	0	1.1

Start Time	Franklin Street From North					Village Street From East					Franklin Street From South					Village Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	55	22	0	79	20	29	55	0	104	25	26	1	0	52	4	26	1	0	31	266
05:00 PM	1	33	16	0	50	41	33	47	0	121	27	36	3	0	66	4	27	1	0	32	269
05:15 PM	0	46	15	0	61	44	25	54	0	123	25	50	7	0	82	8	30	0	0	38	304
05:30 PM	0	66	27	0	93	33	26	48	0	107	35	34	6	0	75	7	32	1	0	40	315
Total Volume	3	200	80	0	283	138	113	204	0	455	112	146	17	0	275	23	115	3	0	141	1154
% App. Total	1.1	70.7	28.3	0		30.3	24.8	44.8	0		40.7	53.1	6.2	0		16.3	81.6	2.1	0		
PHF	.375	.758	.741	.000	.761	.784	.856	.927	.000	.925	.800	.730	.607	.000	.838	.719	.898	.750	.000	.881	.916
Cars	3	197	80	0	280	135	111	203	0	449	111	146	17	0	274	23	115	3	0	141	1144
% Cars	100	98.5	100	0	98.9	97.8	98.2	99.5	0	98.7	99.1	100	100	0	99.6	100	100	100	0	100	99.1
Heavy Vehicles	0	3	0	0	3	3	2	1	0	6	1	0	0	0	1	0	0	0	0	0	10
% Heavy Vehicles	0	1.5	0	0	1.1	2.2	1.8	0.5	0	1.3	0.9	0	0	0	0.4	0	0	0	0	0	0.9



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N/S: Franklin Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 AA
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars

Start Time	Franklin Street From North				Village Street From East				Franklin Street From South				Village Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	0	43	24	0	17	23	44	0	25	29	4	0	3	24	0	0	236
04:15 PM	2	45	22	0	19	33	47	0	24	40	2	0	4	26	2	0	266
04:30 PM	2	45	14	0	26	27	41	0	14	25	2	0	3	14	0	0	213
04:45 PM	2	54	22	0	19	29	55	0	25	26	1	0	4	26	1	0	264
Total	6	187	82	0	81	112	187	0	88	120	9	0	14	90	3	0	979
05:00 PM	1	32	16	0	40	32	47	0	26	36	3	0	4	27	1	0	265
05:15 PM	0	45	15	0	43	25	54	0	25	50	7	0	8	30	0	0	302
05:30 PM	0	66	27	0	33	25	47	0	35	34	6	0	7	32	1	0	313
05:45 PM	2	45	20	0	30	29	47	0	24	31	5	0	7	15	1	0	256
Total	3	188	78	0	146	111	195	0	110	151	21	0	26	104	3	0	1136
Grand Total	9	375	160	0	227	223	382	0	198	271	30	0	40	194	6	0	2115
Apprch %	1.7	68.9	29.4	0	27.3	26.8	45.9	0	39.7	54.3	6	0	16.7	80.8	2.5	0	
Total %	0.4	17.7	7.6	0	10.7	10.5	18.1	0	9.4	12.8	1.4	0	1.9	9.2	0.3	0	

Start Time	Franklin Street From North					Village Street From East					Franklin Street From South					Village Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	54	22	0	78	19	29	55	0	103	25	26	1	0	52	4	26	1	0	31	264
05:00 PM	1	32	16	0	49	40	32	47	0	119	26	36	3	0	65	4	27	1	0	32	265
05:15 PM	0	45	15	0	60	43	25	54	0	122	25	50	7	0	82	8	30	0	0	38	302
05:30 PM	0	66	27	0	93	33	25	47	0	105	35	34	6	0	75	7	32	1	0	40	313
Total Volume	3	197	80	0	280	135	111	203	0	449	111	146	17	0	274	23	115	3	0	141	1144
% App. Total	1.1	70.4	28.6	0		30.1	24.7	45.2	0		40.5	53.3	6.2	0		16.3	81.6	2.1	0		
PHF	.375	.746	.741	.000	.753	.785	.867	.923	.000	.920	.793	.730	.607	.000	.835	.719	.898	.750	.000	.881	.914



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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 AA
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Franklin Street From North				Village Street From East				Franklin Street From South				Village Street From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
04:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
04:30 PM	0	2	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	7
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	0	1	1	0	0	1	4	2	0	0	1	0	0	0	15
05:00 PM	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	4
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	2	1	0	1	0	0	0	0	0	0	0	0	8
Grand Total	0	7	0	0	3	3	1	0	2	4	2	0	0	1	0	0	0	23
Apprch %	0	100	0	0	42.9	42.9	14.3	0	25	50	25	0	0	100	0	0	0	
Total %	0	30.4	0	0	13	13	4.3	0	8.7	17.4	8.7	0	0	4.3	0	0	0	

Start Time	Franklin Street From North					Village Street From East					Franklin Street From South					Village Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
04:30 PM	0	2	0	0	2	0	0	0	0	0	1	2	2	0	5	0	0	0	0	0	7
04:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	1	0	0	1	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	4
Total Volume	0	4	0	0	4	2	1	0	0	3	2	4	2	0	8	0	1	0	0	1	16
% App. Total	0	100	0	0		66.7	33.3	0	0		25	50	25	0		0	100	0	0		
PHF	.000	.500	.000	.000	.500	.500	.250	.000	.000	.375	.500	.500	.250	.000	.400	.000	.250	.000	.000	.250	.571



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File Name : 154311 AA
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Peds and Bikes

Start Time	Franklin Street From North					Village Street From East					Franklin Street From South					Village Street From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Franklin Street From North						Village Street From East						Franklin Street From South						Village Street From West						Int. Total				
	Right	Thru	Left	Peds EB	Peds WB	App Total	Right	Thru	Left	Peds SB	Peds NB	App Total	Right	Thru	Left	Peds WB	Peds EB	App Total	Right	Thru	Left	Peds NB	Peds SB	App Total					
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																													
Peak Hour for Entire Intersection Begins at 04:00 PM																													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	100	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	



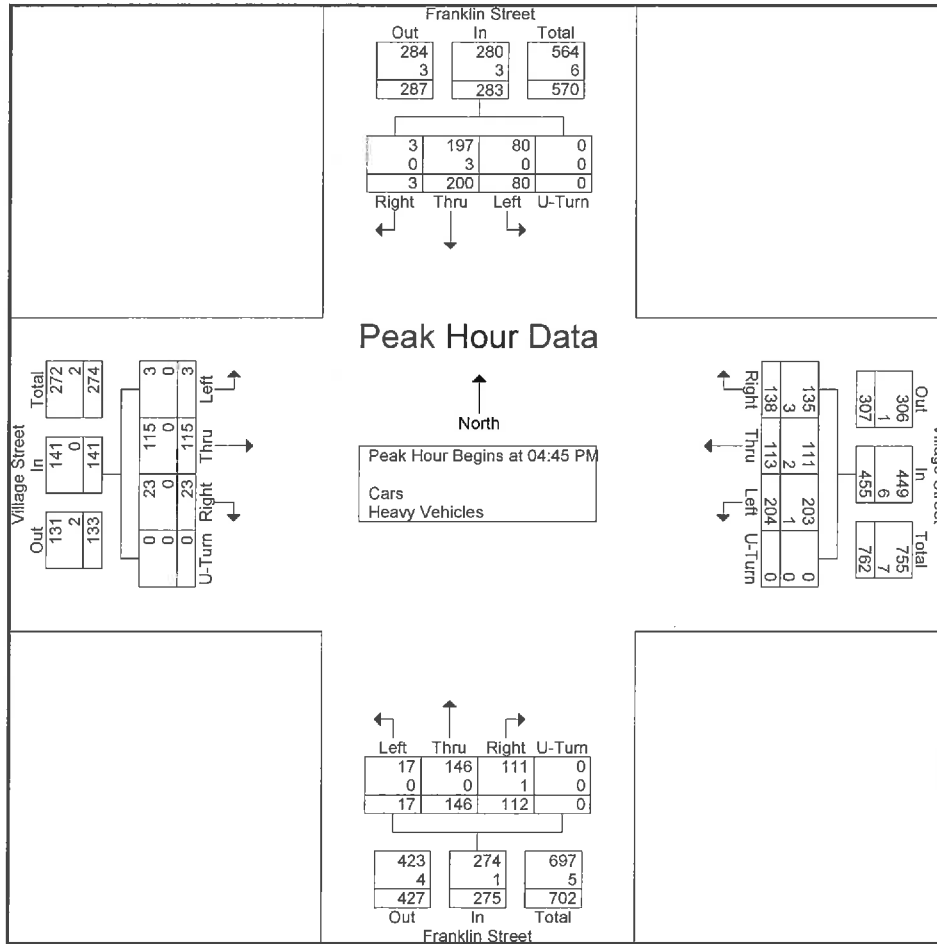
PRECISION
DATA
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
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N/S: Franklin Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 AA
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Start Time	Franklin Street From North					Village Street From East					Franklin Street From South					Village Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	55	22	0	79	20	29	55	0	104	25	26	1	0	52	4	26	1	0	31	266
05:00 PM	1	33	16	0	50	41	33	47	0	121	27	36	3	0	66	4	27	1	0	32	269
05:15 PM	0	46	15	0	61	44	25	54	0	123	25	50	7	0	82	8	30	0	0	38	304
05:30 PM	0	66	27	0	93	33	26	48	0	107	35	34	6	0	75	7	32	1	0	40	315
Total Volume	3	200	80	0	283	138	113	204	0	455	112	146	17	0	275	23	115	3	0	141	1154
% App. Total	1.1	70.7	28.3	0		30.3	24.8	44.8	0		40.7	53.1	6.2	0		16.3	81.6	2.1	0		
PHF	.375	.758	.741	.000	.761	.784	.856	.927	.000	.925	.800	.730	.607	.000	.838	.719	.898	.750	.000	.881	.916
Cars	3	197	80	0	280	135	111	203	0	449	111	146	17	0	274	23	115	3	0	141	1144
% Cars	100	98.5	100	0	98.9	97.8	98.2	99.5	0	98.7	99.1	100	100	0	99.6	100	100	100	0	100	99.1
Heavy Vehicles	0	3	0	0	3	3	2	1	0	6	1	0	0	0	1	0	0	0	0	0	10
% Heavy Vehicles	0	1.5	0	0	1.1	2.2	1.8	0.5	0	1.3	0.9	0	0	0	0.4	0	0	0	0	0	0.9





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N/NW: Lincoln Street/ High Street
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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 B
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Franklin Street From North				Village Street From East				Village Street From West				High Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
07:00 AM	0	5	1	1	5	2	51	0	55	9	0	0	0	4	0	0	133
07:15 AM	0	6	6	0	6	5	75	0	63	16	3	0	5	2	1	0	188
07:30 AM	0	7	3	0	6	6	79	0	84	19	3	0	4	3	0	0	214
07:45 AM	0	9	4	0	7	11	82	0	85	17	2	0	2	4	0	0	223
Total	0	27	14	1	24	24	287	0	287	61	8	0	11	13	1	0	758
08:00 AM	2	13	5	0	9	8	76	0	75	16	0	0	2	8	0	0	214
08:15 AM	0	5	1	0	9	4	61	0	49	11	1	0	1	4	0	0	146
08:30 AM	0	11	2	0	10	4	53	0	39	13	0	0	3	3	0	0	138
08:45 AM	0	3	4	0	7	7	56	1	47	8	0	0	2	6	0	0	141
Total	2	32	12	0	35	23	246	1	210	48	1	0	8	21	0	0	639
Grand Total	2	59	26	1	59	47	533	1	497	109	9	0	19	34	1	0	1397
Apprch %	2.3	67	29.5	1.1	9.2	7.3	83.3	0.2	80.8	17.7	1.5	0	35.2	63	1.9	0	
Total %	0.1	4.2	1.9	0.1	4.2	3.4	38.2	0.1	35.6	7.8	0.6	0	1.4	2.4	0.1	0	
Cars	2	58	25	1	59	47	522	1	482	108	9	0	19	29	1	0	1363
% Cars	100	98.3	96.2	100	100	100	97.9	100	97	99.1	100	0	100	85.3	100	0	97.6
Heavy Vehicles	0	1	1	0	0	0	11	0	15	1	0	0	0	5	0	0	34
% Heavy Vehicles	0	1.7	3.8	0	0	0	2.1	0	3	0.9	0	0	0	14.7	0	0	2.4

Start Time	Franklin Street From North					Village Street From East					Village Street From West					High Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
07:15 AM	0	6	6	0	12	6	5	75	0	86	63	16	3	0	82	5	2	1	0	8	188
07:30 AM	0	7	3	0	10	6	6	79	0	91	84	19	3	0	106	4	3	0	0	7	214
07:45 AM	0	9	4	0	13	7	11	82	0	100	85	17	2	0	104	2	4	0	0	6	223
08:00 AM	2	13	5	0	20	9	8	76	0	93	75	16	0	0	91	2	8	0	0	10	214
Total Volume	2	35	18	0	55	28	30	312	0	370	307	68	8	0	383	13	17	1	0	31	839
% App. Total	3.6	63.6	32.7	0		7.6	8.1	84.3	0		80.2	17.8	2.1	0		41.9	54.8	3.2	0		
PHF	.250	.673	.750	.000	.688	.778	.682	.951	.000	.925	.903	.895	.667	.000	.903	.650	.531	.250	.000	.775	.941
Cars	2	35	17	0	54	28	30	304	0	362	299	68	8	0	375	13	15	1	0	29	820
% Cars	100	100	94.4	0	98.2	100	100	97.4	0	97.8	97.4	100	100	0	97.9	100	88.2	100	0	93.5	97.7
Heavy Vehicles	0	0	1	0	1	0	0	8	0	8	8	0	0	0	8	0	2	0	0	2	19
% Heavy Vehicles	0	0	5.6	0	1.8	0	0	2.6	0	2.2	2.6	0	0	0	2.1	0	11.8	0	0	6.5	2.3

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15 AM



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N/NW: Lincoln Street/ High Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 B
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars

Start Time	Franklin Street From North				Village Street From East				Village Street From West				High Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
07:00 AM	0	5	1	1	5	2	50	0	52	9	0	0	0	3	0	0	128
07:15 AM	0	6	6	0	6	5	73	0	62	16	3	0	5	1	1	0	184
07:30 AM	0	7	3	0	6	6	79	0	80	19	3	0	4	3	0	0	210
07:45 AM	0	9	4	0	7	11	79	0	85	17	2	0	2	4	0	0	220
Total	0	27	14	1	24	24	281	0	279	61	8	0	11	11	1	0	742
08:00 AM	2	13	4	0	9	8	73	0	72	16	0	0	2	7	0	0	206
08:15 AM	0	5	1	0	9	4	59	0	48	11	1	0	1	2	0	0	141
08:30 AM	0	10	2	0	10	4	53	0	37	12	0	0	3	3	0	0	134
08:45 AM	0	3	4	0	7	7	56	1	46	8	0	0	2	6	0	0	140
Total	2	31	11	0	35	23	241	1	203	47	1	0	8	18	0	0	621
Grand Total	2	58	25	1	59	47	522	1	482	108	9	0	19	29	1	0	1363
Apprch %	2.3	67.4	29.1	1.2	9.4	7.5	83	0.2	80.5	18	1.5	0	38.8	59.2	2	0	
Total %	0.1	4.3	1.8	0.1	4.3	3.4	38.3	0.1	35.4	7.9	0.7	0	1.4	2.1	0.1	0	

Start Time	Franklin Street From North					Village Street From East					Village Street From West					High Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	6	6	0	12	6	5	73	0	84	62	16	3	0	81	5	1	1	0	7	184
07:30 AM	0	7	3	0	10	6	6	79	0	91	80	19	3	0	102	4	3	0	0	7	210
07:45 AM	0	9	4	0	13	7	11	79	0	97	85	17	2	0	104	2	4	0	0	6	220
08:00 AM	2	13	4	0	19	9	8	73	0	90	72	16	0	0	88	2	7	0	0	9	206
Total Volume	2	35	17	0	54	28	30	304	0	362	299	68	8	0	375	13	15	1	0	29	820
% App. Total	3.7	64.8	31.5	0		7.7	8.3	84	0		79.7	18.1	2.1	0		44.8	51.7	3.4	0		
PHF	.250	.673	.708	.000	.711	.778	.682	.962	.000	.933	.879	.895	.667	.000	.901	.650	.536	.250	.000	.806	.932



PRECISION
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N/NW: Lincoln Street/ High Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 B
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Franklin Street From North				Village Street From East				Village Street From West				High Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
07:00 AM	0	0	0	0	0	0	1	0	3	0	0	0	0	1	0	0	5
07:15 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	6	0	8	0	0	0	0	2	0	0	16
08:00 AM	0	0	1	0	0	0	3	0	3	0	0	0	0	1	0	0	8
08:15 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	2	0	0	5
08:30 AM	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	5	0	7	1	0	0	0	3	0	0	18
Grand Total	0	1	1	0	0	0	11	0	15	1	0	0	0	5	0	0	34
Apprch %	0	50	50	0	0	0	100	0	93.8	6.2	0	0	0	100	0	0	
Total %	0	2.9	2.9	0	0	0	32.4	0	44.1	2.9	0	0	0	14.7	0	0	

Start Time	Franklin Street From North					Village Street From East					Village Street From West					High Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	1	0	1	0	0	3	0	3	3	0	0	0	3	0	1	0	0	1	8
08:15 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	2	0	0	2	5
Total Volume	0	0	1	0	1	0	0	8	0	8	8	0	0	0	8	0	3	0	0	3	20
% App. Total	0	0	100	0		0	0	100	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.667	.000	.667	.500	.000	.000	.000	.500	.000	.375	.000	.000	.375	.625



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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 B
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Peds and Bikes

Start Time	Franklin Street From North					Village Street From East					Village Street From West					High Street From Northwest					Int. Total
	Hard Right	Right	Left	Peds EB	Peds WB	Right	Bear Right	Thru	Peds SB	Peds NB	Thru	Left	Hard Left	Peds NB	Peds SB	Hard Right	Bear Left	Hard Left	Peds NEB	Peds SWB	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
Apprch %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	100	0	
Total %	0	0	0	0	0	0	0	0	0	33.3	0	0	0	0	0	0	0	0	66.7	0	

Start Time	Franklin Street From North						Village Street From East						Village Street From West						High Street From Northwest						Int. Total
	Hard Right	Right	Left	Peds EB	Peds WB	App. Total	Right	Bear Right	Thru	Peds SB	Peds NB	App. Total	Thru	Left	Hard Left	Peds NB	Peds SB	App. Total	Hard Right	Bear Left	Hard Left	Peds NEB	Peds SWB	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 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
08:30 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
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0	0	0	0	0	0	0	0	100		0	0	0	0	0		0	0	0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.375	



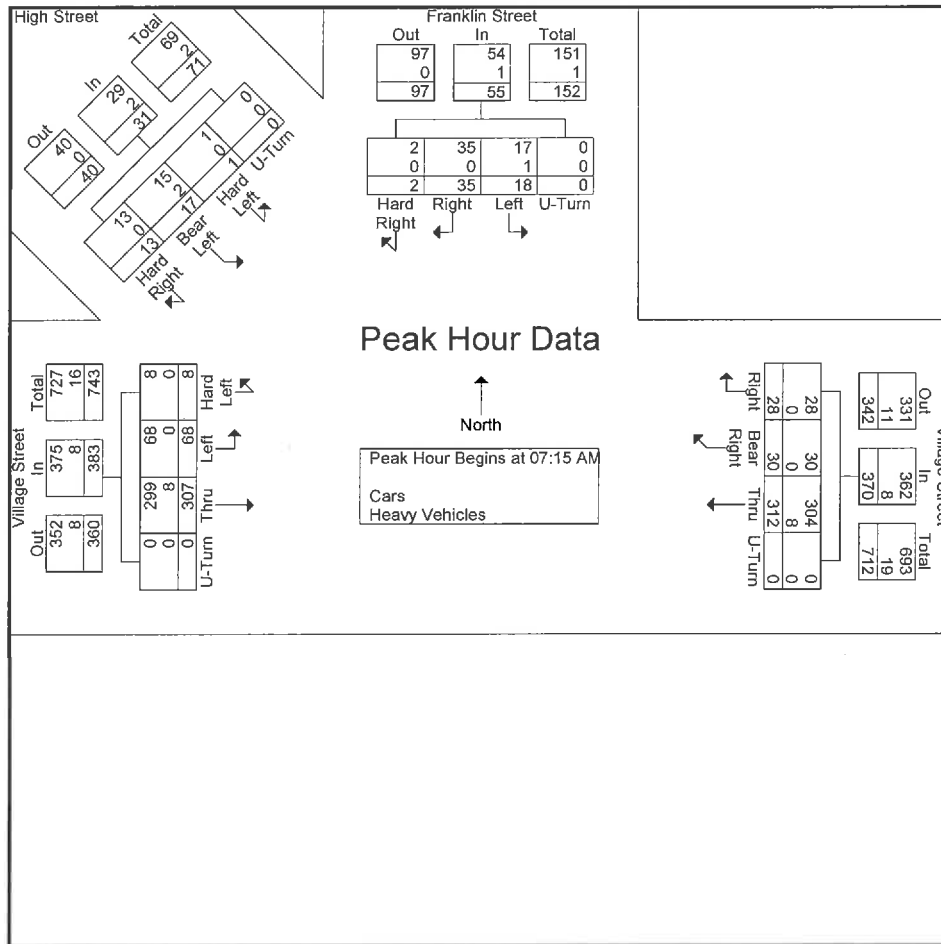
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Start Time	Franklin Street From North					Village Street From East					Village Street From West					High Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	6	6	0	12	6	5	75	0	86	63	16	3	0	82	5	2	1	0	8	188
07:30 AM	0	7	3	0	10	6	6	79	0	91	84	19	3	0	106	4	3	0	0	7	214
07:45 AM	0	9	4	0	13	7	11	82	0	100	85	17	2	0	104	2	4	0	0	6	223
08:00 AM	2	13	5	0	20	9	8	76	0	93	75	16	0	0	91	2	8	0	0	10	214
Total Volume	2	35	18	0	55	28	30	312	0	370	307	68	8	0	383	13	17	1	0	31	839
% App. Total	3.6	63.6	32.7	0		7.6	8.1	84.3	0		80.2	17.8	2.1	0		41.9	54.8	3.2	0		
PHF	.250	.673	.750	.000	.688	.778	.682	.951	.000	.925	.903	.895	.667	.000	.903	.650	.531	.250	.000	.775	.941
Cars	2	35	17	0	54	28	30	304	0	362	299	68	8	0	375	13	15	1	0	29	820
% Cars	100	100	94.4	0	98.2	100	100	97.4	0	97.8	97.4	100	100	0	97.9	100	88.2	100	0	93.5	97.7
Heavy Vehicles	0	0	1	0	1	0	0	8	0	8	8	0	0	0	8	0	2	0	0	2	19
% Heavy Vehicles	0	0	5.6	0	1.8	0	0	2.6	0	2.2	2.6	0	0	0	2.1	0	11.8	0	0	6.5	2.3





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Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Franklin Street From North				Village Street From East				Village Street From West				High Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
04:00 PM	1	17	6	0	6	3	70	0	65	10	1	0	5	7	0	0	191
04:15 PM	1	16	5	0	6	4	86	0	67	6	2	0	4	2	0	0	199
04:30 PM	2	15	3	0	2	6	77	0	34	4	0	0	5	7	2	0	157
04:45 PM	1	18	11	0	6	5	87	0	65	10	0	0	2	5	0	0	210
Total	5	66	25	0	20	18	320	0	231	30	3	0	16	21	2	0	757
05:00 PM	2	29	7	0	6	3	89	0	57	13	0	0	5	6	0	0	217
05:15 PM	2	20	6	0	5	5	104	0	58	10	0	0	2	3	0	0	215
05:30 PM	0	23	10	0	4	9	80	0	80	9	1	0	5	4	0	0	225
05:45 PM	3	16	11	0	9	5	82	0	45	13	1	0	9	4	0	0	198
Total	7	88	34	0	24	22	355	0	240	45	2	0	21	17	0	0	855
Grand Total	12	154	59	0	44	40	675	0	471	75	5	0	37	38	2	0	1612
Apprch %	5.3	68.4	26.2	0	5.8	5.3	88.9	0	85.5	13.6	0.9	0	48.1	49.4	2.6	0	
Total %	0.7	9.6	3.7	0	2.7	2.5	41.9	0	29.2	4.7	0.3	0	2.3	2.4	0.1	0	
Cars	12	152	59	0	43	39	670	0	469	74	5	0	36	36	2	0	1597
% Cars	100	98.7	100	0	97.7	97.5	99.3	0	99.6	98.7	100	0	97.3	94.7	100	0	99.1
Heavy Vehicles	0	2	0	0	1	1	5	0	2	1	0	0	1	2	0	0	15
% Heavy Vehicles	0	1.3	0	0	2.3	2.5	0.7	0	0.4	1.3	0	0	2.7	5.3	0	0	0.9

Start Time	Franklin Street From North					Village Street From East					Village Street From West					High Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	18	11	0	30	6	5	87	0	98	65	10	0	0	75	2	5	0	0	7	210
05:00 PM	2	29	7	0	38	6	3	89	0	98	57	13	0	0	70	5	6	0	0	11	217
05:15 PM	2	20	6	0	28	5	5	104	0	114	58	10	0	0	68	2	3	0	0	5	215
05:30 PM	0	23	10	0	33	4	9	80	0	93	80	9	1	0	90	5	4	0	0	9	225
Total Volume	5	90	34	0	129	21	22	360	0	403	260	42	1	0	303	14	18	0	0	32	867
% App. Total	3.9	69.8	26.4	0		5.2	5.5	89.3	0		85.8	13.9	0.3	0		43.8	56.2	0	0		
PHF	.625	.776	.773	.000	.849	.875	.611	.865	.000	.884	.813	.808	.250	.000	.842	.700	.750	.000	.000	.727	.963
Cars	5	88	34	0	127	21	21	356	0	398	260	41	1	0	302	14	18	0	0	32	859
% Cars	100	97.8	100	0	98.4	100	95.5	98.9	0	98.8	100	97.6	100	0	99.7	100	100	0	0	100	99.1
Heavy Vehicles	0	2	0	0	2	0	1	4	0	5	0	1	0	0	1	0	0	0	0	0	8
% Heavy Vehicles	0	2.2	0	0	1.6	0	4.5	1.1	0	1.2	0	2.4	0	0	0.3	0	0	0	0	0	0.9



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N/NW: Lincoln Street/ High Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 BB
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars

Start Time	Franklin Street From North				Village Street From East				Village Street From West				High Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
04:00 PM	1	17	6	0	6	3	69	0	65	10	1	0	5	7	0	0	190
04:15 PM	1	16	5	0	5	4	86	0	66	6	2	0	4	2	0	0	197
04:30 PM	2	15	3	0	2	6	77	0	33	4	0	0	4	6	2	0	154
04:45 PM	1	18	11	0	6	4	86	0	65	9	0	0	2	5	0	0	207
Total	5	66	25	0	19	17	318	0	229	29	3	0	15	20	2	0	748
05:00 PM	2	28	7	0	6	3	88	0	57	13	0	0	5	6	0	0	215
05:15 PM	2	20	6	0	5	5	103	0	58	10	0	0	2	3	0	0	214
05:30 PM	0	22	10	0	4	9	79	0	80	9	1	0	5	4	0	0	223
05:45 PM	3	16	11	0	9	5	82	0	45	13	1	0	9	3	0	0	197
Total	7	86	34	0	24	22	352	0	240	45	2	0	21	16	0	0	849
Grand Total	12	152	59	0	43	39	670	0	469	74	5	0	36	36	2	0	1597
Apprch %	5.4	68.2	26.5	0	5.7	5.2	89.1	0	85.6	13.5	0.9	0	48.6	48.6	2.7	0	
Total %	0.8	9.5	3.7	0	2.7	2.4	42	0	29.4	4.6	0.3	0	2.3	2.3	0.1	0	

Start Time	Franklin Street From North					Village Street From East					Village Street From West					High Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	18	11	0	30	6	4	86	0	96	65	9	0	0	74	2	5	0	0	7	207
05:00 PM	2	28	7	0	37	6	3	88	0	97	57	13	0	0	70	5	6	0	0	11	215
05:15 PM	2	20	6	0	28	5	5	103	0	113	58	10	0	0	68	2	3	0	0	5	214
05:30 PM	0	22	10	0	32	4	9	79	0	92	80	9	1	0	90	5	4	0	0	9	223
Total Volume	5	88	34	0	127	21	21	356	0	398	260	41	1	0	302	14	18	0	0	32	859
% App. Total	3.9	69.3	26.8	0		5.3	5.3	89.4	0		86.1	13.6	0.3	0		43.8	56.2	0	0		
PHF	.625	.786	.773	.000	.858	.875	.583	.864	.000	.881	.813	.788	.250	.000	.839	.700	.750	.000	.000	.727	.963



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E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 BB
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Franklin Street From North				Village Street From East				Village Street From West				High Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3
04:45 PM	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
Total	0	0	0	0	1	1	2	0	2	1	0	0	1	1	0	0	9
05:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	2	0	0	0	0	3	0	0	0	0	0	0	1	0	0	6
Grand Total	0	2	0	0	1	1	5	0	2	1	0	0	1	2	0	0	15
Apprch %	0	100	0	0	14.3	14.3	71.4	0	66.7	33.3	0	0	33.3	66.7	0	0	
Total %	0	13.3	0	0	6.7	6.7	33.3	0	13.3	6.7	0	0	6.7	13.3	0	0	

Start Time	Franklin Street From North					Village Street From East					Village Street From West					High Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	3
04:45 PM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	3
05:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	0	1	1	1	2	0	4	2	1	0	0	3	1	1	0	0	2	10
% App. Total	0	100	0	0		25	25	50	0		66.7	33.3	0	0		50	50	0	0		
PHF	.000	.250	.000	.000	.250	.250	.250	.500	.000	.500	.500	.250	.000	.000	.750	.250	.250	.000	.000	.250	.833



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E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 BB
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Peds and Bikes

Start Time	Franklin Street From North					Village Street From East					Village Street From West					High Street From Northwest					Int. Total
	Hard Right	Right	Left	Peds EB	Peds WB	Right	Beer Right	Thru	Peds SB	Peds NB	Thru	Left	Hard Left	Peds NB	Peds SB	Hard Right	Beer Left	Hard Left	Peds NEB	Peds SWB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0	33.3	66.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	33.3	66.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Franklin Street From North						Village Street From East						Village Street From West						High Street From Northwest						Int. Total		
	Hard Right	Right	Left	Peds SB	Peds WB	App. Total	Right	Beer Right	Thru	Peds SB	Peds NB	App. Total	Thru	Left	Hard Left	Peds NB	Peds SB	App. Total	Hard Right	Beer Left	Hard Left	Peds NEB	Peds SWB	App. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 04:30 PM																											
04:30 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
04:45 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
05:00 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
05:15 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0	33.3	66.7		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
PHF	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	



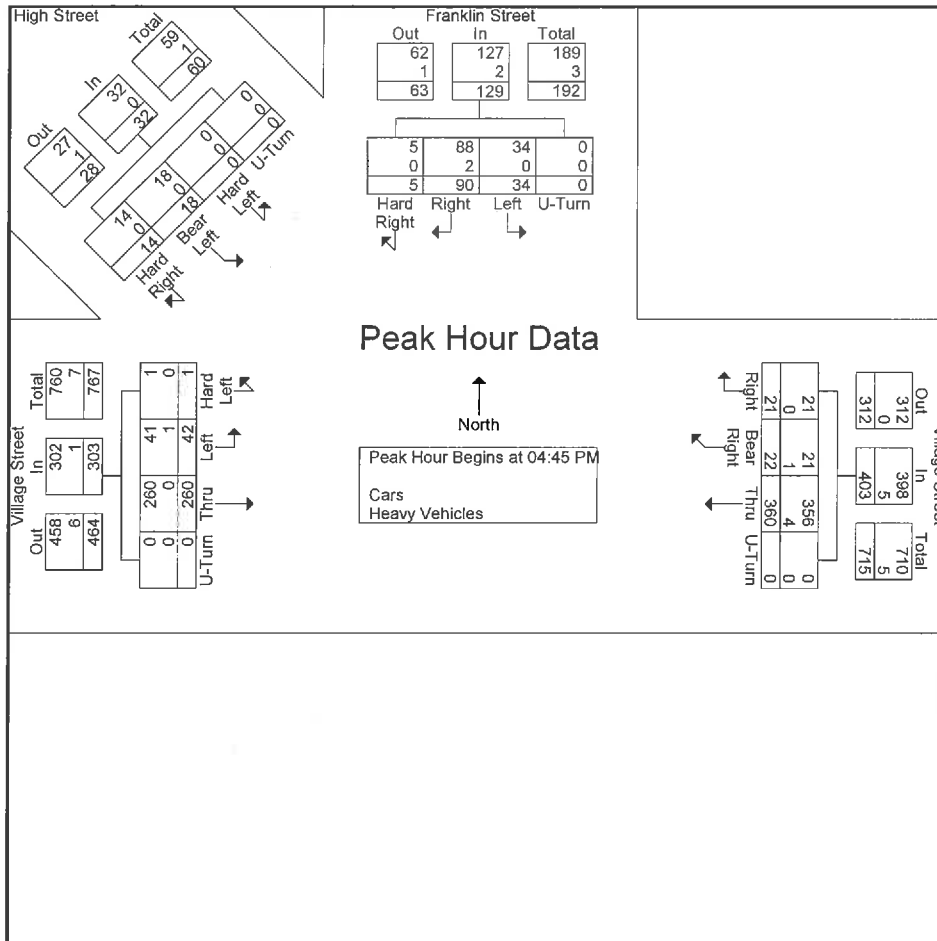
PRECISION
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E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 BB
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Start Time	Franklin Street From North					Village Street From East					Village Street From West					High Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	18	11	0	30	6	5	87	0	98	65	10	0	0	75	2	5	0	0	7	210
05:00 PM	2	29	7	0	38	6	3	89	0	98	57	13	0	0	70	5	6	0	0	11	217
05:15 PM	2	20	6	0	28	5	5	104	0	114	58	10	0	0	68	2	3	0	0	5	215
05:30 PM	0	23	10	0	33	4	9	80	0	93	80	9	1	0	90	5	4	0	0	9	225
Total Volume	5	90	34	0	129	21	22	360	0	403	260	42	1	0	303	14	18	0	0	32	867
% App. Total	3.9	69.8	26.4	0		5.2	5.5	89.3	0		85.8	13.9	0.3	0		43.8	56.2	0	0		
PHF	.625	.776	.773	.000	.849	.875	.611	.865	.000	.884	.813	.808	.250	.000	.842	.700	.750	.000	.000	.727	.963
Cars	5	88	34	0	127	21	21	356	0	398	260	41	1	0	302	14	18	0	0	32	859
% Cars	100	97.8	100	0	98.4	100	95.5	98.9	0	98.8	100	97.6	100	0	99.7	100	100	0	0	100	99.1
Heavy Vehicles	0	2	0	0	2	0	1	4	0	5	0	1	0	0	1	0	0	0	0	0	8
% Heavy Vehicles	0	2.2	0	0	1.6	0	4.5	1.1	0	1.2	0	2.4	0	0	0.3	0	0	0	0	0	0.9



S: Shaw Street
 E/W: Village Street
 City, State: Medway, MA
 Client: McMahon Associates/ M. Starkey



PRECISION
 DATA
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File Name : 154311 C
 Site Code : Y15127.1
 Start Date : 3/4/2015
 Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Village Street From East			Shaw Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	47	2	0	4	9	0	1	52	0	115
07:15 AM	70	2	0	4	10	0	4	73	0	163
07:30 AM	72	1	0	5	26	0	3	89	0	196
07:45 AM	72	2	0	5	16	0	2	83	0	180
Total	261	7	0	18	61	0	10	297	0	654
08:00 AM	94	1	0	1	11	0	5	85	0	197
08:15 AM	66	0	0	1	15	0	4	46	0	132
08:30 AM	62	1	0	2	5	0	3	40	0	113
08:45 AM	60	2	0	1	13	0	5	64	0	145
Total	282	4	0	5	44	0	17	235	0	587
Grand Total	543	11	0	23	105	0	27	532	0	1241
Apprch %	98	2	0	18	82	0	4.8	95.2	0	
Total %	43.8	0.9	0	1.9	8.5	0	2.2	42.9	0	
Cars	530	11	0	23	105	0	27	516	0	1212
% Cars	97.6	100	0	100	100	0	100	97	0	97.7
Heavy Vehicles	13	0	0	0	0	0	0	16	0	29
% Heavy Vehicles	2.4	0	0	0	0	0	0	3	0	2.3

Start Time	Village Street From East				Shaw Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	70	2	0	72	4	10	0	14	4	73	0	77	163
07:30 AM	72	1	0	73	5	26	0	31	3	89	0	92	196
07:45 AM	72	2	0	74	5	16	0	21	2	83	0	85	180
08:00 AM	94	1	0	95	1	11	0	12	5	85	0	90	197
Total Volume	308	6	0	314	15	63	0	78	14	330	0	344	736
% App. Total	98.1	1.9	0		19.2	80.8	0		4.1	95.9	0		
PHF	.819	.750	.000	.826	.750	.606	.000	.629	.700	.927	.000	.935	.934
Cars	298	6	0	304	15	63	0	78	14	321	0	335	717
% Cars	96.8	100	0	96.8	100	100	0	100	100	97.3	0	97.4	97.4
Heavy Vehicles	10	0	0	10	0	0	0	0	0	9	0	9	19
% Heavy Vehicles	3.2	0	0	3.2	0	0	0	0	0	2.7	0	2.6	2.6



PRECISION
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S: Shaw Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 C
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars

Start Time	Village Street From East			Shaw Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	46	2	0	4	9	0	1	49	0	111
07:15 AM	68	2	0	4	10	0	4	72	0	160
07:30 AM	71	1	0	5	26	0	3	87	0	193
07:45 AM	69	2	0	5	16	0	2	82	0	176
Total	254	7	0	18	61	0	10	290	0	640
08:00 AM	90	1	0	1	11	0	5	80	0	188
08:15 AM	64	0	0	1	15	0	4	44	0	128
08:30 AM	62	1	0	2	5	0	3	39	0	112
08:45 AM	60	2	0	1	13	0	5	63	0	144
Total	276	4	0	5	44	0	17	226	0	572
Grand Total	530	11	0	23	105	0	27	516	0	1212
Apprch %	98	2	0	18	82	0	5	95	0	
Total %	43.7	0.9	0	1.9	8.7	0	2.2	42.6	0	

Start Time	Village Street From East				Shaw Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	68	2	0	70	4	10	0	14	4	72	0	76	160
07:30 AM	71	1	0	72	5	26	0	31	3	87	0	90	193
07:45 AM	69	2	0	71	5	16	0	21	2	82	0	84	176
08:00 AM	90	1	0	91	1	11	0	12	5	80	0	85	188
Total Volume	298	6	0	304	15	63	0	78	14	321	0	335	717
% App. Total	98	2	0		19.2	80.8	0		4.2	95.8	0		
PHF	.828	.750	.000	.835	.750	.606	.000	.629	.700	.922	.000	.931	.929



PRECISION
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S: Shaw Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 C
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Village Street From East			Shaw Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	1	0	0	0	0	0	0	3	0	4
07:15 AM	2	0	0	0	0	0	0	1	0	3
07:30 AM	1	0	0	0	0	0	0	2	0	3
07:45 AM	3	0	0	0	0	0	0	1	0	4
Total	7	0	0	0	0	0	0	7	0	14
08:00 AM	4	0	0	0	0	0	0	5	0	9
08:15 AM	2	0	0	0	0	0	0	2	0	4
08:30 AM	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	0	0	0	1	0	1
Total	6	0	0	0	0	0	0	9	0	15
Grand Total	13	0	0	0	0	0	0	16	0	29
Approch %	100	0	0	0	0	0	0	100	0	
Total %	44.8	0	0	0	0	0	0	55.2	0	

Start Time	Village Street From East				Shaw Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
07:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
07:45 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
08:00 AM	4	0	0	4	0	0	0	0	0	5	0	5	9
08:15 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total Volume	10	0	0	10	0	0	0	0	0	10	0	10	20
% App. Total	100	0	0		0	0	0		0	100	0		
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.556

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

S: Shaw Street
 E/W: Village Street
 City, State: Medway, MA
 Client: McMahon Associates/ M. Starkey

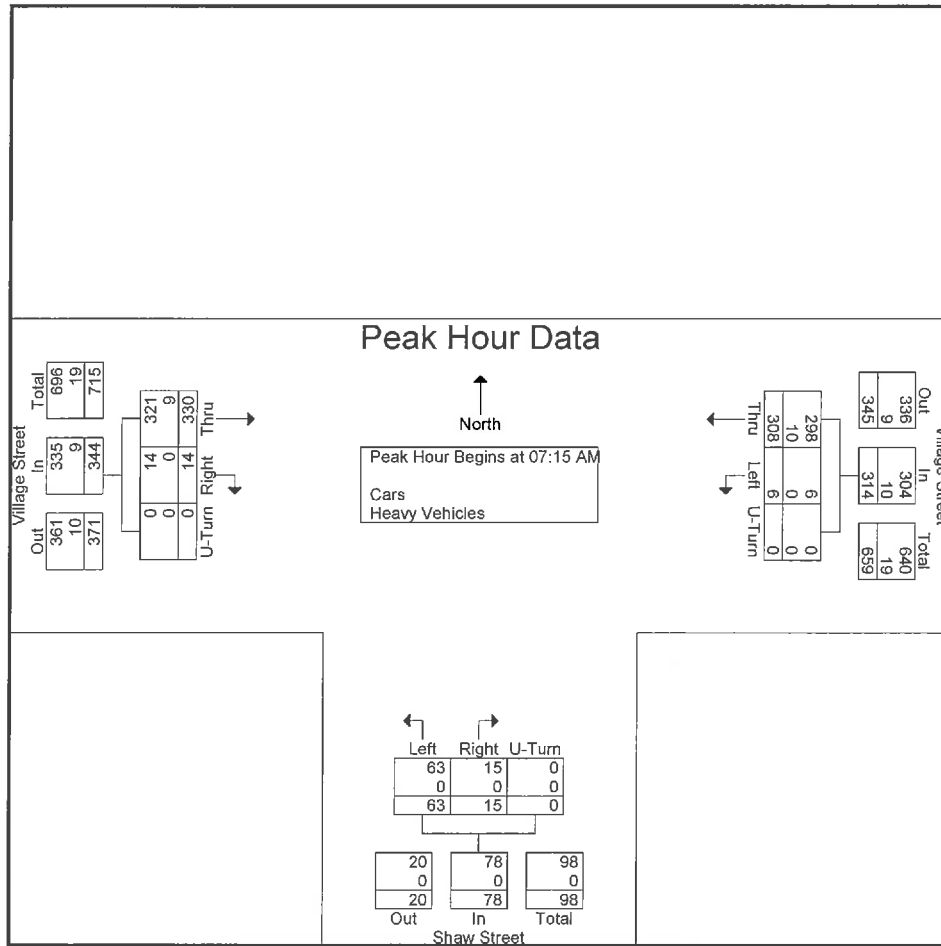


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File Name : 154311 C
 Site Code : Y15127.1
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 Page No : 1

Start Time	Village Street From East			App. Total	Shaw Street From South			App. Total	Village Street From West			Int. Total	
	Thru	Left	U-Turn		Right	Left	U-Turn		Right	Thru	U-Turn		App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	70	2	0	72	4	10	0	14	4	73	0	77	163
07:30 AM	72	1	0	73	5	26	0	31	3	89	0	92	196
07:45 AM	72	2	0	74	5	16	0	21	2	83	0	85	180
08:00 AM	94	1	0	95	1	11	0	12	5	85	0	90	197
Total Volume	308	6	0	314	15	63	0	78	14	330	0	344	736
% App. Total	98.1	1.9	0		19.2	80.8	0		4.1	95.9	0		
PHF	.819	.750	.000	.826	.750	.606	.000	.629	.700	.927	.000	.935	.934
Cars	298	6	0	304	15	63	0	78	14	321	0	335	717
% Cars	96.8	100	0	96.8	100	100	0	100	100	97.3	0	97.4	97.4
Heavy Vehicles	10	0	0	10	0	0	0	0	0	9	0	9	19
% Heavy Vehicles	3.2	0	0	3.2	0	0	0	0	0	2.7	0	2.6	2.6





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S: Shaw Street
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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 CC
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Village Street From East			Shaw Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	82	1	0	0	6	0	15	58	0	162
04:15 PM	78	4	0	2	7	0	6	65	0	162
04:30 PM	89	2	0	3	3	0	7	52	0	156
04:45 PM	87	8	0	2	7	0	17	60	0	181
Total	336	15	0	7	23	0	45	235	0	661
05:00 PM	90	6	0	3	9	0	10	61	0	179
05:15 PM	107	2	0	0	7	0	13	53	0	182
05:30 PM	87	2	0	1	6	0	22	85	0	203
05:45 PM	80	2	0	2	10	0	14	52	0	160
Total	364	12	0	6	32	0	59	251	0	724
Grand Total	700	27	0	13	55	0	104	486	0	1385
Apprch %	96.3	3.7	0	19.1	80.9	0	17.6	82.4	0	
Total %	50.5	1.9	0	0.9	4	0	7.5	35.1	0	
Cars	697	27	0	13	55	0	104	480	0	1376
% Cars	99.6	100	0	100	100	0	100	98.8	0	99.4
Heavy Vehicles	3	0	0	0	0	0	0	6	0	9
% Heavy Vehicles	0.4	0	0	0	0	0	0	1.2	0	0.6

Start Time	Village Street From East				Shaw Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	87	8	0	95	2	7	0	9	17	60	0	77	181
05:00 PM	90	6	0	96	3	9	0	12	10	61	0	71	179
05:15 PM	107	2	0	109	0	7	0	7	13	53	0	66	182
05:30 PM	87	2	0	89	1	6	0	7	22	85	0	107	203
Total Volume	371	18	0	389	6	29	0	35	62	259	0	321	745
% App. Total	95.4	4.6	0		17.1	82.9	0		19.3	80.7	0		
PHF	.867	.563	.000	.892	.500	.806	.000	.729	.705	.762	.000	.750	.917
Cars	369	18	0	387	6	29	0	35	62	258	0	320	742
% Cars	99.5	100	0	99.5	100	100	0	100	100	99.6	0	99.7	99.6
Heavy Vehicles	2	0	0	2	0	0	0	0	0	1	0	1	3
% Heavy Vehicles	0.5	0	0	0.5	0	0	0	0	0	0.4	0	0.3	0.4



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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 CC
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars

Start Time	Village Street From East			Shaw Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	81	1	0	0	6	0	15	58	0	161
04:15 PM	78	4	0	2	7	0	6	63	0	160
04:30 PM	89	2	0	3	3	0	7	50	0	154
04:45 PM	87	8	0	2	7	0	17	59	0	180
Total	335	15	0	7	23	0	45	230	0	655
05:00 PM	90	6	0	3	9	0	10	61	0	179
05:15 PM	106	2	0	0	7	0	13	53	0	181
05:30 PM	86	2	0	1	6	0	22	85	0	202
05:45 PM	80	2	0	2	10	0	14	51	0	159
Total	362	12	0	6	32	0	59	250	0	721
Grand Total	697	27	0	13	55	0	104	480	0	1376
Apprch %	96.3	3.7	0	19.1	80.9	0	17.8	82.2	0	
Total %	50.7	2	0	0.9	4	0	7.6	34.9	0	

Start Time	Village Street From East				Shaw Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	87	8	0	95	2	7	0	9	17	59	0	76	180
05:00 PM	90	6	0	96	3	9	0	12	10	61	0	71	179
05:15 PM	106	2	0	108	0	7	0	7	13	53	0	66	181
05:30 PM	86	2	0	88	1	6	0	7	22	85	0	107	202
Total Volume	369	18	0	387	6	29	0	35	62	258	0	320	742
% App. Total	95.3	4.7	0		17.1	82.9	0		19.4	80.6	0		
PHF	.870	.563	.000	.896	.500	.806	.000	.729	.705	.759	.000	.748	.918



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File Name : 154311 CC

Site Code : Y15127.1

Start Date : 3/4/2015

Page No : 1

S: Shaw Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

Groups Printed- Heavy Vehicles

Start Time	Village Street From East			Shaw Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	2	0	2
04:30 PM	0	0	0	0	0	0	0	2	0	2
04:45 PM	0	0	0	0	0	0	0	1	0	1
Total	1	0	0	0	0	0	0	5	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	1
Total	2	0	0	0	0	0	0	1	0	3
Grand Total	3	0	0	0	0	0	0	6	0	9
Apprch %	100	0	0	0	0	0	0	100	0	
Total %	33.3	0	0	0	0	0	0	66.7	0	

Start Time	Village Street From East				Shaw Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	1	0	0	0	0	0	5	0	5	6
% App. Total	100	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.750



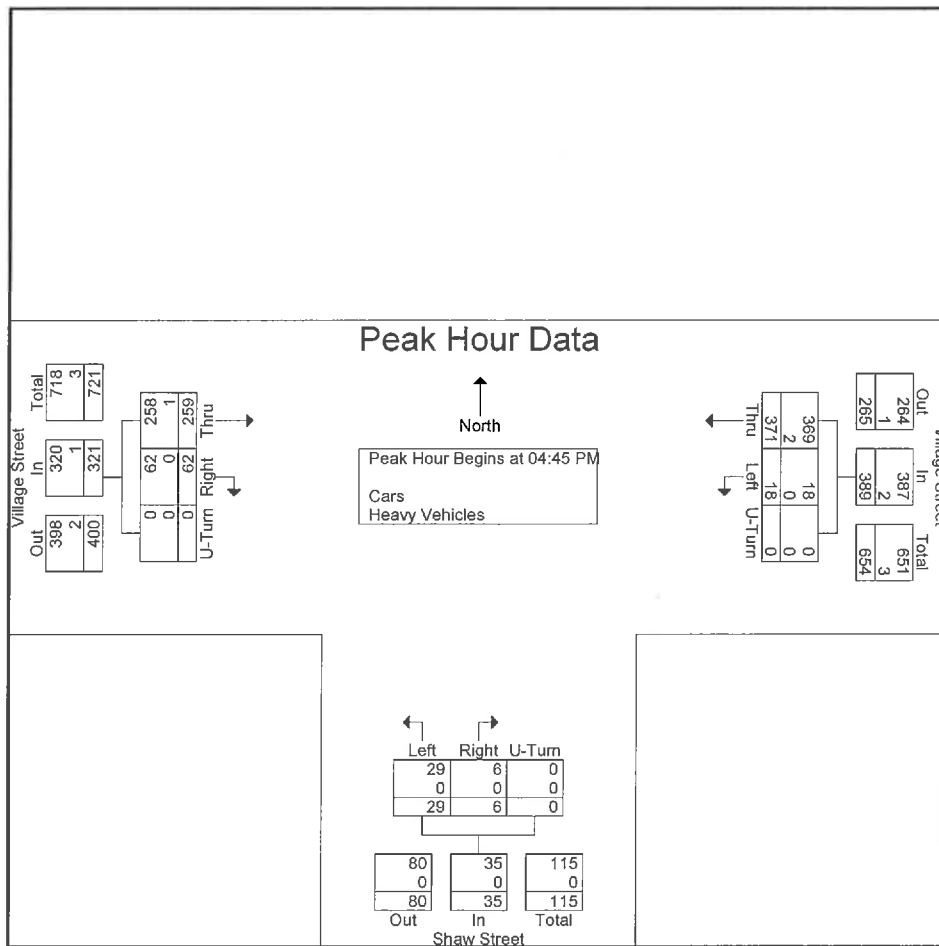
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INDUSTRIES, LLC

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S: Shaw Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 CC
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Start Time	Village Street From East				Shaw Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	87	8	0	95	2	7	0	9	17	60	0	77	181
05:00 PM	90	6	0	96	3	9	0	12	10	61	0	71	179
05:15 PM	107	2	0	109	0	7	0	7	13	53	0	66	182
05:30 PM	87	2	0	89	1	6	0	7	22	85	0	107	203
Total Volume	371	18	0	389	6	29	0	35	62	259	0	321	745
% App. Total	95.4	4.6	0		17.1	82.9	0		19.3	80.7	0		
PHF	.867	.563	.000	.892	.500	.806	.000	.729	.705	.762	.000	.750	.917
Cars	369	18	0	387	6	29	0	35	62	258	0	320	742
% Cars	99.5	100	0	99.5	100	100	0	100	100	99.6	0	99.7	99.6
Heavy Vehicles	2	0	0	2	0	0	0	0	0	1	0	1	3
% Heavy Vehicles	0.5	0	0	0.5	0	0	0	0	0	0.4	0	0.3	0.4





PRECISION
DATA
INDUSTRIES, LLC

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S: Charles River Road
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 D
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Village Street From East			Charles River Road From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	51	0	0	6	0	0	2	56	0	115
07:15 AM	74	1	0	2	2	0	0	77	0	156
07:30 AM	68	1	0	2	2	0	0	94	0	167
07:45 AM	68	0	0	2	3	0	0	79	0	152
Total	261	2	0	12	7	0	2	306	0	590
08:00 AM	91	2	0	1	0	0	1	83	0	178
08:15 AM	66	2	0	1	2	0	0	46	0	117
08:30 AM	54	2	0	3	5	0	2	40	0	106
08:45 AM	55	1	0	1	3	0	0	59	0	119
Total	266	7	0	6	10	0	3	228	0	520
Grand Total	527	9	0	18	17	0	5	534	0	1110
Apprch %	98.3	1.7	0	51.4	48.6	0	0.9	99.1	0	
Total %	47.5	0.8	0	1.6	1.5	0	0.5	48.1	0	
Cars	514	7	0	18	15	0	5	512	0	1071
% Cars	97.5	77.8	0	100	88.2	0	100	95.9	0	96.5
Heavy Vehicles	13	2	0	0	2	0	0	22	0	39
% Heavy Vehicles	2.5	22.2	0	0	11.8	0	0	4.1	0	3.5

Start Time	Village Street From East				Charles River Road From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	74	1	0	75	2	2	0	4	0	77	0	77	156
07:30 AM	68	1	0	69	2	2	0	4	0	94	0	94	167
07:45 AM	68	0	0	68	2	3	0	5	0	79	0	79	152
08:00 AM	91	2	0	93	1	0	0	1	1	83	0	84	178
Total Volume	301	4	0	305	7	7	0	14	1	333	0	334	653
% App. Total	98.7	1.3	0		50	50	0		0.3	99.7	0		
PHF	.827	.500	.000	.820	.875	.583	.000	.700	.250	.886	.000	.888	.917
Cars	290	4	0	294	7	7	0	14	1	321	0	322	630
% Cars	96.3	100	0	96.4	100	100	0	100	100	96.4	0	96.4	96.5
Heavy Vehicles	11	0	0	11	0	0	0	0	0	12	0	12	23
% Heavy Vehicles	3.7	0	0	3.6	0	0	0	0	0	3.6	0	3.6	3.5



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S: Charles River Road
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Client: McMahon Associates/ M. Starkey

File Name : 154311 D
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars

Start Time	Village Street From East			Charles River Road From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	50	0	0	6	0	0	2	52	0	110
07:15 AM	71	1	0	2	2	0	0	76	0	152
07:30 AM	66	1	0	2	2	0	0	91	0	162
07:45 AM	66	0	0	2	3	0	0	77	0	148
Total	253	2	0	12	7	0	2	296	0	572
08:00 AM	87	2	0	1	0	0	1	77	0	168
08:15 AM	65	0	0	1	1	0	0	43	0	110
08:30 AM	54	2	0	3	4	0	2	38	0	103
08:45 AM	55	1	0	1	3	0	0	58	0	118
Total	261	5	0	6	8	0	3	216	0	499
Grand Total	514	7	0	18	15	0	5	512	0	1071
Apprch %	98.7	1.3	0	54.5	45.5	0	1	99	0	
Total %	48	0.7	0	1.7	1.4	0	0.5	47.8	0	

Start Time	Village Street From East				Charles River Road From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	71	1	0	72	2	2	0	4	0	76	0	76	152
07:30 AM	66	1	0	67	2	2	0	4	0	91	0	91	162
07:45 AM	66	0	0	66	2	3	0	5	0	77	0	77	148
08:00 AM	87	2	0	89	1	0	0	1	1	77	0	78	168
Total Volume	290	4	0	294	7	7	0	14	1	321	0	322	630
% App. Total	98.6	1.4	0		50	50	0		0.3	99.7	0		
PHF	.833	.500	.000	.826	.875	.583	.000	.700	.250	.882	.000	.885	.938



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File Name : 154311 D
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Village Street From East			Charles River Road From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	1	0	0	0	0	0	0	4	0	5
07:15 AM	3	0	0	0	0	0	0	1	0	4
07:30 AM	2	0	0	0	0	0	0	3	0	5
07:45 AM	2	0	0	0	0	0	0	2	0	4
Total	8	0	0	0	0	0	0	10	0	18
08:00 AM	4	0	0	0	0	0	0	6	0	10
08:15 AM	1	2	0	0	1	0	0	3	0	7
08:30 AM	0	0	0	0	1	0	0	2	0	3
08:45 AM	0	0	0	0	0	0	0	1	0	1
Total	5	2	0	0	2	0	0	12	0	21
Grand Total	13	2	0	0	2	0	0	22	0	39
Apprch %	86.7	13.3	0	0	100	0	0	100	0	
Total %	33.3	5.1	0	0	5.1	0	0	56.4	0	

Start Time	Village Street From East				Charles River Road From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
07:45 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
08:00 AM	4	0	0	4	0	0	0	0	0	6	0	6	10
08:15 AM	1	2	0	3	0	1	0	1	0	3	0	3	7
Total Volume	9	2	0	11	0	1	0	1	0	14	0	14	26
% App. Total	81.8	18.2	0		0	100	0		0	100	0		
PHF	.563	.250	.000	.688	.000	.250	.000	.250	.000	.583	.000	.583	.650



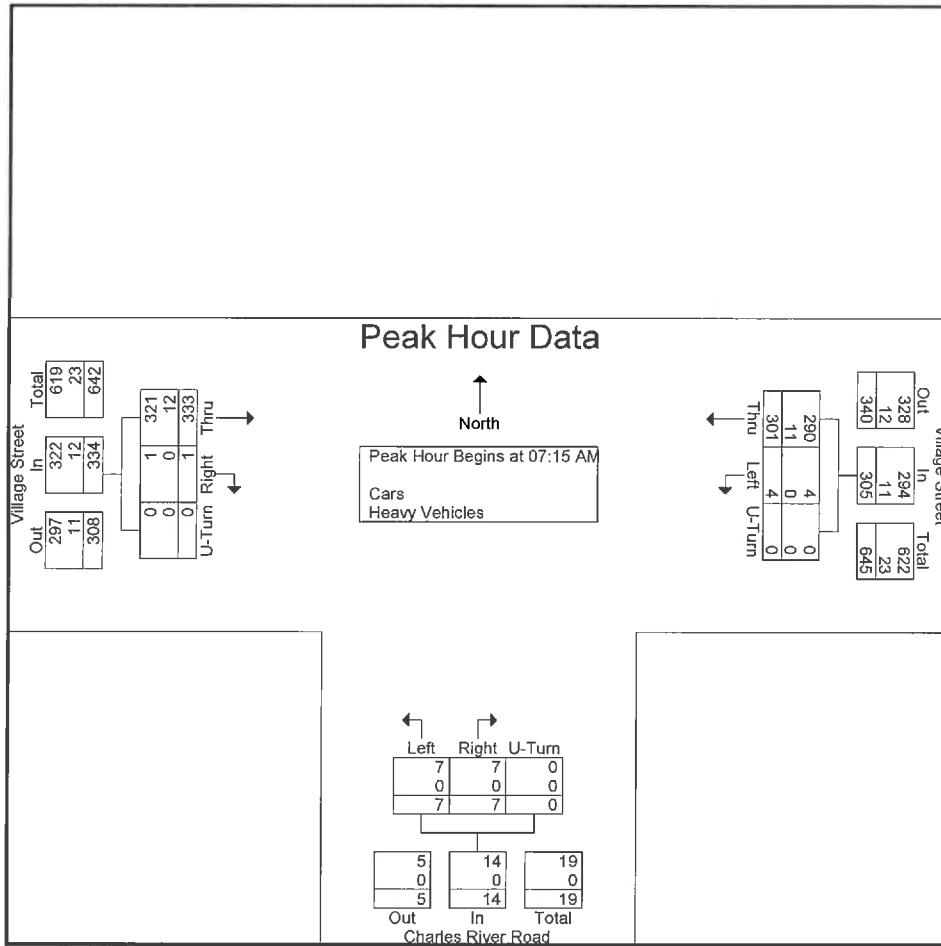
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S: Charles River Road
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 D
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Start Time	Village Street From East				Charles River Road From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	74	1	0	75	2	2	0	4	0	77	0	77	156
07:30 AM	68	1	0	69	2	2	0	4	0	94	0	94	167
07:45 AM	68	0	0	68	2	3	0	5	0	79	0	79	152
08:00 AM	91	2	0	93	1	0	0	1	1	83	0	84	178
Total Volume	301	4	0	305	7	7	0	14	1	333	0	334	653
% App. Total	98.7	1.3	0		50	50	0		0.3	99.7	0		
PHF	.827	.500	.000	.820	.875	.583	.000	.700	.250	.886	.000	.888	.917
Cars	290	4	0	294	7	7	0	14	1	321	0	322	630
% Cars	96.3	100	0	96.4	100	100	0	100	100	96.4	0	96.4	96.5
Heavy Vehicles	11	0	0	11	0	0	0	0	0	12	0	12	23
% Heavy Vehicles	3.7	0	0	3.6	0	0	0	0	0	3.6	0	3.6	3.5





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S: Charles River Road
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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 DD
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Village Street From East			Charles River Road From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	85	2	0	3	1	0	4	57	0	152
04:15 PM	85	1	0	1	0	0	2	60	0	149
04:30 PM	86	4	0	3	2	0	3	46	0	144
04:45 PM	88	1	0	3	0	0	3	64	0	159
Total	344	8	0	10	3	0	12	227	0	604
05:00 PM	96	0	0	2	0	0	0	63	0	161
05:15 PM	109	4	0	4	4	0	2	54	0	177
05:30 PM	87	4	0	0	1	0	4	71	0	167
05:45 PM	84	3	0	0	2	0	2	50	0	141
Total	376	11	0	6	7	0	8	238	0	646
Grand Total	720	19	0	16	10	0	20	465	0	1250
Apprch %	97.4	2.6	0	61.5	38.5	0	4.1	95.9	0	
Total %	57.6	1.5	0	1.3	0.8	0	1.6	37.2	0	
Cars	713	19	0	16	10	0	20	458	0	1236
% Cars	99	100	0	100	100	0	100	98.5	0	98.9
Heavy Vehicles	7	0	0	0	0	0	0	7	0	14
% Heavy Vehicles	1	0	0	0	0	0	0	1.5	0	1.1

Start Time	Village Street From East				Charles River Road From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	88	1	0	89	3	0	0	3	3	64	0	67	159
05:00 PM	96	0	0	96	2	0	0	2	0	63	0	63	161
05:15 PM	109	4	0	113	4	4	0	8	2	54	0	56	177
05:30 PM	87	4	0	91	0	1	0	1	4	71	0	75	167
Total Volume	380	9	0	389	9	5	0	14	9	252	0	261	664
% App. Total	97.7	2.3	0		64.3	35.7	0		3.4	96.6	0		
PHF	.872	.563	.000	.861	.563	.313	.000	.438	.563	.887	.000	.870	.938
Cars	376	9	0	385	9	5	0	14	9	251	0	260	659
% Cars	98.9	100	0	99.0	100	100	0	100	100	99.6	0	99.6	99.2
Heavy Vehicles	4	0	0	4	0	0	0	0	0	1	0	1	5
% Heavy Vehicles	1.1	0	0	1.0	0	0	0	0	0	0.4	0	0.4	0.8



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S: Charles River Road
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 DD
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars

Start Time	Village Street From East			Charles River Road From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	84	2	0	3	1	0	4	57	0	151
04:15 PM	84	1	0	1	0	0	2	58	0	146
04:30 PM	85	4	0	3	2	0	3	44	0	141
04:45 PM	87	1	0	3	0	0	3	63	0	157
Total	340	8	0	10	3	0	12	222	0	595
05:00 PM	96	0	0	2	0	0	0	63	0	161
05:15 PM	108	4	0	4	4	0	2	54	0	176
05:30 PM	85	4	0	0	1	0	4	71	0	165
05:45 PM	84	3	0	0	2	0	2	48	0	139
Total	373	11	0	6	7	0	8	236	0	641
Grand Total	713	19	0	16	10	0	20	458	0	1236
Apprch %	97.4	2.6	0	61.5	38.5	0	4.2	95.8	0	
Total %	57.7	1.5	0	1.3	0.8	0	1.6	37.1	0	

Start Time	Village Street From East				Charles River Road From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	87	1	0	88	3	0	0	3	3	63	0	66	157
05:00 PM	96	0	0	96	2	0	0	2	0	63	0	63	161
05:15 PM	108	4	0	112	4	4	0	8	2	54	0	56	176
05:30 PM	85	4	0	89	0	1	0	1	4	71	0	75	165
Total Volume	376	9	0	385	9	5	0	14	9	251	0	260	659
% App. Total	97.7	2.3	0		64.3	35.7	0		3.5	96.5	0		
PHF	.870	.563	.000	.859	.563	.313	.000	.438	.563	.884	.000	.867	.936



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S: Charles River Road
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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 DD
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Village Street From East			Charles River Road From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	1	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	0	0	0	0	2	0	3
04:30 PM	1	0	0	0	0	0	0	2	0	3
04:45 PM	1	0	0	0	0	0	0	1	0	2
Total	4	0	0	0	0	0	0	5	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	0	0	0	1
05:30 PM	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	2	0	2
Total	3	0	0	0	0	0	0	2	0	5
Grand Total	7	0	0	0	0	0	0	7	0	14
Apprch %	100	0	0	0	0	0	0	100	0	
Total %	50	0	0	0	0	0	0	50	0	

Start Time	Village Street From East				Charles River Road From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	4	0	0	4	0	0	0	0	0	5	0	5	9
% App. Total	100	0	0		0	0	0		0	100	0		
PHF	1.00	.000	.000	1.00	.000	.000	.000	.000	.000	.625	.000	.625	.750



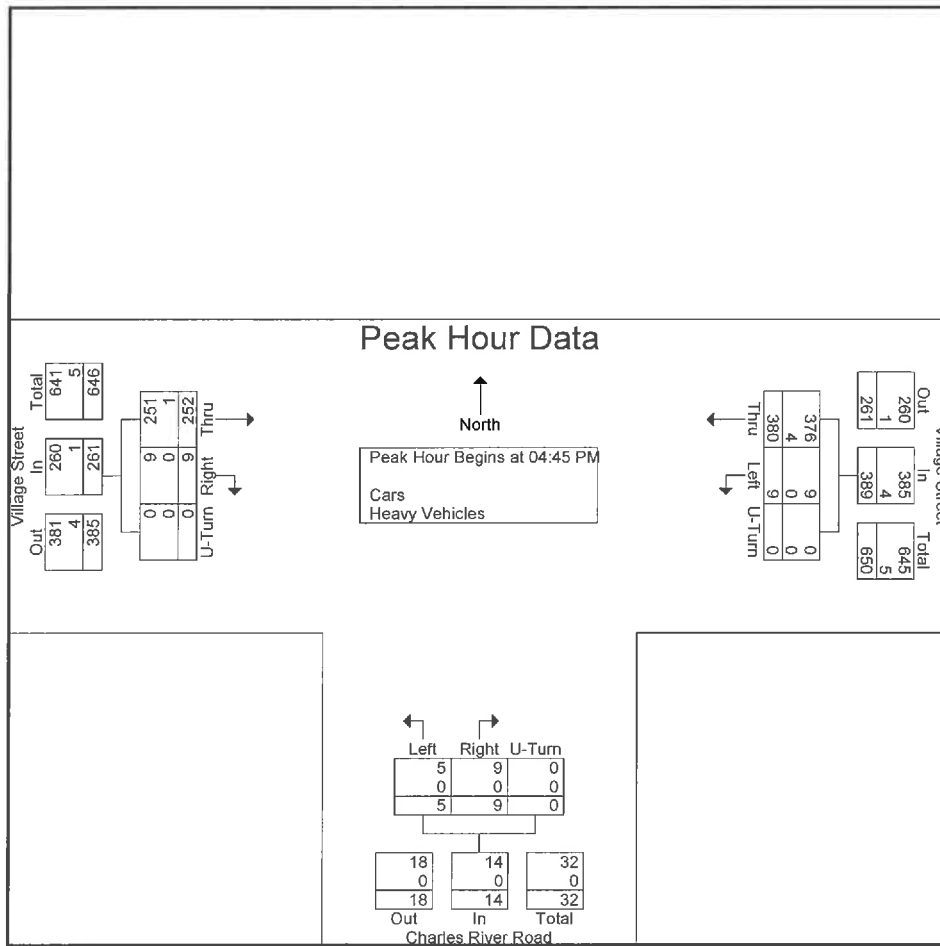
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Page No : 1

S: Charles River Road
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

Start Time	Village Street From East				Charles River Road From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	88	1	0	89	3	0	0	3	3	64	0	67	159
05:00 PM	96	0	0	96	2	0	0	2	0	63	0	63	161
05:15 PM	109	4	0	113	4	4	0	8	2	54	0	56	177
05:30 PM	87	4	0	91	0	1	0	1	4	71	0	75	167
Total Volume	380	9	0	389	9	5	0	14	9	252	0	261	664
% App. Total	97.7	2.3	0		64.3	35.7	0		3.4	96.6	0		
PHF	.872	.563	.000	.861	.563	.313	.000	.438	.563	.887	.000	.870	.938
Cars	376	9	0	385	9	5	0	14	9	251	0	260	659
% Cars	98.9	100	0	99.0	100	100	0	100	100	99.6	0	99.6	99.2
Heavy Vehicles	4	0	0	4	0	0	0	0	0	1	0	1	5
% Heavy Vehicles	1.1	0	0	1.0	0	0	0	0	0	0.4	0	0.4	0.8





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N: Holliston Street
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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 E
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Holliston Street From North			Village Street From East			Village Street From West			Int. Total
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn	
07:00 AM	6	0	0	0	40	0	43	17	0	106
07:15 AM	18	0	0	0	51	0	67	17	0	153
07:30 AM	16	1	0	0	48	0	68	8	0	141
07:45 AM	8	0	0	0	54	0	62	6	0	130
Total	48	1	0	0	193	0	240	48	0	530
08:00 AM	8	0	0	0	48	0	87	32	0	175
08:15 AM	10	0	0	0	44	0	40	20	0	114
08:30 AM	7	0	0	0	42	0	32	5	0	86
08:45 AM	11	0	0	0	43	0	50	5	0	109
Total	36	0	0	0	177	0	209	62	0	484
Grand Total	84	1	0	0	370	0	449	110	0	1014
Apprch %	98.8	1.2	0	0	100	0	80.3	19.7	0	
Total %	8.3	0.1	0	0	36.5	0	44.3	10.8	0	
Cars	81	0	0	0	364	0	435	106	0	986
% Cars	96.4	0	0	0	98.4	0	96.9	96.4	0	97.2
Heavy Vehicles	3	1	0	0	6	0	14	4	0	28
% Heavy Vehicles	3.6	100	0	0	1.6	0	3.1	3.6	0	2.8

Start Time	Holliston Street From North				Village Street From East				Village Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	18	0	0	18	0	51	0	51	67	17	0	84	153
07:30 AM	16	1	0	17	0	48	0	48	68	8	0	76	141
07:45 AM	8	0	0	8	0	54	0	54	62	6	0	68	130
08:00 AM	8	0	0	8	0	48	0	48	87	32	0	119	175
Total Volume	50	1	0	51	0	201	0	201	284	63	0	347	599
% App. Total	98	2	0		0	100	0		81.8	18.2	0		
PHF	.694	.250	.000	.708	.000	.931	.000	.931	.816	.492	.000	.729	.856
Cars	48	0	0	48	0	197	0	197	278	62	0	340	585
% Cars	96.0	0	0	94.1	0	98.0	0	98.0	97.9	98.4	0	98.0	97.7
Heavy Vehicles	2	1	0	3	0	4	0	4	6	1	0	7	14
% Heavy Vehicles	4.0	100	0	5.9	0	2.0	0	2.0	2.1	1.6	0	2.0	2.3



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Start Date : 3/4/2015
Page No : 1

N: Holliston Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

Groups Printed- Cars

Start Time	Holliston Street From North			Village Street From East			Village Street From West			Int. Total
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn	
07:00 AM	6	0	0	0	39	0	41	16	0	102
07:15 AM	16	0	0	0	51	0	67	16	0	150
07:30 AM	16	0	0	0	46	0	67	8	0	137
07:45 AM	8	0	0	0	53	0	60	6	0	127
Total	46	0	0	0	189	0	235	46	0	516
08:00 AM	8	0	0	0	47	0	84	32	0	171
08:15 AM	9	0	0	0	43	0	37	18	0	107
08:30 AM	7	0	0	0	42	0	30	5	0	84
08:45 AM	11	0	0	0	43	0	49	5	0	108
Total	35	0	0	0	175	0	200	60	0	470
Grand Total	81	0	0	0	364	0	435	106	0	986
Apprch %	100	0	0	0	100	0	80.4	19.6	0	
Total %	8.2	0	0	0	36.9	0	44.1	10.8	0	

Start Time	Holliston Street From North				Village Street From East				Village Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	16	0	0	16	0	51	0	51	67	16	0	83	150
07:30 AM	16	0	0	16	0	46	0	46	67	8	0	75	137
07:45 AM	8	0	0	8	0	53	0	53	60	6	0	66	127
08:00 AM	8	0	0	8	0	47	0	47	84	32	0	116	171
Total Volume	48	0	0	48	0	197	0	197	278	62	0	340	585
% App. Total	100	0	0		0	100	0		81.8	18.2	0		
PHF	.750	.000	.000	.750	.000	.929	.000	.929	.827	.484	.000	.733	.855



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N: Holliston Street
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Client: McMahon Associates/ M. Starkey

File Name : 154311 E
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Holliston Street From North			Village Street From East			Village Street From West			Int. Total
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn	
07:00 AM	0	0	0	0	1	0	2	1	0	4
07:15 AM	2	0	0	0	0	0	0	1	0	3
07:30 AM	0	1	0	0	2	0	1	0	0	4
07:45 AM	0	0	0	0	1	0	2	0	0	3
Total	2	1	0	0	4	0	5	2	0	14
08:00 AM	0	0	0	0	1	0	3	0	0	4
08:15 AM	1	0	0	0	1	0	3	2	0	7
08:30 AM	0	0	0	0	0	0	2	0	0	2
08:45 AM	0	0	0	0	0	0	1	0	0	1
Total	1	0	0	0	2	0	9	2	0	14
Grand Total	3	1	0	0	6	0	14	4	0	28
Apprch %	75	25	0	0	100	0	77.8	22.2	0	
Total %	10.7	3.6	0	0	21.4	0	50	14.3	0	

Start Time	Holliston Street From North				Village Street From East				Village Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	1	0	1	0	2	0	2	1	0	0	1	4
07:45 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
08:00 AM	0	0	0	0	0	1	0	1	3	0	0	3	4
08:15 AM	1	0	0	1	0	1	0	1	3	2	0	5	7
Total Volume	1	1	0	2	0	5	0	5	9	2	0	11	18
% App. Total	50	50	0		0	100	0		81.8	18.2	0		
PHF	.250	.250	.000	.500	.000	.625	.000	.625	.750	.250	.000	.550	.643



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Client: McMahon Associates/ M. Starkey

File Name : 154311 E
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Peds and Bikes

Start Time	Holliston Street From North				Village Street From East				Village Street From West				Int. Total
	Right	Left	Peds EB	Peds WB	Right	Thru	Peds SB	Peds NB	Thru	Left	Peds NB	Peds SB	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	1
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	2
Apprch %	0	0	0	0	0	0	0	0	50	50	0	0	
Total %	0	0	0	0	0	0	0	0	50	50	0	0	

Start Time	Holliston Street From North					Village Street From East					Village Street From West					Int. Total
	Right	Left	Peds EB	Peds WB	App. Total	Right	Thru	Peds SB	Peds NB	App. Total	Thru	Left	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45 AM	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	1	0	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250



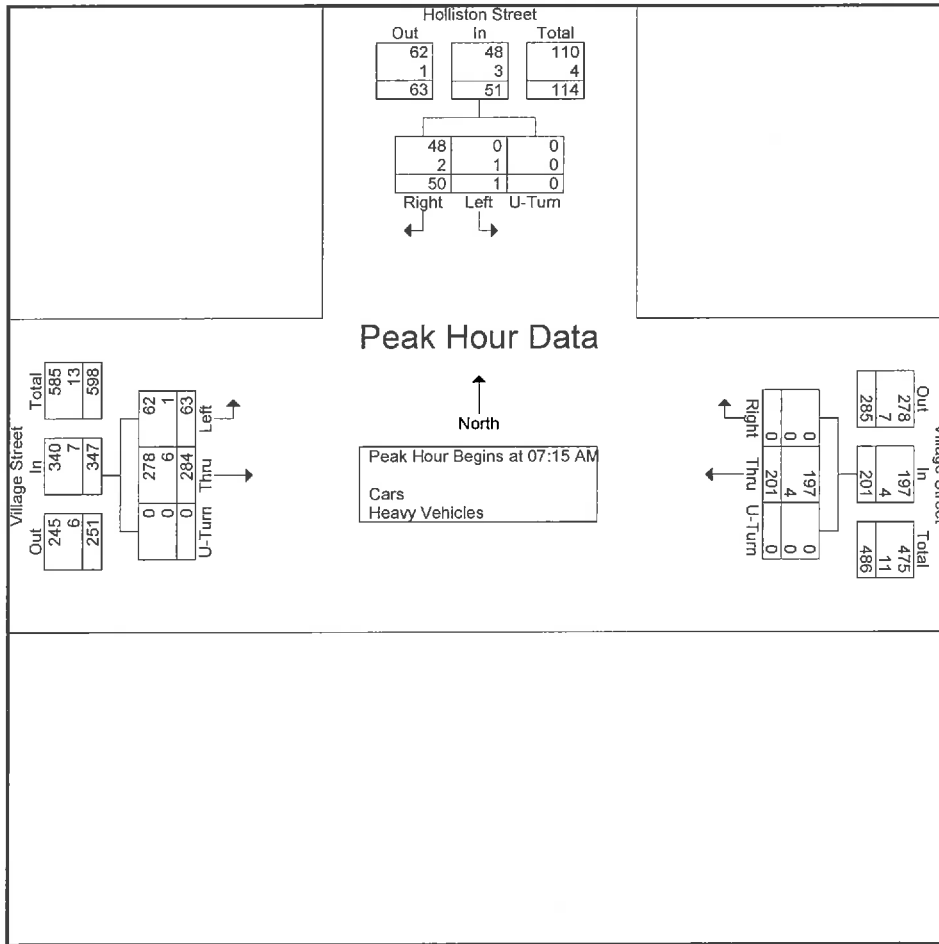
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N: Holliston Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 E
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Start Time	Holliston Street From North				Village Street From East				Village Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	18	0	0	18	0	51	0	51	67	17	0	84	153
07:30 AM	16	1	0	17	0	48	0	48	68	8	0	76	141
07:45 AM	8	0	0	8	0	54	0	54	62	6	0	68	130
08:00 AM	8	0	0	8	0	48	0	48	87	32	0	119	175
Total Volume	50	1	0	51	0	201	0	201	284	63	0	347	599
% App. Total	98	2	0		0	100	0		81.8	18.2	0		
PHF	.694	.250	.000	.708	.000	.931	.000	.931	.816	.492	.000	.729	.856
Cars	48	0	0	48	0	197	0	197	278	62	0	340	585
% Cars	96.0	0	0	94.1	0	98.0	0	98.0	97.9	98.4	0	98.0	97.7
Heavy Vehicles	2	1	0	3	0	4	0	4	6	1	0	7	14
% Heavy Vehicles	4.0	100	0	5.9	0	2.0	0	2.0	2.1	1.6	0	2.0	2.3





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N: Holliston Street
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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 EE
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Holliston Street From North			Village Street From East			Village Street From West			Int. Total
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn	
04:00 PM	21	0	0	0	61	0	52	7	0	141
04:15 PM	22	0	0	0	62	0	53	9	0	146
04:30 PM	19	0	0	0	59	0	40	11	0	129
04:45 PM	21	1	0	1	62	0	46	3	0	134
Total	83	1	0	1	244	0	191	30	0	550
05:00 PM	17	0	0	0	68	0	53	11	0	149
05:15 PM	21	0	0	0	85	0	41	11	1	159
05:30 PM	13	0	0	0	62	0	55	6	0	136
05:45 PM	9	2	0	1	68	0	39	8	0	127
Total	60	2	0	1	283	0	188	36	1	571
Grand Total	143	3	0	2	527	0	379	66	1	1121
Apprch %	97.9	2.1	0	0.4	99.6	0	85	14.8	0.2	
Total %	12.8	0.3	0	0.2	47	0	33.8	5.9	0.1	
Cars	142	3	0	2	525	0	373	65	1	1111
% Cars	99.3	100	0	100	99.6	0	98.4	98.5	100	99.1
Heavy Vehicles	1	0	0	0	2	0	6	1	0	10
% Heavy Vehicles	0.7	0	0	0	0.4	0	1.6	1.5	0	0.9

Start Time	Holliston Street From North				Village Street From East				Village Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	21	1	0	22	1	62	0	63	46	3	0	49	134
05:00 PM	17	0	0	17	0	68	0	68	53	11	0	64	149
05:15 PM	21	0	0	21	0	85	0	85	41	11	1	53	159
05:30 PM	13	0	0	13	0	62	0	62	55	6	0	61	136
Total Volume	72	1	0	73	1	277	0	278	195	31	1	227	578
% App. Total	98.6	1.4	0		0.4	99.6	0		85.9	13.7	0.4		
PHF	.857	.250	.000	.830	.250	.815	.000	.818	.886	.705	.250	.887	.909
Cars	71	1	0	72	1	277	0	278	194	31	1	226	576
% Cars	98.6	100	0	98.6	100	100	0	100	99.5	100	100	99.6	99.7
Heavy Vehicles	1	0	0	1	0	0	0	0	1	0	0	1	2
% Heavy Vehicles	1.4	0	0	1.4	0	0	0	0	0.5	0	0	0.4	0.3



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E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 EE
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars

Start Time	Holliston Street From North			Village Street From East			Village Street From West			Int. Total
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn	
04:00 PM	21	0	0	0	60	0	52	7	0	140
04:15 PM	22	0	0	0	61	0	52	8	0	143
04:30 PM	19	0	0	0	59	0	37	11	0	126
04:45 PM	21	1	0	1	62	0	45	3	0	133
Total	83	1	0	1	242	0	186	29	0	542
05:00 PM	17	0	0	0	68	0	53	11	0	149
05:15 PM	21	0	0	0	85	0	41	11	1	159
05:30 PM	12	0	0	0	62	0	55	6	0	135
05:45 PM	9	2	0	1	68	0	38	8	0	126
Total	59	2	0	1	283	0	187	36	1	569
Grand Total	142	3	0	2	525	0	373	65	1	1111
Apprch %	97.9	2.1	0	0.4	99.6	0	85	14.8	0.2	
Total %	12.8	0.3	0	0.2	47.3	0	33.6	5.9	0.1	

Start Time	Holliston Street From North				Village Street From East				Village Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	21	1	0	22	1	62	0	63	45	3	0	48	133
05:00 PM	17	0	0	17	0	68	0	68	53	11	0	64	149
05:15 PM	21	0	0	21	0	85	0	85	41	11	1	53	159
05:30 PM	12	0	0	12	0	62	0	62	55	6	0	61	135
Total Volume	71	1	0	72	1	277	0	278	194	31	1	226	576
% App. Total	98.6	1.4	0		0.4	99.6	0		85.8	13.7	0.4		
PHF	.845	.250	.000	.818	.250	.815	.000	.818	.882	.705	.250	.883	.906



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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 EE
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Holliston Street From North			Village Street From East			Village Street From West			Int. Total
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn	
04:00 PM	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	1	1	0	3
04:30 PM	0	0	0	0	0	0	3	0	0	3
04:45 PM	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	2	0	5	1	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	1
Total	1	0	0	0	0	0	1	0	0	2
Grand Total	1	0	0	0	2	0	6	1	0	10
Apprch %	100	0	0	0	100	0	85.7	14.3	0	
Total %	10	0	0	0	20	0	60	10	0	

Start Time	Holliston Street From North				Village Street From East				Village Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	1	1	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	2	0	2	5	1	0	6	8
% App. Total	0	0	0	0	0	100	0		83.3	16.7	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.417	.250	.000	.500	.667



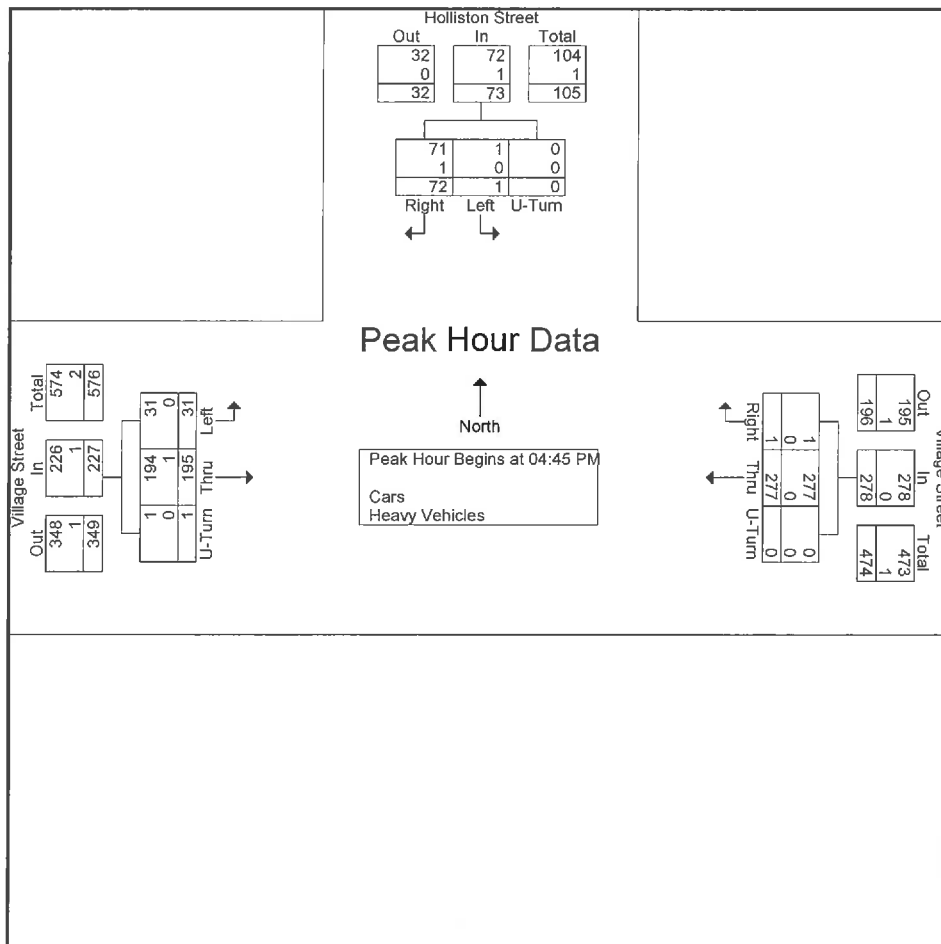
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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 EE
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Start Time	Holliston Street From North				Village Street From East				Village Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	21	1	0	22	1	62	0	63	46	3	0	49	134
05:00 PM	17	0	0	17	0	68	0	68	53	11	0	64	149
05:15 PM	21	0	0	21	0	85	0	85	41	11	1	53	159
05:30 PM	13	0	0	13	0	62	0	62	55	6	0	61	136
Total Volume	72	1	0	73	1	277	0	278	195	31	1	227	578
% App. Total	98.6	1.4	0		0.4	99.6	0		85.9	13.7	0.4		
PHF	.857	.250	.000	.830	.250	.815	.000	.818	.886	.705	.250	.887	.909
Cars	71	1	0	72	1	277	0	278	194	31	1	226	576
% Cars	98.6	100	0	98.6	100	100	0	100	99.5	100	100	99.6	99.7
Heavy Vehicles	1	0	0	1	0	0	0	0	1	0	0	1	2
% Heavy Vehicles	1.4	0	0	1.4	0	0	0	0	0.5	0	0	0.4	0.3





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E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 F
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Church Street From North				Village Street From East				Village Street From West				Holliston Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
07:00 AM	0	0	0	0	0	52	40	0	43	0	0	0	0	19	0	0	154
07:15 AM	0	0	0	0	0	67	49	0	67	0	0	0	0	33	0	0	216
07:30 AM	0	0	0	0	0	61	50	0	70	0	0	0	0	30	0	0	211
07:45 AM	0	0	0	0	0	67	52	0	61	0	0	0	0	23	0	0	203
Total	0	0	0	0	0	247	191	0	241	0	0	0	0	105	0	0	784
08:00 AM	0	0	1	0	0	31	48	0	87	0	0	0	0	21	0	0	188
08:15 AM	0	0	0	0	0	75	46	0	39	0	0	0	0	31	0	0	191
08:30 AM	0	0	0	0	0	44	40	0	33	0	0	0	0	30	0	0	147
08:45 AM	0	0	1	0	0	35	42	0	52	0	0	0	0	36	0	0	166
Total	0	0	2	0	0	185	176	0	211	0	0	0	0	118	0	0	692
Grand Total	0	0	2	0	0	432	367	0	452	0	0	0	0	223	0	0	1476
Apprch %	0	0	100	0	0	54.1	45.9	0	100	0	0	0	0	100	0	0	
Total %	0	0	0.1	0	0	29.3	24.9	0	30.6	0	0	0	0	15.1	0	0	
Cars	0	0	2	0	0	425	363	0	437	0	0	0	0	213	0	0	1440
% Cars	0	0	100	0	0	98.4	98.9	0	96.7	0	0	0	0	95.5	0	0	97.6
Heavy Vehicles	0	0	0	0	0	7	4	0	15	0	0	0	0	10	0	0	36
% Heavy Vehicles	0	0	0	0	0	1.6	1.1	0	3.3	0	0	0	0	4.5	0	0	2.4

Start Time	Church Street From North					Village Street From East					Village Street From West					Holliston Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	67	49	0	116	67	0	0	0	67	0	33	0	0	33	216
07:30 AM	0	0	0	0	0	0	61	50	0	111	70	0	0	0	70	0	30	0	0	30	211
07:45 AM	0	0	0	0	0	0	67	52	0	119	61	0	0	0	61	0	23	0	0	23	203
08:00 AM	0	0	1	0	1	0	31	48	0	79	87	0	0	0	87	0	21	0	0	21	188
Total Volume	0	0	1	0	1	0	226	199	0	425	285	0	0	0	285	0	107	0	0	107	818
% App. Total	0	0	100	0		0	53.2	46.8	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.000	.843	.957	.000	.893	.819	.000	.000	.000	.819	.000	.811	.000	.000	.811	.947
Cars	0	0	1	0	1	0	223	197	0	420	277	0	0	0	277	0	102	0	0	102	800
% Cars	0	0	100	0	100	0	98.7	99.0	0	98.8	97.2	0	0	0	97.2	0	95.3	0	0	95.3	97.8
Heavy Vehicles	0	0	0	0	0	0	3	2	0	5	8	0	0	0	8	0	5	0	0	5	18
% Heavy Vehicles	0	0	0	0	0	0	1.3	1.0	0	1.2	2.8	0	0	0	2.8	0	4.7	0	0	4.7	2.2



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N/NW: Church Street/ Holliston Street
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City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 F
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars

Start Time	Church Street From North				Village Street From East				Village Street From West				Holliston Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
07:00 AM	0	0	0	0	0	51	39	0	41	0	0	0	0	17	0	0	148
07:15 AM	0	0	0	0	0	67	49	0	67	0	0	0	0	31	0	0	214
07:30 AM	0	0	0	0	0	61	49	0	66	0	0	0	0	29	0	0	205
07:45 AM	0	0	0	0	0	65	51	0	60	0	0	0	0	22	0	0	198
Total	0	0	0	0	0	244	188	0	234	0	0	0	0	99	0	0	765
08:00 AM	0	0	1	0	0	30	48	0	84	0	0	0	0	20	0	0	183
08:15 AM	0	0	0	0	0	73	45	0	37	0	0	0	0	30	0	0	185
08:30 AM	0	0	0	0	0	44	40	0	31	0	0	0	0	29	0	0	144
08:45 AM	0	0	1	0	0	34	42	0	51	0	0	0	0	35	0	0	163
Total	0	0	2	0	0	181	175	0	203	0	0	0	0	114	0	0	675
Grand Total	0	0	2	0	0	425	363	0	437	0	0	0	0	213	0	0	1440
Apprch %	0	0	100	0	0	53.9	46.1	0	100	0	0	0	0	100	0	0	
Total %	0	0	0.1	0	0	29.5	25.2	0	30.3	0	0	0	0	14.8	0	0	

Start Time	Church Street From North					Village Street From East					Village Street From West					Holliston Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	67	49	0	116	67	0	0	0	67	0	31	0	0	31	214
07:30 AM	0	0	0	0	0	0	61	49	0	110	66	0	0	0	66	0	29	0	0	29	205
07:45 AM	0	0	0	0	0	0	65	51	0	116	60	0	0	0	60	0	22	0	0	22	198
08:00 AM	0	0	1	0	1	0	30	48	0	78	84	0	0	0	84	0	20	0	0	20	183
Total Volume	0	0	1	0	1	0	223	197	0	420	277	0	0	0	277	0	102	0	0	102	800
% App. Total	0	0	100	0		0	53.1	46.9	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.000	.832	.966	.000	.905	.824	.000	.000	.000	.824	.000	.823	.000	.000	.823	.935



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

N/NW: Church Street/ Holliston Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 F
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Church Street From North				Village Street From East				Village Street From West				Holliston Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
07:00 AM	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
07:30 AM	0	0	0	0	0	0	1	0	4	0	0	0	0	1	0	0	6
07:45 AM	0	0	0	0	0	2	1	0	1	0	0	0	0	1	0	0	5
Total	0	0	0	0	0	3	3	0	7	0	0	0	0	6	0	0	19
08:00 AM	0	0	0	0	0	1	0	0	3	0	0	0	0	1	0	0	5
08:15 AM	0	0	0	0	0	2	1	0	2	0	0	0	0	1	0	0	6
08:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3
08:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	3
Total	0	0	0	0	0	4	1	0	8	0	0	0	0	4	0	0	17
Grand Total	0	0	0	0	0	7	4	0	15	0	0	0	0	10	0	0	36
Apprch %	0	0	0	0	0	63.6	36.4	0	100	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	19.4	11.1	0	41.7	0	0	0	0	27.8	0	0	

Start Time	Church Street From North					Village Street From East					Village Street From West					Holliston Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	0	1	0	0	1	6
07:45 AM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	5
08:00 AM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	1	0	0	1	5
08:15 AM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	1	0	0	1	6
Total Volume	0	0	0	0	0	0	5	3	0	8	10	0	0	0	10	0	4	0	0	4	22
% App. Total	0	0	0	0	0	0	62.5	37.5	0	100	0	0	0	0	100	0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.625	.750	.000	.667	.625	.000	.000	.000	.625	.000	1.00	.000	.000	1.00	.917



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Start Date : 3/4/2015
Page No : 1

Groups Printed- Peds and Bikes

Start Time	Church Street From North					Village Street From East					Village Street From West					Holliston Street From Northwest					Int. Total
	Hard Right	Right	Left	Peds EB	Peds WB	Right	Bear Right	Thru	Peds SB	Peds NB	Thru	Left	Hard Left	Peds NB	Peds SB	Hard Right	Bear Left	Hard Left	Peds NEB	Peds SWB	
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Church Street From North						Village Street From East						Village Street From West						Holliston Street From Northwest						Int. Total	
	Hard Right	Right	Left	Peds EB	Peds WB	App. Total	Right	Bear Right	Thru	Peds SB	Peds NB	App. Total	Thru	Left	Hard Left	Peds NB	Peds SB	App. Total	Hard Right	Bear Left	Hard Left	Peds NEB	Peds SWB	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00 AM																										
07:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 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
07:30 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
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	100	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

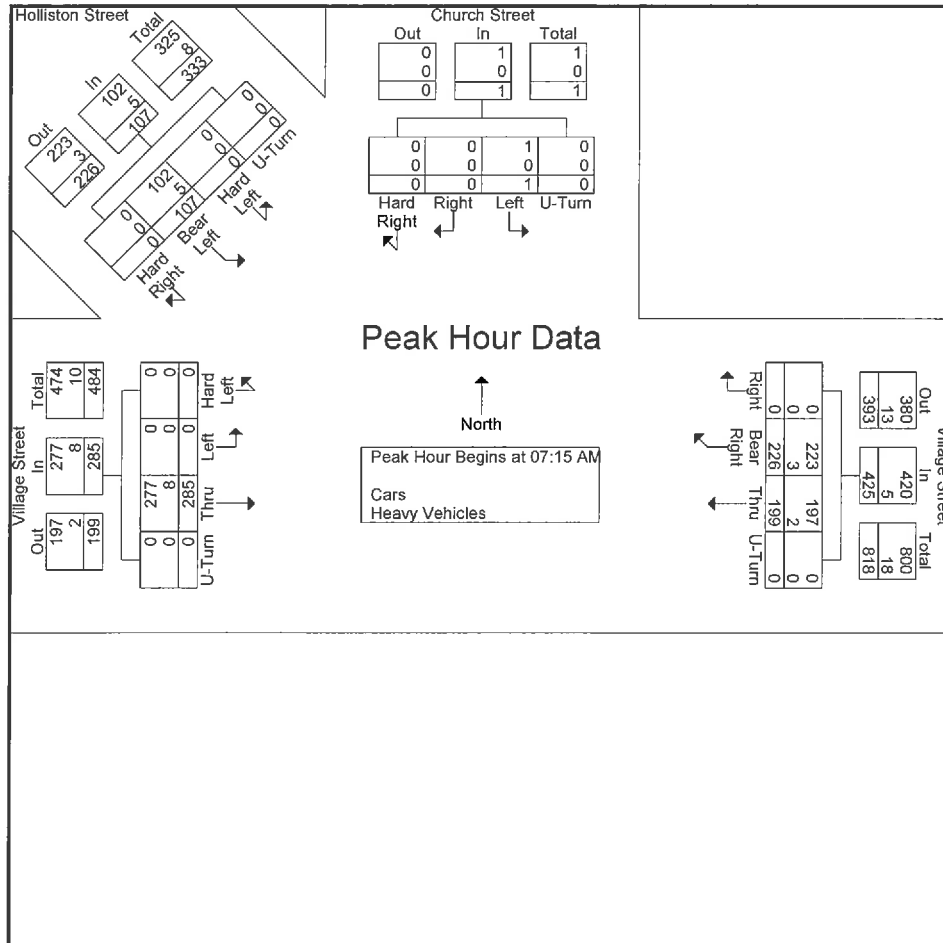
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Start Time	Church Street From North					Village Street From East					Village Street From West					Holliston Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	67	49	0	116	67	0	0	0	67	0	33	0	0	33	216
07:30 AM	0	0	0	0	0	0	61	50	0	111	70	0	0	0	70	0	30	0	0	30	211
07:45 AM	0	0	0	0	0	0	67	52	0	119	61	0	0	0	61	0	23	0	0	23	203
08:00 AM	0	0	1	0	1	0	31	48	0	79	87	0	0	0	87	0	21	0	0	21	188
Total Volume	0	0	1	0	1	0	226	199	0	425	285	0	0	0	285	0	107	0	0	107	818
% App. Total	0	0	100	0	0	0	53.2	46.8	0	0	100	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.250	.000	.250	.000	.843	.957	.000	.893	.819	.000	.000	.000	.819	.000	.811	.000	.000	.811	.947
Cars	0	0	1	0	1	0	223	197	0	420	277	0	0	0	277	0	102	0	0	102	800
% Cars	0	0	100	0	100	0	98.7	99.0	0	98.8	97.2	0	0	0	97.2	0	95.3	0	0	95.3	97.8
Heavy Vehicles	0	0	0	0	0	0	3	2	0	5	8	0	0	0	8	0	5	0	0	5	18
% Heavy Vehicles	0	0	0	0	0	0	1.3	1.0	0	1.2	2.8	0	0	0	2.8	0	4.7	0	0	4.7	2.2





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Client: McMahan Associates/ M. Starkey

File Name : 154311 FF
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Church Street From North				Village Street From East				Village Street From West				Holliston Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
04:00 PM	1	0	0	0	0	42	63	0	48	0	0	0	0	47	0	0	201
04:15 PM	2	1	1	0	0	50	61	0	51	0	0	0	0	53	0	0	219
04:30 PM	1	0	1	0	0	40	59	0	39	0	1	0	0	65	0	0	206
04:45 PM	1	0	0	0	0	54	57	0	46	0	0	0	1	53	0	0	212
Total	5	1	2	0	0	186	240	0	184	0	1	0	1	218	0	0	838
05:00 PM	0	1	2	0	0	42	66	0	49	1	1	0	0	45	0	0	207
05:15 PM	0	0	1	0	0	35	85	0	42	0	0	0	0	51	0	0	214
05:30 PM	0	0	0	0	0	38	63	1	52	1	2	0	0	62	0	0	219
05:45 PM	0	1	0	0	0	41	66	0	42	0	0	0	0	50	0	0	200
Total	0	2	3	0	0	156	280	1	185	2	3	0	0	208	0	0	840
Grand Total	5	3	5	0	0	342	520	1	369	2	4	0	1	426	0	0	1678
Apprch %	38.5	23.1	38.5	0	0	39.6	60.3	0.1	98.4	0.5	1.1	0	0.2	99.8	0	0	
Total %	0.3	0.2	0.3	0	0	20.4	31	0.1	22	0.1	0.2	0	0.1	25.4	0	0	
Cars	5	3	5	0	0	338	517	1	364	2	4	0	1	423	0	0	1663
% Cars	100	100	100	0	0	98.8	99.4	100	98.6	100	100	0	100	99.3	0	0	99.1
Heavy Vehicles	0	0	0	0	0	4	3	0	5	0	0	0	0	3	0	0	15
% Heavy Vehicles	0	0	0	0	0	1.2	0.6	0	1.4	0	0	0	0	0.7	0	0	0.9

Start Time	Church Street From North					Village Street From East				Village Street From West					Holliston Street From Northwest					Int. Total	
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn		App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	0	0	0	1	0	54	57	0	111	46	0	0	0	46	1	53	0	0	54	212
05:00 PM	0	1	2	0	3	0	42	66	0	108	49	1	1	0	51	0	45	0	0	45	207
05:15 PM	0	0	1	0	1	0	35	85	0	120	42	0	0	0	42	0	51	0	0	51	214
05:30 PM	0	0	0	0	0	0	38	63	1	102	52	1	2	0	55	0	62	0	0	62	219
Total Volume	1	1	3	0	5	0	169	271	1	441	189	2	3	0	194	1	211	0	0	212	852
% App. Total	20	20	60	0		0	38.3	61.5	0.2		97.4	1	1.5	0		0.5	99.5	0	0		
PHF	.250	.250	.375	.000	.417	.000	.782	.797	.250	.919	.909	.500	.375	.000	.882	.250	.851	.000	.000	.855	.973
Cars	1	1	3	0	5	0	167	271	1	439	188	2	3	0	193	1	211	0	0	212	849
% Cars	100	100	100	0	100	0	98.8	100	100	99.5	99.5	100	100	0	99.5	100	100	0	0	100	99.6
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
% Heavy Vehicles	0	0	0	0	0	0	1.2	0	0	0.5	0.5	0	0	0	0.5	0	0	0	0	0	0.4



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Groups Printed- Cars

Start Time	Church Street From North				Village Street From East				Village Street From West				Holliston Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
04:00 PM	1	0	0	0	0	41	61	0	48	0	0	0	0	46	0	0	197
04:15 PM	2	1	1	0	0	50	60	0	50	0	0	0	0	52	0	0	216
04:30 PM	1	0	1	0	0	40	59	0	37	0	1	0	0	65	0	0	204
04:45 PM	1	0	0	0	0	52	57	0	45	0	0	0	1	53	0	0	209
Total	5	1	2	0	0	183	237	0	180	0	1	0	1	216	0	0	826
05:00 PM	0	1	2	0	0	42	66	0	49	1	1	0	0	45	0	0	207
05:15 PM	0	0	1	0	0	35	85	0	42	0	0	0	0	51	0	0	214
05:30 PM	0	0	0	0	0	38	63	1	52	1	2	0	0	62	0	0	219
05:45 PM	0	1	0	0	0	40	66	0	41	0	0	0	0	49	0	0	197
Total	0	2	3	0	0	155	280	1	184	2	3	0	0	207	0	0	837
Grand Total	5	3	5	0	0	338	517	1	364	2	4	0	1	423	0	0	1663
Apprch %	38.5	23.1	38.5	0	0	39.5	60.4	0.1	98.4	0.5	1.1	0	0.2	99.8	0	0	
Total %	0.3	0.2	0.3	0	0	20.3	31.1	0.1	21.9	0.1	0.2	0	0.1	25.4	0	0	

Start Time	Church Street From North					Village Street From East					Village Street From West					Holliston Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	0	0	0	1	0	52	57	0	109	45	0	0	0	45	1	53	0	0	54	209
05:00 PM	0	1	2	0	3	0	42	66	0	108	49	1	1	0	51	0	45	0	0	45	207
05:15 PM	0	0	1	0	1	0	35	85	0	120	42	0	0	0	42	0	51	0	0	51	214
05:30 PM	0	0	0	0	0	0	38	63	1	102	52	1	2	0	55	0	62	0	0	62	219
Total Volume	1	1	3	0	5	0	167	271	1	439	188	2	3	0	193	1	211	0	0	212	849
% App. Total	20	20	60	0		0	38	61.7	0.2		97.4	1	1.6	0		0.5	99.5	0	0		
PHF	.250	.250	.375	.000	.417	.000	.803	.797	.250	.915	.904	.500	.375	.000	.877	.250	.851	.000	.000	.855	.969



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Start Time	Church Street From North				Village Street From East				Village Street From West				Holliston Street From Northwest				Int. Total
	Hard Right	Right	Left	U-Turn	Right	Bear Right	Thru	U-Turn	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Left	Hard Left	U-Turn	
04:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	4
04:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	3	3	0	4	0	0	0	0	2	0	0	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	3
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	3
Grand Total	0	0	0	0	0	4	3	0	5	0	0	0	0	3	0	0	15
Apprch %	0	0	0	0	0	57.1	42.9	0	100	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	26.7	20	0	33.3	0	0	0	0	20	0	0	

Start Time	Church Street From North					Village Street From East					Village Street From West					Holliston Street From Northwest					Int. Total
	Hard Right	Right	Left	U-Turn	App. Total	Right	Bear Right	Thru	U-Turn	App. Total	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Left	Hard Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
04:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	3	3	0	6	4	0	0	0	4	0	2	0	0	2	12
% App. Total	0	0	0	0	0	0	50	50	0	100	100	0	0	0	100	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.375	.375	.000	.500	.500	.000	.000	.000	.500	.000	.500	.000	.000	.500	.750



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Groups Printed- Peds and Bikes

Start Time	Church Street From North					Village Street From East					Village Street From West					Holliston Street From Northwest					Int. Total
	Hard Right	Right	Left	Peds EB	Peds WB	Right	Bear Right	Thru	Peds SB	Peds NB	Thru	Left	Hard Left	Peds NB	Peds SB	Hard Right	Bear Left	Hard Left	Peds NEB	Peds SWB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 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	1	0	1
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
Approch %	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	
Total %	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25	

Start Time	Church Street From North						Village Street From East						Village Street From West						Holliston Street From Northwest						Int. Total		
	Hard Right	Right	Left	Peds EB	Peds WB	App. Total	Right	Bear Right	Thru	Peds SB	Peds NB	App. Total	Thru	Left	Hard Left	Peds NB	Peds SB	App. Total	Hard Right	Bear Left	Hard Left	Peds NEB	Peds SWB	App. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 04:15 PM																											
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4
Total Volume	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	4
% App. Total	0	0	0	50	50		0	0	0	0	0		0	0	0	0	0		0	0	0	50	50				
PHF	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500	.500	



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S: Sanford Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 G
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Village Street From East			Sanford Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	54	5	0	50	35	0	7	51	0	202
07:15 AM	61	8	0	51	56	0	18	74	0	268
07:30 AM	68	10	0	30	46	0	21	77	0	252
07:45 AM	74	21	1	38	44	0	19	67	0	264
Total	257	44	1	169	181	0	65	269	0	986
08:00 AM	49	9	0	30	30	0	16	78	0	212
08:15 AM	72	10	0	35	46	0	18	50	0	231
08:30 AM	56	7	0	28	28	0	18	38	0	175
08:45 AM	50	6	0	25	34	0	15	51	1	182
Total	227	32	0	118	138	0	67	217	1	800
Grand Total	484	76	1	287	319	0	132	486	1	1786
Apprch %	86.3	13.5	0.2	47.4	52.6	0	21.3	78.5	0.2	
Total %	27.1	4.3	0.1	16.1	17.9	0	7.4	27.2	0.1	
Cars	477	74	1	283	316	0	128	468	1	1748
% Cars	98.6	97.4	100	98.6	99.1	0	97	96.3	100	97.9
Heavy Vehicles	7	2	0	4	3	0	4	18	0	38
% Heavy Vehicles	1.4	2.6	0	1.4	0.9	0	3	3.7	0	2.1

Start Time	Village Street From East				Sanford Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	61	8	0	69	51	56	0	107	18	74	0	92	268
07:30 AM	68	10	0	78	30	46	0	76	21	77	0	98	252
07:45 AM	74	21	1	96	38	44	0	82	19	67	0	86	264
08:00 AM	49	9	0	58	30	30	0	60	16	78	0	94	212
Total Volume	252	48	1	301	149	176	0	325	74	296	0	370	996
% App. Total	83.7	15.9	0.3		45.8	54.2	0		20	80	0		
PHF	.851	.571	.250	.784	.730	.786	.000	.759	.881	.949	.000	.944	.929
Cars	248	46	1	295	147	175	0	322	71	286	0	357	974
% Cars	98.4	95.8	100	98.0	98.7	99.4	0	99.1	95.9	96.6	0	96.5	97.8
Heavy Vehicles	4	2	0	6	2	1	0	3	3	10	0	13	22
% Heavy Vehicles	1.6	4.2	0	2.0	1.3	0.6	0	0.9	4.1	3.4	0	3.5	2.2



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Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

S: Sanford Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

Groups Printed- Cars

Start Time	Village Street From East			Sanford Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	53	5	0	50	34	0	7	48	0	197
07:15 AM	61	8	0	51	56	0	18	72	0	266
07:30 AM	67	10	0	30	46	0	21	73	0	247
07:45 AM	72	20	1	37	43	0	17	65	0	255
Total	253	43	1	168	179	0	63	258	0	965
08:00 AM	48	8	0	29	30	0	15	76	0	206
08:15 AM	71	10	0	34	45	0	18	47	0	225
08:30 AM	56	7	0	27	28	0	17	38	0	173
08:45 AM	49	6	0	25	34	0	15	49	1	179
Total	224	31	0	115	137	0	65	210	1	783
Grand Total	477	74	1	283	316	0	128	468	1	1748
Apprch %	86.4	13.4	0.2	47.2	52.8	0	21.4	78.4	0.2	
Total %	27.3	4.2	0.1	16.2	18.1	0	7.3	26.8	0.1	

Start Time	Village Street From East				Sanford Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	61	8	0	69	51	56	0	107	18	72	0	90	266
07:30 AM	67	10	0	77	30	46	0	76	21	73	0	94	247
07:45 AM	72	20	1	93	37	43	0	80	17	65	0	82	255
08:00 AM	48	8	0	56	29	30	0	59	15	76	0	91	206
Total Volume	248	46	1	295	147	175	0	322	71	286	0	357	974
% App. Total	84.1	15.6	0.3		45.7	54.3	0		19.9	80.1	0		
PHF	.861	.575	.250	.793	.721	.781	.000	.752	.845	.941	.000	.949	.915



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S: Sanford Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 G
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Village Street From East			Sanford Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	1	0	0	0	1	0	0	3	0	5
07:15 AM	0	0	0	0	0	0	0	2	0	2
07:30 AM	1	0	0	0	0	0	0	4	0	5
07:45 AM	2	1	0	1	1	0	2	2	0	9
Total	4	1	0	1	2	0	2	11	0	21
08:00 AM	1	1	0	1	0	0	1	2	0	6
08:15 AM	1	0	0	1	1	0	0	3	0	6
08:30 AM	0	0	0	1	0	0	1	0	0	2
08:45 AM	1	0	0	0	0	0	0	2	0	3
Total	3	1	0	3	1	0	2	7	0	17
Grand Total	7	2	0	4	3	0	4	18	0	38
Apprch %	77.8	22.2	0	57.1	42.9	0	18.2	81.8	0	
Total %	18.4	5.3	0	10.5	7.9	0	10.5	47.4	0	

Start Time	Village Street From East				Sanford Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
07:45 AM	2	1	0	3	1	1	0	2	2	2	0	4	9
08:00 AM	1	1	0	2	1	0	0	1	1	2	0	3	6
08:15 AM	1	0	0	1	1	1	0	2	0	3	0	3	6
Total Volume	5	2	0	7	3	2	0	5	3	11	0	14	26
% App. Total	71.4	28.6	0		60	40	0		21.4	78.6	0		
PHF	.625	.500	.000	.583	.750	.500	.000	.625	.375	.688	.000	.875	.722



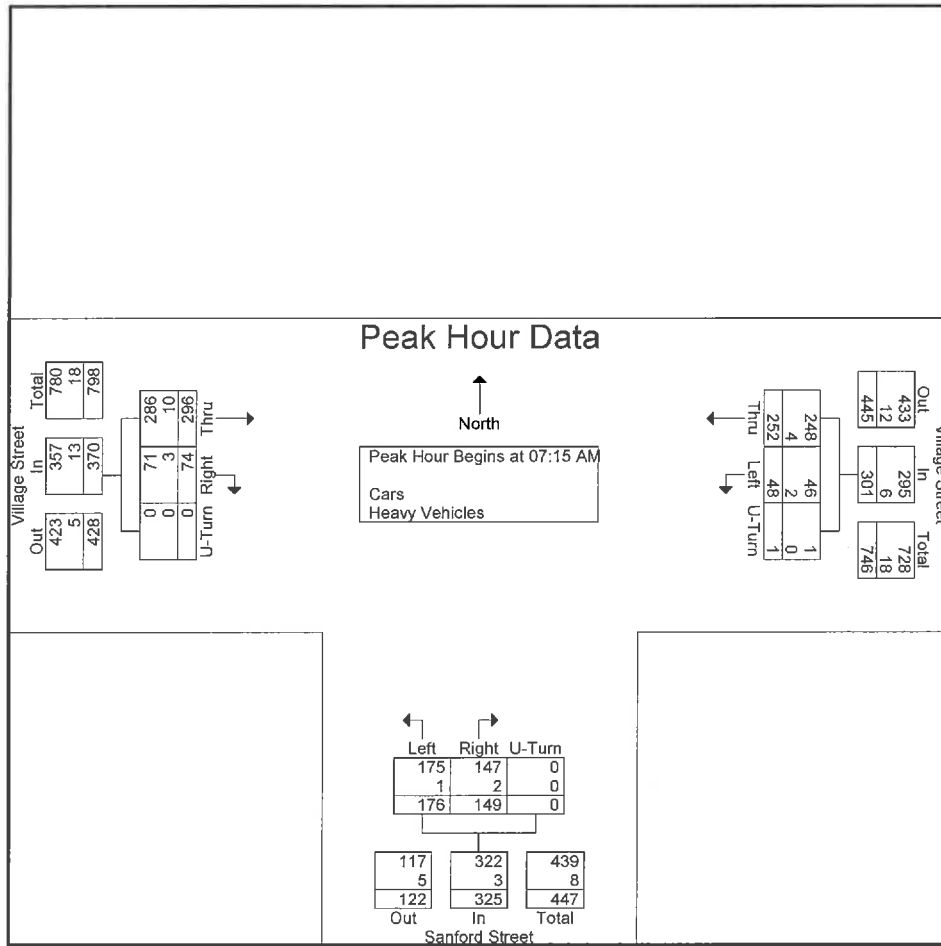
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S: Sanford Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 G
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Start Time	Village Street From East				Sanford Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	61	8	0	69	51	56	0	107	18	74	0	92	268
07:30 AM	68	10	0	78	30	46	0	76	21	77	0	98	252
07:45 AM	74	21	1	96	38	44	0	82	19	67	0	86	264
08:00 AM	49	9	0	58	30	30	0	60	16	78	0	94	212
Total Volume	252	48	1	301	149	176	0	325	74	296	0	370	996
% App. Total	83.7	15.9	0.3		45.8	54.2	0		20	80	0		
PHF	.851	.571	.250	.784	.730	.786	.000	.759	.881	.949	.000	.944	.929
Cars	248	46	1	295	147	175	0	322	71	286	0	357	974
% Cars	98.4	95.8	100	98.0	98.7	99.4	0	99.1	95.9	96.6	0	96.5	97.8
Heavy Vehicles	4	2	0	6	2	1	0	3	3	10	0	13	22
% Heavy Vehicles	1.6	4.2	0	2.0	1.3	0.6	0	0.9	4.1	3.4	0	3.5	2.2





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File Name : 154311 GG
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

S: Sanford Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

Groups Printed- Cars - Heavy Vehicles

Start Time	Village Street From East			Sanford Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	75	38	0	10	22	0	36	55	0	236
04:15 PM	71	35	0	19	32	0	38	57	0	252
04:30 PM	69	32	0	12	20	0	42	66	0	241
04:45 PM	76	39	0	17	27	0	37	59	0	255
Total	291	144	0	58	101	0	153	237	0	984
05:00 PM	85	54	0	16	17	0	43	57	0	272
05:15 PM	84	58	0	18	32	0	40	51	0	283
05:30 PM	78	37	0	21	15	0	56	57	0	264
05:45 PM	84	35	0	18	18	0	35	54	0	244
Total	331	184	0	73	82	0	174	219	0	1063
Grand Total	622	328	0	131	183	0	327	456	0	2047
Apprch %	65.5	34.5	0	41.7	58.3	0	41.8	58.2	0	
Total %	30.4	16	0	6.4	8.9	0	16	22.3	0	
Cars	618	324	0	130	183	0	324	451	0	2030
% Cars	99.4	98.8	0	99.2	100	0	99.1	98.9	0	99.2
Heavy Vehicles	4	4	0	1	0	0	3	5	0	17
% Heavy Vehicles	0.6	1.2	0	0.8	0	0	0.9	1.1	0	0.8

Start Time	Village Street From East				Sanford Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	76	39	0	115	17	27	0	44	37	59	0	96	255
05:00 PM	85	54	0	139	16	17	0	33	43	57	0	100	272
05:15 PM	84	58	0	142	18	32	0	50	40	51	0	91	283
05:30 PM	78	37	0	115	21	15	0	36	56	57	0	113	264
Total Volume	323	188	0	511	72	91	0	163	176	224	0	400	1074
% App. Total	63.2	36.8	0		44.2	55.8	0		44	56	0		
PHF	.950	.810	.000	.900	.857	.711	.000	.815	.786	.949	.000	.885	.949
Cars	322	187	0	509	71	91	0	162	175	223	0	398	1069
% Cars	99.7	99.5	0	99.6	98.6	100	0	99.4	99.4	99.6	0	99.5	99.5
Heavy Vehicles	1	1	0	2	1	0	0	1	1	1	0	2	5
% Heavy Vehicles	0.3	0.5	0	0.4	1.4	0	0	0.6	0.6	0.4	0	0.5	0.5



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S: Sanford Street
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Client: McMahon Associates/ M. Starkey

File Name : 154311 GG
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Groups Printed- Cars

Start Time	Village Street From East			Sanford Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	74	37	0	10	22	0	35	55	0	233
04:15 PM	70	34	0	19	32	0	38	56	0	249
04:30 PM	69	31	0	12	20	0	42	64	0	238
04:45 PM	75	39	0	17	27	0	37	59	0	254
Total	288	141	0	58	101	0	152	234	0	974
05:00 PM	85	54	0	15	17	0	43	56	0	270
05:15 PM	84	57	0	18	32	0	40	51	0	282
05:30 PM	78	37	0	21	15	0	55	57	0	263
05:45 PM	83	35	0	18	18	0	34	53	0	241
Total	330	183	0	72	82	0	172	217	0	1056
Grand Total	618	324	0	130	183	0	324	451	0	2030
Apprch %	65.6	34.4	0	41.5	58.5	0	41.8	58.2	0	
Total %	30.4	16	0	6.4	9	0	16	22.2	0	

Start Time	Village Street From East				Sanford Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	75	39	0	114	17	27	0	44	37	59	0	96	254
05:00 PM	85	54	0	139	15	17	0	32	43	56	0	99	270
05:15 PM	84	57	0	141	18	32	0	50	40	51	0	91	282
05:30 PM	78	37	0	115	21	15	0	36	55	57	0	112	263
Total Volume	322	187	0	509	71	91	0	162	175	223	0	398	1069
% App. Total	63.3	36.7	0		43.8	56.2	0		44	56	0		
PHF	.947	.820	.000	.902	.845	.711	.000	.810	.795	.945	.000	.888	.948



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Page No : 1

S: Sanford Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

Groups Printed- Heavy Vehicles

Start Time	Village Street From East			Sanford Street From South			Village Street From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	1	1	0	0	0	0	1	0	0	3
04:15 PM	1	1	0	0	0	0	0	1	0	3
04:30 PM	0	1	0	0	0	0	0	2	0	3
04:45 PM	1	0	0	0	0	0	0	0	0	1
Total	3	3	0	0	0	0	1	3	0	10
05:00 PM	0	0	0	1	0	0	0	1	0	2
05:15 PM	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1
05:45 PM	1	0	0	0	0	0	1	1	0	3
Total	1	1	0	1	0	0	2	2	0	7
Grand Total	4	4	0	1	0	0	3	5	0	17
Apprch %	50	50	0	100	0	0	37.5	62.5	0	
Total %	23.5	23.5	0	5.9	0	0	17.6	29.4	0	

Start Time	Village Street From East				Sanford Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	1	1	0	2	0	0	0	0	1	0	0	1	3
04:15 PM	1	1	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	3	3	0	6	0	0	0	0	1	3	0	4	10
% App. Total	50	50	0		0	0	0		25	75	0		
PHF	.750	.750	.000	.750	.000	.000	.000	.000	.250	.375	.000	.500	.833



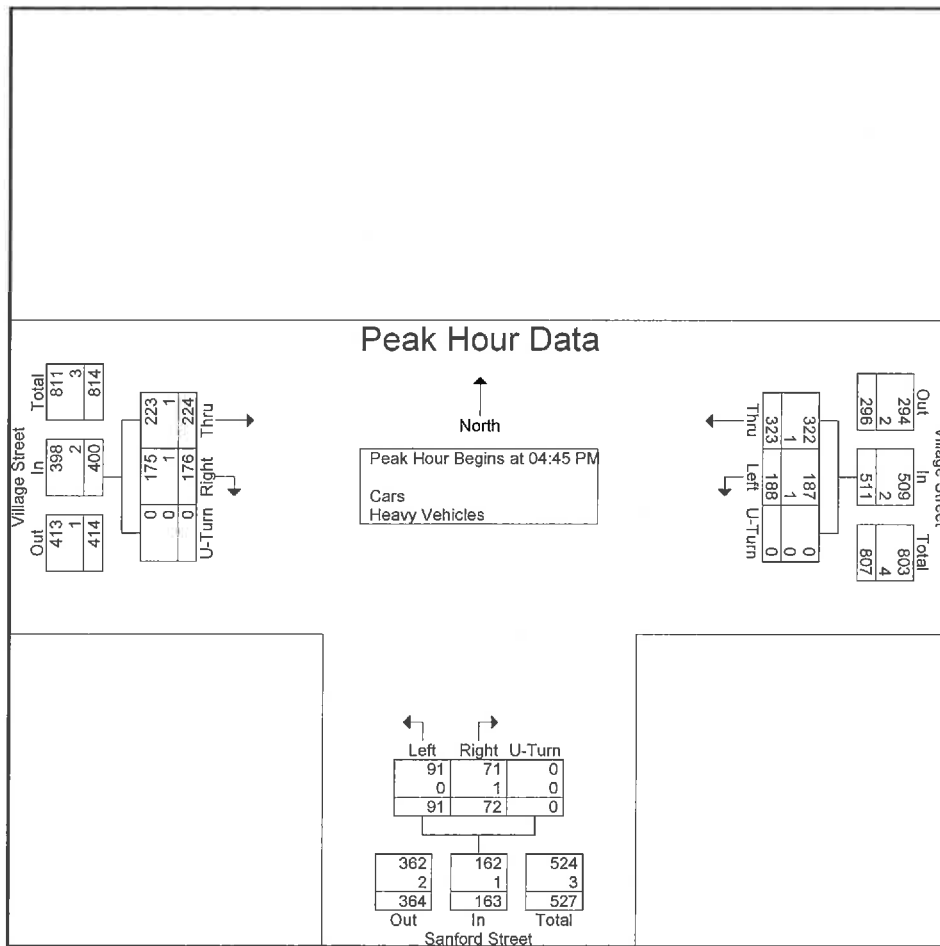
PRECISION
D A T A
INDUSTRIES, LLC

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

S: Sanford Street
E/W: Village Street
City, State: Medway, MA
Client: McMahon Associates/ M. Starkey

File Name : 154311 GG
Site Code : Y15127.1
Start Date : 3/4/2015
Page No : 1

Start Time	Village Street From East				Sanford Street From South				Village Street From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	76	39	0	115	17	27	0	44	37	59	0	96	255
05:00 PM	85	54	0	139	16	17	0	33	43	57	0	100	272
05:15 PM	84	58	0	142	18	32	0	50	40	51	0	91	283
05:30 PM	78	37	0	115	21	15	0	36	56	57	0	113	264
Total Volume	323	188	0	511	72	91	0	163	176	224	0	400	1074
% App. Total	63.2	36.8	0		44.2	55.8	0		44	56	0		
PHF	.950	.810	.000	.900	.857	.711	.000	.815	.786	.949	.000	.885	.949
Cars	322	187	0	509	71	91	0	162	175	223	0	398	1069
% Cars	99.7	99.5	0	99.6	98.6	100	0	99.4	99.4	99.6	0	99.5	99.5
Heavy Vehicles	1	1	0	2	1	0	0	1	1	1	0	2	5
% Heavy Vehicles	0.3	0.5	0	0.4	1.4	0	0	0.6	0.6	0.4	0	0.5	0.5



APPENDIX B

MassDOT Crash Data

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Medway COUNT DATE : Mar-15

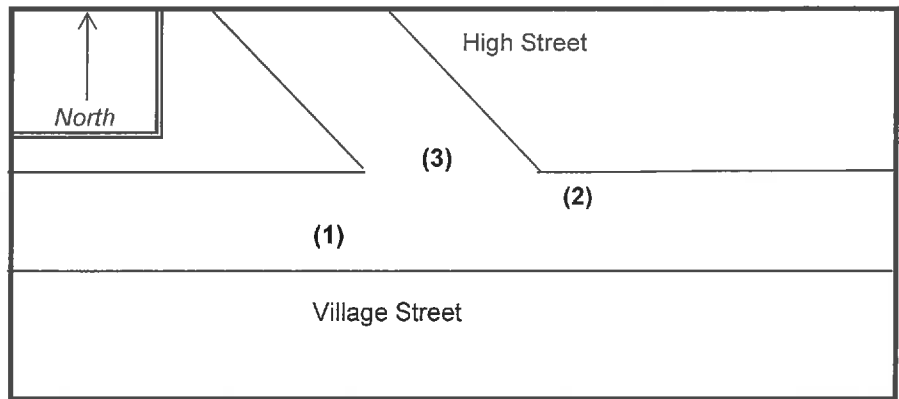
DISTRICT : 3 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Village Street

MINOR STREET(S) : High Street

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	SB			
PEAK HOURLY VOLUMES (AM/PM) :	329	518	35			882

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

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

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

Comments : Based on MassDOT crash data

Project Title & Date : Medway Senior Living Mar-15

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Medway COUNT DATE : Mar-15

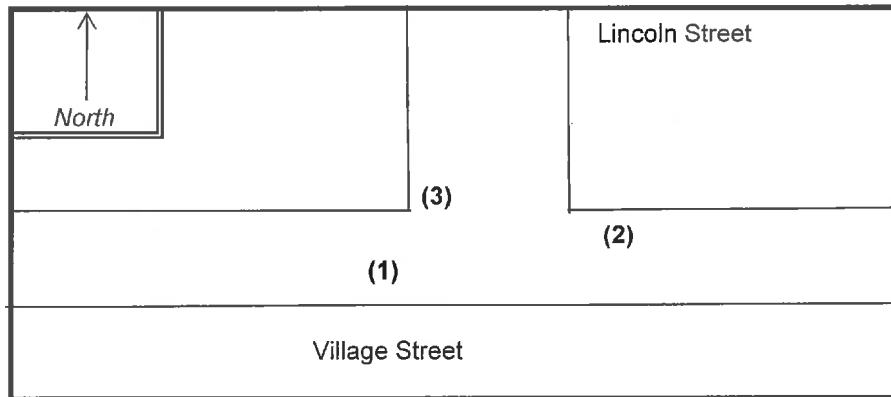
DISTRICT : 3 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Village Street

MINOR STREET(S) : Lincoln Street

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	SB			
PEAK HOURLY VOLUMES (AM/PM) :	348	438	140			926

"K" FACTOR :

0.100	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	9,260
--------------	--	--------------

TOTAL # OF CRASHES :

2	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (A) :	0.67
----------	--------------	----------	---------------------------------------	-------------

CRASH RATE CALCULATION :

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

Comments : Based on MassDOT crash data

Project Title & Date : Medway Senior Living Mar-15

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Medway COUNT DATE : Mar-15

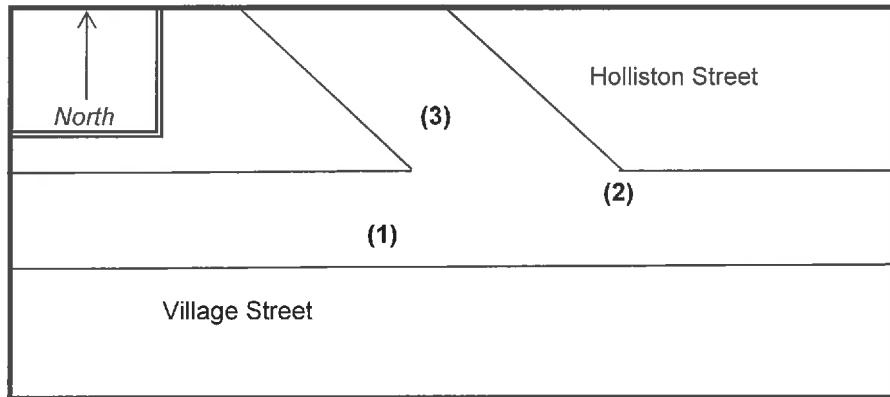
DISTRICT : 3 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Village Street

MINOR STREET(S) : Holliston Street

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	SB			
PEAK HOURLY VOLUMES (AM/PM) :	208	479	230			917

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

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

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

Comments : Based on MassDOT crash data

Project Title & Date: Medway Senior Living Mar-15

APPENDIX C

Traffic Projection Model

TRAFFIC PROJECTION MODEL

Senior Community Development
 Weekday Morning Peak Hour
 Medway, MA

Intersection	Dir.	Turn	2015 Counted Volumes	Seasonal Adjustment	2015 Average Volumes	Balancing Volumes	2015 Existing Balanced Volumes	Background Growth 7 yrs (at 1.0 % per year)	2022 No-Build Volumes	New Project PERCENT ENTER	New Project Trips ENTER	New Project PERCENT EXIT	New Project Trips EXIT	New Project Trips TOTAL	Pass-By Trips	Total Project Trips	2022 Build Volumes
Village Street at Franklin Street	EB	L	5	0	5		5	0	5		0		0	0		0	5
		T	138	12	150		150	11	161	10%	6		0	6		6	167
	R	L	21	2	23		23	2	25		0		0	0		0	25
		T	90	8	98		98	7	105		0	20%	10	10		10	115
	WB	L	96	8	104		104	8	112		0	10%	5	5		5	117
		T	164	14	178		178	13	191		0	15%	8	8		8	199
	NB	L	9	1	10		10	1	11		0		0	0		0	11
		T	238	21	259		259	19	278		0		0	0		0	278
	R	L	182	16	198		198	14	212	20%	13		0	13		13	225
		T	71	6	77		77	6	83	15%	7		0	10		10	93
SB	L	75	7	82		82	6	88		0		0	0		0	88	
	T	2	0	2		2	0	2		0		0	0		0	2	
Village Street at High Street	EB	L	8	1	9		9	1	10		0		0	0		0	10
		T	375	33	408		408	29	437	45%	29		0	29		29	466
	WB	L	347	30	377		377	27	404		0	45%	23	23		23	427
		T	32	3	35		35	3	38		0		0	0		0	38
	SEB	L	18	2	20		20	1	21		0		0	0		0	21
		T	13	1	14		14	1	15		0		0	0		0	15
Village Street at Lincoln Street	EB	L	69	6	75		75	5	80		0		0	0		0	80
		T	324	28	352		352	25	378	45%	29		0	29		29	407
	WB	L	342	30	372		372	27	399		0	45%	23	23		23	422
		T	28	2	30		30	2	32		0	5%	2	2		2	34
	SB	L	18	2	20		20	1	21	5%	3		0	3		3	24
		T	37	3	40		40	3	43		0		0	0		0	43
Village Street at Shaw Street	EB	L	330	29	359		359	26	385	50%	32		0	32		32	417
		T	14	1	15		15	1	16		0		0	0		0	16
	WB	L	6	1	7		7	1	8		0		0	0		0	8
		T	308	27	335		335	24	359		0	50%	25	25		25	384
	NB	L	63	5	68		68	5	73		0		0	0		0	73
		T	15	1	16		16	1	17		0		0	0		0	17
Village Street at Western Site Driveway	EB	L					363	26	389	10%	7		0	7		7	396
		T								40%	25		0	25		25	25
	WB	L								10%	7		0	7		7	7
		T					334	24	358		0	10%	5	5		5	363
	NB	L									0	40%	20	20		20	20
		T									0	10%	5	5		5	5
Village Street at Eastern Site Driveway	EB	L					363	26	389		0	10%	5	5		5	394
		T								10%	7		0	7		7	7
	WB	L								40%	26		0	26		26	26
		T					334	24	358	10%	7		0	7		7	365
	NB	L									0	10%	5	5		5	5
		T									0	40%	21	21		21	21
Village Street at Charles River Road	EB	L	333	29	362		362	26	388		0	50%	26	26		26	414
		T	1		1		1		1		0		0	0		0	1
	WB	L	4		4		4		4		0		0	0		0	4
		T	301	26	327		327	24	351	50%	33		0	33		33	384
	NB	L	7		7		7		7		0		0	0		0	7
		T	7		7		7		7		0		0	0		0	7
Village Street at Holliston Street Extension	EB	L	63	5	68		68	5	73		0	15%	8	8		8	81
		T	284	25	309		309	22	331		0	35%	18	18		18	349
	WB	L	201	17	218		218	16	234	35%	23		0	23		23	257
		T	0	0	0		0	0	0		0		0	0		0	0
	SB	L	1	0	1		1	0	1		0		0	0		0	1
		T	50	4	54		54	4	58	15%	10		0	10		10	68
Village Street at Holliston Street	EB	L	0	0	0		0	0	0		0		0	0		0	0
		T	285	25	310		310	22	332		0	35%	18	18		18	350
	WB	L	199	17	216		216	16	234	35%	23		0	23		23	257
		T	226	20	246		246	18	264		0		0	0		0	264
	SB	L	107	9	116		116	8	124		0		0	0		0	124
		T	0	0	0		0	0	0		0		0	0		0	0
Village Street at Sanford Street	EB	L	296	26	322		322	23	345		0	20%	10	10		10	355
		T	74	6	80		80	6	86		0	15%	8	8		8	94
	WB	L	48	4	52		52	4	56		0		0	0		0	56
		T	252	22	274		274	20	294	20%	13		0	13		13	307
	NB	L	176	15	191		191	14	205	15%	10		0	10		10	215
		T	149	13	162		162	12	174		0		0	0		0	174

Peak Hour: 7:15-8:15

TRAFFIC PROJECTION MODEL

Senior Community Development
 Weekday Afternoon Peak Hour
 Medway, MA

Intersection	Dir.	Turn	2015 Counted Volumes	Seasonal Adjustment 0.92	2015 Average Volumes	Balancing Volumes	2015 Existing Balanced Volumes	Background Growth 7 yrs (at 1.0 % per year)	2022 No-Build Volumes	New Project PERCENT ENTER	New Project Trips ENTER	New Project PERCENT EXIT	New Project Trips EXIT	New Project Trips TOTAL	Pass-By Trips	Total Project Trips	2022 Build Volumes
Village Street at Franklin Street	EB	L	3	0	3		3	0	3		0		0	0		0	3
		T	115	10	125		125	9	134	10%	6		0	6		6	140
	WB	L	204	18	222		222	16	238		0	20%	15	15		15	253
		T	113	10	123		123	9	132		0	10%	8	8		8	140
	NB	R	138	12	150		150	11	161		0	15%	12	12		12	173
		L	17	1	18		18	1	19		0		0	0		0	19
	SB	T	146	13	159		159	11	170		0		0	0		0	170
		R	112	10	122		122	9	131	20%	13		0	13		13	144
		L	80	7	87		87	6	93	15%	9		0	9		9	102
		T	200	17	217		217	16	233		0		0	0		0	233
	R	3	0	3		3	0	3		0		0	0		0	3	
Village Street at High Street	EB	L	1	0	1		1	0	1		0		0	0		0	1
		T	302	26	328		328	24	352	45%	28		0	28		28	380
	WB	T	450	39	489		489	35	524		0	45%	35	35		35	559
		R	27	2	29		29	2	31		0		0	0		0	31
	SEB	L	18	2	20		20	1	21		0		0	0		0	21
R	14	1	15		15	1	16		0		0	0	0		0	16	
Village Street at Lincoln Street	EB	L	42	4	46		46	3	49		0		0	0		0	49
		T	278	24	302		302	22	324	45%	28		0	28		28	352
	WB	T	382	33	415		415	30	445		0	45%	35	35		35	480
		R	21	2	23		23	2	25		0	5%	4	4		4	29
	SB	L	34	3	37		37	3	40	5%	3		0	3		3	43
R	95	8	103		103	7	110		0		0	0	0		0	110	
Village Street at Shaw Street	EB	T	259	23	282		282	20	302	50%	31		0	31		31	333
		R	62	5	67		67	5	72		0		0	0		0	72
	WB	L	18	2	20		20	1	21		0		0	0		0	21
		T	371	32	403		403	29	432		0	50%	39	39		39	471
	NB	L	29	3	32		32	2	34		0		0	0		0	34
R	6	1	7		7	1	8		0		0	0	0		0	8	
Village Street at Western Site Driveway	EB	T					283	20	303	10%	6		0	6		6	309
		R								40%	25		0	25		25	25
	WB	L					418	30	448	10%	6		0	6		6	456
		T									10%	8		8		8	31
	NB	L								40%	31		31		31	31	
R										10%	8		8		8	8	
Village Street at Eastern Site Driveway	EB	T					283	20	303		0	10%	8	8		8	311
		R								10%	6		0	6		6	6
	WB	L					418	30	448	40%	24		0	24		24	24
		T								10%	6		0	6		6	454
	NB	L									10%	8	8	8		8	8
R										40%	31	31	31		31	31	
Village Street at Charles River Road	EB	T	252	22	274		274	20	294		0	50%	39	39		39	333
		R	9		9		9		9		0		0	0		0	9
	WB	L	9		9		9		9		0		0	0		0	9
		T	380	33	413		413	30	443	50%	31		0	31		31	474
	NB	L	5		5		5		5		0		0	0		0	5
R	9		9		9		9		0		0	0		0	9		
Village Street at Holliston Street Extension	EB	L	31	3	34		34	2	36		0	15%	12	12		12	48
		T	195	17	212		212	15	227		0	35%	27	27		27	254
	WB	T	277	24	301		301	22	323	35%	21		0	21		21	344
		R	1	0	1		1	0	1		0		0	0		0	1
	SB	L	1	0	1		1	0	1		0		0	0		0	1
R	72	6	78		78	6	84	15%	9		0	9		9	93		
Village Street at Holliston Street	EB	L	3	0	3		3	0	3		0		0	0		0	3
		T	189	16	205	5	210	15	225		0	35%	27	27		27	252
	WB	T	271	24	295	6	301	22	323	35%	21		0	21		21	344
		R	169	15	184		184	13	197		0		0	0		0	197
	SEB	L	211	18	229		229	17	246		0		0	0		0	246
R	1	0	1		1	0	1		0		0	0		0	1		
Village Street at Sanford Street	EB	T	224	19	243		243	18	261		0	20%	15	15		15	276
		R	176	15	191		191	14	205		0	15%	12	12		12	217
	WB	L	188	16	204		204	15	219		0		0	0		0	219
		T	323	28	351		351	25	376	20%	12		0	12		12	388
	NB	L	91	8	99		99	7	106	15%	9		0	9		9	115
R	72	6	78		78	6	84		0		0	0		0	84		

Peak Hour: 4:45-5:45

APPENDIX D

Highway Capacity Manual Methodologies

CAPACITY/LEVEL-OF-SERVICE ANALYSES METHODOLOGY

The detailed capacity/level-of-service analysis contained in this traffic impact study was performed in accordance with the standard techniques contained in the *Highway Capacity Manual*.⁽¹⁾ By definition, capacity represents “the maximum rate of flow that can reasonably be expected to pass a point on a uniform section of a lane or roadway under prevailing roadway, traffic, and control conditions.” The level of functioning of an intersection or a uniform section of a lane or roadway can be expressed in terms of levels of service. Level of service (LOS) is defined as “a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers”. Such measures include “speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.”

At unsignalized intersections, a methodology for evaluating the relative functioning of intersections controlled by stop or yield signs has been developed, and is based on several assumptions, including:

- Major street flows are not affected by the minor (stop-sign controlled) street movements.
- Left turns from the major street to the minor street are influenced only by opposing major street through flow.
- Minor street left turns are impeded by all major street traffic plus opposing minor street traffic.
- Minor street through traffic is impeded by all major street traffic.
- Minor street right turns are impeded only by the major street traffic coming from the left.

The concept of stop-controlled or yield-controlled intersection analysis is based on the estimate of average total delay on minor streets. The methodology of analysis relies on three elements: the size and distribution of gaps in the major traffic stream, the usefulness of these gaps to the minor stream drivers, and the relative priority of the various traffic streams at the intersection. The results of the analysis provide an estimate of average total delay for the various critical movements at the unsignalized intersections. Correlation between average total delay and the respective levels of service are provided for unsignalized intersections as follows:

(1) *Transportation Research Board, Highway Capacity Manual 2010, published by the Transportation Research Board, Washington, DC, 2010.*

Unsignalized Intersections

Level of Service	Control Delay Per Vehicle (seconds)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	> 50

At signalized intersections, an additional element must be considered: time allocation. Level of service is based on the average control delay per vehicle for various movements within the intersection. Volume/capacity relationships also affect the operations of signalized intersections. Thus, both volume/capacity and delay must be considered to evaluate the overall operation of a signalized intersection. Correlation between average delay per vehicle and the respective levels of service are provided for signalized intersections as follows:

Signalized Intersections

Level of Service	Control Delay Per Vehicle (seconds)
A	≤ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	> 80

APPENDIX E

2015 Existing Capacity/Level-of-Service Analysis

Medway Senior Living Development
2: Franklin Street & Village Street

2015 Existing Peak Volumes
Weekday AM

Intersection

Intersection Delay, s/veh	25.8
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	5	150	23	0	98	104	178	0	10	259	198
Peak Hour Factor	0.92	0.87	0.87	0.87	0.92	0.95	0.95	0.95	0.92	0.94	0.94	0.94
Heavy Vehicles, %	2	0	2	10	2	1	3	3	2	0	3	1
Mvmt Flow	0	6	172	26	0	103	109	187	0	11	276	211
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	15.2	24.7	35.3
HCM LOS	C	C	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	3%	26%	48%
Vol Thru, %	55%	84%	27%	51%
Vol Right, %	42%	13%	47%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	467	178	380	161
LT Vol	259	150	104	82
Through Vol	198	23	178	2
RT Vol	10	5	98	77
Lane Flow Rate	497	205	400	192
Geometry Grp	1	1	1	1
Degree of Util (X)	0.852	0.411	0.719	0.393
Departure Headway (Hd)	6.287	7.239	6.588	7.373
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	581	499	552	491
Service Time	4.287	5.255	4.588	5.39
HCM Lane V/C Ratio	0.855	0.411	0.725	0.391
HCM Control Delay	35.3	15.2	24.7	15.1
HCM Lane LOS	E	C	C	C
HCM 95th-tile Q	9.2	2	5.9	1.8

Medway Senior Living Development
3: Village Street & High Street

2015 Existing Peak Volumes
Weekday AM

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	9	408	377	35	20	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	78	78
Heavy Vehicles, %	0	3	3	0	12	0
Mvmt Flow	10	453	405	38	26	18

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	443	0	897
Stage 1	-	-	424
Stage 2	-	-	473
Critical Hdwy	4.1	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	5.52
Follow-up Hdwy	2.2	-	3.608
Pot Cap-1 Maneuver	1128	-	298
Stage 1	-	-	639
Stage 2	-	-	607
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1128	-	294
Mov Cap-2 Maneuver	-	-	294
Stage 1	-	-	639
Stage 2	-	-	600

Approach	EB	WB	SE
HCM Control Delay, s	0.2	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1128	-	-	-	377
HCM Lane V/C Ratio	0.009	-	-	-	0.116
HCM Control Delay (s)	8.2	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	45.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	322	80	52	274	191	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	78	78	76	76
Heavy Vehicles, %	3	4	4	2	1	1
Mvmt Flow	343	85	67	351	251	213

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	428	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.236	-
Pot Cap-1 Maneuver	-	-	1121	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1121	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	127.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	400	-	-	1121	-
HCM Lane V/C Ratio	1.161	-	-	0.059	-
HCM Control Delay (s)	127.8	-	-	8.4	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	17.8	-	-	0.2	-

Medway Senior Living Development
16: Village Street & Holliston Street

2015 Existing Peak Volumes
Weekday AM

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	0	310	218	246	116	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	89	89	81	81
Heavy Vehicles, %	0	3	1	1	5	0
Mvmt Flow	0	378	245	276	143	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	521	0	761
Stage 1	-	-	383
Stage 2	-	-	378
Critical Hdwy	4.1	-	6.45
Critical Hdwy Stg 1	-	-	5.45
Critical Hdwy Stg 2	-	-	5.45
Follow-up Hdwy	2.2	-	3.545
Pot Cap-1 Maneuver	1056	-	369
Stage 1	-	-	683
Stage 2	-	-	686
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1056	-	369
Mov Cap-2 Maneuver	-	-	369
Stage 1	-	-	683
Stage 2	-	-	686

Approach	EB	WB	SE
HCM Control Delay, s	0	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1056	-	-	-	369
HCM Lane V/C Ratio	-	-	-	-	0.388
HCM Control Delay (s)	0	-	-	-	20.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.8

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	75	353	372	30	20	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	69	69
Heavy Vehicles, %	0	3	3	0	6	0
Mvmt Flow	83	392	400	32	29	58

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	432	0	975
Stage 1	-	-	416
Stage 2	-	-	559
Critical Hdwy	4.1	-	6.46
Critical Hdwy Stg 1	-	-	5.46
Critical Hdwy Stg 2	-	-	5.46
Follow-up Hdwy	2.2	-	3.554
Pot Cap-1 Maneuver	1138	-	274
Stage 1	-	-	657
Stage 2	-	-	565
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1138	-	249
Mov Cap-2 Maneuver	-	-	249
Stage 1	-	-	657
Stage 2	-	-	512

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1138	-	-	-	420
HCM Lane V/C Ratio	0.073	-	-	-	0.207
HCM Control Delay (s)	8.4	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Medway Senior Living Development
 19: Charles River Road & Village Street

2015 Existing Peak Volumes
 Weekday AM

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	362	1	4	327	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	82	82	70	70
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	407	1	5	399	10	10

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	408	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1162	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1162	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	452	-	-	1162	-
HCM Lane V/C Ratio	0.044	-	-	0.004	-
HCM Control Delay (s)	13.3	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	359	15	7	335	68	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	83	83	63	63
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	386	16	8	404	108	25

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	402	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1168	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1168	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	19.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	381	-	-	1168	-
HCM Lane V/C Ratio	0.35	-	-	0.007	-
HCM Control Delay (s)	19.5	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0	-

Medway Senior Living Development
26: Village Street & Holliston Street Extension

2015 Existing Peak Volumes
Weekday AM

Intersection							
Int Delay, s/veh	1.8						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Vol, veh/h	68	309	218	0	1	54	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage, #	-	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	73	73	93	93	71	71	
Heavy Vehicles, %	2	2	2	0	100	4	
Mvmt Flow	93	423	234	0	1	76	

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	234	0	-	0	844	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	610	-
Critical Hdwy	4.12	-	-	-	7.4	6.24
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.218	-	-	-	4.4	3.336
Pot Cap-1 Maneuver	1333	-	-	-	231	800
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1333	-	-	-	210	800
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	356	-

Approach	EB		WB		SB
HCM Control Delay, s	1.4		0		10.3
HCM LOS					B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1333	-	-	-	761
HCM Lane V/C Ratio	0.07	-	-	-	0.102
HCM Control Delay (s)	7.9	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Medway Senior Living Development
2: Franklin Street & Village Street

2015 Existing Peak Volumes
Weekday PM

Intersection	
Intersection Delay, s/veh	44.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	3	125	25	0	222	123	150	0	18	159	122
Peak Hour Factor	0.92	0.88	0.88	0.88	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	0	0	0	2	0	2	2	2	0	0	1
Mvmt Flow	0	3	142	28	0	241	134	163	0	21	189	145
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	17.2	67.8	29
HCM LOS	C	F	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	2%	45%	28%
Vol Thru, %	53%	82%	25%	71%
Vol Right, %	41%	16%	30%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	299	153	495	307
LT Vol	159	125	123	217
Through Vol	122	25	150	3
RT Vol	18	3	222	87
Lane Flow Rate	356	174	538	404
Geometry Grp	1	1	1	1
Degree of Util (X)	0.738	0.408	1	0.847
Departure Headway (Hd)	7.46	8.452	7.333	7.551
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	481	428	500	477
Service Time	5.557	6.452	5.346	5.647
HCM Lane V/C Ratio	0.74	0.407	1.076	0.847
HCM Control Delay	29	17.2	67.8	40.3
HCM Lane LOS	D	C	F	E
HCM 95th-tile Q	6.1	1.9	13.6	8.5

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	87	217	3
Peak Hour Factor	0.92	0.76	0.76	0.76
Heavy Vehicles, %	2	0	2	0
Mvmt Flow	0	114	286	4
Number of Lanes	0	0	1	0

Approach

	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	40.3
HCM LOS	E

Lane

Medway Senior Living Development
3: Village Street & High Street

2015 Existing Peak Volumes
Weekday PM

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	1	328	489	29	20	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	88	88	73	73
Heavy Vehicles, %	0	0	1	5	0	0
Mvmt Flow	1	390	556	33	27	21

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	589	0	965
Stage 1	-	-	572
Stage 2	-	-	393
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	996	-	285
Stage 1	-	-	569
Stage 2	-	-	686
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	996	-	285
Mov Cap-2 Maneuver	-	-	285
Stage 1	-	-	569
Stage 2	-	-	685

Approach	EB	WB	SE
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	996	-	-	-	354
HCM Lane V/C Ratio	0.001	-	-	-	0.135
HCM Control Delay (s)	8.6	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Medway Senior Living Development
14: Sanford Street & Village Street

2015 Existing Peak Volumes
Weekday PM

Intersection

Int Delay, s/veh 18

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	243	191	204	351	99	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	90	90	82	82
Heavy Vehicles, %	1	1	1	1	0	1
Mvmt Flow	276	217	227	390	121	95

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	493	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.11	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.209	-
Pot Cap-1 Maneuver	-	-	1076	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1076	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	100.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	221	-	-	1076	-
HCM Lane V/C Ratio	0.977	-	-	0.211	-
HCM Control Delay (s)	100.8	-	-	9.2	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	8.7	-	-	0.8	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	210	301	184	229	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	92	92	85	85
Heavy Vehicles, %	0	1	0	1	0	0
Mvmt Flow	3	239	327	200	269	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	527	0	672
Stage 1	-	-	427
Stage 2	-	-	245
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1050	-	424
Stage 1	-	-	662
Stage 2	-	-	800
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1050	-	423
Mov Cap-2 Maneuver	-	-	423
Stage 1	-	-	662
Stage 2	-	-	798

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	27.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1050	-	-	-	424
HCM Lane V/C Ratio	0.003	-	-	-	0.638
HCM Control Delay (s)	8.4	0	-	-	27.3
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	4.3

Medway Senior Living Development
17: Village Street & Lincoln Street

2015 Existing Peak Volumes
Weekday PM

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	46	302	415	23	37	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	88	88	85	85
Heavy Vehicles, %	2	0	1	0	0	2
Mvmt Flow	55	360	472	26	44	121

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	498	0	954
Stage 1	-	-	485
Stage 2	-	-	469
Critical Hdwy	4.12	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.218	-	3.5
Pot Cap-1 Maneuver	1066	-	289
Stage 1	-	-	623
Stage 2	-	-	634
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1066	-	271
Mov Cap-2 Maneuver	-	-	271
Stage 1	-	-	623
Stage 2	-	-	593

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1066	-	-	-	447
HCM Lane V/C Ratio	0.051	-	-	-	0.368
HCM Control Delay (s)	8.6	0	-	-	17.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.7

Medway Senior Living Development
 19: Charles River Road & Village Street

2015 Existing Peak Volumes
 Weekday PM

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	274	9	9	413	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	86	86	44	44
Heavy Vehicles, %	0	1	0	1	0	0
Mvmt Flow	315	10	10	480	11	20

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	325	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1246	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1246	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	519	-	-	1246	-
HCM Lane V/C Ratio	0.061	-	-	0.008	-
HCM Control Delay (s)	12.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Medway Senior Living Development
21: Shaw Street & Village Street

2015 Existing Peak Volumes
Weekday PM

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	282	67	20	403	32	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	89	89	73	73
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	376	89	22	453	44	10

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	465	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1107	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1107	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	327	-	-	1107	-
HCM Lane V/C Ratio	0.163	-	-	0.02	-
HCM Control Delay (s)	18.1	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	34	212	301	1	1	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	82	82	83	83
Heavy Vehicles, %	0	1	0	0	0	1
Mvmt Flow	38	238	367	1	1	94

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	368	0	683
Stage 1	-	-	368
Stage 2	-	-	315
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1202	-	418
Stage 1	-	-	704
Stage 2	-	-	744
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1202	-	403
Mov Cap-2 Maneuver	-	-	403
Stage 1	-	-	704
Stage 2	-	-	717

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1202	-	-	-	674
HCM Lane V/C Ratio	0.032	-	-	-	0.141
HCM Control Delay (s)	8.1	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

APPENDIX F

2022 No Build Capacity/Level-of-Service Analysis

Medway Senior Living Development
2: Franklin Street & Village Street

2022 No Build Peak Volumes
Weekday AM

Intersection												
Intersection Delay, s/veh	40.9											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	5	161	25	0	105	112	191	0	11	278	212
Peak Hour Factor	0.92	0.87	0.87	0.87	0.92	0.95	0.95	0.95	0.92	0.94	0.94	0.94
Heavy Vehicles, %	2	0	2	10	2	1	3	3	2	0	3	1
Mvmt Flow	0	6	185	29	0	111	118	201	0	12	296	226
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	18.2	36.9	62.3
HCM LOS	C	E	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	3%	26%	48%
Vol Thru, %	55%	84%	27%	51%
Vol Right, %	42%	13%	47%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	501	191	408	173
LT Vol	278	161	112	88
Through Vol	212	25	191	2
RT Vol	11	5	105	83
Lane Flow Rate	533	220	429	206
Geometry Grp	1	1	1	1
Degree of Util (X)	0.989	0.484	0.837	0.462
Departure Headway (Hd)	6.783	7.931	7.131	8.078
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	538	457	511	447
Service Time	4.783	5.946	5.131	6.097
HCM Lane V/C Ratio	0.991	0.481	0.84	0.461
HCM Control Delay	62.3	18.2	36.9	17.9
HCM Lane LOS	F	C	E	C
HCM 95th-tile Q	13.7	2.6	8.5	2.4

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	83	88	2
Peak Hour Factor	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	1	3	0
Mvmt Flow	0	99	105	2
Number of Lanes	0	0	1	0

Approach

	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	17.9
HCM LOS	C

Lane

Medway Senior Living Development
3: Village Street & High Street

2022 No Build Peak Volumes
Weekday AM

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	10	437	404	38	21	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	78	78
Heavy Vehicles, %	0	3	3	0	12	0
Mvmt Flow	11	486	434	41	27	19

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	475	0	963
Stage 1	-	-	455
Stage 2	-	-	508
Critical Hdwy	4.1	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	5.52
Follow-up Hdwy	2.2	-	3.608
Pot Cap-1 Maneuver	1098	-	272
Stage 1	-	-	618
Stage 2	-	-	584
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1098	-	268
Mov Cap-2 Maneuver	-	-	268
Stage 1	-	-	618
Stage 2	-	-	576

Approach	EB	WB	SE
HCM Control Delay, s	0.2	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1098	-	-	-	350
HCM Lane V/C Ratio	0.01	-	-	-	0.132
HCM Control Delay (s)	8.3	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	72.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	345	86	56	294	205	174
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	78	78	76	76
Heavy Vehicles, %	3	4	4	2	1	1
Mvmt Flow	367	91	72	377	270	229

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	459	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.236	-
Pot Cap-1 Maneuver	-	-	1092	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1092	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	204.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	369	-	-	1092	-
HCM Lane V/C Ratio	1.351	-	-	0.066	-
HCM Control Delay (s)	204.2	-	-	8.5	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	24	-	-	0.2	-

Medway Senior Living Development
16: Village Street & Holliston Street

2022 No Build Peak Volumes
Weekday AM

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	0	332	234	264	124	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	89	89	81	81
Heavy Vehicles, %	0	3	1	1	5	0
Mvmt Flow	0	405	263	297	153	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	560	0	816
Stage 1	-	-	411
Stage 2	-	-	405
Critical Hdwy	4.1	-	6.45
Critical Hdwy Stg 1	-	-	5.45
Critical Hdwy Stg 2	-	-	5.45
Follow-up Hdwy	2.2	-	3.545
Pot Cap-1 Maneuver	1021	-	342
Stage 1	-	-	663
Stage 2	-	-	667
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1021	-	342
Mov Cap-2 Maneuver	-	-	342
Stage 1	-	-	663
Stage 2	-	-	667

Approach	EB	WB	SE
HCM Control Delay, s	0	0	23.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1021	-	-	-	342
HCM Lane V/C Ratio	-	-	-	-	0.448
HCM Control Delay (s)	0	-	-	-	23.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	80	378	399	32	21	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	69	69
Heavy Vehicles, %	0	3	3	0	6	0
Mvmt Flow	89	420	429	34	30	62

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	463	0	1044
Stage 1	-	-	446
Stage 2	-	-	598
Critical Hdwy	4.1	-	6.46
Critical Hdwy Stg 1	-	-	5.46
Critical Hdwy Stg 2	-	-	5.46
Follow-up Hdwy	2.2	-	3.554
Pot Cap-1 Maneuver	1109	-	249
Stage 1	-	-	637
Stage 2	-	-	542
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1109	-	223
Mov Cap-2 Maneuver	-	-	223
Stage 1	-	-	637
Stage 2	-	-	485

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1109	-	-	-	391
HCM Lane V/C Ratio	0.08	-	-	-	0.237
HCM Control Delay (s)	8.5	0	-	-	17
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.9

Medway Senior Living Development
19: Charles River Road & Village Street

2022 No Build Peak Volumes
Weekday AM

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	388	1	4	351	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	82	82	70	70
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	436	1	5	428	10	10

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	437	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1134	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1134	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	423	-	-	1134	-
HCM Lane V/C Ratio	0.047	-	-	0.004	-
HCM Control Delay (s)	13.9	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	385	16	8	359	73	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	83	83	63	63
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	414	17	10	433	116	27

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	431
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1139
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1139
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	351	-	-	1139	-
HCM Lane V/C Ratio	0.407	-	-	0.008	-
HCM Control Delay (s)	22.1	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.9	-	-	0	-

Medway Senior Living Development
26: Village Street & Holliston Street Extension

2022 No Build Peak Volumes
Weekday AM

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	73	331	234	0	1	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	93	93	71	71
Heavy Vehicles, %	2	2	2	0	100	4
Mvmt Flow	100	453	252	0	1	82

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	252	0	905
Stage 1	-	-	252
Stage 2	-	-	653
Critical Hdwy	4.12	-	7.4
Critical Hdwy Stg 1	-	-	6.4
Critical Hdwy Stg 2	-	-	6.4
Follow-up Hdwy	2.218	-	4.4
Pot Cap-1 Maneuver	1313	-	210
Stage 1	-	-	607
Stage 2	-	-	372
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1313	-	189
Mov Cap-2 Maneuver	-	-	189
Stage 1	-	-	607
Stage 2	-	-	334

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1313	-	-	-	743
HCM Lane V/C Ratio	0.076	-	-	-	0.112
HCM Control Delay (s)	8	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Medway Senior Living Development
2: Franklin Street & Village Street

2022 No Build Peak Volumes
Weekday PM

Intersection

Intersection Delay, s/veh	52.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	3	134	27	0	238	132	161	0	19	170	131
Peak Hour Factor	0.92	0.88	0.88	0.88	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	0	0	0	2	0	2	2	2	0	0	1
Mvmt Flow	0	3	152	31	0	259	143	175	0	23	202	156
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

	EB	WB	NE
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	19.2	70	37.6
HCM LOS	C	F	E

Lane

	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	2%	45%	28%
Vol Thru, %	53%	82%	25%	71%
Vol Right, %	41%	16%	30%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	320	164	531	329
LT Vol	170	134	132	233
Through Vol	131	27	161	3
RT Vol	19	3	238	93
Lane Flow Rate	381	186	577	433
Geometry Grp	1	1	1	1
Degree of Util (X)	0.819	0.46	1	0.938
Departure Headway (Hd)	7.849	8.892	7.775	7.914
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	465	408	473	463
Service Time	5.849	6.892	5.792	5.914
HCM Lane V/C Ratio	0.819	0.456	1.22	0.935
HCM Control Delay	37.6	19.2	70	56.4
HCM Lane LOS	E	C	F	F
HCM 95th-tile Q	7.8	2.4	13.2	11

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	93	233	3
Peak Hour Factor	0.92	0.76	0.76	0.76
Heavy Vehicles, %	2	0	2	0
Mvmt Flow	0	122	307	4
Number of Lanes	0	0	1	0

Approach

	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	56.4
HCM LOS	F

Lane

Medway Senior Living Development
3: Village Street & High Street

2022 No Build Peak Volumes
Weekday PM

Intersection							
Int Delay, s/veh	0.8						
Movement	EBL	EBT	WBT	WBR	SEL	SER	
Vol, veh/h	1	352	524	31	21	16	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage, #	-	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	90	90	93	93	73	73	
Heavy Vehicles, %	0	0	1	5	0	0	
Mvmt Flow	1	391	563	33	29	22	
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	597	0	-	0	973	580	
Stage 1	-	-	-	-	580	-	
Stage 2	-	-	-	-	393	-	
Critical Hdwy	4.1	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	2.2	-	-	-	3.5	3.3	
Pot Cap-1 Maneuver	989	-	-	-	282	518	
Stage 1	-	-	-	-	564	-	
Stage 2	-	-	-	-	686	-	
Platoon blocked, %	-	-	-	-	-	-	
Mov Cap-1 Maneuver	989	-	-	-	282	518	
Mov Cap-2 Maneuver	-	-	-	-	282	-	
Stage 1	-	-	-	-	564	-	
Stage 2	-	-	-	-	685	-	
Approach	EB		WB		SE		
HCM Control Delay, s	0		0		17		
HCM LOS					C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1		
Capacity (veh/h)	989	-	-	-	351		
HCM Lane V/C Ratio	0.001	-	-	-	0.144		
HCM Control Delay (s)	8.6	0	-	-	17		
HCM Lane LOS	A	A	-	-	C		
HCM 95th %tile Q(veh)	0	-	-	-	0.5		

Medway Senior Living Development
14: Sanford Street & Village Street

2022 No Build Peak Volumes
Weekday PM

Intersection

Int Delay, s/veh 32

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	261	205	219	376	106	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	90	90	82	82
Heavy Vehicles, %	1	1	1	1	0	1
Mvmt Flow	297	233	243	418	129	102

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	413
Stage 1	-	-	413
Stage 2	-	-	904
Critical Hdwy	-	4.11	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.209	3.5
Pot Cap-1 Maneuver	-	1042	175
Stage 1	-	-	672
Stage 2	-	-	398
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1042	~ 122
Mov Cap-2 Maneuver	-	-	~ 122
Stage 1	-	-	672
Stage 2	-	-	277

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	186.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	190	-	-	1042	-
HCM Lane V/C Ratio	1.22	-	-	0.234	-
HCM Control Delay (s)	186.6	-	-	9.5	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	12.3	-	-	0.9	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	3	225	323	197	246	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	92	92	85	85
Heavy Vehicles, %	0	1	0	1	0	0
Mvmt Flow	3	256	351	214	289	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	565	0	458
Stage 1	-	-	458
Stage 2	-	-	263
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1017	-	607
Stage 1	-	-	641
Stage 2	-	-	786
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1017	-	607
Mov Cap-2 Maneuver	-	-	396
Stage 1	-	-	641
Stage 2	-	-	784

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	35.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1017	-	-	-	397
HCM Lane V/C Ratio	0.003	-	-	-	0.732
HCM Control Delay (s)	8.6	0	-	-	35.1
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	5.7

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	49	324	445	25	40	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	88	88	85	85
Heavy Vehicles, %	2	0	1	0	0	2
Mvmt Flow	58	386	506	28	47	129

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	534	0	1022
Stage 1	-	-	520
Stage 2	-	-	502
Critical Hdwy	4.12	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.218	-	3.5
Pot Cap-1 Maneuver	1034	-	264
Stage 1	-	-	601
Stage 2	-	-	612
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1034	-	245
Mov Cap-2 Maneuver	-	-	245
Stage 1	-	-	601
Stage 2	-	-	569

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1034	-	-	-	415
HCM Lane V/C Ratio	0.056	-	-	-	0.425
HCM Control Delay (s)	8.7	0	-	-	19.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	294	9	9	443	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	86	86	44	44
Heavy Vehicles, %	0	1	0	1	0	0
Mvmt Flow	338	10	10	515	11	20

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	348
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1222
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1222
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	490	-	-	1222	-
HCM Lane V/C Ratio	0.065	-	-	0.009	-
HCM Control Delay (s)	12.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Medway Senior Living Development
21: Shaw Street & Village Street

2022 No Build Peak Volumes
Weekday PM

Intersection

Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	302	72	21	432	34	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	89	89	73	73
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	403	96	24	485	47	11

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	499	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1075	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1075	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	301	-	-	1075	-
HCM Lane V/C Ratio	0.191	-	-	0.022	-
HCM Control Delay (s)	19.8	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Medway Senior Living Development
 26: Village Street & Holliston Street Extension

2022 No Build Peak Volumes
 Weekday PM

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	36	227	323	1	1	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	93	93	83	83
Heavy Vehicles, %	0	1	0	0	0	1
Mvmt Flow	40	255	347	1	1	101

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	348	0	684
Stage 1	-	-	348
Stage 2	-	-	336
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1222	-	417
Stage 1	-	-	719
Stage 2	-	-	728
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1222	-	401
Mov Cap-2 Maneuver	-	-	401
Stage 1	-	-	719
Stage 2	-	-	700

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1222	-	-	-	691
HCM Lane V/C Ratio	0.033	-	-	-	0.148
HCM Control Delay (s)	8	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

APPENDIX G

2022 Build Capacity/Level-of-Service Analysis

Medway Senior Living Development
2: Franklin Street & Village Street

2022 Build Peak Volumes
Weekday AM

Intersection												
Intersection Delay, s/veh	45.1											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	5	167	25	0	115	117	199	0	11	278	225
Peak Hour Factor	0.92	0.87	0.87	0.87	0.92	0.95	0.95	0.95	0.92	0.94	0.94	0.94
Heavy Vehicles, %	2	0	2	10	2	1	3	3	2	0	3	1
Mvmt Flow	0	6	192	29	0	121	123	209	0	12	296	239
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	18.8	45.4	66.1
HCM LOS	C	E	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	3%	27%	51%
Vol Thru, %	54%	85%	27%	48%
Vol Right, %	44%	13%	46%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	514	197	431	183
LT Vol	278	167	117	88
Through Vol	225	25	199	2
RT Vol	11	5	115	93
Lane Flow Rate	547	226	454	218
Geometry Grp	1	1	1	1
Degree of Util (X)	1	0.502	0.897	0.492
Departure Headway (Hd)	6.987	7.984	7.119	8.122
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	525	453	513	444
Service Time	4.987	6.015	5.13	6.177
HCM Lane V/C Ratio	1.042	0.499	0.885	0.491
HCM Control Delay	66.1	18.8	45.4	18.8
HCM Lane LOS	F	C	E	C
HCM 95th-tile Q	13.9	2.8	10.2	2.7

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	93	88	2
Peak Hour Factor	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	1	3	0
Mvmt Flow	0	111	105	2
Number of Lanes	0	0	1	0

Approach

	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.8
HCM LOS	C

Lane

Medway Senior Living Development
3: Village Street & High Street

2022 Build Peak Volumes
Weekday AM

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	10	466	427	38	21	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	78	78
Heavy Vehicles, %	0	3	3	0	12	0
Mvmt Flow	11	518	459	41	27	19

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	500	0	1020
Stage 1	-	-	480
Stage 2	-	-	540
Critical Hdwy	4.1	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	5.52
Follow-up Hdwy	2.2	-	3.608
Pot Cap-1 Maneuver	1075	-	251
Stage 1	-	-	602
Stage 2	-	-	565
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1075	-	247
Mov Cap-2 Maneuver	-	-	247
Stage 1	-	-	602
Stage 2	-	-	557

Approach	EB	WB	SE
HCM Control Delay, s	0.2	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1075	-	-	-	326
HCM Lane V/C Ratio	0.01	-	-	-	0.142
HCM Control Delay (s)	8.4	0	-	-	17.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	87.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	355	94	56	307	215	174
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	78	78	76	76
Heavy Vehicles, %	3	4	4	2	1	1
Mvmt Flow	378	100	72	394	283	229

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	478	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.236	-
Pot Cap-1 Maneuver	-	-	1074	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1074	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	248.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	352	-	-	1074	-
HCM Lane V/C Ratio	1.454	-	-	0.067	-
HCM Control Delay (s)	248.3	-	-	8.6	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	27.1	-	-	0.2	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Medway Senior Living Development
16: Village Street & Holliston Street

2022 Build Peak Volumes
Weekday AM

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	0	350	257	264	124	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	89	89	81	81
Heavy Vehicles, %	0	3	1	1	5	0
Mvmt Flow	0	427	289	297	153	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	585	0	864
Stage 1	-	-	437
Stage 2	-	-	427
Critical Hdwy	4.1	-	6.45
Critical Hdwy Stg 1	-	-	5.45
Critical Hdwy Stg 2	-	-	5.45
Follow-up Hdwy	2.2	-	3.545
Pot Cap-1 Maneuver	1000	-	321
Stage 1	-	-	645
Stage 2	-	-	652
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1000	-	321
Mov Cap-2 Maneuver	-	-	321
Stage 1	-	-	645
Stage 2	-	-	652

Approach	EB	WB	SE
HCM Control Delay, s	0	0	26
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1000	-	-	-	321
HCM Lane V/C Ratio	-	-	-	-	0.477
HCM Control Delay (s)	0	-	-	-	26
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.4

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	80	407	422	34	24	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	69	69
Heavy Vehicles, %	0	3	3	0	6	0
Mvmt Flow	89	452	454	37	35	62

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	490	0	1102
Stage 1	-	-	472
Stage 2	-	-	630
Critical Hdwy	4.1	-	6.46
Critical Hdwy Stg 1	-	-	5.46
Critical Hdwy Stg 2	-	-	5.46
Follow-up Hdwy	2.2	-	3.554
Pot Cap-1 Maneuver	1084	-	230
Stage 1	-	-	619
Stage 2	-	-	523
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1084	-	205
Mov Cap-2 Maneuver	-	-	205
Stage 1	-	-	619
Stage 2	-	-	465

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	19
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1084	-	-	-	354
HCM Lane V/C Ratio	0.082	-	-	-	0.274
HCM Control Delay (s)	8.6	0	-	-	19
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

Medway Senior Living Development
19: Charles River Road & Village Street

2022 Build Peak Volumes
Weekday AM

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	414	1	4	384	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	82	82	70	70
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	465	1	5	468	10	10

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	466	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1106	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1106	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	392	-	-	1106	-
HCM Lane V/C Ratio	0.051	-	-	0.004	-
HCM Control Delay (s)	14.7	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	417	16	8	384	73	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	83	83	63	63
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	448	17	10	463	116	27

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	466
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1106
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1106
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	24.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	323	-	-	1106	-
HCM Lane V/C Ratio	0.442	-	-	0.009	-
HCM Control Delay (s)	24.7	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0	-

Medway Senior Living Development
26: Village Street & Holliston Street Extension

2022 Build Peak Volumes
Weekday AM

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	81	349	257	0	1	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	93	93	70	70
Heavy Vehicles, %	2	2	2	0	100	4
Mvmt Flow	111	478	276	0	1	97

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	276	0	976
Stage 1	-	-	276
Stage 2	-	-	700
Critical Hdwy	4.12	-	7.4
Critical Hdwy Stg 1	-	-	6.4
Critical Hdwy Stg 2	-	-	6.4
Follow-up Hdwy	2.218	-	4.4
Pot Cap-1 Maneuver	1287	-	188
Stage 1	-	-	590
Stage 2	-	-	351
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1287	-	166
Mov Cap-2 Maneuver	-	-	166
Stage 1	-	-	590
Stage 2	-	-	310

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1287	-	-	-	721
HCM Lane V/C Ratio	0.086	-	-	-	0.137
HCM Control Delay (s)	8.1	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	394	7	26	365	5	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	82	82	92	92
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	443	8	32	445	5	23

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	451	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1109	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1109	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	495	-	-	1109	-
HCM Lane V/C Ratio	0.057	-	-	0.029	-
HCM Control Delay (s)	12.7	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	396	25	7	363	20	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	82	82	92	92
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	445	28	9	443	22	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	473	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1089	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1089	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	331	-	-	1089	-
HCM Lane V/C Ratio	0.082	-	-	0.008	-
HCM Control Delay (s)	16.8	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Medway Senior Living Development
2: Franklin Street & Village Street

2022 Build Peak Volumes
Weekday PM

Intersection												
Intersection Delay, s/veh	58.3											
Intersection LOS	F											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	3	140	27	0	253	140	173	0	19	170	144
Peak Hour Factor	0.92	0.88	0.88	0.88	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	0	0	0	2	0	2	2	2	0	0	1
Mvmt Flow	0	3	159	31	0	275	152	188	0	23	202	171
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	20.7	71.3	46.3
HCM LOS	C	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	2%	45%	30%
Vol Thru, %	51%	82%	25%	69%
Vol Right, %	43%	16%	31%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	333	170	566	338
LT Vol	170	140	140	233
Through Vol	144	27	173	3
RT Vol	19	3	253	102
Lane Flow Rate	396	193	615	445
Geometry Grp	1	1	1	1
Degree of Util (X)	0.879	0.49	1	0.984
Departure Headway (Hd)	7.98	9.14	8.03	8.102
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	456	396	455	449
Service Time	5.998	7.169	6.069	6.102
HCM Lane V/C Ratio	0.868	0.487	1.352	0.991
HCM Control Delay	46.3	20.7	71.3	67.5
HCM Lane LOS	E	C	F	F
HCM 95th-tile Q	9.2	2.6	12.9	12.4

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBJ	SBL	SBT	SBR
Vol, veh/h	0	102	233	3
Peak Hour Factor	0.92	0.76	0.76	0.76
Heavy Vehicles, %	2	0	2	0
Mvmt Flow	0	134	307	4
Number of Lanes	0	0	1	0

Approach

	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	67.5
HCM LOS	F

Lane

Medway Senior Living Development
3: Village Street & High Street

2022 Build Peak Volumes
Weekday PM

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	1	380	559	31	21	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	73	73
Heavy Vehicles, %	0	0	1	5	0	0
Mvmt Flow	1	422	601	33	29	22

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	634	0	1042
Stage 1	-	-	618
Stage 2	-	-	424
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	959	-	257
Stage 1	-	-	542
Stage 2	-	-	664
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	959	-	257
Mov Cap-2 Maneuver	-	-	257
Stage 1	-	-	542
Stage 2	-	-	663

Approach	EB	WB	SE
HCM Control Delay, s	0	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	959	-	-	-	324
HCM Lane V/C Ratio	0.001	-	-	-	0.156
HCM Control Delay (s)	8.8	0	-	-	18.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Medway Senior Living Development
14: Sanford Street & Village Street

2022 Build Peak Volumes
Weekday PM

Intersection	
Int Delay, s/veh	44.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	276	217	219	388	115	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	90	90	82	82
Heavy Vehicles, %	1	1	1	1	0	1
Mvmt Flow	314	247	243	431	140	102

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	560	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.11	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.209	-
Pot Cap-1 Maneuver	-	-	1016	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1016	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	259
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	174	-	-	1016	-
HCM Lane V/C Ratio	1.395	-	-	0.24	-
HCM Control Delay (s)	259	-	-	9.7	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	14.8	-	-	0.9	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	3	252	344	197	246	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	92	92	85	85
Heavy Vehicles, %	0	1	0	1	0	0
Mvmt Flow	3	286	374	214	289	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	588	0	774
Stage 1	-	-	481
Stage 2	-	-	293
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	997	-	370
Stage 1	-	-	626
Stage 2	-	-	762
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	997	-	369
Mov Cap-2 Maneuver	-	-	369
Stage 1	-	-	626
Stage 2	-	-	759

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	42.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	997	-	-	-	370
HCM Lane V/C Ratio	0.003	-	-	-	0.785
HCM Control Delay (s)	8.6	0	-	-	42.4
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	6.6

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	49	352	480	29	43	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	88	88	85	85
Heavy Vehicles, %	2	0	1	0	0	2
Mvmt Flow	58	419	545	33	51	129

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	578	0	1098
Stage 1	-	-	562
Stage 2	-	-	536
Critical Hdwy	4.12	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.218	-	3.5
Pot Cap-1 Maneuver	996	-	238
Stage 1	-	-	575
Stage 2	-	-	591
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	996	-	220
Mov Cap-2 Maneuver	-	-	220
Stage 1	-	-	575
Stage 2	-	-	546

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	22.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	996	-	-	-	378
HCM Lane V/C Ratio	0.059	-	-	-	0.476
HCM Control Delay (s)	8.8	0	-	-	22.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2.5

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	333	9	9	473	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	86	86	44	44
Heavy Vehicles, %	0	1	0	1	0	0
Mvmt Flow	383	10	10	550	11	20

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	393	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1177	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1177	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	450	-	-	1177	-
HCM Lane V/C Ratio	0.071	-	-	0.009	-
HCM Control Delay (s)	13.6	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection							
Int Delay, s/veh	1.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Vol, veh/h	333	72	21	471	34	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	75	75	89	89	73	73	
Heavy Vehicles, %	1	0	0	1	0	0	
Mvmt Flow	444	96	24	529	47	11	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	540	0	1068	492	
Stage 1	-	-	-	-	492	-	
Stage 2	-	-	-	-	576	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1039	-	248	581	
Stage 1	-	-	-	-	619	-	
Stage 2	-	-	-	-	566	-	
Platoon blocked, %	-	-	-	-	-	-	
Mov Cap-1 Maneuver	-	-	1039	-	240	581	
Mov Cap-2 Maneuver	-	-	-	-	240	-	
Stage 1	-	-	-	-	619	-	
Stage 2	-	-	-	-	547	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.4		21.9		
HCM LOS					C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	270	-	-	1039	-		
HCM Lane V/C Ratio	0.213	-	-	0.023	-		
HCM Control Delay (s)	21.9	-	-	8.5	0		
HCM Lane LOS	C	-	-	A	A		
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-		

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	48	254	344	1	1	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	93	93	83	83
Heavy Vehicles, %	0	1	0	0	0	1
Mvmt Flow	54	285	370	1	1	112

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	371	0	763
Stage 1	-	-	370
Stage 2	-	-	393
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1199	-	375
Stage 1	-	-	703
Stage 2	-	-	686
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1199	-	355
Mov Cap-2 Maneuver	-	-	355
Stage 1	-	-	703
Stage 2	-	-	649

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1199	-	-	-	672
HCM Lane V/C Ratio	0.045	-	-	-	0.169
HCM Control Delay (s)	8.1	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Medway Senior Living Development
28: Eastern Site Driveway & Village Street

2022 Build Peak Volumes
Weekday PM

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	311	6	24	454	8	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	86	86	92	92
Heavy Vehicles, %	1	2	2	1	2	2
Mvmt Flow	357	7	28	528	9	34

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	364	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1195	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1195	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	529	-	-	1195	-
HCM Lane V/C Ratio	0.08	-	-	0.023	-
HCM Control Delay (s)	12.4	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	309	25	6	456	31	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	86	86	92	92
Heavy Vehicles, %	1	2	2	1	2	2
Mvmt Flow	355	29	7	530	34	9

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	384	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1174	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1174	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	340	-	-	1174	-
HCM Lane V/C Ratio	0.125	-	-	0.006	-
HCM Control Delay (s)	17.1	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

APPENDIX H

Capacity/Level-of-Service Analysis

Capacity Analysis Summary
Senior Community Development
Medway, MA

Intersection	Weekday Morning Peak Hour									
	Movement	2015 Existing			2022 No Build			2022 Build		
		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Village Street at Franklin Street	EB LTR	C	15.2	0.41	C	18.2	0.48	C	18.8	0.50
	WB LTR	C	24.7	0.73	E	36.9	0.84	E	45.1	0.89
	NB LTR	E	35.3	0.86	F	62.3	0.99	F	66.1	1.04
	SB LTR	C	15.1	0.39	C	17.9	0.46	C	18.8	0.49
	Overall	D	25.8	0.86	E	40.9	0.99	E	45.1	1.04
Village Street at High Street	EB LT	A	0.2	0.01	A	0.2	0.00	A	0.2	0.01
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SEB LR	C	15.8	0.12	C	16.8	0.13	C	17.9	0.14
	Overall	A	0.8	0.12	A	0.9	0.13	A	0.9	0.14
Village Street at Lincoln Street	EB LT	A	1.5	0.07	A	1.5	0.08	A	1.4	0.08
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB LR	C	15.8	0.21	C	17.0	0.24	C	19.0	0.27
	Overall	A	2.1	0.21	A	2.2	0.24	A	2.3	0.27
Village Street at Shaw Street	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	0.2	0.01	A	0.2	0.01	A	0.2	0.01
	NB LR	C	19.5	0.35	C	22.1	0.41	C	24.7	0.44
	Overall	A	2.8	0.35	A	3.2	0.41	A	3.4	0.44
Village Street at Western Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	WB LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.2	0.01
	NB LR	n/a	n/a	n/a	n/a	n/a	n/a	C	16.8	0.08
	Overall	n/a	n/a	n/a	n/a	n/a	n/a	A	0.6	0.08
Village Street at Eastern Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	WB LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.6	0.03
	NB LR	n/a	n/a	n/a	n/a	n/a	n/a	B	12.7	0.06
	Overall	n/a	n/a	n/a	n/a	n/a	n/a	A	0.7	0.06
Village Street at Charles River Road	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	0.1	0.00	A	0.1	0.00	A	0.1	0.00
	NB LR	B	13.3	0.04	B	13.9	0.05	B	14.7	0.05
	Overall	A	0.4	0.04	A	0.4	0.05	A	0.4	0.05
Village Street at Holliston Street Extension	EB LT	A	1.4	0.07	A	1.4	0.08	A	1.5	0.09
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB LR	B	10.3	0.10	B	10.5	0.11	B	10.8	0.14
	Overall	A	1.8	0.10	A	1.9	0.11	A	2.0	0.14
Village Street at Holliston Street	EB LT	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SEB LR	C	20.8	0.39	C	23.8	0.45	D	26.0	0.48
	Overall	A	2.9	0.39	A	3.3	0.45	A	3.4	0.48
Village Street at Sanford Street	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	1.3	0.06	A	1.4	0.07	A	1.3	0.07
	NB LR	F	127.8	1.16	F	204.2	1.35	F	248.3	1.45
	Overall	E	45.7	1.16	F	72.9	1.35	F	87.8	1.45

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

n/a Not Applicable

Queue Summary
 Senior Community Development
 Medway,MA

Weekday Morning Peak Hour								
Intersection	Movement	2015 Existing		2022 No Build		2022 Build		
		50th Queue ¹	95th Queue ²	50th Queue	95th Queue	50th Queue	95th Queue	
Village Street at Franklin Street	EB LTR	n/a	50	n/a	65	n/a	70	
	WB LTR	n/a	148	n/a	213	n/a	255	
	NB LTR	n/a	230	n/a	343	n/a	348	
	SB LTR	n/a	45	n/a	60	n/a	68	
Village Street at High Street	EB LT	n/a	0	n/a	0	n/a	0	
	WB TR	n/a	0	n/a	0	n/a	0	
	SEB LR	n/a	10	n/a	13	n/a	13	
Village Street at Lincoln Street	EB LT	n/a	5	n/a	8	n/a	8	
	WB TR	n/a	0	n/a	0	n/a	0	
	SB LR	n/a	20	n/a	23	n/a	28	
Village Street at Shaw Street	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	0	n/a	0	n/a	0	
	NB LR	n/a	38	n/a	48	n/a	55	
Village Street at Western Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	0	
	WB LT	n/a	n/a	n/a	n/a	n/a	0	
	NB LR	n/a	n/a	n/a	n/a	n/a	8	
Village Street at Eastern Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	3	
	WB LT	n/a	n/a	n/a	n/a	n/a	0	
	NB LR	n/a	n/a	n/a	n/a	n/a	5	
Village Street at Charles River Road	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	0	n/a	0	n/a	0	
	NB LR	n/a	3	n/a	3	n/a	5	
Village Street at Holliston Street Extension	EB LT	n/a	5	n/a	5	n/a	8	
	WB TR	n/a	0	n/a	0	n/a	0	
	SB LR	n/a	8	n/a	10	n/a	13	
Village Street at Holliston Street	EB LT	n/a	0	n/a	0	n/a	0	
	WB TR	n/a	0	n/a	0	n/a	0	
	SEB LR	n/a	45	n/a	55	n/a	60	
Village Street at Sanford Street	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	5	n/a	5	n/a	5	
	NB LR	n/a	445	n/a	600	n/a	678	

1 50th Percentile Queue Length in feet
 2 95th Percentile Queue Length, in feet
 n/a Not Applicable

Capacity Analysis Summary
Senior Community Development
Medway, MA

Intersection	Movement	Weekday Afternoon Peak Hour								
		2015 Existing			2022 No Build			2022 Build		
		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Village Street at Franklin Street	EB LTR	C	17.2	0.40	C	19.2	0.46	C	20.7	0.49
	WB LTR	F	67.8	1.08	F	70.0	1.22	F	71.3	1.35
	NB LTR	D	29.0	0.74	E	37.6	0.82	E	46.3	0.87
	SB LTR	D	40.3	0.85	F	56.4	0.94	F	67.5	0.99
	<i>Overall</i>	<i>E</i>	<i>44.9</i>	<i>1.08</i>	<i>F</i>	<i>52.4</i>	<i>1.22</i>	<i>F</i>	<i>58.3</i>	<i>1.35</i>
Village Street at High Street	EB LT	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SEB LR	C	16.8	0.14	C	17.0	0.14	C	18.2	0.16
	<i>Overall</i>	<i>A</i>	<i>0.8</i>	<i>0.14</i>	<i>A</i>	<i>0.8</i>	<i>0.14</i>	<i>A</i>	<i>0.8</i>	<i>0.16</i>
Village Street at Lincoln Street	EB LT	A	1.1	0.05	A	1.1	0.06	A	1.1	0.06
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB LR	C	17.7	0.37	C	19.9	0.43	C	22.9	0.48
	<i>Overall</i>	<i>A</i>	<i>3.1</i>	<i>0.37</i>	<i>A</i>	<i>3.5</i>	<i>0.43</i>	<i>A</i>	<i>3.8</i>	<i>0.48</i>
Village Street at Shaw Street	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	0.4	0.02	A	0.4	0.02	A	0.4	0.02
	NB LR	C	18.1	0.16	C	19.8	0.19	C	21.9	0.21
	<i>Overall</i>	<i>A</i>	<i>1.2</i>	<i>0.16</i>	<i>A</i>	<i>1.3</i>	<i>0.19</i>	<i>A</i>	<i>1.3</i>	<i>0.21</i>
Village Street at Western Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	WB LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.1	0.01
	NB LR	n/a	n/a	n/a	n/a	n/a	n/a	C	17.1	0.12
	<i>Overall</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>A</i>	<i>0.8</i>	<i>0.12</i>
Village Street at Eastern Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	WB LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.4	0.02
	NB LR	n/a	n/a	n/a	n/a	n/a	n/a	B	12.4	0.08
	<i>Overall</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>A</i>	<i>0.8</i>	<i>0.08</i>
Village Street at Charles River Road	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	0.2	0.01	A	0.2	0.01	A	0.2	0.01
	NB LR	B	12.4	0.06	B	12.9	0.07	B	13.6	0.07
	<i>Overall</i>	<i>A</i>	<i>0.6</i>	<i>0.06</i>	<i>A</i>	<i>0.6</i>	<i>0.07</i>	<i>A</i>	<i>0.6</i>	<i>0.07</i>
Village Street at Holliston Street Extension	EB LT	A	1.1	0.03	A	1.1	0.03	A	1.3	0.05
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB LR	B	11.2	0.14	B	11.1	0.15	B	11.4	0.17
	<i>Overall</i>	<i>A</i>	<i>1.9</i>	<i>0.14</i>	<i>A</i>	<i>2.0</i>	<i>0.15</i>	<i>A</i>	<i>2.1</i>	<i>0.17</i>
Village Street at Holliston Street	EB LT	A	0.1	0.00	A	0.1	0.00	A	0.1	0.00
	WB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SEB LR	D	27.3	0.64	E	35.1	0.73	E	42.4	0.79
	<i>Overall</i>	<i>A</i>	<i>7.1</i>	<i>0.64</i>	<i>A</i>	<i>9.2</i>	<i>0.73</i>	<i>B</i>	<i>10.6</i>	<i>0.79</i>
Village Street at Sanford Street	EB TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB LT	A	3.4	0.21	A	3.5	0.23	A	3.5	0.24
	NB LR	F	100.8	0.98	F	186.6	1.22	F	259.0	1.40
	<i>Overall</i>	<i>C</i>	<i>18.0</i>	<i>0.98</i>	<i>D</i>	<i>32.0</i>	<i>1.22</i>	<i>E</i>	<i>44.1</i>	<i>1.40</i>

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

n/a Not Applicable

Queue Summary
Senior Community Development
Medway, MA

Weekday Afternoon Peak Hour								
Intersection	Movement	2015 Existing		2022 No Build		2022 Build		
		50th Queue ¹	95th Queue ²	50th Queue	95th Queue	50th Queue	95th Queue	
Village Street at Franklin Street	EB LTR	n/a	48	n/a	60	n/a	65	
	WB LTR	n/a	340	n/a	330	n/a	323	
	NB LTR	n/a	153	n/a	195	n/a	230	
	SB LTR	n/a	213	n/a	275	n/a	310	
Village Street at High Street	EB LT	n/a	0	n/a	0	n/a	0	
	WB TR	n/a	0	n/a	0	n/a	0	
	SEB LR	n/a	13	n/a	13	n/a	13	
Village Street at Lincoln Street	EB LT	n/a	5	n/a	5	n/a	5	
	WB TR	n/a	0	n/a	0	n/a	0	
	SB LR	n/a	43	n/a	53	n/a	63	
Village Street at Shaw Street	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	3	n/a	3	n/a	3	
	NB LR	n/a	15	n/a	18	n/a	20	
Village Street at Western Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	0	
	WB LT	n/a	n/a	n/a	n/a	n/a	0	
	NB LR	n/a	n/a	n/a	n/a	n/a	10	
Village Street at Eastern Site Driveway	EB TR	n/a	n/a	n/a	n/a	n/a	0	
	WB LT	n/a	n/a	n/a	n/a	n/a	3	
	NB LR	n/a	n/a	n/a	n/a	n/a	8	
Village Street at Charles River Road	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	0	n/a	0	n/a	0	
	NB LR	n/a	5	n/a	5	n/a	5	
Village Street at Holliston Street Extension	EB LT	n/a	3	n/a	3	n/a	3	
	WB TR	n/a	0	n/a	0	n/a	0	
	SB LR	n/a	13	n/a	13	n/a	15	
Village Street at Holliston Street	EB LT	n/a	0	n/a	0	n/a	0	
	WB TR	n/a	0	n/a	0	n/a	0	
	SEB LR	n/a	108	n/a	143	n/a	165	
Village Street at Sanford Street	EB TR	n/a	0	n/a	0	n/a	0	
	WB LT	n/a	20	n/a	23	n/a	23	
	NB LR	n/a	218	n/a	308	n/a	370	

1 50th Percentile Queue Length in feet

2 95th Percentile Queue Length, in feet

n/a Not Applicable