

Transportation Impact Assessment

Proposed Medway Municipal Complex
120 Main Street
Medway, Massachusetts

Prepared for:

The Town of Medway
155 Village Street
Medway, Massachusetts

April 2026

Prepared by:



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EXECUTIVE SUMMARY

DESCRIPTION OF PROJECT

Vanasse & Associates, Inc. (VAI) has prepared this Transportation Impact Assessment (TIA) to identify traffic impacts associated with a proposed Medway Municipal Complex to be located at 120 Main Street in Medway, Massachusetts (the “Project”). The purpose of this TIA is to review existing and future traffic conditions in the vicinity of the site, determine the traffic impact of the proposed Project at key intersections expected to experience increased traffic levels from the Project, and review the need for improvements to mitigate the Project’s traffic impact.

PROPOSED PROJECT

The Project site is bounded by Main Street (Route 109 to the south, commercial buildings to the east, Pond Street to the west, and residential buildings to the north. Currently, the Project site is razed and vacant. The Project entails constructing a complex containing a six-bay fire station, police station, and all Town Hall staff. The site will be accessed by five curb cuts, three on Main Street and two on Pond Street. Two of the Main Street curb cuts will function as an entrance and exit for emergency apparatus.

EXISTING CONDITIONS

A comprehensive field inventory was conducted to collect existing roadway geometrics, traffic volumes, operating characteristics, speed limits, and sight distances, as well as land use information. Traffic volumes were collected in March 2025 at the intersections expected to receive the traffic impact from the Project. The study area locations are listed below:

- Main Street at Pond Street and Elm Street
- Main Street at the Medway Place driveway and the Project site driveway
- Main Street at proposed Fire Station driveway (proposed)
- Main Street at proposed Police Station and Town staff driveway (proposed)
- Pond Street at proposed entrance-only driveway (proposed)
- Pond Street at proposed exit-only driveway (proposed)

PROJECT-GENERATED TRAFFIC

The Project is expected to generate 484 vehicle trips on an average weekday (two-way, 24-hour volume), with 72 vehicle trips (53 entering and 19 exiting) during the weekday morning peak hour and 46 vehicle trips (10 entering and 36 exiting) during the weekday evening peak hour.

Project-related traffic-volume increases in the study area relative to 2033 No-Build conditions are anticipated to range from 23 to 36 vehicles or 1.4 to 2.2 percent during the peak periods.

TRAFFIC OPERATIONS ANALYSIS

Under future conditions, operations are generally preserved with minor increases in delays and vehicle queue lengths on the various approaches. Some unsignalized intersections are expected to operate at LOS F under Build conditions but correlate to maximum queues of 4 vehicles.

RECOMMENDATIONS

Recommendations include safety improvements to pedestrian accommodations and the restriping of Main Street to accommodate left-turn movements into the Project driveways.

CONCLUSIONS

As documented in this study, Project-related traffic increases will result in minor increases in traffic volumes or delays at intersections within the study area. The study also shows that the proposed emergency signal will operate with minimal overall increases in delay. No safety concerns were identified, but recommendations regarding pedestrian accommodation were included. Based on these analyses, it is expected that Project-related traffic will be adequately accommodated within the existing and future infrastructure with minimal impact on the traffic operations within the study area.

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has prepared this Transportation Impact Assessment (TIA) in order to identify the traffic impacts associated with the proposed Medway Municipal Complex to be located at 120 Main Street in Medway, Massachusetts. This report identifies and analyzes existing and future traffic conditions both with and without the Project and reviews access requirements, potential off-site improvements, and safety considerations.

STUDY METHODOLOGY

This study was prepared in accordance with the State guidelines for TIAs and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area, including an inventory of roadway geometry, observations of traffic flow, and collection of peak-period traffic counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed, along with future traffic demand resulting from expected growth independent of the Project. A seven-year time horizon was selected for these analyses, consistent with State guidelines for the preparation of TIAs. The traffic analysis conducted in stage two identifies projected future roadway capacity, traffic safety, and site access issues.

The third stage of the study presents and evaluates measures to address traffic and safety issues, if necessary, based on the results from stage two.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in March 2025 and February 2026. The field investigation consisted of an inventory of existing roadway geometrics, traffic volumes, and operating characteristics, as well as posted speed limits, sight distance, and land use information within the study area. The study area for the Project includes the major roadway providing access to the Project, as well as the intersections, which are expected to accommodate the majority of Project-related traffic. The study area is listed below and graphically depicted in Figure 1.

- Main Street at Pond Street and Elm Street
- Main Street at the Medway Place driveway and the Project site driveway
- Main Street at proposed Fire Station driveway (proposed)
- Main Street at proposed Police Station and Town staff driveway (proposed)
- Pond Street at proposed entrance-only driveway (proposed)
- Pond Street at proposed exit-only driveway (proposed)

GEOMETRY

Roadway

Main Street (Route 109)

Main Street (Route 109) is classified as a principal arterial under Town jurisdiction. Main Street runs in a general east-to-west alignment throughout the study area and provides one general-purpose travel lane in each direction, separated by a double-yellow line with exclusive turn lanes provided at some intersections. The speed limit is designated as 35 miles per hour (mph) in both directions for this section of Main Street. Land uses along Main Street throughout the study area generally consist of commercial use and open and wooded spaces.

Pond Street

Pond Street is classified as a local roadway under Town jurisdiction. Main Street runs in a general north-to-south alignment throughout the study area and provides one general-purpose travel lane in each direction, separated by a double-yellow line. The speed limit is posted as 30 miles per hour (mph). Land uses along Pond Street throughout the study area is primarily residential use.

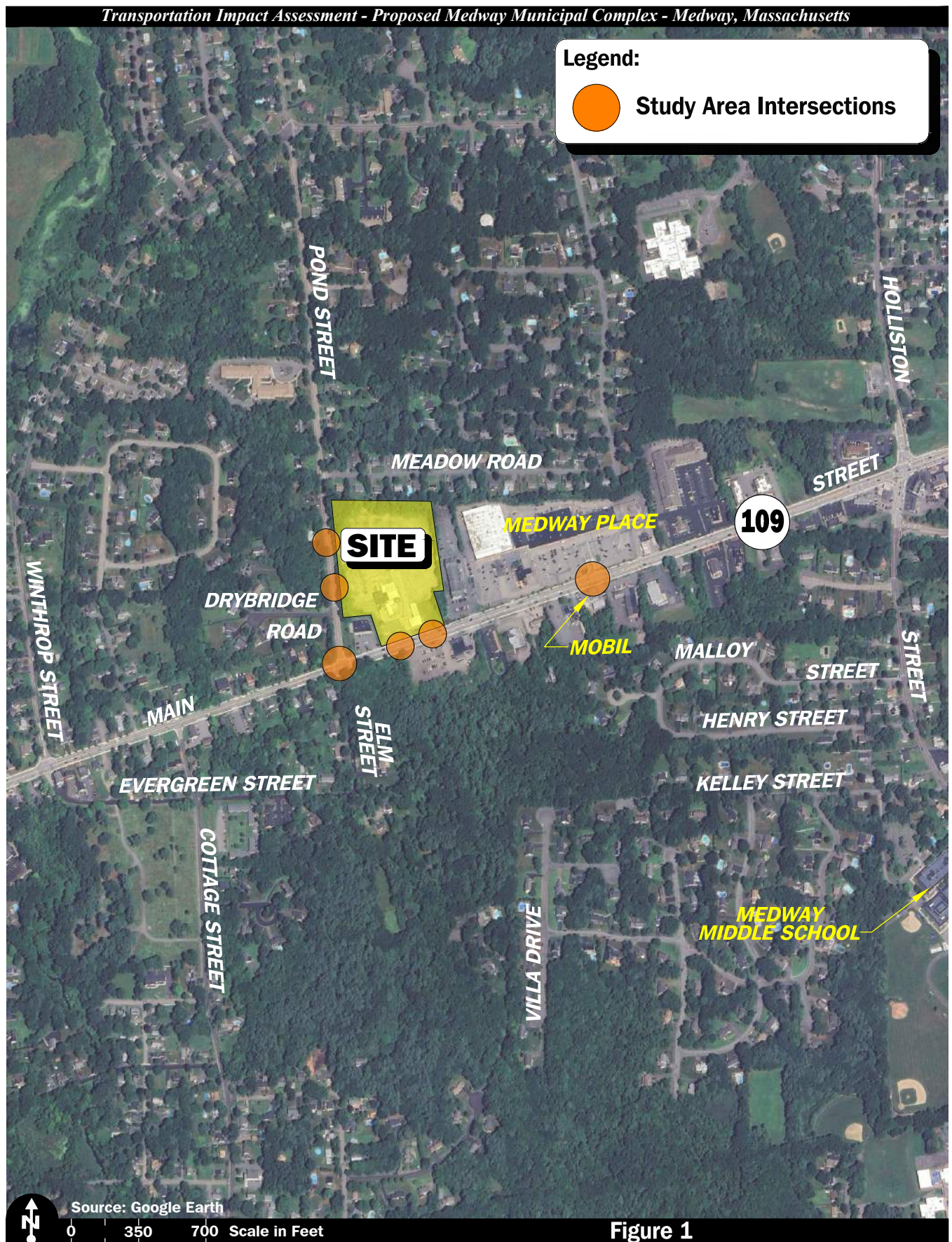


Figure 1

Site Location Map

Intersections

Figure 2 summarizes existing lane use, travel lane widths, and sidewalk and crosswalk locations at the study area intersections.

EXISTING TRAFFIC VOLUMES

In order to establish base traffic-volume demands and flow patterns within the study area, manual turning movement counts (TMCs) were completed in March 2025. The TMCs were conducted during the weekday morning (7:00 to 9:00 AM) and weekday evening (4:00 to 6:00 PM) peak periods. Bicycles and pedestrians were also counted.

Additionally, an automatic traffic recorder (ATR) was used to identify traffic flow patterns on Main Street in March 2025. The ATR was conducted for a 72-hour period from March 27 to March 29, 2025. Speed and volume measurements were collected in 15-minute increments.

Traffic-Volume Adjustments

In order to develop existing traffic-volume conditions, the Massachusetts Department of Transportation (MassDOT) weekday seasonal factors for Urban Group 3 (other principal arterials) were reviewed.¹ Based on a review of this data, it was determined that traffic volumes for the month of March are above average-month conditions. As such, the traffic volumes were not adjusted in order to be representative of average-month conditions.

The 2025-year conditions were projected to the current 2026-year conditions via use of background traffic growth data. A background growth rate of 1 percent was applied to all turning movements of major roadways as well as the ATR volumes. Further explanation regarding the usage of a 1 percent growth rate can be found in the Future Traffic Growth section later in the report. Table 1 provides a summary of 2026 existing traffic volumes.

Table 1
2026 EXISTING ROADWAY TRAFFIC-VOLUME SUMMARY

Location/Peak Hour	Daily Volume (vpd) ^a	Volume (vph) ^b	K Factor ^c	Directional Distribution ^d
<i>Main Street, west of Medway Place:</i>				
Weekday Daily	18,500	--	--	--
Weekday Morning	--	1,348	7.3	59% EB
Weekday Evening	--	1,419	7.7	52% WB

Source: TMCs conducted by VAI in March 2025.

^aTwo-way daily traffic expressed in vehicles per day, based on ATR conducted by VAI in March 2025, and adjusted to represent 2026 conditions.

^bTwo-way peak-hour volume expressed in vehicles per hour.

^cThe percentage of daily traffic that occurs during the peak hour.

^dPercent traveling in peak direction.

¹MassDOT statewide Traffic Data Collection; 2024 Weekday Seasonal Factors, Groups U3.

Legend:

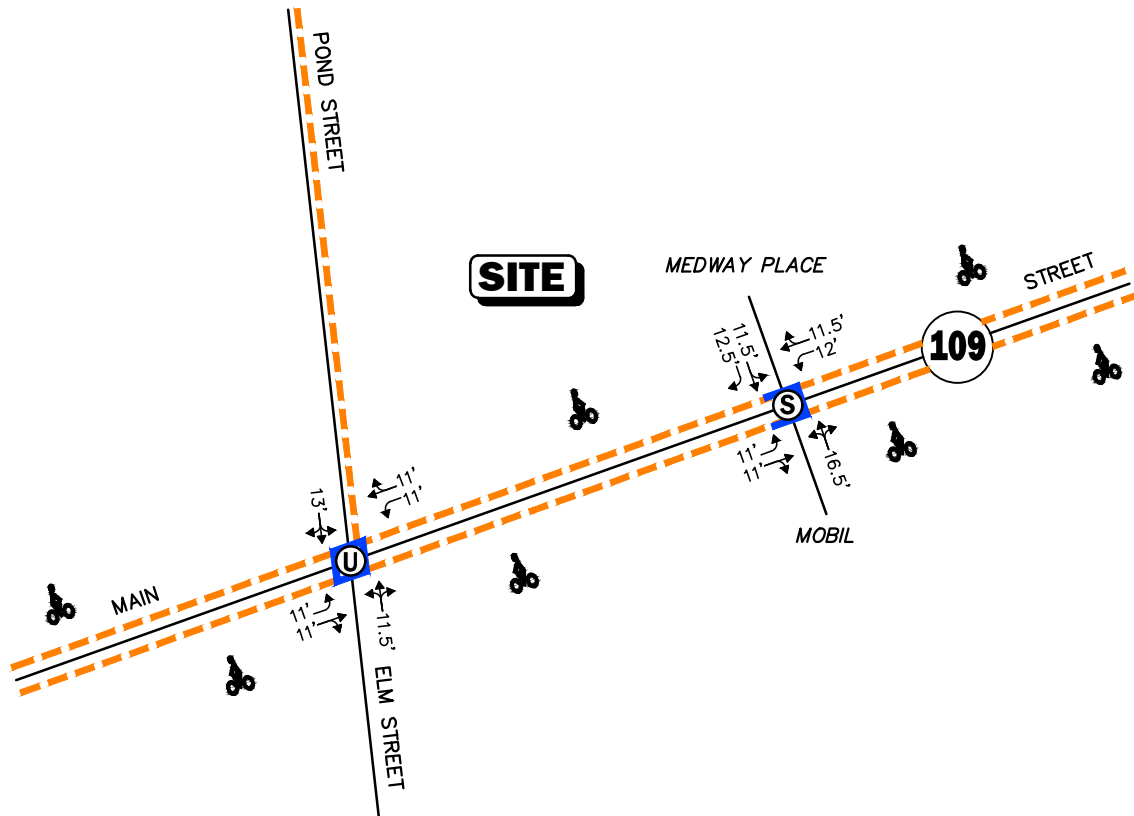
- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection

— Sidewalk

— Crosswalk

xx' ⇄ Lane Use and Travel Lane Width

🚲 Bike Lane



Not To Scale



Figure 2

**Existing Intersection Lane Use,
Travel Lane Width, and
Pedestrian Facilities**

As can be seen in Table 1, Main Street was observed to carry approximately 18,500 vehicles per day (vpd) during an average weekday, with 1,348 vehicles per hour (vph) during the weekday morning peak hour and 1,419 vph during the weekday evening peak hour. During the weekday morning peak hour, 59 percent of traffic travels eastbound, and during the weekday evening peak hour, 52 percent travels westbound. The 2026 Existing peak-hour traffic volumes are shown on Figure 3.

PEDESTRIAN AND BICYCLE FACILITIES

An inventory of pedestrian and bicycle facilities within the study area was undertaken in April 2025 and February 2026. There are sidewalks and bike lanes along both sides of Main Street. There is a sidewalk on the eastern side of Pond Street. The full field inventory of the study area is shown in Figure 2.

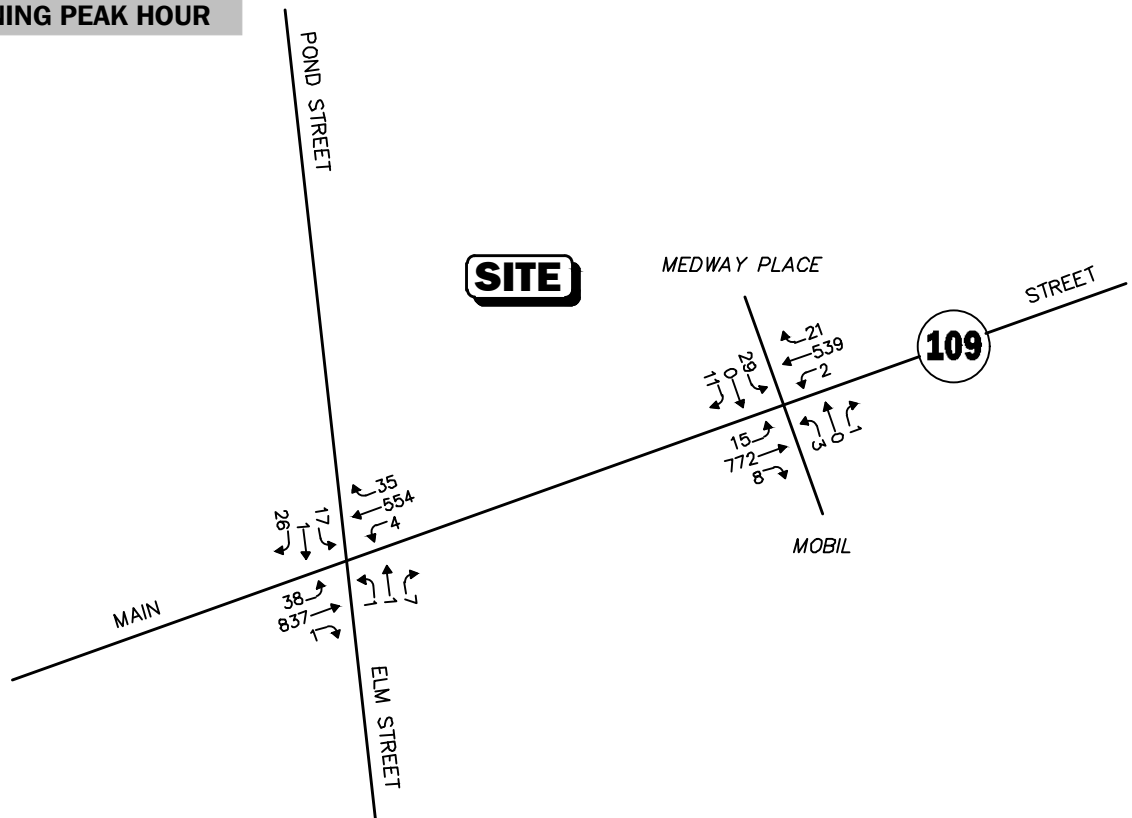
PUBLIC TRANSPORTATION

Public transportation service is provided within the study area by the Greater Attleboro and Taunton Regional Transit Authority (GATRA). Just outside of the study area, GATRA operates the Norfolk T shuttle fixed-route bus service from the Medway Middle School. Schedule and fare information for the commuter rail and fixed-route service are provided in the Appendix.

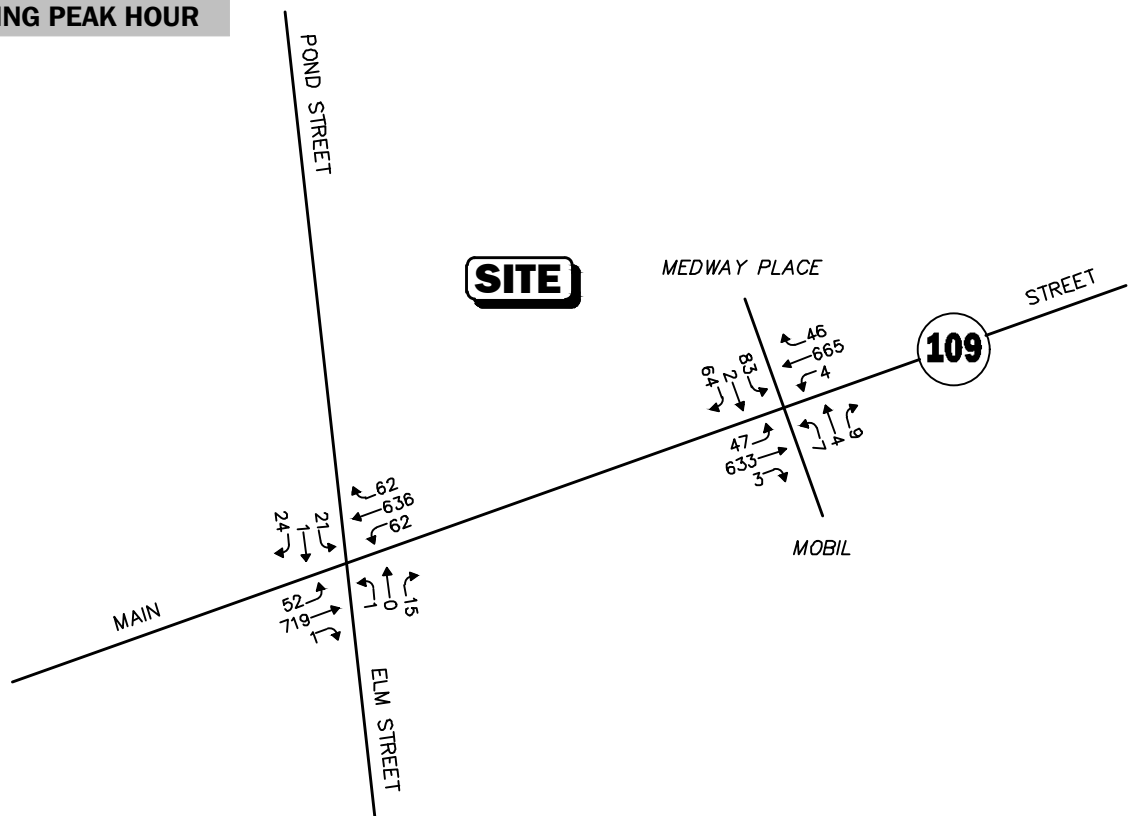
MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MassDOT Safety Management/Traffic Operations Unit for the most recent five-year period available (2018 through 2022) to examine motor vehicle crash trends within the study area. The data is summarized in Table 2 by intersection, type, weather condition, lighting condition, pavement condition, and severity.

WEEKDAY MORNING PEAK HOUR



WEEKDAY EVENING PEAK HOUR



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 3



2026 Existing
Peak-Hour Traffic Volumes

Table 2
MOTOR VEHICLE CRASH DATA SUMMARY

Scenario	Main Street/ Pond Street/ Elm Street	Main Street/ Medway Place Dwy/ Mobil Dwy
<i>Year:</i>		
2018	1	0
2019	2	0
2020	0	0
2021	1	0
<u>2022</u>	<u>3</u>	<u>0</u>
Total	7	0
Average ^a	1.4	0.0
Crash Rate ^b	0.19	0.00
Significant ^c	No	No
<i>Type:</i>		
Angle	1	0
Rear-End	5	0
Head-On	0	0
Sideswipe	0	0
Pedestrian/Bike	0	0
Single Vehicle	1	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>
Total	7	0
<i>Weather Conditions:</i>		
Clear	5	0
Cloudy/Rain	2	0
Snow/Ice	0	0
Fog	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>
Total	7	0
<i>Lighting Conditions:</i>		
Daylight	4	0
Dawn/Dusk	0	0
Dark (lit)	3	0
Dark (unlit)	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>
Total	7	0
<i>Pavement Conditions :</i>		
Dry	4	0
Wet	2	0
Snow/Ice	0	0
<u>Unknown/Other</u>	<u>1</u>	<u>0</u>
Total	7	0
<i>Severity:</i>		
Property Damage Only	6	0
Personal Injury	0	0
Fatality	0	0
<u>Unknown/Other</u>	<u>1</u>	<u>0</u>
Total	7	0

^aAverage number of crashes over five-year period.

^bCrash rate per million entering vehicles (mev).

^cSignificant if crash rate > 0.89 for signalized intersections and > 0.61 for unsignalized intersections (MassDOT District 3 rates).

Source: MassDOT Crash Data, 2018 through 2022.

As can be seen in Table 2, the unsignalized intersection of Main Street at Elm Street and Pond Street experienced 7 crashes over a five-year period, averaging 1.4 crashes per year. A majority of these crashes were rear-end collisions that occurred in clear, dry conditions, during daytime hours, and resulted in property damage only.

No crashes were reported at the intersection of Main Street at the Medway Place driveway entrance.

Both of the intersections were identified to have crash rates below MassDOT and statewide averages. Neither of the intersections was observed to be within MassDOT's top 5% Highway Safety Improvement Program (HSIP) cluster (2019-2021 data).

VEHICLE SPEED MEASUREMENTS

Existing vehicle speeds along Main Street, west of Medway Place, in the vicinity of the Project site were recorded in conjunction with the ATR to determine the average and 85th percentile vehicle speeds. The speed limit on this section of Main Street is posted at 35 mph. The results of the speed measurements are shown in Table 3.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	Main Street	
	Eastbound	Westbound
Average Travel Speed (mph)	28	31
85 th Percentile Speed (mph)	32	34
Speed Limit (mph)	35	35

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along Main Street in the vicinity of the Project site was 28 and 31 mph in the eastbound and westbound directions, respectively. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 32 and 34 mph in the eastbound and westbound directions. This is below the posted speed limit in both directions of 35 mph.

FUTURE CONDITIONS

To determine the impact of site-generated traffic volumes on the roadway network under future conditions, existing traffic volumes in the study area were projected to the year 2033. Traffic volumes on the roadway network at that time, in the absence of the Project (that is, the No-Build condition), would include existing traffic, new traffic due to general background traffic growth, and traffic related to specific development by others expected to be completed by 2033. Inclusion of these factors resulted in the development of 2033 No-Build traffic volumes. Anticipated site-generated traffic volumes were then superimposed upon these No-Build traffic-flow networks to develop the 2033 Build traffic-volume conditions.

FUTURE TRAFFIC GROWTH

Traffic growth on area roadways is a function of the expected land development impacting the study area. Several methods are used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all existing traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

In addition, we identified the location and type of planned development affecting the study area, estimated the traffic generated by that development, and assigned it to the area's roadway network. This produces a more realistic estimate of local traffic growth. However, the drawback of this procedure is that the potential growth in population and development external to the study area would not be accounted for in the traffic projections.

To provide a conservative analysis framework, both procedures were used in this TIA.

General Background Growth

Traffic-volume data compiled by MassDOT from permanent count stations and historical traffic counts in the area were reviewed to determine general background traffic growth trends. Based on a review of this data and other area traffic studies, it was determined that traffic volumes in the area are increasing by approximately 0.11 percent per year on average. Therefore, a 1.0 percent compounded annual background traffic growth rate was used to account for future traffic growth, including unforeseen development within the study area.

Specific Development by Others

The Town of Medway was contacted to determine whether any planned or approved development projects are expected to influence future traffic volumes within the study area. Based on these discussions, the following projects were identified for possible inclusion in this assessment:

- ***Proposed Residential Redevelopment – 192 Main Street*** – This project entails the construction of a new townhouse development containing two residential units. This project is currently before the planning board and is anticipated to be fully occupied by 2033. Based on the site characteristics and unit count, the development is expected to be captured within the background growth rate.
- ***Proposed Residential Redevelopment – 20 Milford Street*** – This project entails the redevelopment of an existing building into a six-unit multifamily development. This project has been recently approved by the planning board and is anticipated to be fully occupied by 2033. Based on the site characteristics and unit count, the development is expected to be captured within the background growth rate.
- ***Proposed Mixed Use Development – 119 Main Street*** – This project entails the construction of a new mixed-use development containing 267 multifamily residential units, a 3,500 sf restaurant, a 2,000 sf bank, and a 5,400 sf convenience store/gas station with 20 vehicle fueling pumps. This project is currently being presented to the Town of Medway and is anticipated to be completed by 2033. Traffic volumes associated with the development were obtained from a traffic study prepared for the project² and were added to the future condition traffic volumes.

No other developments were identified at this time that are expected to increase traffic within the study area beyond the general background traffic growth rate of 1.0 percent.

Planned Roadway Improvements

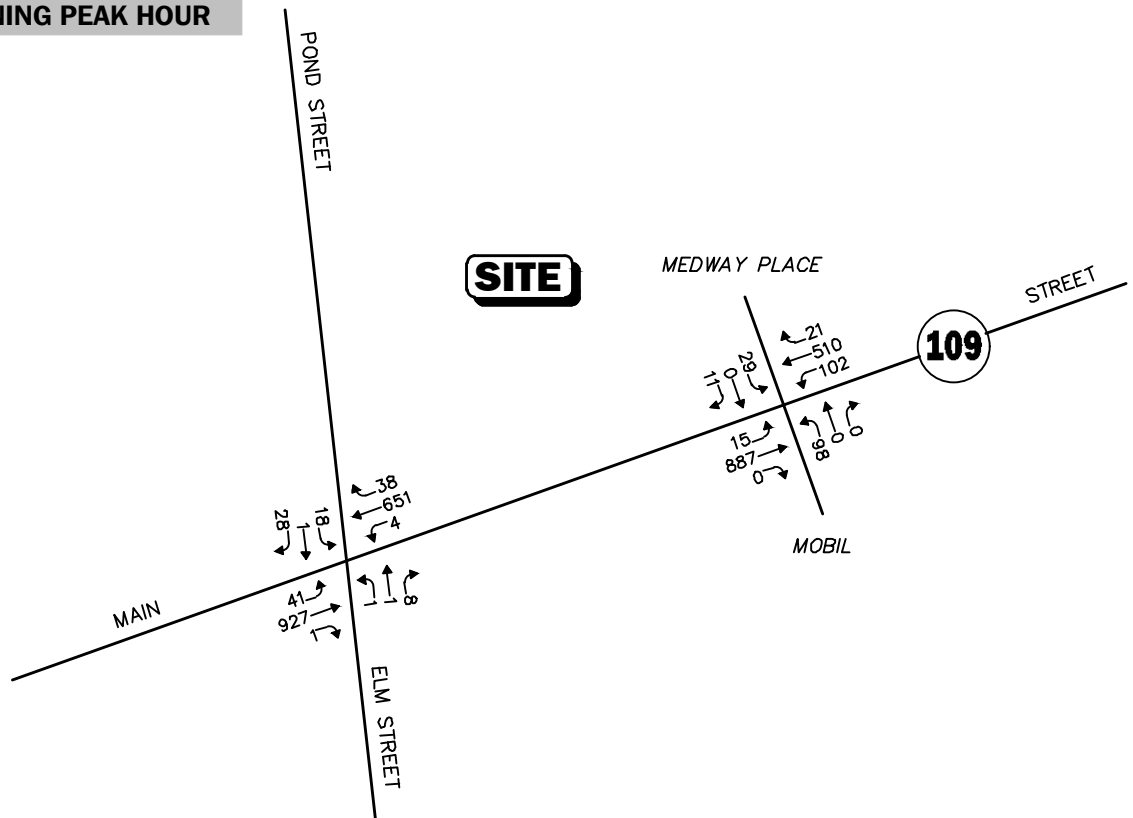
The Town of Medway and MassDOT were contacted to determine whether any planned roadway improvement projects are expected to be completed within the study area over the seven-year planning horizon. Based on these discussions, no roadway improvement projects were identified in the study area at this time, beyond general maintenance.

No-Build Traffic Volumes

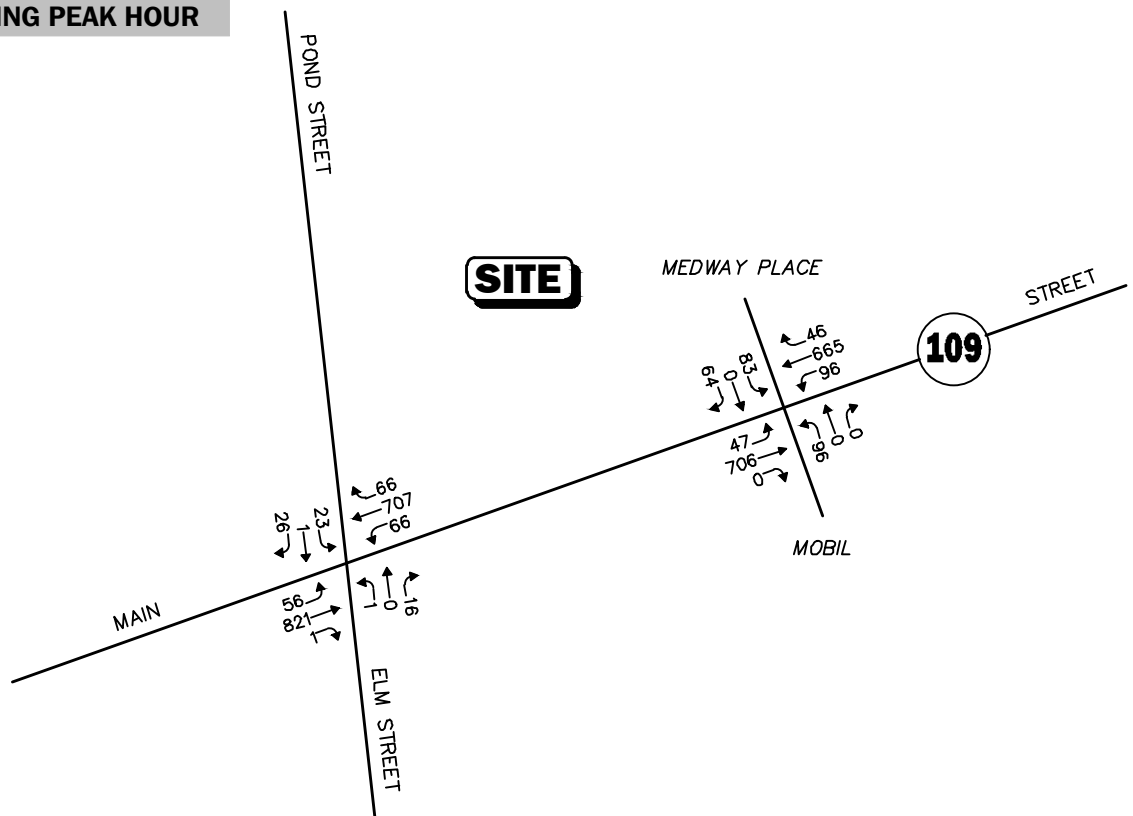
The 2033 No-Build peak-hour traffic-volume networks were developed by applying a 1.0 percent compounded annual background traffic growth rate to the 2026 Existing peak-hour traffic volumes over a seven-year period. The resulting 2033 No-Build weekday morning and evening peak-hour traffic-volume networks are shown on Figure 4.

²*Transportation Impact Assessment, Proposed Mixed-Use Development, 119 Main Street, Medway, Massachusetts; VAI, December 2025.*

WEEKDAY MORNING PEAK HOUR



WEEKDAY EVENING PEAK HOUR



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 4



2033 No-Build
Peak-Hour Traffic Volumes

PROJECT-GENERATED TRAFFIC

The Project entails the construction of a new municipal complex containing fire, police, and Town services. In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published by the Institute of Transportation Engineers (ITE)³ for Land Use Code (LUC) 575, *Fire and Rescue Station* and LUC 730, *Government Office Building* were used to estimate the trips associated with the proposed municipal complex. ITE does not provide trip-generation rates for police station use; as a result, those trips are included in LUC 730. The Project-generated traffic was developed using estimated employee counts provided by the Town, which assumes staffing of 15 employees at the fire station, 35 at town hall, and 20 at the police station. The trips generated by the proposed municipal complex are summarized below in Table 4.

Table 4
TRIP-GENERATION SUMMARY

Time Period/ Directional Distribution	Fire and Rescue Trips ^a (A)	Town Hall and Police Trips ^b (B)	Net New Trips (C = B + A)
Weekday Daily	74	410	484
<i>Weekday Morning Peak Hour:</i>			
Entering	8	45	53
<u>Exiting</u>	<u>3</u>	<u>16</u>	<u>19</u>
Total	11	61	72
<i>Weekday Evening Peak Hour:</i>			
Entering	2	8	10
<u>Exiting</u>	<u>5</u>	<u>31</u>	<u>36</u>
Total	7	39	46

Source: *Trip Generation*, 12th Edition; ITE.

^aBased on ITE LUC 575, *Fire and Rescue Station*; 15 Employees.

^bBased on ITE LUC 730, *Government Office Building*, 55 Employees.

Based on this analysis, the Project is expected to generate 484 vehicle trips on an average weekday (two-way, 24-hour volume), with 72 vehicle trips (53 entering and 19 exiting) during the weekday morning peak hour and 46 vehicle trips (10 entering and 36 exiting) during the weekday evening peak hour.

³*Trip Generation*, 12th Edition; Institute of Transportation Engineers; Washington, DC; 2025.

TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution and assignment for the Project site's building program is separated between the fire station and police/town components. Both distributions were developed based on a review of existing travel patterns, with the town hall/police trips including Pond Street due to the site's driveway accessibility. For the town hall/police trips, it is assumed that 70 percent of vehicle trips will utilize the Main Street curb cut, while 30 percent will use the Pond Street access. The trip distribution for both components of the Project is summarized in Table 5 and graphically depicted on Figure 5 for the fire station and town hall/police components, respectively.

Table 5
TRIP-DISTRIBUTION SUMMARY

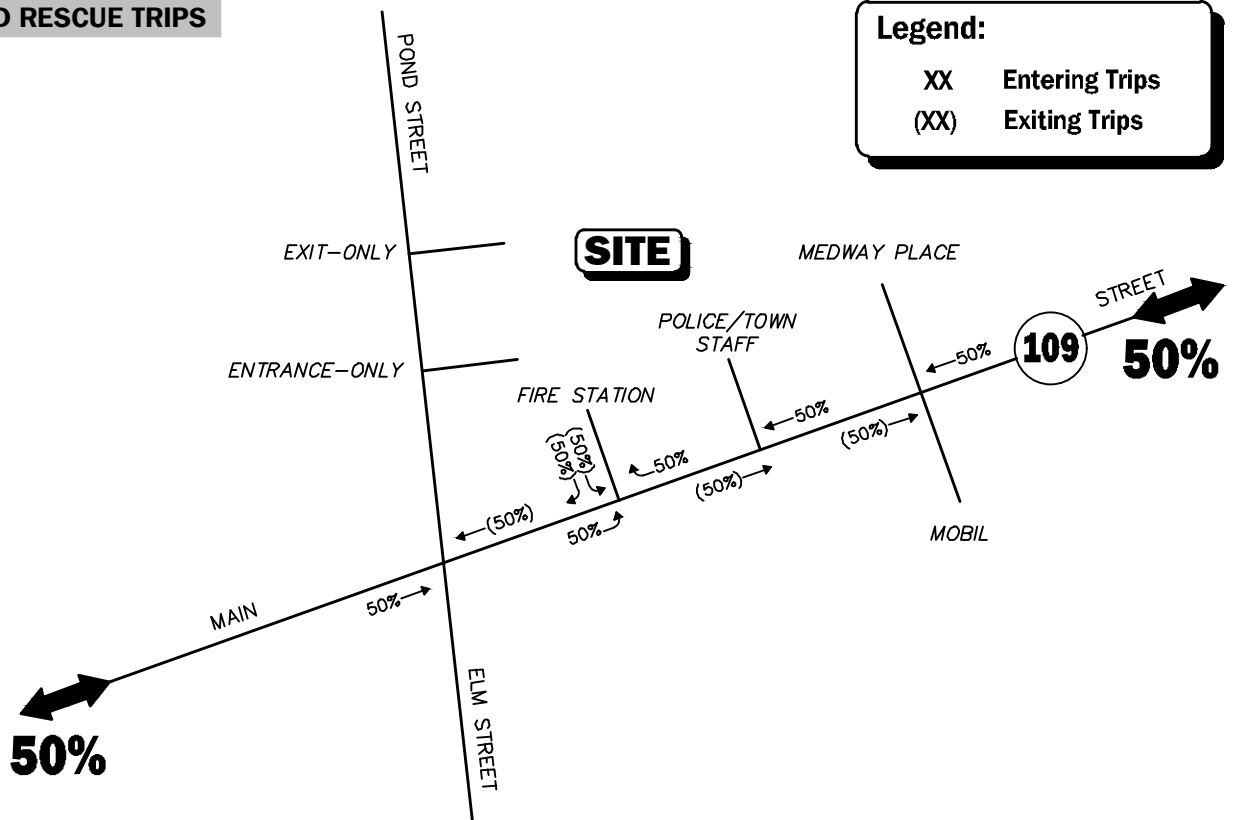
Roadway	Direction (To/From)	Fire and Rescue Component Percent (To/From)	Town Hall and Police Component Percent (To/From)
Pond Street	North	0	5
Main Street	East	50	45
Main Street	West	<u>50</u>	<u>50</u>
TOTAL		100	100

The weekday morning and weekday evening peak-hour traffic volumes expected to be generated by the proposed municipal components of the Project site were assigned to the study area roadway network, as shown on Figures 6 and 7. The fire and rescue trips will use one of the Main Street curb cuts as an entrance and the other as an exit for emergency apparatus.

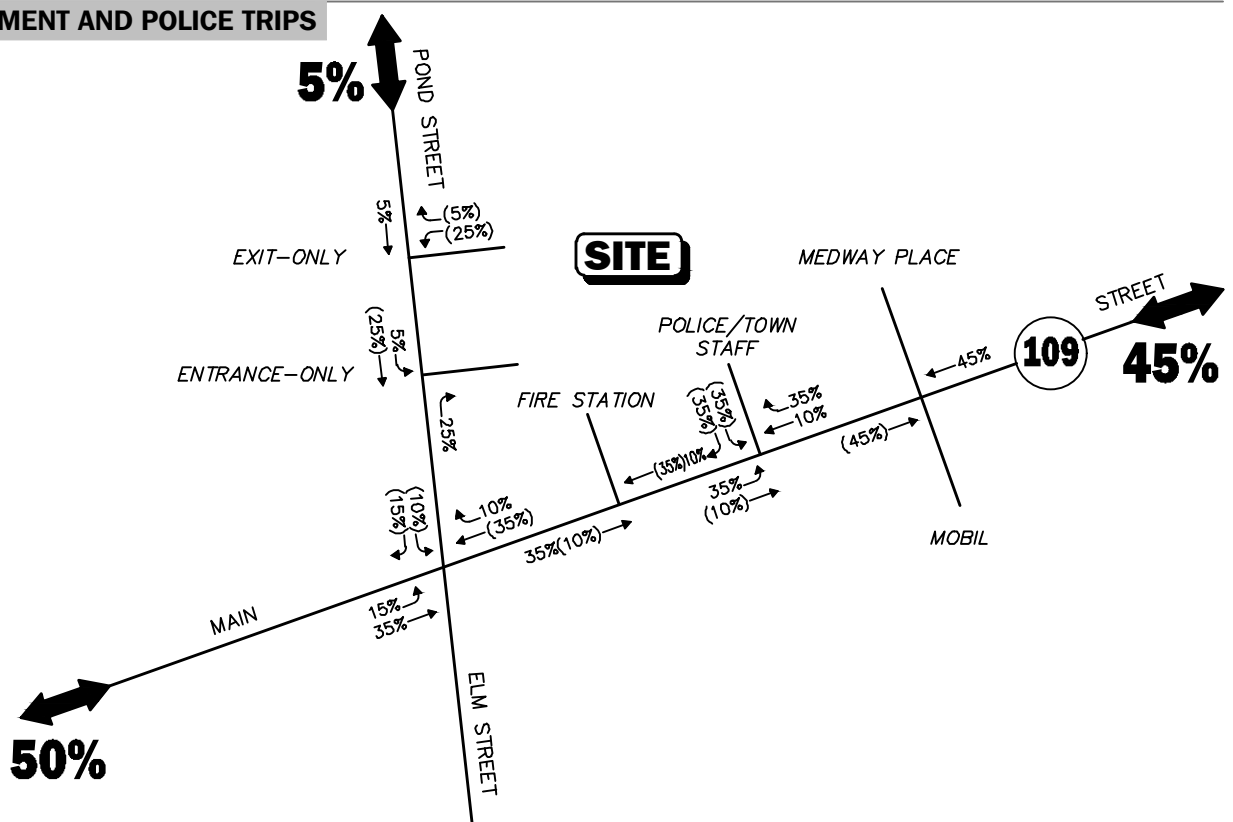
FUTURE TRAFFIC VOLUMES – BUILD CONDITION

The 2033 Build condition networks consist of the 2033 No-Build traffic volumes and the anticipated Project-generated traffic added to them. The 2033 Build weekday morning and weekday evening peak-hour traffic-volume networks are graphically depicted on Figure 8. A summary of peak-hour projected traffic-volume increases external to the study area that is the subject of this assessment is shown in Table 6. These volumes are based on the addition of the Project traffic to the respective traffic volume conditions.

FIRE AND RESCUE TRIPS



GOVERNMENT AND POLICE TRIPS



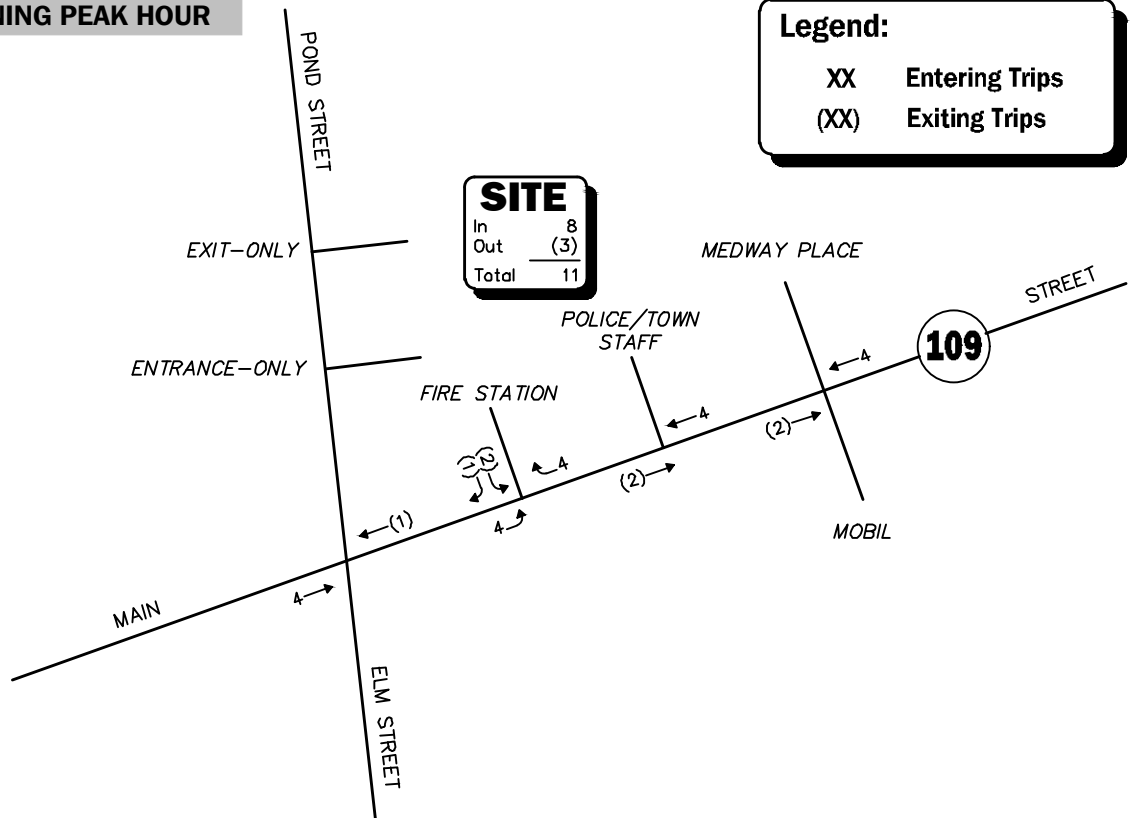
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Figure 5

Trip Distribution



WEEKDAY MORNING PEAK HOUR



WEEKDAY EVENING PEAK HOUR

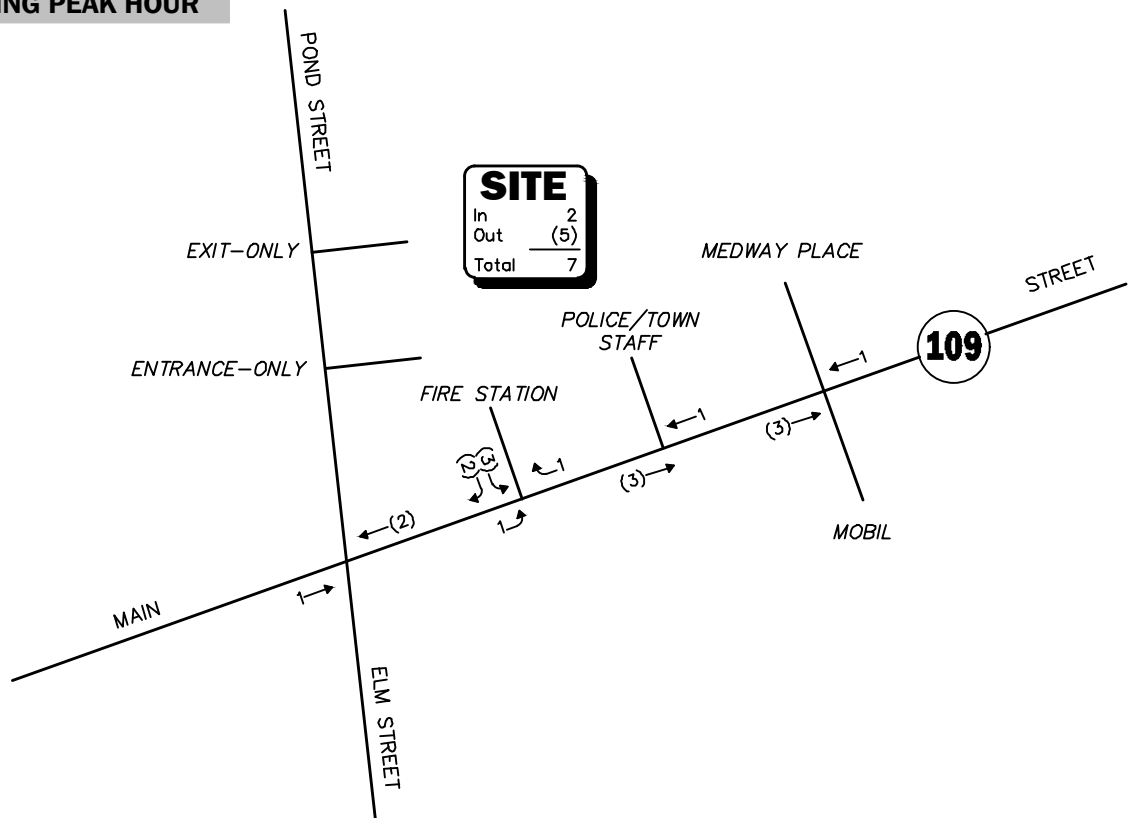
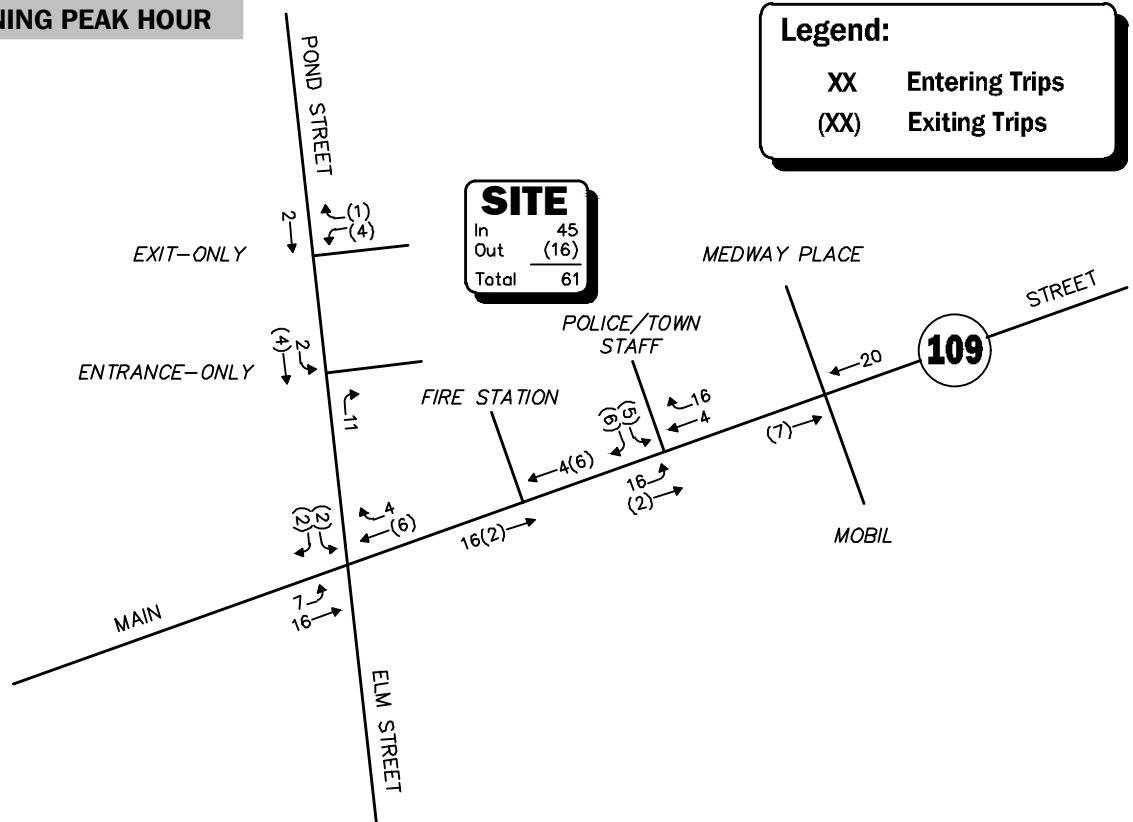


Figure 6

Fire and Rescue Trips
Peak-Hour Traffic Volumes



WEEKDAY MORNING PEAK HOUR



WEEKDAY EVENING PEAK HOUR

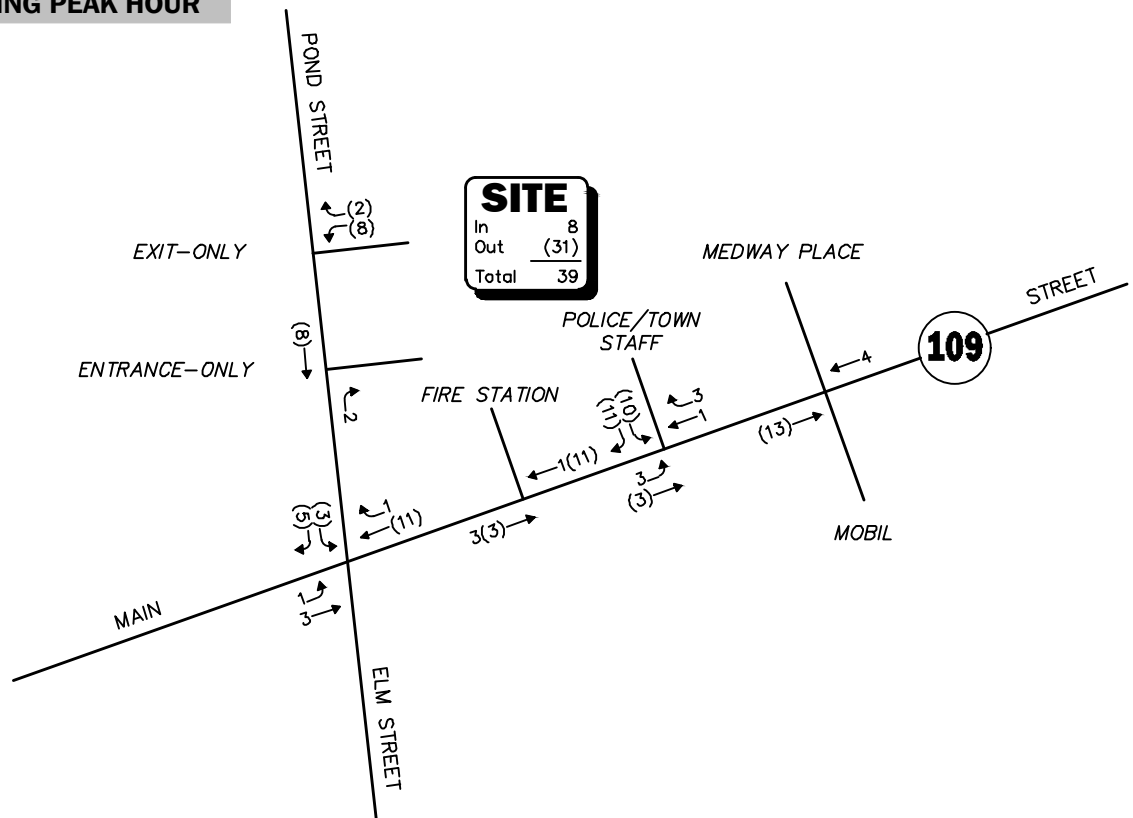
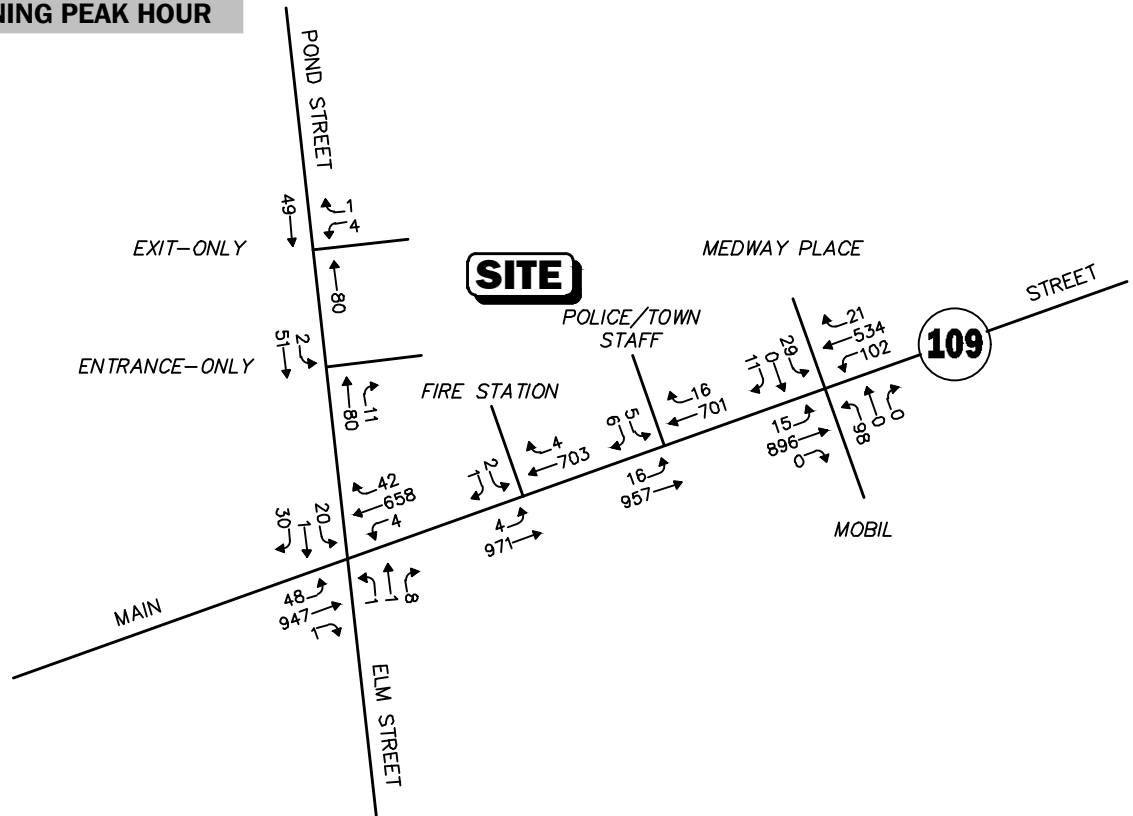


Figure 7

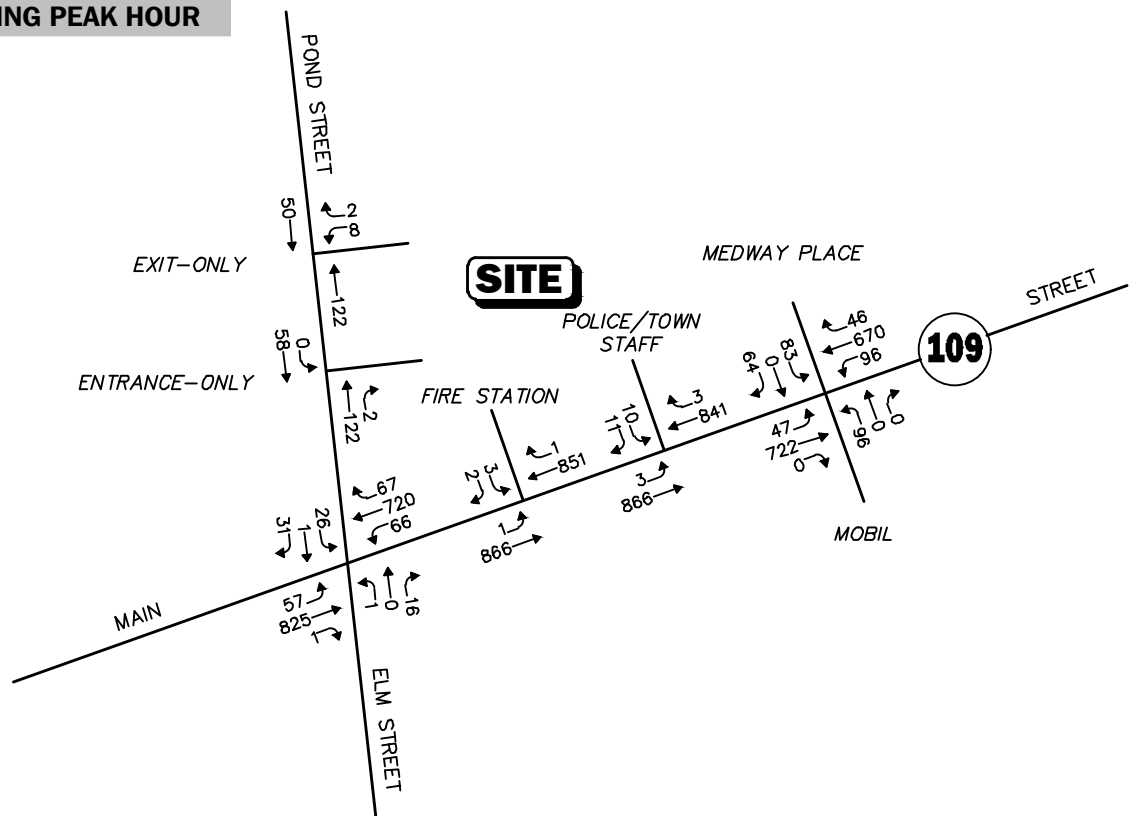
Town Hall and Police Trips
Peak-Hour Traffic Volumes



WEEKDAY MORNING PEAK HOUR



WEEKDAY EVENING PEAK HOUR



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 8



2033 Build
Peak-Hour Traffic Volumes

Table 6
PEAK-HOUR TRAFFIC-VOLUME INCREASES^a

Location/Peak Hour	2033 No-Build	2033 Build	Traffic-Volume Increase Over No-Build	Percent Increase Over No-Build
<i>Main Street, west of Pond Street:</i>				
Weekday Morning	1,649	1,685	36	2.2
Weekday Evening	1,612	1,635	23	1.4

^aTwo-way vehicle flow in vehicles per hour.

As shown in Table 6, Project-related traffic-volume increases external to the study area relative to 2033 No-Build conditions are anticipated to range from 23 to 36 vehicles or 1.4 to 2.2 percent during the peak periods.

PARKING DEMAND

The Project contains several surface lots that will accommodate approximately 177 total parking spaces, including 94 public parking spaces, with the remaining spaces reserved or gated for staff parking.

To determine the projected parking demand for the Project and confirm whether there is adequate parking for the complex, a parking-demand analysis was completed. The analysis evaluates the proposed parking supply and compares it with anticipated demand using ITE parking generation ratios from the ITE *Parking Generation* manual.⁴

ITE only provides parking generation rates for LUC 730, *Government Office Building*. As such, all 70 projected employees were utilized as part of the analysis. ITE states that the average demand for parking is 0.89 spaces per employee for typical conditions, or 62 spaces. ITE also identifies an 85th percentile demand of 3.86 spaces per employee. The Project proposes 177 total spaces for a parking supply of 2.53 spaces per employee. Even though the Project does not meet the 85th percentile demand, in context, with the typical employee parking and assumption that a meeting with full attendance were to occur (Meeting Hall with capacity of 98 participants), then the anticipated demand of 160 spaces would still be accommodated by the 177 provided spaces.

TRAFFIC SIGNAL WARRANTS

The *Manual on Uniform Traffic Control Devices (MUTCD)*⁵ establishes nine warrants or criteria to evaluate a location for the installation or retention of a traffic signal. At least one of the nine warrants should be satisfied in order to justify the installation or retention of a traffic signal; however, satisfaction of a warrant in and of itself does not justify traffic signal control. An engineering evaluation of the location in question should indicate that the establishment of traffic signal control will improve the overall safety and/or operation of the intersection.

⁴*Parking Demand*, 6th Edition, Institute of Transportation Engineers, Washington D.C., 2023.

⁵*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2023.

Traffic signal warrants require a minimum of 8 hours of turning movement counts. Since the project used data collected prior to the initialization of the study, warrants cannot be properly evaluated. However, the study can review a prior signal warrant analysis and compare volumes to anecdotally identify whether a warrant may be met. The Functional Design Report⁶ developed for the Route 109 corridor project reviewed the intersection of Route 109 at Elm Street and Pond Street for these warrants. Using the 2011 existing volumes, the warrant analysis found that Warrants 1,2,3 and 7 were not met. These warrants correspond to eight-hour, four-hour, and peak-hour vehicular volume as well as crash experience.

When comparing 2011 and 2026 turning volumes, it is observed that the Pond Street approach had a 2-20% reduction of traffic volumes. The fact that volumes for the minor approach were reduced would support the notion that a signal may not be warranted in the existing condition.

Additionally, MassDOT's MUTCD Amendments identifies that Warrant 1 must be met prior to the consideration of the installation of any new signal on State Highways. This would mean that the Pond Street approach would need to create at least 120 vehicles per hour for 8 hours within a day. The addition of the Project generated traffic on Pond Street result in an increased approach volume of 51 vehicles per hour in the morning peak hour and 58 vehicles per hour in the evening peak hour. Since the build conditions traffic volumes do not exceed the minimum for an eight-hour warrant, it is anticipated that the intersection would not meet any warrants with the addition of the municipal complex.

A full warrant analysis for existing and build conditions will be provided as a supplement to the TIA at a later date.

⁶ *Reconstruction of Route 109 – MassDOT Project Number 605657*; Greenman-Pederson, Inc.; September 2011.

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the four new site driveway intersections with Main Street in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)⁷ recommendations. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance recommended to be provided by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD is the sight distance recommended to be provided by a driver entering or crossing an intersecting roadway to perceive an oncoming vehicle and safely complete a turning or crossing maneuver with oncoming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the recommended SSD value for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. Table 7 presents the measured SSD and ISD at the subject intersections.

⁷*A Policy on Geometric Design of Highway and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.

Table 7
SIGHT DISTANCE ANALYSIS^a

Intersection/Sight Distance Measurement	Recommended Minimum Distances (Feet) ^b	Desirable Distances (Feet)	Measured
Main Street at Town Hall Employees and Police Station Driveway (Driveway A)			
<i>Stopping Sight Distance:</i>			
Main Street approaching from the east	250	--	500+
Main Street approaching from the west	250	--	500+
<i>Intersection Sight Distance:</i>			
Looking to the east from Site Driveway A	250	335	500+
Looking to the west from Site Driveway A ^c	250	390	500+
Main Street at Fire Station Driveway (Driveway B)			
<i>Stopping Sight Distance:</i>			
Main Street approaching from the east	250	--	500+
Main Street approaching from the west	250	--	500+
<i>Intersection Sight Distance:</i>			
Looking to the east from Site Driveway B	250	335	500+
Looking to the west from Site Driveway B ^c	250	390	500+
Pond Street at Public Parking Driveway (Exit Only) [Driveway C]			
<i>Stopping Sight Distance:</i>			
Main Street approaching from the east	200	--	500+
Main Street approaching from the west	200	--	500+
<i>Intersection Sight Distance:</i>			
Looking to the north from Site Driveway C	200	335	500+
Looking to the south from Site Driveway C ^c	200	290	500+
Pond Street at Public Parking Driveway (Entrance Only)			
<i>Stopping Sight Distance:</i>			
Main Street approaching from the east	200	--	500+
Main Street approaching from the west	200	--	500+

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018.

^bBased on the 35 mph posted speed on Main Street and 30 mph posted speed on Pond Street.

^cValues shown are the intersection sight distance for a vehicle turning left, exiting a roadway under STOP control.

As can be seen in Table 7, the sight distances at all the site driveway intersections with Main Street and Pond Street were found to exceed the recommended and desirable values for SSD and ISD based on the roadway's posted speed.

TRAFFIC OPERATIONS ANALYSIS

Measuring existing and future traffic volumes quantify traffic flow within the study area. To assess quality of flow, roadway capacity, and vehicle queue analyses were conducted under Existing, No-Build, and Build traffic-volume conditions. Capacity analyses indicate how well the roadway facilities serve the traffic demands placed upon them, while vehicle queue analyses provide a secondary measure of the operational characteristics of an intersection or section of roadway under study.

METHODOLOGY

Levels of Service

A primary result of capacity analysis is the assignment of level of service to traffic facilities under various traffic-flow conditions.⁸ The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best-operating conditions and LOS F representing congested or constrained operating conditions.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

⁸The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual 6th Edition*; Transportation Research Board; Washington, DC; 2016.

Signalized Intersections

The six levels of service for signalized intersections may be described as follows:

- *LOS A* describes operations with very low control delay; most vehicles do not stop at all.
- *LOS B* describes operations with relatively low control delay. However, more vehicles stop than *LOS A*.
- *LOS C* describes operations with higher control delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- *LOS D* describes operations with control delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop, and individual cycle failures are noticeable.
- *LOS E* describes operations with high control delay values. Individual cycle failures are frequent occurrences.
- *LOS F* describes operations with high control delay values that often occur with oversaturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Levels of service for signalized intersections were calculated using the Percentile Delay Method implemented as a part of the Synchro™ 12 software as required by MassDOT. The Percentile Delay Method assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on “percentile” delay. Level-of-service designations are based on the criterion of percentile delay per vehicle and are a measure of: i) driver discomfort; ii) motorist frustration; and iii) fuel consumption; and include a uniform delay based on percentile volumes using a Poisson arrival pattern, an initial queue move-up time, and a queue interaction delay that accounts for delays resulting from queues extending from adjacent intersections. Table 8 summarizes the relationship between level-of-service and percentile delay and uses the same numerical delay thresholds as the HCM method. The tabulated percentile delay criterion may be applied to assign level-of-service designations to individual lane groups, individual intersection approaches, or entire intersections.

Table 8
LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS^a

Level of Service	Percentile Delay Per Vehicle (Seconds)
A	≤10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	>80.0

^aSource: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2000; page 16-2.

Unsignalized Intersections

The six levels of service for unsignalized intersections may be described as follows:

- *LOS A* represents a condition with little or no control delay to minor street traffic.
- *LOS B* represents a condition with short control delays to minor street traffic.
- *LOS C* represents a condition with average control delays to minor street traffic.
- *LOS D* represents a condition with long control delays to minor street traffic.
- *LOS E* represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
- *LOS F* represents a condition where minor street demand volume exceeds capacity of an approach lane, with control delays resulting.

The levels of service of unsignalized intersections are determined by application of a procedure described in the *Highway Capacity Manual 7th Edition*. Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the *Highway Capacity Manual 7th Edition*. Table 9 summarizes the relationship between level of service and average control delay.

Table 9
LEVEL-OF-SERVICE CRITERIA FOR
UNSIGNALIZED INTERSECTIONS^a

Level-of-Service by Volume-to-Capacity Ratio		Average Control Delay (Seconds Per Vehicle)
$v/c \leq 1.0$	$v/c > 1.0$	$v/c \leq 1.0$
A	F	A
B	F	B
C	F	C
D	F	D
E	F	E
F	F	F

^aSource: *Highway Capacity Manual 7th Edition*; Transportation Research Board; Washington, DC; 2022; page 20-6.

ANALYSIS RESULTS

Level-of-service analyses were conducted for 2026 Existing, 2033 No-Build, and 2033 Build conditions for the study area intersections. As part of the analysis, it is assumed that restriping along Main Street would be required to facilitate the proposed fire station emergency signal and accommodate the staff/ police driveway. Because of this, the Build conditions are modeled to include left-turn lanes in both driveways. Additionally, assumptions were made regarding the proposed timing of the emergency signal. Based on prior experience with similar emergency signals, it was assumed that a 60-second phase would be required for the fire station pre-emption. This time represents a typical period during which a majority of vehicles can safely exit the site. The results of the intersection capacity analysis within the study area are described below, with a tabular summary provided in Tables 10 and 11.

Signalized Intersections

Main Street at Medway Place and Mobil Gas Station Driveway

Under the Build conditions, the Project will have minimal impact on the signal's operations. There are no changes to the overall level of service, and increases in delays are no more than 1.8 seconds in either weekday peak hour condition. In addition, the signal is equipped with emergency vehicle preemption, so delays for outbound emergency vehicles would be minimal.

Main Street at Fire Station Emergency Signal

Under the Build conditions, the installation of an emergency signal would not have a significant impact on traffic operations. The signal was analyzed under the condition that approximately 3-5 emergency calls were placed into the signal. The 95th percentile queues reported are what would be anticipated from two successive emergency signal calls. In this case, the theoretical typical queue length due to the emergency signal would be around half of what was reported, between 400-550 feet in each direction.

Unsignalized Intersections

Main Street at Elm Street and Pond Street

Under the Build conditions, the intersection operates with its minor movements at-capacity. This is observed by the LOS F shown on the southbound movement in both the Build weekday morning and evening peak hour conditions. However, queues are shown to be no more than 4 vehicles for this movement, and delays such as this are typical for local roads meeting a principal arterial.

Main Street at Town Staff and Police Department Driveway

Under the Build conditions, this driveway is anticipated to operate at LOS D or E during peak hours. This delay is similar to existing conditions of the Pond Street intersection and is observed to be typical for minor approaches to Main Street.

Pond Street at Exit-Only Driveway

Under the Build conditions, this intersection operates at LOS A under both analysis periods, with minimal delay.

Table 10
SIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

Signalized Intersection/Peak Hour/Movement	2026 Existing				2033 No-Build				2033 Build			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d Avg/95 th	V/C	Delay	LOS	Queue Avg/95 th	V/C	Delay	LOS	Queue Avg/95 th
Main Street at Fire Station Driveway												
<i>Weekday Morning:</i>												
Main Street EB LT									0.02	1.8	A	0/10
Main Street EB TH									0.85	9.8	A	0/1149
Main Street WB TH/RT									0.62	4.0	A	0/828
Fire Station Driveway SB LT/RT									0.01	12.0	B	0/2
Overall					Intersection does not exist in Existing and No-Build conditions				--	7.3	A	--
<i>Weekday Evening:</i>												
Main Street EB LT									0.01	1.8	A	0/5
Main Street EB TH									0.74	5.9	A	0/1018
Main Street WB TH/RT									0.73	5.6	A	0/1002
Fire Station Driveway SB LT/RT									0.01	12.0	B	0/3
Overall									--	5.8	A	--
Main Street at the Mobil Gas Station/Gas Station East Dwy and Medway Place												
<i>Weekday Morning:</i>												
Main Street EB LT	0.03	3.8	A	1/13	0.03	5.8	A	1/13	0.04	5.9	A	1/13
Main Street EB TH/RT	0.69	11.4	B	98/808	0.90	27.0	B	362/977	0.91	28.0	C	370/989
Main Street WB LT	0.01	5.8	A	0/4	0.42	15.0	A	10/64	0.43	15.5	B	10/67
Main Street WB TH/RT	0.49	8.3	A	52/431	0.51	10.3	B	74/460	0.53	10.7	B	79/495
Mobil Gas Station/Gas Station East Dwy NB LT/TH/RT	0.01	40.8	D	0/0	0.72	53.8	A	59/114	0.72	53.8	D	59/114
Medway Place SB LT/TH	0.42	43.0	D	20/44	0.20	38.4	D	17/44	0.20	38.4	D	17/44
Medway Place SB RT	0.01	35.0	D	0/0	0.01	31.9	A	0/0	0.01	31.9	C	0/0
Overall	--	11.2	B	--	--	22.6	C	--	--	23.1	C	--
<i>Weekday Evening:</i>												
Main Street EB LT	0.15	8.1	A	5/32	0.14	6.7	A	5/32	0.14	8.0	A	5/32
Main Street EB TH/RT	0.65	12.6	B	119/635	0.54	13.0	B	109/686	0.71	16.5	B	237/760
Main Street WB LT	0.01	7.3	A	1/6	0.01	7.3	A	1/6	0.27	8.6	A	10/56
Main Street WB TH/RT	0.72	16.5	B	237/764	0.68	19.0	B	257/817	0.71	16.3	B	233/759
Mobil Gas Station/Gas Station East Dwy NB LT/TH/RT	0.08	37.2	D	7/26	0.11	25.4	C	6/28	0.73	54.2	D	58/109
Medway Place SB LT/TH	0.71	52.8	D	53/100	0.62	55.6	E	51/99	0.56	41.4	D	49/94
Medway Place SB RT	0.04	29.5	C	0/25	0.16	5.4	A	0/24	0.04	29.5	C	0/24
Overall	--	17.3	B	--	--	17.6	B	--	--	19.4	B	--

^aVolume-to-capacity ratio.

^bControl (signal) delay per vehicle in seconds.

^cLevel of service.

^dQueue length in feet.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

Table 11
UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

Unsignalized Intersection/ Critical Movement/Peak Hour	2026 Existing				2033 No-Build				2033 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d	Demand	Delay	LOS	Queue	Demand	Delay	LOS	Queue
Main Street at Elm Street and Pond Street												
<i>Weekday Morning:</i>												
Elm Street NB LT/TH/RT	9	28.3	D	10	10	34.6	D	8	10	37.0	E	8
Pond Street SB LT/TH/RT	44	38.8	E	30	47	>50	F	53	51	>50	F	65
<i>Weekday Evening:</i>												
Elm Street NB LT/TH/RT	16	18.9	C	10	17	21.6	C	8	17	22.1	C	8
Pond Street SB LT/TH/RT	46	>50	F	53	50	>50	F	88	58	>50	F	108
Main Street at Town Staff and Police Department Driveway												
<i>Weekday Morning:</i>												
Main Street EB Left									16	9.3	A	3
Town Staff and Police Department Driveway SB LT/RT					Intersection does not exist in Existing and No-Build conditions				11	32.5	D	8
<i>Weekday Evening:</i>												
Main Street EB Left									3	9.8	A	0
Town Staff and Police Department Driveway SB LT/RT									21	37.3	E	15
Pond Street at Exit-Only Driveway												
<i>Weekday Morning:</i>												
Exit Only Site Driveway					Intersection does not exist in Existing and No-Build conditions				5	9.1	A	0
<i>Weekday Evening:</i>												
Exit Only Site Driveway									10	9.4	A	0

^aDemand in vehicles per hour.

^bDelay in seconds per vehicle.

^cLevel of service.

^d95th percentile queue length in feet.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

RECOMMENDATIONS AND CONCLUSIONS

VAI has prepared this TIA to identify traffic impacts associated with a mixed-use development to be located at 120 Main Street in Medway, Massachusetts. This study was prepared in accordance with MassDOT Guidelines for TIAs and was conducted in accordance with the standards of the traffic engineering and transportation planning professions for the preparation of such reports. Based on the results of this study, the following can be concluded:

- No safety concerns were identified relative to the crash data collected.
- The Project is expected to generate 484 vehicle trips on an average weekday (two-way, 24-hour volume), with 72 vehicle trips (53 entering and 19 exiting) during the weekday morning peak hour and 46 vehicle trips (10 entering and 36 exiting) during the weekday evening peak hour.
- Project-related traffic increases are projected to range from 23 to 36 vehicles during peak hours, with percentage increases of 1.4 to 2.2 percent.
- The sight distances at the site driveways with Main Street were found to exceed the recommended SSD and ISD values.
- The Project will not have a significant impact (increase) on motorist delays or vehicle queuing at signalized intersection approaches compared to anticipated future conditions without the Project (No-Build conditions).
- Some delays at unsignalized intersections are expected to operate at LOS F under the Build conditions; these delays correspond to a maximum queue of 4 vehicles in both analysis periods and are considered acceptable for a minor street approach to a principal arterial.
- The emergency signal of the fire station would not have a significant impact on typical peak-hour conditions. Queues due to emergency signals are expected to be between 400 and 550 feet for a typical 60-second emergency call. Queues from this signal would dissipate within several minutes.

RECOMMENDATIONS

The following recommendations have been developed as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project site will be provided via four access points. Two access points would be provided on Main Street, while two access points (one entrance-only and one exit-only) would be provided on Pond Street. The following recommendations are offered with respect to the design and operation of the Project site driveways:

- All unsignalized driveways should be placed under STOP-sign control, with a painted STOP-bar included. The exit-only driveway should be signed with an R5-1 “DO NOT ENTER” sign.
- It is recommended that “DO NOT BLOCK” pavement marking and signage be provided for the emergency signal.
- If the intent is for the public to primarily utilize the Pond Street site entrance, then wayfinding signage should be provided along Main Street to identify the route.
- All signs and other pavement markings to be installed within the Project site shall conform to the applicable standards of the current *Manual on Uniform Traffic Control Devices* (MUTCD).⁹
- The Main Street corridor should be restriped to reconfigure the left-turn lanes where appropriate for the Town staff and police driveway.
- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within sight triangle areas should be promptly removed where such accumulations would impede sightlines.

Pedestrian Connectivity

- All proposed pedestrian crossings with the site driveways should be marked with continental or ladder-style crosswalk pavement markings.
- The pedestrian crossing across Pond Street, near the Drybridge Road intersection, should be enhanced with new crosswalk markings and signage (W11-2 and W16-7P).
- A crosswalk along Main Street would be desirable for the new Town Hall, especially given the proposed mixed-use development across Main Street. The addition of a new emergency signal would not provide adequate separation for a new unsignalized crosswalk to be installed. It is recommended that the Main Street at Pond Street crosswalk be additionally

⁹*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

enhanced with a Rectangular Rapid Flashing Beacon on the Main Street approaches to the intersection.

CONCLUSIONS

As documented in this study, Project-related traffic increases will result in minor increases in traffic volumes or delays at intersections within the study area and increases in overall intersection delay at the signalized locations will be under 2 seconds. The study also shows that the proposed emergency signal will operate with minimal overall increases in delay. No safety concerns were identified, but recommendations regarding pedestrian accommodation were included. Based on these analyses, it is expected that Project-related traffic will be adequately accommodated within the existing and future infrastructure with minimal impact on the traffic operations within the study area.

APPENDIX

TRAFFIC COUNT DATA
SEASONAL ADJUSTMENT DATA
MASSDOT CRASH RATE WORKSHEETS
GROWTH RATE DATA
BACKGROUND DEVELOPMENTS
TRIP GENERATION DATA
PARKING GENERATION DATA
CAPACITY ANALYSIS



TRAFFIC COUNT DATA



Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA
Direction: EB,

Site Code: 10199001

3/27/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	3	6	2	0	0	0	1	0	0	0	0	12
1:00	0	0	0	4	4	0	0	0	0	0	0	0	0	8
2:00	0	0	1	5	3	0	0	0	0	0	0	0	0	9
3:00	0	0	3	4	5	0	1	0	0	0	0	0	0	13
4:00	0	1	3	22	25	9	2	0	0	0	0	0	0	62
5:00	4	5	15	80	108	29	2	0	0	0	0	0	0	243
6:00	3	10	42	263	253	31	2	0	0	0	0	0	0	604
7:00	8	29	131	320	235	39	1	0	0	0	0	0	0	763
8:00	44	57	135	285	159	19	1	0	0	0	0	0	0	700
9:00	9	12	52	256	224	32	3	0	0	0	0	0	0	588
10:00	9	18	68	285	133	18	2	0	0	0	0	0	0	533
11:00	14	22	88	283	130	19	3	0	0	0	0	0	0	559
12:00 PM	21	19	61	218	177	28	2	0	0	0	0	0	0	526
1:00	9	14	98	254	131	18	1	0	0	0	0	0	0	525
2:00	11	27	72	243	159	28	1	0	0	0	0	0	0	541
3:00	7	22	110	305	189	34	5	0	0	0	0	0	0	672
4:00	13	24	106	237	159	38	3	0	0	0	0	1	0	581
5:00	20	29	96	299	218	39	1	0	0	0	0	0	0	702
6:00	6	5	37	221	189	37	6	0	0	0	0	0	0	501
7:00	6	5	39	165	145	20	1	0	0	0	0	0	0	381
8:00	5	14	26	142	90	13	1	0	1	0	0	0	0	292
9:00	3	5	11	74	63	6	0	0	0	0	0	0	0	162
10:00	2	4	7	33	31	12	1	0	0	0	0	0	0	90
11:00	2	0	3	15	10	0	0	0	0	0	0	0	0	30
Total	196	322	1207	4019	2842	469	39	0	2	0	0	1	0	9097
			Percentile	15th	50th	85th	95th							
			Speed	23	28	32	34							
			Mean Speed (Average)	28.7										
			10 MPH Pace Speed	26-35										
			Number in Pace	6861										
			Percent in Pace	75.0%										
			Number > 30 MPH	3353										
			Percent > 30 MPH	36.9%										

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA
Direction: EB,

Site Code: 10199001

3/28/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	2	8	6	0	1	0	0	0	0	0	0	17
1:00	0	0	1	3	5	0	2	0	0	0	0	0	0	11
2:00	0	0	2	2	7	1	1	0	0	0	0	0	0	13
3:00	0	0	1	8	5	1	0	0	0	0	0	0	0	15
4:00	3	0	9	25	21	6	0	0	0	0	0	0	0	64
5:00	5	4	18	62	106	19	2	0	0	0	0	0	0	216
6:00	7	10	57	249	207	27	1	0	0	0	0	0	0	558
7:00	63	64	111	264	154	26	1	0	0	0	0	0	0	683
8:00	13	11	79	286	212	38	4	1	0	0	0	0	0	644
9:00	21	25	60	214	156	20	0	0	1	0	0	0	0	497
10:00	17	40	105	225	149	18	2	1	0	0	0	0	0	557
11:00	14	39	109	213	155	24	1	0	0	0	0	0	0	555
12:00 PM	13	29	128	219	147	20	0	0	0	0	0	0	0	556
1:00	23	28	110	243	124	29	2	0	0	0	0	0	0	559
2:00	16	48	128	253	152	28	1	0	0	0	0	0	0	626
3:00	13	17	144	258	186	42	5	1	0	0	0	0	0	666
4:00	12	21	99	274	198	25	3	1	0	0	0	0	0	633
5:00	5	14	131	346	213	36	0	0	0	0	0	0	0	745
6:00	18	21	73	238	193	23	1	0	0	0	0	0	0	567
7:00	9	9	42	162	114	18	2	0	0	0	0	0	0	356
8:00	5	5	26	117	104	16	2	0	0	0	0	0	0	275
9:00	4	11	15	71	49	13	2	0	0	0	0	0	0	165
10:00	2	2	3	42	49	15	1	1	0	2	0	0	0	117
11:00	0	2	5	22	27	8	3	0	0	0	0	0	0	67
Total	263	400	1458	3804	2739	453	37	5	1	2	0	0	0	9162
			Percentile	15th	50th	85th	95th							
			Speed	23	28	32	34							
Mean Speed (Average)				28.3										
10 MPH Pace Speed				26-35										
Number in Pace				6543										
Percent in Pace				71.0%										
Number > 30 MPH				3237										
Percent > 30 MPH				35.3%										

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA
Direction: EB,

Site Code: 10199001

3/29/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	2	22	14	8	0	1	0	0	0	0	0	47
1:00	0	0	2	10	4	0	0	0	0	0	0	0	0	16
2:00	1	1	1	3	3	0	0	0	0	0	0	0	0	9
3:00	0	0	0	6	4	0	2	0	0	0	0	0	0	12
4:00	0	0	4	6	6	1	0	1	0	0	0	0	0	18
5:00	2	1	8	24	23	3	0	0	0	0	0	0	0	61
6:00	8	2	5	58	66	18	1	0	0	0	0	0	0	158
7:00	16	9	16	81	124	27	0	0	0	0	0	0	0	273
8:00	14	12	44	196	129	40	0	0	0	0	0	0	0	435
9:00	11	24	66	280	155	17	0	1	0	0	0	0	0	554
10:00	15	28	160	285	105	12	1	0	0	1	0	0	0	607
11:00	12	69	175	273	113	14	0	1	0	1	0	0	0	658
12:00 PM	15	28	127	294	112	26	10	0	0	0	0	0	0	612
1:00	16	28	113	283	144	26	1	0	0	0	0	0	0	611
2:00	8	16	131	302	138	15	1	0	0	0	0	0	0	611
3:00	21	26	91	254	155	24	0	1	0	0	0	0	0	572
4:00	14	22	119	237	162	16	2	0	0	0	0	0	0	572
5:00	6	23	63	235	151	18	0	0	0	0	0	0	0	496
6:00	6	15	63	183	122	20	0	0	0	0	0	0	0	409
7:00	5	9	46	125	68	8	3	0	0	0	0	0	0	264
8:00	2	8	21	99	83	9	2	0	0	0	0	0	0	224
9:00	1	4	13	85	42	13	1	0	0	0	0	0	0	159
10:00	2	3	6	48	37	7	1	0	0	0	0	0	0	104
11:00	3	1	12	18	20	4	0	0	0	0	0	0	0	58
Total	178	329	1288	3407	1980	326	25	5	0	2	0	0	0	7540
Percentile				15th	50th	85th	95th							
Speed				23	27	31	34							
Mean Speed (Average)				28.1										
10 MPH Pace Speed				26-35										
Number in Pace				5264										
Percent in Pace				71.0%										
Number > 30 MPH				2338										
Percent > 30 MPH				31.0%										
Grand Total	637	1051	3953	11230	7561	1248	101	10	3	4	0	1	0	25799
Stats	Percentile			15th	50th	85th	95th							
Speed				23	28	32	34							
Mean Speed (Average)				28.4										
10 MPH Pace Speed				26-35										
Number in Pace				18753										
Percent in Pace				73.0%										
Number > 30 MPH				8928										
Percent > 30 MPH				34.6%										

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA
Direction: WB,

Site Code: 10199001

3/27/2025 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	0	4	6	5	0	0	0	0	0	0	0	15
1:00	0	1	0	0	6	7	1	0	0	0	0	0	0	15
2:00	0	0	0	1	3	4	1	0	0	0	0	0	0	9
3:00	2	0	0	2	3	3	1	0	0	0	0	0	0	11
4:00	3	0	0	0	6	5	7	0	0	0	0	0	0	21
5:00	10	0	0	6	27	50	18	2	0	1	0	0	0	114
6:00	9	8	4	20	130	99	10	0	0	0	1	1	2	284
7:00	15	15	20	85	226	142	17	0	0	1	2	5	3	531
8:00	26	15	30	137	250	88	4	2	0	0	0	0	0	552
9:00	33	9	37	117	244	56	6	0	0	0	0	0	0	502
10:00	23	10	27	172	224	47	2	0	0	0	0	0	2	507
11:00	16	16	34	165	254	50	4	0	0	0	2	0	0	541
12:00 PM	31	14	39	184	245	55	4	1	0	0	0	0	0	573
1:00	21	9	61	213	245	43	2	1	0	0	0	0	1	596
2:00	42	10	50	164	251	75	3	1	1	0	0	0	0	597
3:00	40	15	41	189	360	87	3	0	0	0	0	1	1	737
4:00	73	47	70	287	264	54	2	0	1	1	0	0	0	799
5:00	96	34	76	187	250	64	9	1	1	0	0	0	1	719
6:00	20	12	46	261	297	82	1	0	0	2	0	0	0	721
7:00	8	2	17	134	232	60	11	0	1	0	0	0	0	465
8:00	1	1	6	40	199	63	13	2	1	0	0	0	0	326
9:00	2	0	8	23	95	65	7	1	0	0	0	0	0	201
10:00	2	0	0	11	18	38	9	1	0	1	0	0	0	80
11:00	0	0	0	4	35	19	13	0	0	0	0	0	0	71
Total	473	218	566	2406	3870	1261	148	12	5	6	5	7	10	8987

Percentile 15th
Speed 24
Mean Speed (Average) 30.4
10 MPH Pace Speed 26-35
Number in Pace 6276
Percent in Pace 70.0%
Number > 30 MPH 5324
Percent > 30 MPH 59.2%

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA
Direction: WB,

Site Code: 10199001

3/28/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	1	2	11	11	5	0	0	1	0	0	0	31
1:00	0	0	0	5	7	5	2	0	0	0	0	0	0	19
2:00	0	0	0	1	3	7	1	0	0	0	0	0	0	12
3:00	1	0	0	1	3	4	0	1	0	0	0	0	0	10
4:00	2	0	0	3	3	7	9	1	0	0	0	0	0	25
5:00	10	1	0	10	29	25	13	0	0	0	0	1	0	89
6:00	12	4	5	33	131	87	8	0	0	1	1	0	0	282
7:00	37	18	36	118	209	84	5	1	1	0	1	0	0	510
8:00	40	26	33	121	244	66	2	2	1	0	1	0	0	536
9:00	38	19	24	125	212	75	4	1	2	0	0	0	0	500
10:00	33	23	44	138	224	53	6	1	1	0	2	0	0	525
11:00	24	10	45	205	272	49	4	0	0	0	0	0	0	609
12:00 PM	37	18	70	218	276	47	3	0	1	0	1	3	0	674
1:00	36	15	62	239	210	57	3	1	0	0	0	0	0	623
2:00	10	13	41	234	335	90	2	1	2	0	0	1	1	730
3:00	31	15	54	221	331	90	3	1	0	0	2	0	0	748
4:00	13	6	43	277	333	92	5	1	0	0	0	1	0	771
5:00	16	12	43	283	333	96	5	0	0	0	0	0	0	788
6:00	10	7	28	168	297	88	7	0	1	0	0	0	0	606
7:00	10	6	24	124	210	74	1	1	1	0	0	0	0	451
8:00	4	5	6	53	184	84	6	0	0	0	0	0	0	342
9:00	4	1	4	31	115	66	11	2	0	0	0	1	0	235
10:00	0	0	3	12	74	45	16	1	0	0	0	0	0	151
11:00	0	2	3	10	38	44	8	2	2	0	0	0	0	109
Total	368	201	569	2632	4084	1346	129	17	12	2	8	7	1	9376

Percentile 15th
Speed 25
Mean Speed (Average) 30.7
10 MPH Pace Speed 26-35
Number in Pace 6716
Percent in Pace 72.0%
Number > 30 MPH 5606
Percent > 30 MPH 59.8%

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA
Direction: WB,

Site Code: 10199001

3/29/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	1	2	8	15	5	0	0	0	0	0	0	31
1:00	0	0	0	2	10	10	2	0	0	0	0	0	0	24
2:00	0	0	0	0	3	5	2	0	0	0	0	0	0	10
3:00	0	0	0	0	2	3	1	0	0	0	0	0	0	6
4:00	2	0	0	1	4	7	3	0	0	0	0	0	0	17
5:00	6	0	0	2	12	16	7	1	0	0	0	0	0	44
6:00	12	1	2	9	53	41	3	0	0	0	1	0	2	124
7:00	35	5	10	23	84	65	8	1	0	1	1	0	0	233
8:00	27	17	22	67	197	76	9	0	0	0	0	1	1	417
9:00	49	32	42	117	226	64	8	0	0	0	0	1	0	539
10:00	46	29	87	227	233	35	8	1	0	0	0	0	0	666
11:00	47	39	59	289	239	35	0	2	0	1	0	1	0	712
12:00 PM	51	28	31	217	258	50	1	0	1	0	0	0	1	638
1:00	15	14	39	161	286	97	3	1	0	0	1	0	0	617
2:00	12	15	34	151	268	101	7	3	2	0	1	0	0	594
3:00	26	17	61	175	244	70	9	0	1	0	0	1	0	604
4:00	18	7	23	139	287	89	10	0	0	0	0	0	0	573
5:00	8	5	26	111	241	124	7	1	0	0	0	0	0	523
6:00	6	3	30	100	201	90	12	0	0	0	0	0	0	442
7:00	7	2	13	50	164	90	5	1	0	0	0	0	0	332
8:00	4	2	6	43	107	77	7	0	0	0	0	0	0	246
9:00	1	3	6	26	86	47	10	1	0	0	0	0	0	180
10:00	0	1	4	26	67	30	3	0	0	0	0	0	0	131
11:00	1	1	2	17	47	8	4	0	0	0	0	0	0	80
Total	373	221	498	1955	3327	1245	134	12	4	2	4	4	4	7783
Percentile				15th	50th	85th	95th							
Speed				24	30	34	37							
Mean Speed (Average)				30.6										
10 MPH Pace Speed				26-35										
Number in Pace				5125										
Percent in Pace				68.0%										
Number > 30 MPH				4736										
Percent > 30 MPH				60.9%										
Grand Total	1214	640	1633	6993	11281	3852	411	41	21	10	17	18	15	26146
Stats	Percentile			15th	50th	85th	95th							
Speed				24	30	34	37							
Mean Speed (Average)				30.6										
10 MPH Pace Speed				26-35										
Number in Pace				18210										
Percent in Pace				70.0%										
Number > 30 MPH				15666										
Percent > 30 MPH				59.9%										

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA
Direction: Combined

Site Code: 10199001

3/27/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	3	10	8	5	0	0	1	0	0	0	0	27
1:00	0	1	0	4	10	7	1	0	0	0	0	0	0	23
2:00	0	0	1	6	6	4	1	0	0	0	0	0	0	18
3:00	2	0	3	6	8	3	2	0	0	0	0	0	0	24
4:00	3	1	3	22	31	14	9	0	0	0	0	0	0	83
5:00	14	5	15	86	135	79	20	2	0	1	0	0	0	357
6:00	12	18	46	283	383	130	12	0	0	0	1	1	2	888
7:00	23	44	151	405	461	181	18	0	0	1	2	5	3	1294
8:00	70	72	165	422	409	107	5	2	0	0	0	0	0	1252
9:00	42	21	89	373	468	88	9	0	0	0	0	0	0	1090
10:00	32	28	95	457	357	65	4	0	0	0	0	0	2	1040
11:00	30	38	122	448	384	69	7	0	0	0	2	0	0	1100
12:00 PM	52	33	100	402	422	83	6	1	0	0	0	0	0	1099
1:00	30	23	159	467	376	61	3	1	0	0	0	0	1	1121
2:00	53	37	122	407	410	103	4	1	1	0	0	0	0	1138
3:00	47	37	151	494	549	121	8	0	0	0	0	1	1	1409
4:00	86	71	176	524	423	92	5	0	1	1	0	1	0	1380
5:00	116	63	172	486	468	103	10	1	1	0	0	0	1	1421
6:00	26	17	83	482	486	119	7	0	0	2	0	0	0	1222
7:00	14	7	56	299	377	80	12	0	1	0	0	0	0	846
8:00	6	15	32	182	289	76	14	2	2	0	0	0	0	618
9:00	5	5	19	97	158	71	7	1	0	0	0	0	0	363
10:00	4	4	7	44	49	50	10	1	0	1	0	0	0	170
11:00	2	0	3	19	45	19	13	0	0	0	0	0	0	101
Total	669	540	1773	6425	6712	1730	187	12	7	6	5	8	10	18084
Percentile				15th	50th	85th	95th							
Speed				24	29	33	36							
Mean Speed (Average)				29.6										
10 MPH Pace Speed				26-35										
Number in Pace				13137										
Percent in Pace				73.0%										
Number > 30 MPH				8677										
Percent > 30 MPH				48.0%										

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA
Direction: Combined

Site Code: 10199001

3/28/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	3	10	17	11	6	0	0	1	0	0	0	48
1:00	0	0	1	8	12	5	4	0	0	0	0	0	0	30
2:00	0	0	2	3	10	8	2	0	0	0	0	0	0	25
3:00	1	0	1	9	8	5	0	1	0	0	0	0	0	25
4:00	5	0	9	28	24	13	9	1	0	0	0	0	0	89
5:00	15	5	18	72	135	44	15	0	0	0	0	1	0	305
6:00	19	14	62	282	338	114	9	0	0	1	1	0	0	840
7:00	100	82	147	382	363	110	6	1	1	0	1	0	0	1193
8:00	53	37	112	407	456	104	6	3	1	0	1	0	0	1180
9:00	59	44	84	339	368	95	4	1	3	0	0	0	0	997
10:00	50	63	149	363	373	71	8	2	1	0	2	0	0	1082
11:00	38	49	154	418	427	73	5	0	0	0	0	0	0	1164
12:00 PM	50	47	198	437	423	67	3	0	1	0	1	3	0	1230
1:00	59	43	172	482	334	86	5	1	0	0	0	0	0	1182
2:00	26	61	169	487	487	118	3	1	2	0	0	1	1	1356
3:00	44	32	198	479	517	132	8	2	0	0	2	0	0	1414
4:00	25	27	142	551	531	117	8	2	0	0	0	1	0	1404
5:00	21	26	174	629	546	132	5	0	0	0	0	0	0	1533
6:00	28	28	101	406	490	111	8	0	1	0	0	0	0	1173
7:00	19	15	66	286	324	92	3	1	1	0	0	0	0	807
8:00	9	10	32	170	288	100	8	0	0	0	0	0	0	617
9:00	8	12	19	102	164	79	13	2	0	0	0	1	0	400
10:00	2	2	6	54	123	60	17	2	0	2	0	0	0	268
11:00	0	4	8	32	65	52	11	2	2	0	0	0	0	176
Total	631	601	2027	6436	6823	1799	166	22	13	4	8	7	1	18538
			Percentile	15th	50th	85th	95th							
			Speed	24	29	33	36							
			Mean Speed (Average)	29.5										
			10 MPH Pace Speed	26-35										
			Number in Pace	13259										
			Percent in Pace	72.0%										
			Number > 30 MPH	8843										
			Percent > 30 MPH	47.7%										

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA
Direction: Combined

Site Code: 10199001

3/29/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	3	24	22	23	5	1	0	0	0	0	0	78
1:00	0	0	2	12	14	10	2	0	0	0	0	0	0	40
2:00	1	1	1	3	6	5	2	0	0	0	0	0	0	19
3:00	0	0	0	6	6	3	3	0	0	0	0	0	0	18
4:00	2	0	4	7	10	8	3	1	0	0	0	0	0	35
5:00	8	1	8	26	35	19	7	1	0	0	0	0	0	105
6:00	20	3	7	67	119	59	4	0	0	0	1	0	2	282
7:00	51	14	26	104	208	92	8	1	0	1	1	0	0	506
8:00	41	29	66	263	326	116	9	0	0	0	0	1	1	852
9:00	60	56	108	397	381	81	8	1	0	0	0	1	0	1093
10:00	61	57	247	512	338	47	9	1	0	1	0	0	0	1273
11:00	59	108	234	562	352	49	0	3	0	2	0	1	0	1370
12:00 PM	66	56	158	511	370	76	11	0	1	0	0	0	1	1250
1:00	31	42	152	444	430	123	4	1	0	0	1	0	0	1228
2:00	20	31	165	453	406	116	8	3	2	0	1	0	0	1205
3:00	47	43	152	429	399	94	9	1	1	0	0	1	0	1176
4:00	32	29	142	376	449	105	12	0	0	0	0	0	0	1145
5:00	14	28	89	346	392	142	7	1	0	0	0	0	0	1019
6:00	12	18	93	283	323	110	12	0	0	0	0	0	0	851
7:00	12	11	59	175	232	98	8	1	0	0	0	0	0	596
8:00	6	10	27	142	190	86	9	0	0	0	0	0	0	470
9:00	2	7	19	111	128	60	11	1	0	0	0	0	0	339
10:00	2	4	10	74	104	37	4	0	0	0	0	0	0	235
11:00	4	2	14	35	67	12	4	0	0	0	0	0	0	138
Total	551	550	1786	5362	5307	1571	159	17	4	4	4	4	4	15323
Percentile				15th	50th	85th	95th							
Speed				23	29	33	36							
Mean Speed (Average)				29.4										
10 MPH Pace Speed				26-35										
Number in Pace				10389										
Percent in Pace				69.0%										
Number > 30 MPH				7074										
Percent > 30 MPH				46.2%										
Grand Total	1851	1691	5586	18223	18842	5100	512	51	24	14	17	19	15	51945
Stats				Percentile	15th	50th	85th	95th						
				Speed	23	29	33	36						
Mean Speed (Average)				29.5										
10 MPH Pace Speed				26-35										
Number in Pace				36963										
Percent in Pace				71.0%										
Number > 30 MPH				24594										
Percent > 30 MPH				47.3%										

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA

Site Code: 10199001

3/27/2025		EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	129			5	148				
12:15		2	137			4	151				
12:30		3	148			5	132				
12:45		6	112	12	526	1	142	15	573	27	1099
1:00		3	130			4	148				
1:15		1	134			5	145				
1:30		1	128			5	174				
1:45		3	133	8	525	1	129	15	596	23	1121
2:00		5	109			3	167				
2:15		0	129			2	132				
2:30		3	151			4	130				
2:45		1	152	9	541	0	168	9	597	18	1138
3:00		4	171			4	175				
3:15		0	164			4	181				
3:30		6	165			0	199				
3:45		3	172	13	672	3	182	11	737	24	1409
4:00		5	171			6	211				
4:15		15	158			3	197				
4:30		16	109			10	187				
4:45		26	143	62	581	2	204	21	799	83	1380
5:00		28	168			16	185				
5:15		44	204			25	176				
5:30		75	169			34	166				
5:45		96	161	243	702	39	192	114	719	357	1421
6:00		105	143			42	195				
6:15		168	137			57	185				
6:30		169	119			88	165				
6:45		162	102	604	501	97	176	284	721	888	1222
7:00		192	99			127	128				
7:15		214	104			127	121				
7:30		160	92			154	111				
7:45		197	86	763	381	123	105	531	465	1294	846
8:00		214	96			134	98				
8:15		169	56			141	91				
8:30		161	77			159	72				
8:45		156	63	700	292	118	65	552	326	1252	618
9:00		133	41			133	48				
9:15		152	57			117	60				
9:30		161	36			130	60				
9:45		142	28	588	162	122	33	502	201	1090	363
10:00		122	24			135	27				
10:15		130	28			115	16				
10:30		136	22			129	19				
10:45		145	16	533	90	128	18	507	80	1040	170
11:00		128	10			140	23				
11:15		133	8			138	21				
11:30		147	6			122	15				
11:45		151	6	559	30	141	12	541	71	1100	101
Total		4094	5003			3102	5885			7196	10888
Percent		45.0%	55.0%			34.5%	65.5%			39.8%	60.2%

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA

Site Code: 10199001

3/28/2025	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4		155		6		163		
12:15		5		129		10		166		
12:30		5		131		8		172		
12:45		3		141	17	7		173	31	674
1:00		2		129		5		159		48
1:15		0		126		8		164		1230
1:30		6		149		4		153		
1:45		3		155	11	2		147	19	623
2:00		3		141		1		196		30
2:15		4		171		4		170		1182
2:30		4		177		4		185		
2:45		2		137	13	3		179	12	730
3:00		4		181		5		191		25
3:15		1		169		2		188		1356
3:30		8		162		0		196		
3:45		2		154	15	3		173	10	748
4:00		12		172		5		207		25
4:15		12		161		10		193		89
4:30		15		162		5		174		1404
4:45		25		138	64	5		197	25	771
5:00		33		186		15		181		89
5:15		36		179		16		223		
5:30		63		190		27		190		
5:45		84		190	216	31		194	89	788
6:00		109		158		50		144		305
6:15		150		142		58		147		1533
6:30		151		130		77		158		
6:45		148		137	558	97		157	282	606
7:00		190		102		107		131		840
7:15		170		101		132		116		1173
7:30		159		83		148		120		
7:45		164		70	683	123		84	510	451
8:00		181		80		132		115		1193
8:15		140		80		133		96		807
8:30		157		54		143		75		
8:45		166		61	644	128		56	536	342
9:00		117		50		124		55		1180
9:15		119		50		126		68		617
9:30		114		35		119		60		
9:45		147		30	497	131		52	500	235
10:00		157		26		125		41		997
10:15		120		29		136		48		400
10:30		124		36		122		39		
10:45		156		26	557	142		23	525	151
11:00		135		20		151		34		1082
11:15		134		19		162		35		268
11:30		125		17		137		15		
11:45		161		11	555	159		25	609	109
Total		3830		5332		3148		6228		6978
Percent		41.8%		58.2%		33.6%		66.4%		37.6%
										62.4%

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA

Site Code: 10199001

3/29/2025	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	17	157			15	145				
12:15	11	167			5	152				
12:30	9	159			8	172				
12:45	10	129	47	612	3	169	31	638	78	1250
1:00	8	171			11	161				
1:15	5	130			3	161				
1:30	0	154			5	134				
1:45	3	156	16	611	5	161	24	617	40	1228
2:00	0	168			4	149				
2:15	5	153			3	142				
2:30	4	143			2	152				
2:45	0	147	9	611	1	151	10	594	19	1205
3:00	1	150			3	177				
3:15	2	142			3	124				
3:30	6	149			0	157				
3:45	3	131	12	572	0	146	6	604	18	1176
4:00	3	162			4	158				
4:15	9	142			1	140				
4:30	2	152			8	150				
4:45	4	116	18	572	4	125	17	573	35	1145
5:00	13	129			7	157				
5:15	10	123			8	134				
5:30	13	126			15	124				
5:45	25	118	61	496	14	108	44	523	105	1019
6:00	33	117			18	125				
6:15	36	118			31	111				
6:30	34	94			37	107				
6:45	55	80	158	409	38	99	124	442	282	851
7:00	43	74			46	95				
7:15	66	65			52	77				
7:30	64	54			68	77				
7:45	100	71	273	264	67	83	233	332	506	596
8:00	98	63			93	77				
8:15	96	65			116	65				
8:30	114	44			97	48				
8:45	127	52	435	224	111	56	417	246	852	470
9:00	138	41			141	51				
9:15	140	39			130	43				
9:30	129	42			127	46				
9:45	147	37	554	159	141	40	539	180	1093	339
10:00	138	32			151	51				
10:15	160	28			178	33				
10:30	158	25			167	29				
10:45	151	19	607	104	170	18	666	131	1273	235
11:00	141	17			180	22				
11:15	154	9			179	20				
11:30	200	16			168	23				
11:45	163	16	658	58	185	15	712	80	1370	138
Total	2848	4692			2823	4960			5671	9652
Percent	37.8%	62.2%			36.3%	63.7%			37.0%	63.0%
Grand Total	10772	15027			9073	17073			19845	32100
Percent	41.8%	58.2%			34.7%	65.3%			38.2%	61.8%

ADT

ADT: 17,315

AADT: 17,315

Accurate Counts
978-664-2565

Location : Main Street
Location : West of Medway Place
City/State: Medway, MA

Site Code: 10199001

3/24/2025	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,
12:00 AM	*	*	*	*	*	*	12	15	17	31	47	31	*	*	25	26
1:00	*	*	*	*	*	*	8	15	11	19	16	24	*	*	12	19
2:00	*	*	*	*	*	*	9	9	13	12	9	10	*	*	10	10
3:00	*	*	*	*	*	*	13	11	15	10	12	6	*	*	13	9
4:00	*	*	*	*	*	*	62	21	64	25	18	17	*	*	48	21
5:00	*	*	*	*	*	*	243	114	216	89	61	44	*	*	173	82
6:00	*	*	*	*	*	*	604	284	558	282	158	124	*	*	440	230
7:00	*	*	*	*	*	*	763	531	683	510	273	233	*	*	573	425
8:00	*	*	*	*	*	*	700	552	644	536	435	417	*	*	593	502
9:00	*	*	*	*	*	*	588	502	497	500	554	539	*	*	546	514
10:00	*	*	*	*	*	*	533	507	557	525	607	666	*	*	566	566
11:00	*	*	*	*	*	*	559	541	555	609	658	712	*	*	591	621
12:00 PM	*	*	*	*	*	*	526	573	556	674	612	638	*	*	565	628
1:00	*	*	*	*	*	*	525	596	559	623	611	617	*	*	565	612
2:00	*	*	*	*	*	*	541	597	626	730	611	594	*	*	593	640
3:00	*	*	*	*	*	*	672	737	666	748	572	604	*	*	637	696
4:00	*	*	*	*	*	*	581	799	633	771	572	573	*	*	595	714
5:00	*	*	*	*	*	*	702	719	745	788	496	523	*	*	648	677
6:00	*	*	*	*	*	*	501	721	567	606	409	442	*	*	492	590
7:00	*	*	*	*	*	*	381	465	356	451	264	332	*	*	334	416
8:00	*	*	*	*	*	*	292	326	275	342	224	246	*	*	264	305
9:00	*	*	*	*	*	*	162	201	165	235	159	180	*	*	162	205
10:00	*	*	*	*	*	*	90	80	117	151	104	131	*	*	104	121
11:00	*	*	*	*	*	*	30	71	67	109	58	80	*	*	52	87
Total	0	0	0	0	0	0	9097	8987	9162	9376	7540	7783	0	0	8601	8716
Day	0		0		0		18084		18538		15323		0		17317	
AM Peak							7:00	8:00	7:00	11:00	11:00	11:00			8:00	11:00
Volume							763	552	683	609	658	712			593	621
PM Peak							5:00	4:00	5:00	5:00	12:00 PM	12:00 PM			5:00	4:00
Volume							702	799	745	788	612	638			648	714
Comb Total	0		0		0		18084		18538		15323		0		17317	
ADT	ADT: 17,315		AADT: 17,315													

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 1

Groups Printed- Cars - Trucks

	Pond St From North			Main St From East			Elm St From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	0	13	1	120	4	0	0	2	2	187	0	331
07:15 AM	3	0	8	0	124	3	1	0	1	4	211	0	355
07:30 AM	3	0	5	0	136	8	1	0	1	6	177	1	338
07:45 AM	4	0	6	0	129	8	0	0	1	8	216	1	373
Total	12	0	32	1	509	23	2	0	5	20	791	2	1397
08:00 AM	4	0	6	2	126	12	0	0	0	8	228	0	386
08:15 AM	5	1	6	0	138	12	1	0	4	12	222	0	401
08:30 AM	4	0	8	2	146	3	0	1	2	10	163	0	339
08:45 AM	11	2	12	2	133	7	0	0	1	6	180	1	355
Total	24	3	32	6	543	34	1	1	7	36	793	1	1481
Grand Total	36	3	64	7	1052	57	3	1	12	56	1584	3	2878
Apprch %	35	2.9	62.1	0.6	94.3	5.1	18.8	6.2	75	3.4	96.4	0.2	
Total %	1.3	0.1	2.2	0.2	36.6	2	0.1	0	0.4	1.9	55	0.1	
Cars	35	3	59	7	1022	54	1	1	12	50	1543	2	2789
% Cars	97.2	100	92.2	100	97.1	94.7	33.3	100	100	89.3	97.4	66.7	96.9
Trucks	1	0	5	0	30	3	2	0	0	6	41	1	89
% Trucks	2.8	0	7.8	0	2.9	5.3	66.7	0	0	10.7	2.6	33.3	3.1

	Pond St From North				Main St From East				Elm St From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	0	6	10	0	129	8	137	0	0	1	1	8	216	1	225	373
08:00 AM	4	0	6	10	2	126	12	140	0	0	0	0	8	228	0	236	386
08:15 AM	5	1	6	12	0	138	12	150	1	0	4	5	12	222	0	234	401
08:30 AM	4	0	8	12	2	146	3	151	0	1	2	3	10	163	0	173	339
Total Volume	17	1	26	44	4	539	35	578	1	1	7	9	38	829	1	868	1499
% App. Total	38.6	2.3	59.1		0.7	93.3	6.1		11.1	11.1	77.8		4.4	95.5	0.1		
PHF	.850	.250	.813	.917	.500	.923	.729	.957	.250	.250	.438	.450	.792	.909	.250	.919	.935
Cars	16	1	23	40	4	525	34	563	0	1	7	8	32	807	1	840	1451
% Cars	94.1	100	88.5	90.9	100	97.4	97.1	97.4	0	100	100	88.9	84.2	97.3	100	96.8	96.8
Trucks	1	0	3	4	0	14	1	15	1	0	0	1	6	22	0	28	48
% Trucks	5.9	0	11.5	9.1	0	2.6	2.9	2.6	100	0	0	11.1	15.8	2.7	0	3.2	3.2

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

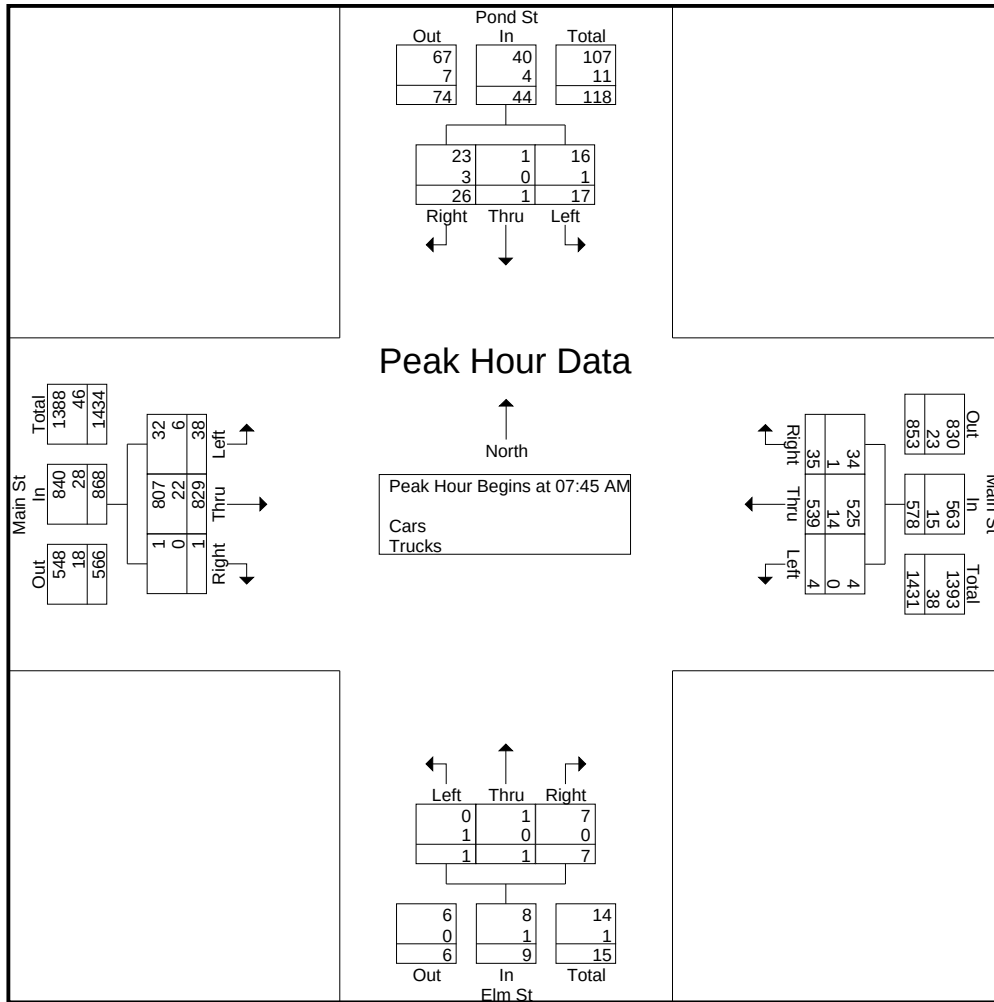
Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 2



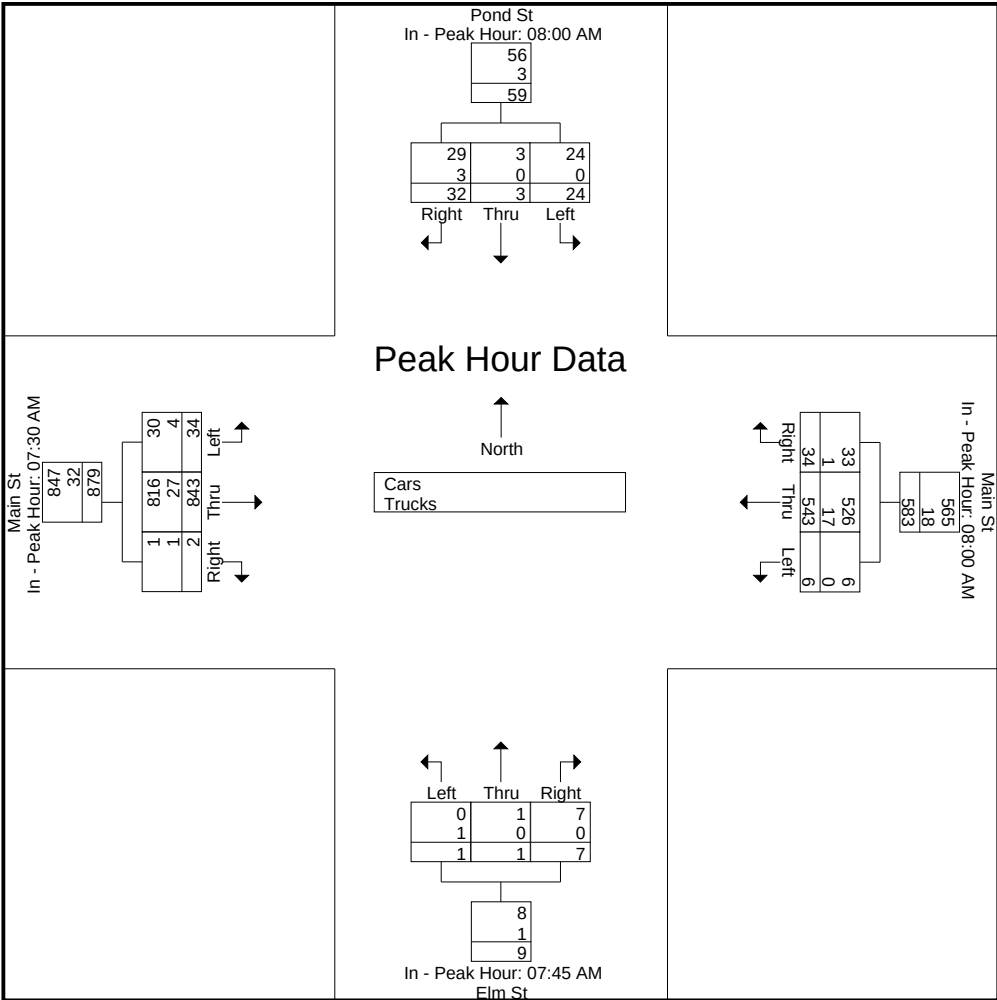
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:45 AM				07:30 AM			
+0 mins.	4	0	6	10	2	126	12	140	0	0	1	1	6	177	1	184
+15 mins.	5	1	6	12	0	138	12	150	0	0	0	0	8	216	1	225
+30 mins.	4	0	8	12	2	146	3	151	1	0	4	5	8	228	0	236
+45 mins.	11	2	12	25	2	133	7	142	0	1	2	3	12	222	0	234
Total Volume	24	3	32	59	6	543	34	583	1	1	7	9	34	843	2	879
% App. Total	40.7	5.1	54.2		1	93.1	5.8		11.1	11.1	77.8		3.9	95.9	0.2	
PHF	.545	.375	.667	.590	.750	.930	.708	.965	.250	.250	.438	.450	.708	.924	.500	.931
Cars	24	3	29	56	6	526	33	565	0	1	7	8	30	816	1	847
% Cars	100	100	90.6	94.9	100	96.9	97.1	96.9	0	100	100	88.9	88.2	96.8	50	96.4
Trucks	0	0	3	3	0	17	1	18	1	0	0	1	4	27	1	32
% Trucks	0	0	9.4	5.1	0	3.1	2.9	3.1	100	0	0	11.1	11.8	3.2	50	3.6

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199002
Site Code : 10199002
Start Date : 3/27/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 4

Groups Printed- Cars

	Pond St From North			Main St From East			Elm St From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	0	12	1	115	4	0	0	2	2	182	0	320
07:15 AM	3	0	8	0	122	3	0	0	1	4	208	0	349
07:30 AM	3	0	5	0	131	7	1	0	1	6	170	0	324
07:45 AM	3	0	5	0	128	7	0	0	1	6	207	1	358
Total	11	0	30	1	496	21	1	0	5	18	767	1	1351
08:00 AM	4	0	5	2	123	12	0	0	0	8	226	0	380
08:15 AM	5	1	5	0	133	12	0	0	4	10	213	0	383
08:30 AM	4	0	8	2	141	3	0	1	2	8	161	0	330
08:45 AM	11	2	11	2	129	6	0	0	1	6	176	1	345
Total	24	3	29	6	526	33	0	1	7	32	776	1	1438
Grand Total	35	3	59	7	1022	54	1	1	12	50	1543	2	2789
Apprch %	36.1	3.1	60.8	0.6	94.4	5	7.1	7.1	85.7	3.1	96.7	0.1	
Total %	1.3	0.1	2.1	0.3	36.6	1.9	0	0	0.4	1.8	55.3	0.1	

	Pond St From North				Main St From East				Elm St From South				Main St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	0	5	8	0	128	7	135	0	0	1	1	6	207	1	214	358
08:00 AM	4	0	5	9	2	123	12	137	0	0	0	0	8	226	0	234	380
08:15 AM	5	1	5	11	0	133	12	145	0	0	4	4	10	213	0	223	383
08:30 AM	4	0	8	12	2	141	3	146	0	1	2	3	8	161	0	169	330
Total Volume	16	1	23	40	4	525	34	563	0	1	7	8	32	807	1	840	1451
% App. Total	40	2.5	57.5		0.7	93.3	6		0	12.5	87.5		3.8	96.1	0.1		
PHF	.800	.250	.719	.833	.500	.931	.708	.964	.000	.250	.438	.500	.800	.893	.250	.897	.947

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

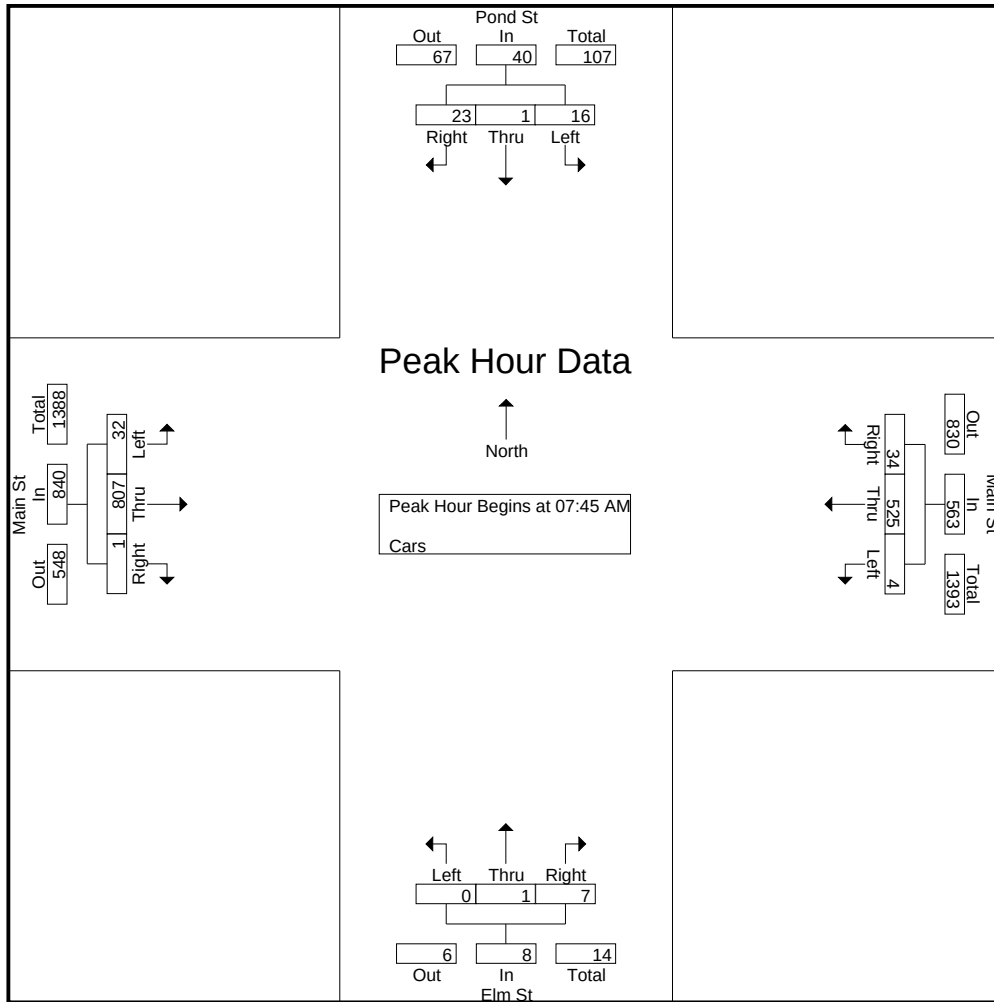
Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 5



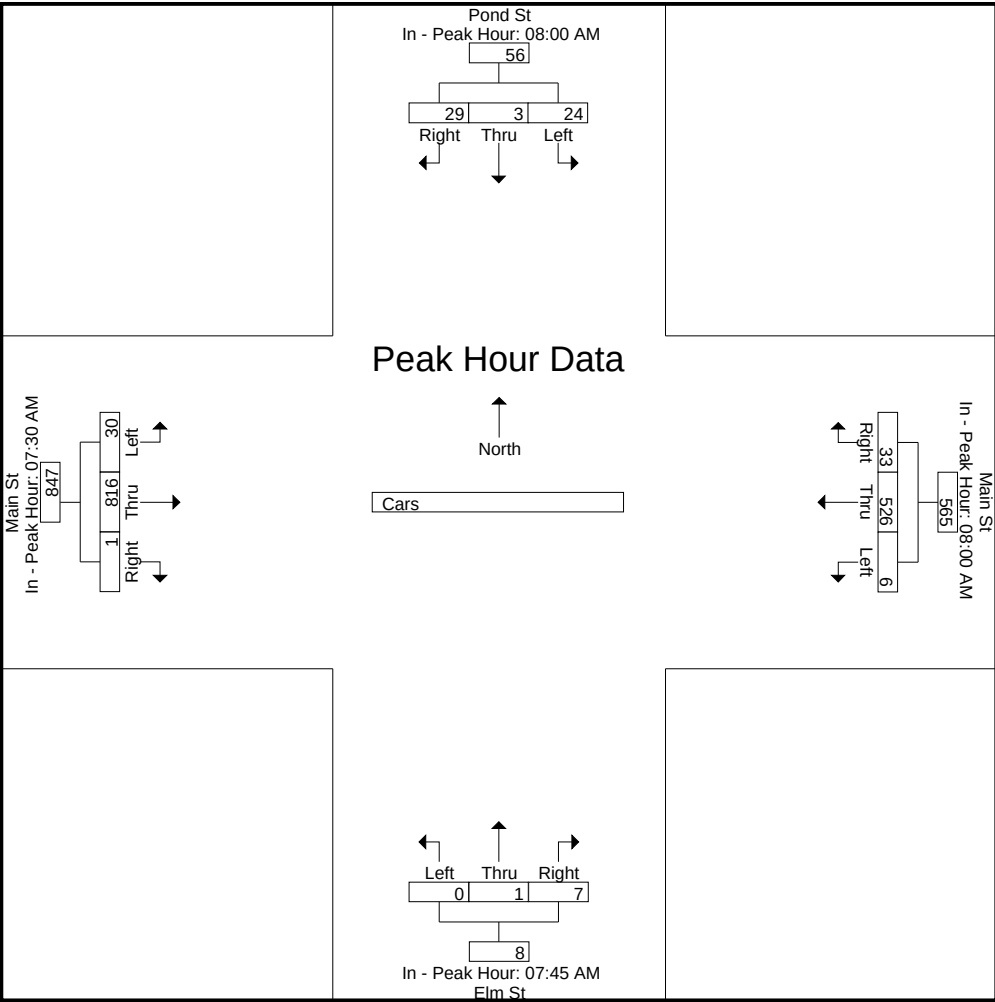
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:45 AM				07:30 AM			
+0 mins.	4	0	5	9	2	123	12	137	0	0	1	1	6	170	0	176
+15 mins.	5	1	5	11	0	133	12	145	0	0	0	0	6	207	1	214
+30 mins.	4	0	8	12	2	141	3	146	0	0	4	4	8	226	0	234
+45 mins.	11	2	11	24	2	129	6	137	0	1	2	3	10	213	0	223
Total Volume	24	3	29	56	6	526	33	565	0	1	7	8	30	816	1	847
% App. Total	42.9	5.4	51.8		1.1	93.1	5.8		0	12.5	87.5		3.5	96.3	0.1	
PHF	.545	.375	.659	.583	.750	.933	.688	.967	.000	.250	.438	.500	.750	.903	.250	.905

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199002
Site Code : 10199002
Start Date : 3/27/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 7

Groups Printed- Trucks

	Pond St From North			Main St From East			Elm St From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	1	0	5	0	0	0	0	0	5	0	11
07:15 AM	0	0	0	0	2	0	1	0	0	0	3	0	6
07:30 AM	0	0	0	0	5	1	0	0	0	0	7	1	14
07:45 AM	1	0	1	0	1	1	0	0	0	2	9	0	15
Total	1	0	2	0	13	2	1	0	0	2	24	1	46
08:00 AM	0	0	1	0	3	0	0	0	0	0	2	0	6
08:15 AM	0	0	1	0	5	0	1	0	0	2	9	0	18
08:30 AM	0	0	0	0	5	0	0	0	0	2	2	0	9
08:45 AM	0	0	1	0	4	1	0	0	0	0	4	0	10
Total	0	0	3	0	17	1	1	0	0	4	17	0	43
Grand Total	1	0	5	0	30	3	2	0	0	6	41	1	89
Apprch %	16.7	0	83.3	0	90.9	9.1	100	0	0	12.5	85.4	2.1	
Total %	1.1	0	5.6	0	33.7	3.4	2.2	0	0	6.7	46.1	1.1	

	Pond St From North				Main St From East				Elm St From South				Main St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	5	1	6	0	0	0	0	0	7	1	8	14
07:45 AM	1	0	1	2	0	1	1	2	0	0	0	0	2	9	0	11	15
08:00 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	2	0	2	6
08:15 AM	0	0	1	1	0	5	0	5	1	0	0	1	2	9	0	11	18
Total Volume	1	0	3	4	0	14	2	16	1	0	0	1	4	27	1	32	53
% App. Total	25	0	75		0	87.5	12.5		100	0	0		12.5	84.4	3.1		
PHF	.250	.000	.750	.500	.000	.700	.500	.667	.250	.000	.000	.250	.500	.750	.250	.727	.736

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

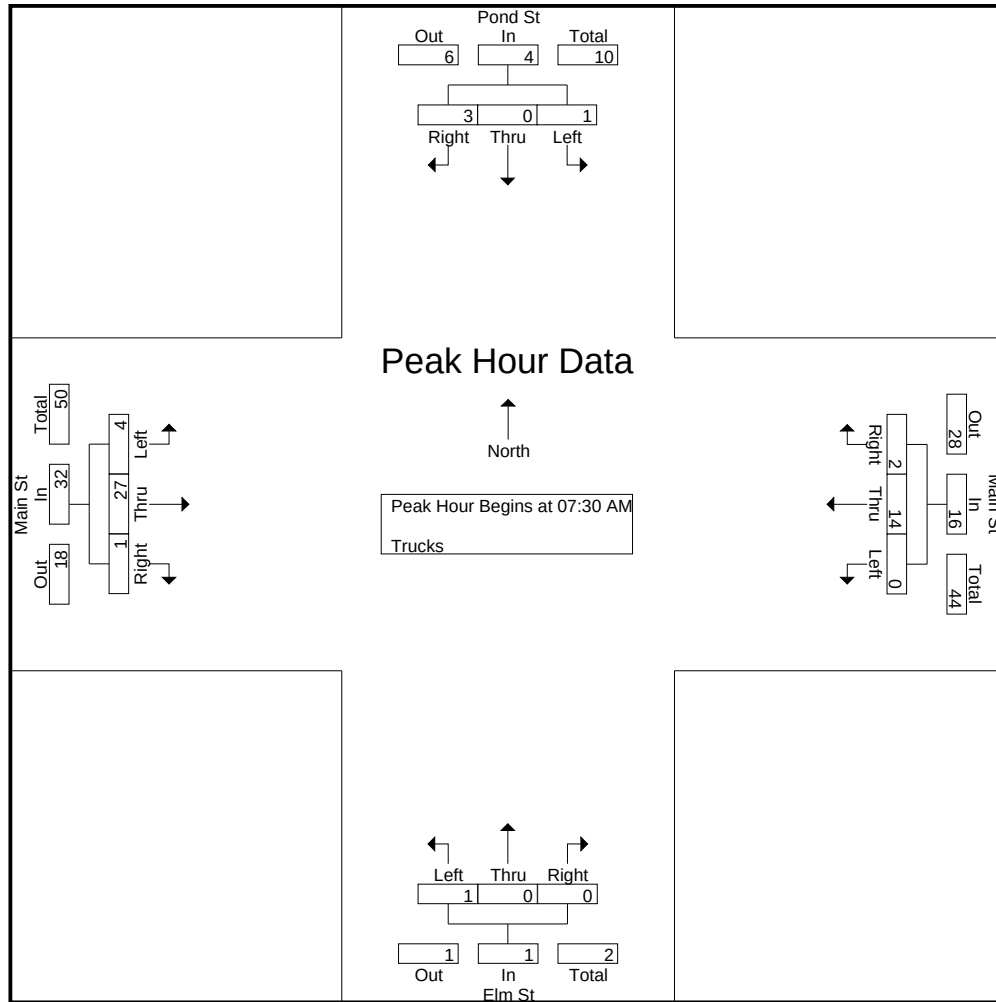
Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 8



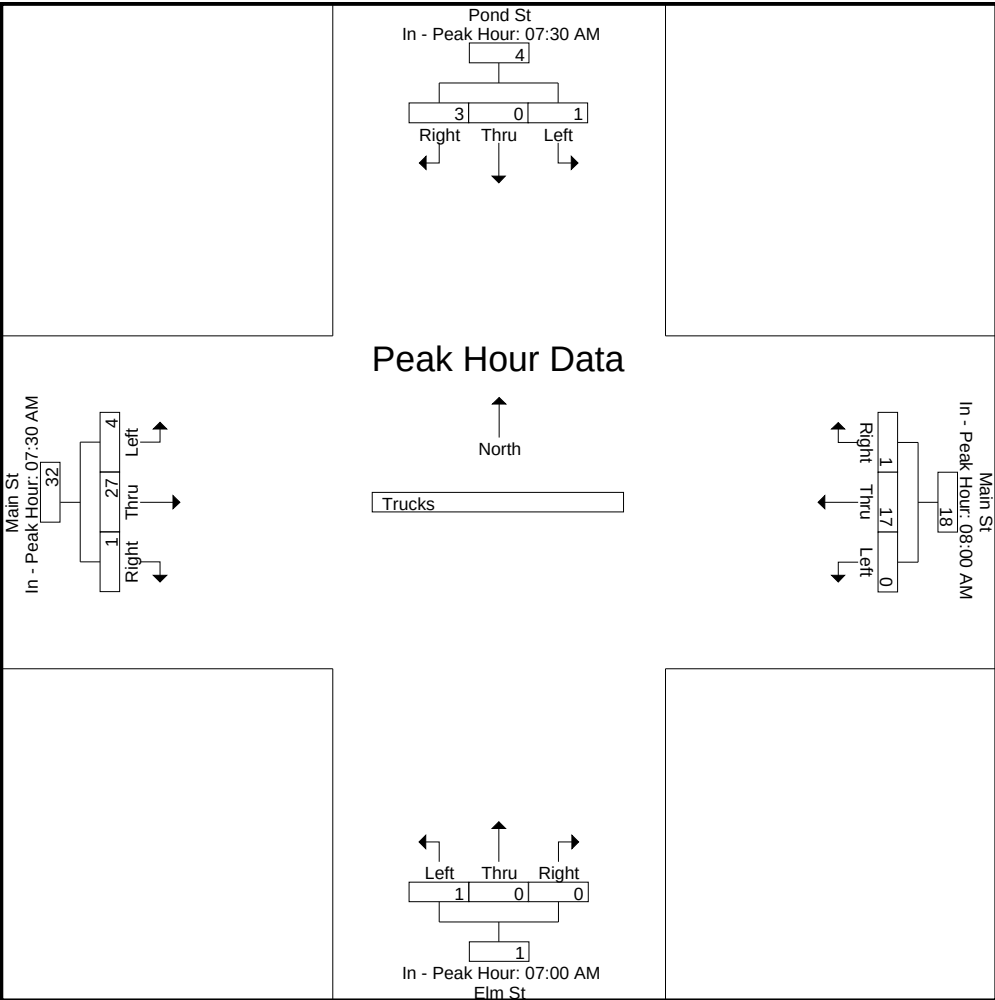
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	7	1	8
+15 mins.	1	0	1	2	0	5	0	5	1	0	0	1	2	9	0	11
+30 mins.	0	0	1	1	0	5	0	5	0	0	0	0	0	2	0	2
+45 mins.	0	0	1	1	0	4	1	5	0	0	0	0	2	9	0	11
Total Volume	1	0	3	4	0	17	1	18	1	0	0	1	4	27	1	32
% App. Total	25	0	75		0	94.4	5.6		100	0	0		12.5	84.4	3.1	
PHF	.250	.000	.750	.500	.000	.850	.250	.900	.250	.000	.000	.250	.500	.750	.250	.727

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199002
Site Code : 10199002
Start Date : 3/27/2025
Page No : 9



978-664-2565

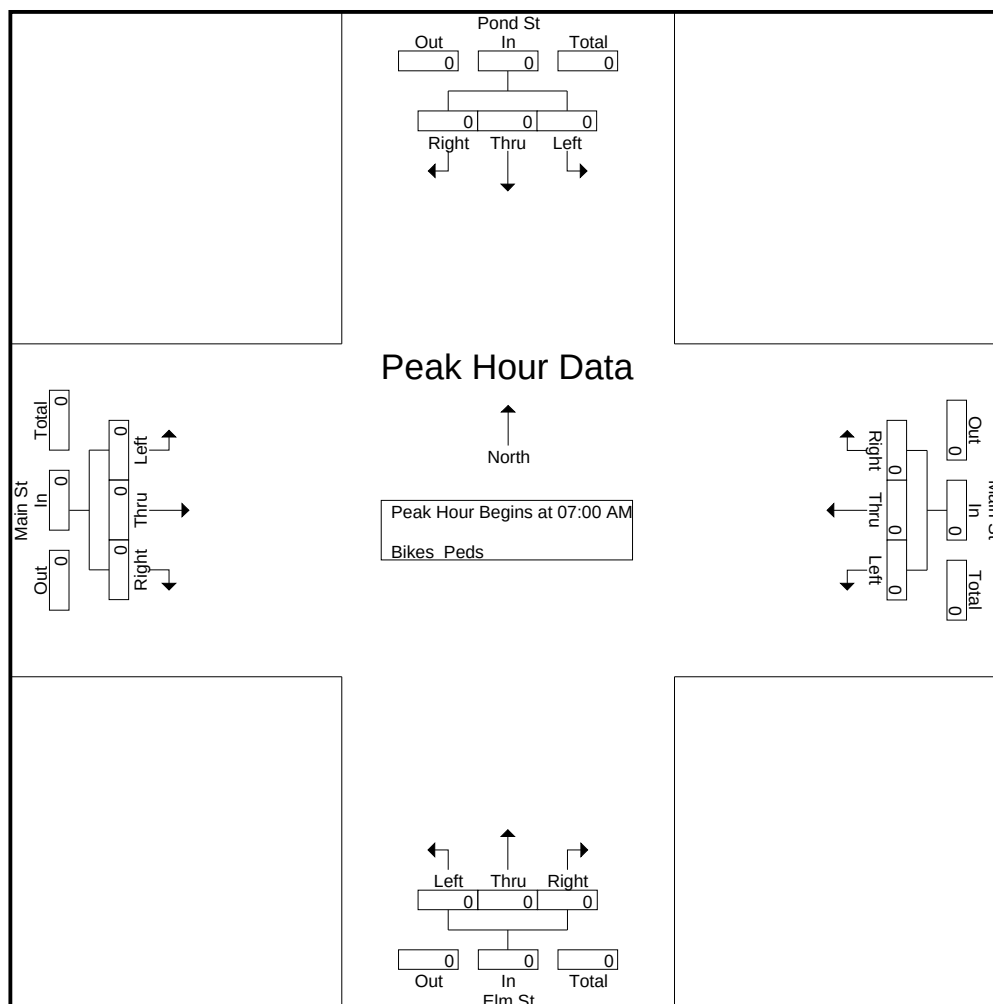
Page No : 10

[illegible]

978-664-2565

Weather : Clear

Page No : 11

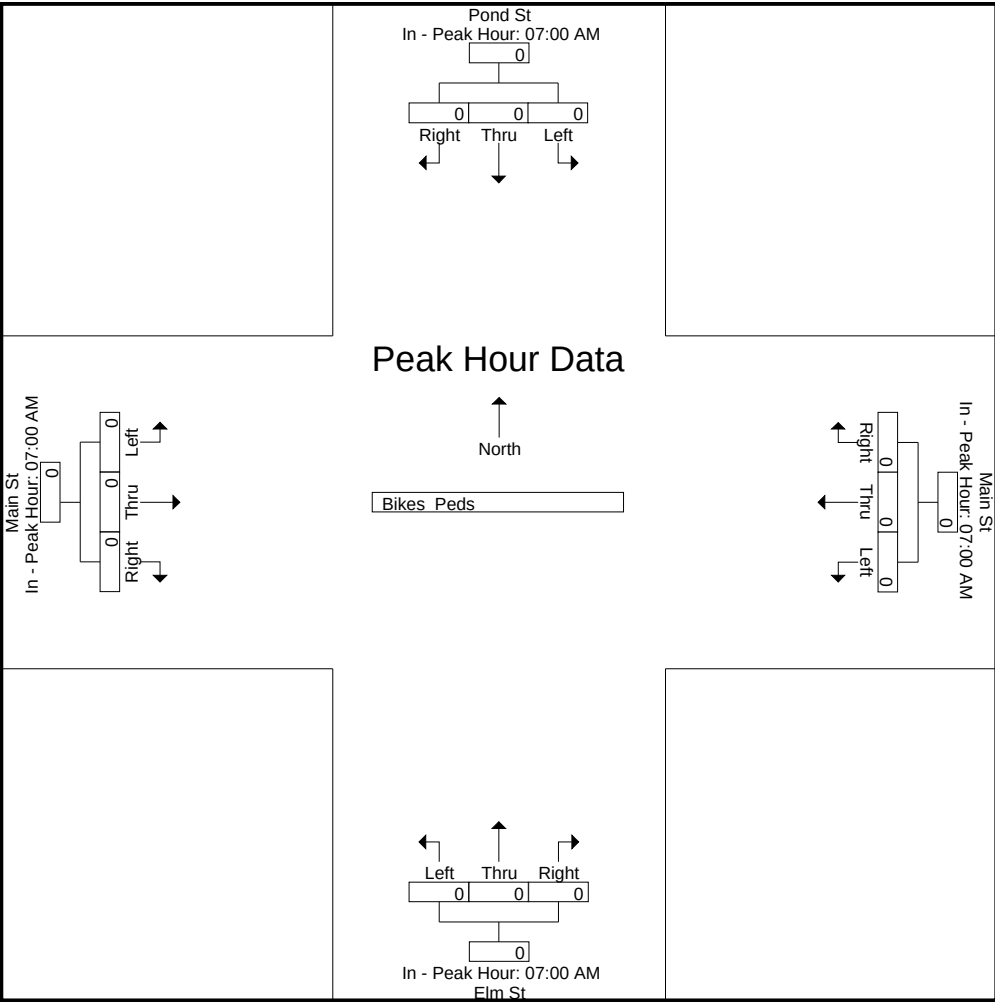


Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at:																
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	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
% App. Total	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

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199002
Site Code : 10199002
Start Date : 3/27/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 1

Groups Printed- Cars - Trucks

	Pond St From North			Main St From East			Elm St From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	3	0	7	4	196	18	0	0	2	7	173	0	410
04:15 PM	5	1	8	2	194	14	0	0	4	8	158	0	394
04:30 PM	5	1	9	14	179	14	0	0	0	7	117	2	348
04:45 PM	9	0	7	23	156	16	0	0	3	15	150	0	379
Total	22	2	31	43	725	62	0	0	9	37	598	2	1531
05:00 PM	2	1	5	23	161	25	0	0	3	19	162	0	401
05:15 PM	4	0	5	10	166	14	0	0	2	8	217	1	427
05:30 PM	6	0	7	5	147	6	1	0	7	9	183	0	371
05:45 PM	2	1	6	2	184	10	0	0	0	5	164	1	375
Total	14	2	23	40	658	55	1	0	12	41	726	2	1574
Grand Total	36	4	54	83	1383	117	1	0	21	78	1324	4	3105
Apprch %	38.3	4.3	57.4	5.2	87.4	7.4	4.5	0	95.5	5.5	94.2	0.3	
Total %	1.2	0.1	1.7	2.7	44.5	3.8	0	0	0.7	2.5	42.6	0.1	
Cars	36	4	51	83	1371	117	1	0	21	75	1311	4	3074
% Cars	100	100	94.4	100	99.1	100	100	0	100	96.2	99	100	99
Trucks	0	0	3	0	12	0	0	0	0	3	13	0	31
% Trucks	0	0	5.6	0	0.9	0	0	0	0	3.8	1	0	1

	Pond St From North				Main St From East				Elm St From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	9	0	7	16	23	156	16	195	0	0	3	3	15	150	0	165	379
05:00 PM	2	1	5	8	23	161	25	209	0	0	3	3	19	162	0	181	401
05:15 PM	4	0	5	9	10	166	14	190	0	0	2	2	8	217	1	226	427
05:30 PM	6	0	7	13	5	147	6	158	1	0	7	8	9	183	0	192	371
Total Volume	21	1	24	46	61	630	61	752	1	0	15	16	51	712	1	764	1578
% App. Total	45.7	2.2	52.2		8.1	83.8	8.1		6.2	0	93.8		6.7	93.2	0.1		
PHF	.583	.250	.857	.719	.663	.949	.610	.900	.250	.000	.536	.500	.671	.820	.250	.845	.924
Cars	21	1	24	46	61	625	61	747	1	0	15	16	49	707	1	757	1566
% Cars	100	100	100	100	100	99.2	100	99.3	100	0	100	100	96.1	99.3	100	99.1	99.2
Trucks	0	0	0	0	0	5	0	5	0	0	0	0	2	5	0	7	12
% Trucks	0	0	0	0	0	0.8	0	0.7	0	0	0	0	3.9	0.7	0	0.9	0.8

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

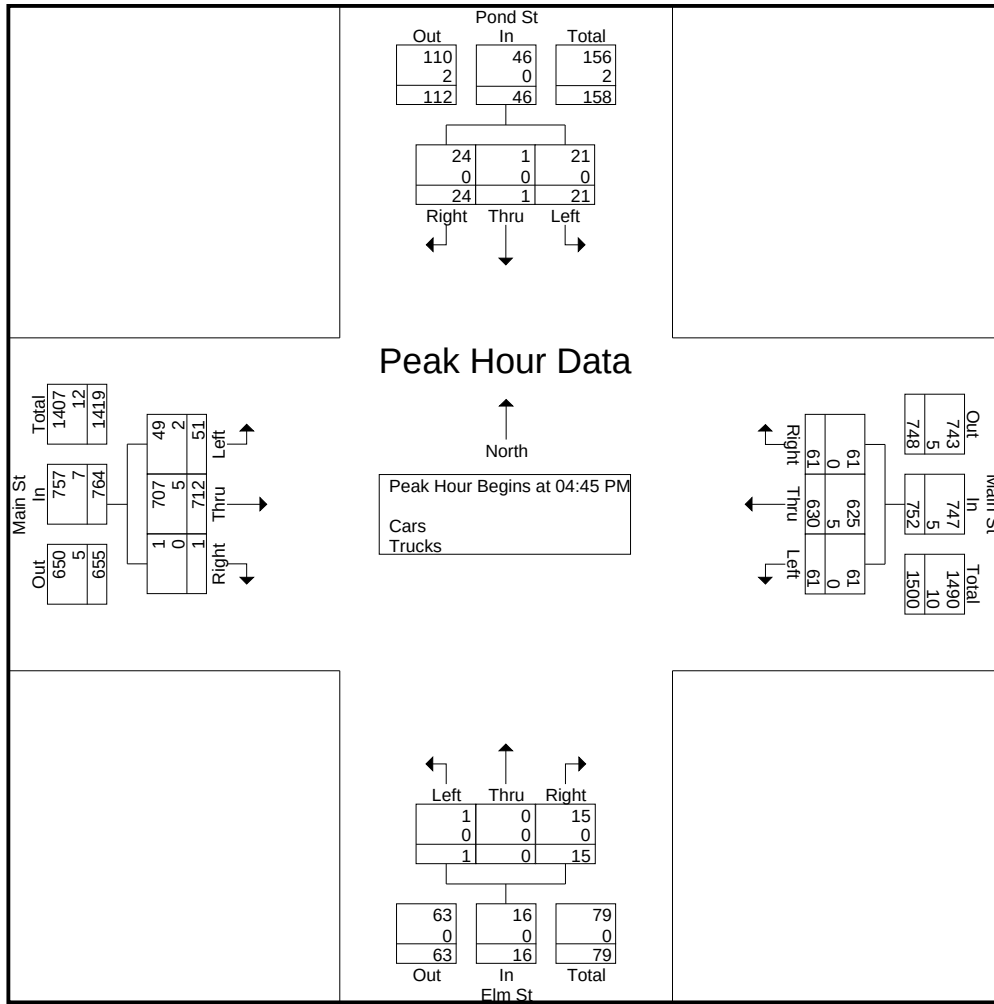
Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 2



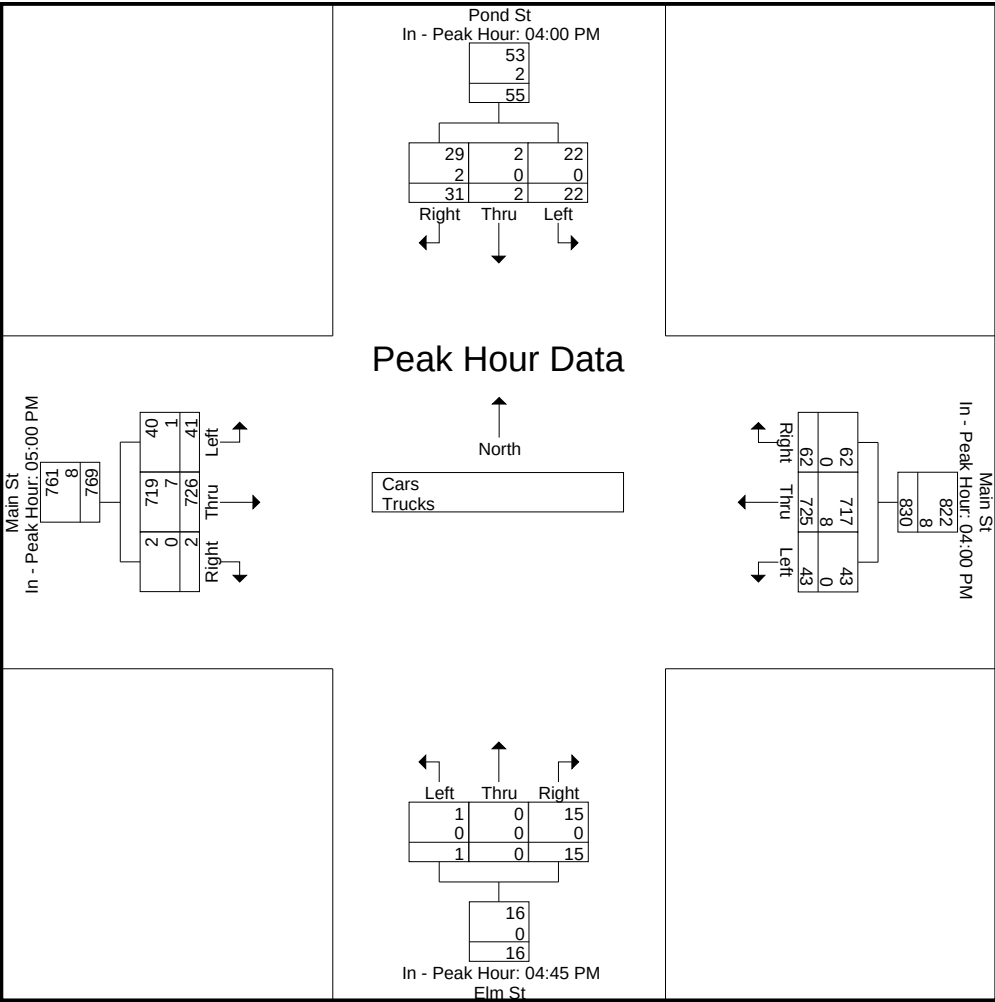
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	3	0	7	10	4	196	18	218	0	0	3	3	19	162	0	181
+15 mins.	5	1	8	14	2	194	14	210	0	0	3	3	8	217	1	226
+30 mins.	5	1	9	15	14	179	14	207	0	0	2	2	9	183	0	192
+45 mins.	9	0	7	16	23	156	16	195	1	0	7	8	5	164	1	170
Total Volume	22	2	31	55	43	725	62	830	1	0	15	16	41	726	2	769
% App. Total	40	3.6	56.4		5.2	87.3	7.5		6.2	0	93.8		5.3	94.4	0.3	
PHF	.611	.500	.861	.859	.467	.925	.861	.952	.250	.000	.536	.500	.539	.836	.500	.851
Cars	22	2	29	53	43	717	62	822	1	0	15	16	40	719	2	761
% Cars	100	100	93.5	96.4	100	98.9	100	99	100	0	100	100	97.6	99	100	99
Trucks	0	0	2	2	0	8	0	8	0	0	0	0	1	7	0	8
% Trucks	0	0	6.5	3.6	0	1.1	0	1	0	0	0	0	2.4	1	0	1

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199002
Site Code : 10199002
Start Date : 3/27/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

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Groups Printed- Cars

	Pond St From North			Main St From East			Elm St From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	3	0	6	4	195	18	0	0	2	6	170	0	404
04:15 PM	5	1	8	2	188	14	0	0	4	8	156	0	386
04:30 PM	5	1	8	14	179	14	0	0	0	7	116	2	346
04:45 PM	9	0	7	23	155	16	0	0	3	14	150	0	377
Total	22	2	29	43	717	62	0	0	9	35	592	2	1513
05:00 PM	2	1	5	23	159	25	0	0	3	19	159	0	396
05:15 PM	4	0	5	10	166	14	0	0	2	7	216	1	425
05:30 PM	6	0	7	5	145	6	1	0	7	9	182	0	368
05:45 PM	2	1	5	2	184	10	0	0	0	5	162	1	372
Total	14	2	22	40	654	55	1	0	12	40	719	2	1561
Grand Total	36	4	51	83	1371	117	1	0	21	75	1311	4	3074
Apprch %	39.6	4.4	56	5.3	87.3	7.4	4.5	0	95.5	5.4	94.3	0.3	
Total %	1.2	0.1	1.7	2.7	44.6	3.8	0	0	0.7	2.4	42.6	0.1	

	Pond St From North				Main St From East				Elm St From South				Main St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	9	0	7	16	23	155	16	194	0	0	3	3	14	150	0	164	377
05:00 PM	2	1	5	8	23	159	25	207	0	0	3	3	19	159	0	178	396
05:15 PM	4	0	5	9	10	166	14	190	0	0	2	2	7	216	1	224	425
05:30 PM	6	0	7	13	5	145	6	156	1	0	7	8	9	182	0	191	368
Total Volume	21	1	24	46	61	625	61	747	1	0	15	16	49	707	1	757	1566
% App. Total	45.7	2.2	52.2		8.2	83.7	8.2		6.2	0	93.8		6.5	93.4	0.1		
PHF	.583	.250	.857	.719	.663	.941	.610	.902	.250	.000	.536	.500	.645	.818	.250	.845	.921

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

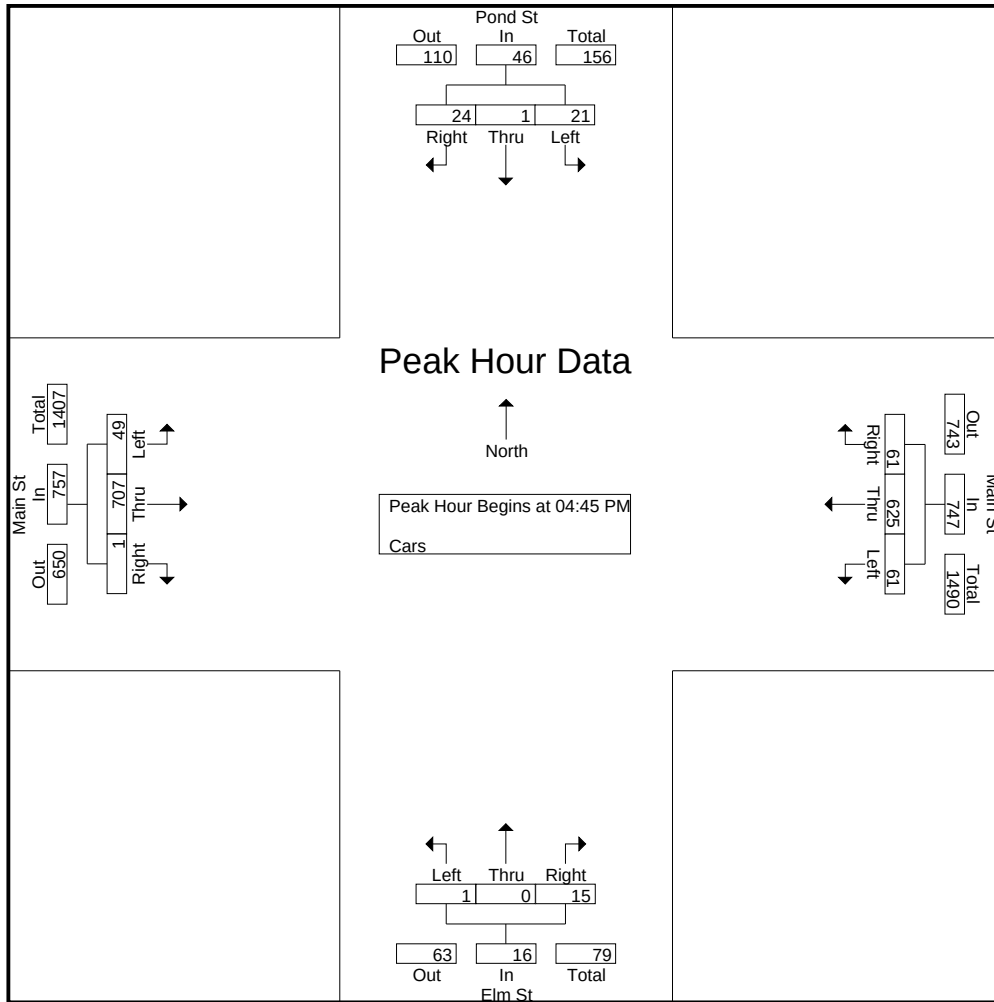
Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

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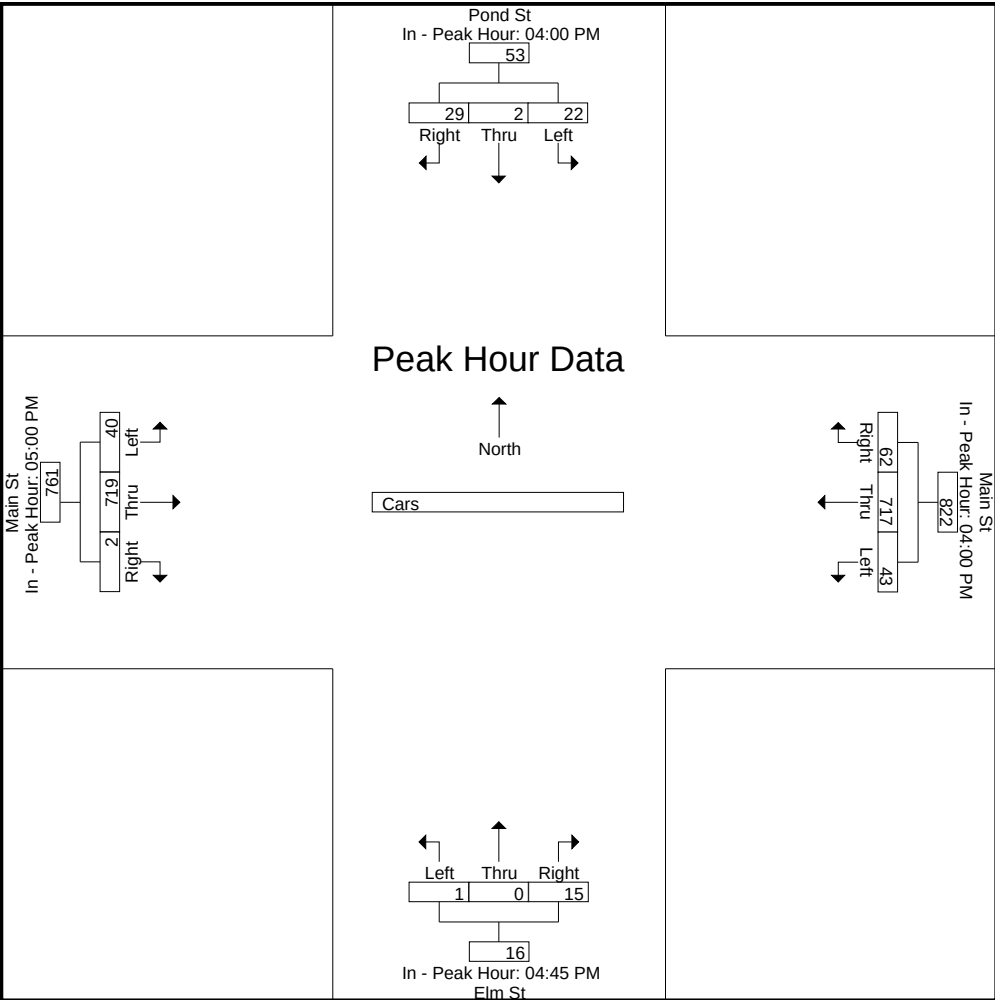
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	3	0	6	9	4	195	18	217	0	0	3	3	19	159	0	178
+15 mins.	5	1	8	14	2	188	14	204	0	0	3	3	7	216	1	224
+30 mins.	5	1	8	14	14	179	14	207	0	0	2	2	9	182	0	191
+45 mins.	9	0	7	16	23	155	16	194	1	0	7	8	5	162	1	168
Total Volume	22	2	29	53	43	717	62	822	1	0	15	16	40	719	2	761
% App. Total	41.5	3.8	54.7		5.2	87.2	7.5		6.2	0	93.8		5.3	94.5	0.3	
PHF	.611	.500	.906	.828	.467	.919	.861	.947	.250	.000	.536	.500	.526	.832	.500	.849

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199002
Site Code : 10199002
Start Date : 3/27/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 7

Groups Printed- Trucks

	Pond St From North			Main St From East			Elm St From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	1	0	1	0	0	0	0	1	3	0	6
04:15 PM	0	0	0	0	6	0	0	0	0	0	2	0	8
04:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
Total	0	0	2	0	8	0	0	0	0	2	6	0	18
05:00 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
05:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
05:45 PM	0	0	1	0	0	0	0	0	0	0	2	0	3
Total	0	0	1	0	4	0	0	0	0	1	7	0	13
Grand Total	0	0	3	0	12	0	0	0	0	3	13	0	31
Apprch %	0	0	100	0	100	0	0	0	0	18.8	81.2	0	
Total %	0	0	9.7	0	38.7	0	0	0	0	9.7	41.9	0	

	Pond St From North				Main St From East				Elm St From South				Main St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	1	1	0	1	0	1	0	0	0	0	1	3	0	4	6
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Total Volume	0	0	2	2	0	8	0	8	0	0	0	0	2	6	0	8	18
% App. Total	0	0	100		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.500	.500	.000	.333	.000	.333	.000	.000	.000	.000	.500	.500	.000	.500	.563

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

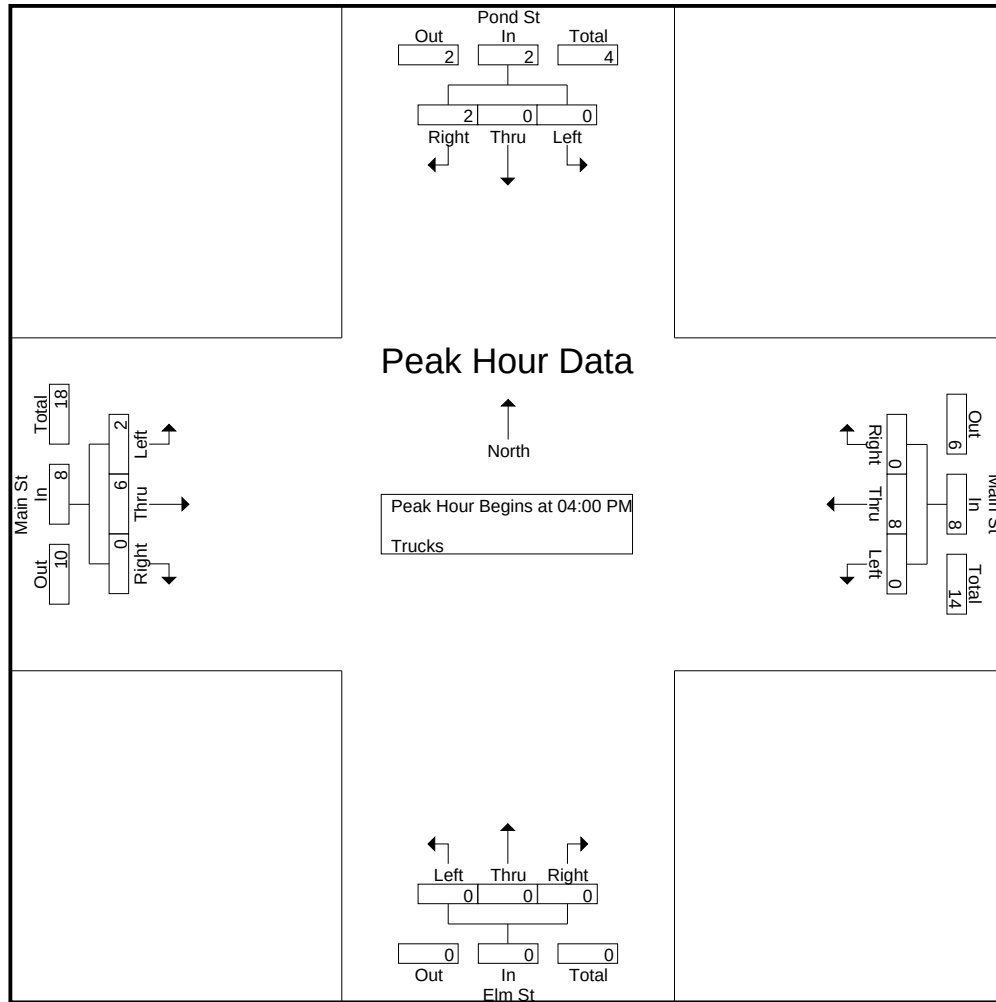
Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 8



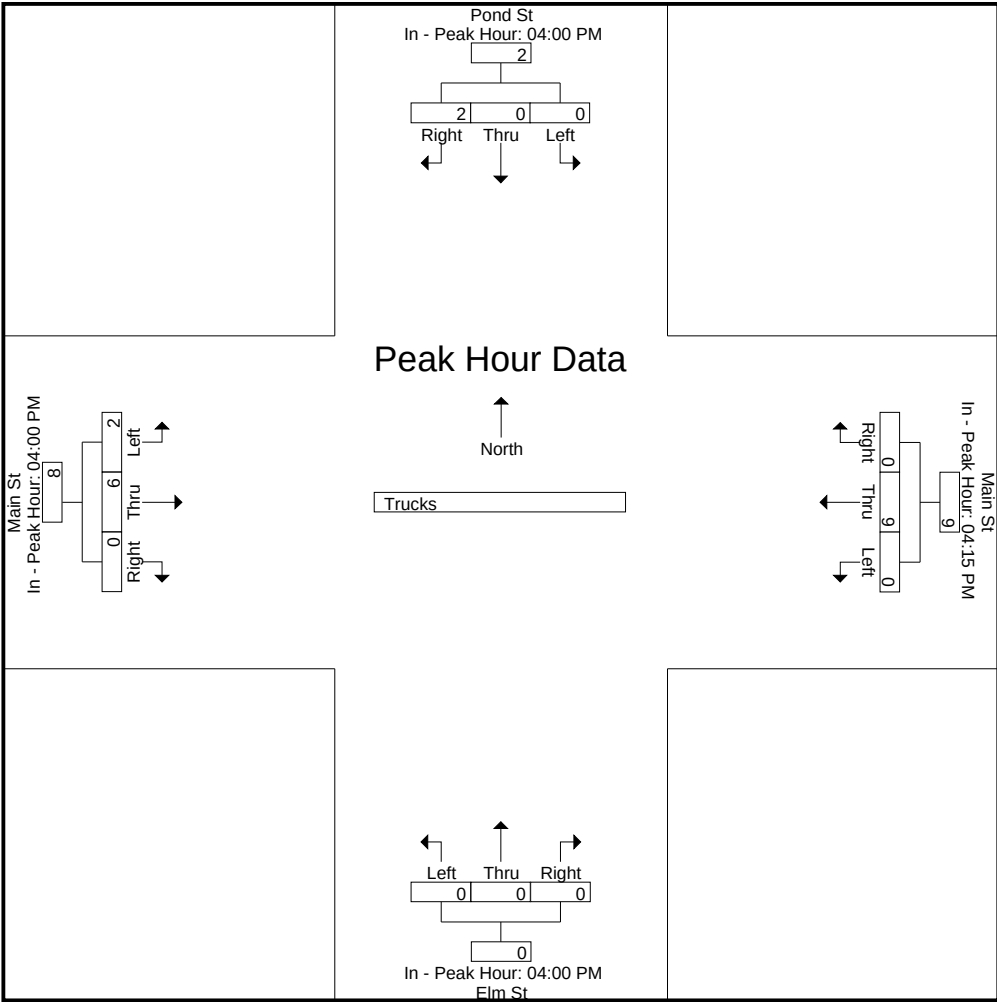
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	1	1	0	6	0	6	0	0	0	0	1	3	0	4
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1
Total Volume	0	0	2	2	0	9	0	9	0	0	0	0	2	6	0	8
% App. Total	0	0	100		0	100	0		0	0	0		25	75	0	
PHF	.000	.000	.500	.500	.000	.375	.000	.375	.000	.000	.000	.000	.500	.500	.000	.500

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199002
Site Code : 10199002
Start Date : 3/27/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 10

Groups Printed- Bikes Peds

	Pond St From North				Main St From East				Elm St From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
04:15 PM	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	2	3
04:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	2	1	3
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	2	1	0	0	2	0	0	1	2	0	1	0	0	6	3	9
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3	0	3
05:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	2
05:30 PM	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
Total	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	1	5	0	5
Grand Total	0	0	0	3	1	0	0	3	0	0	1	4	0	1	0	1	11	3	14
Apprch %	0	0	0		100	0	0		0	0	100		0	100	0				
Total %	0	0	0		33.3	0	0		0	0	33.3		0	33.3	0		78.6	21.4	

	Pond St From North				Main St From East				Elm St From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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
04:15 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
% App. Total	0	0	0		100	0	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.375

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

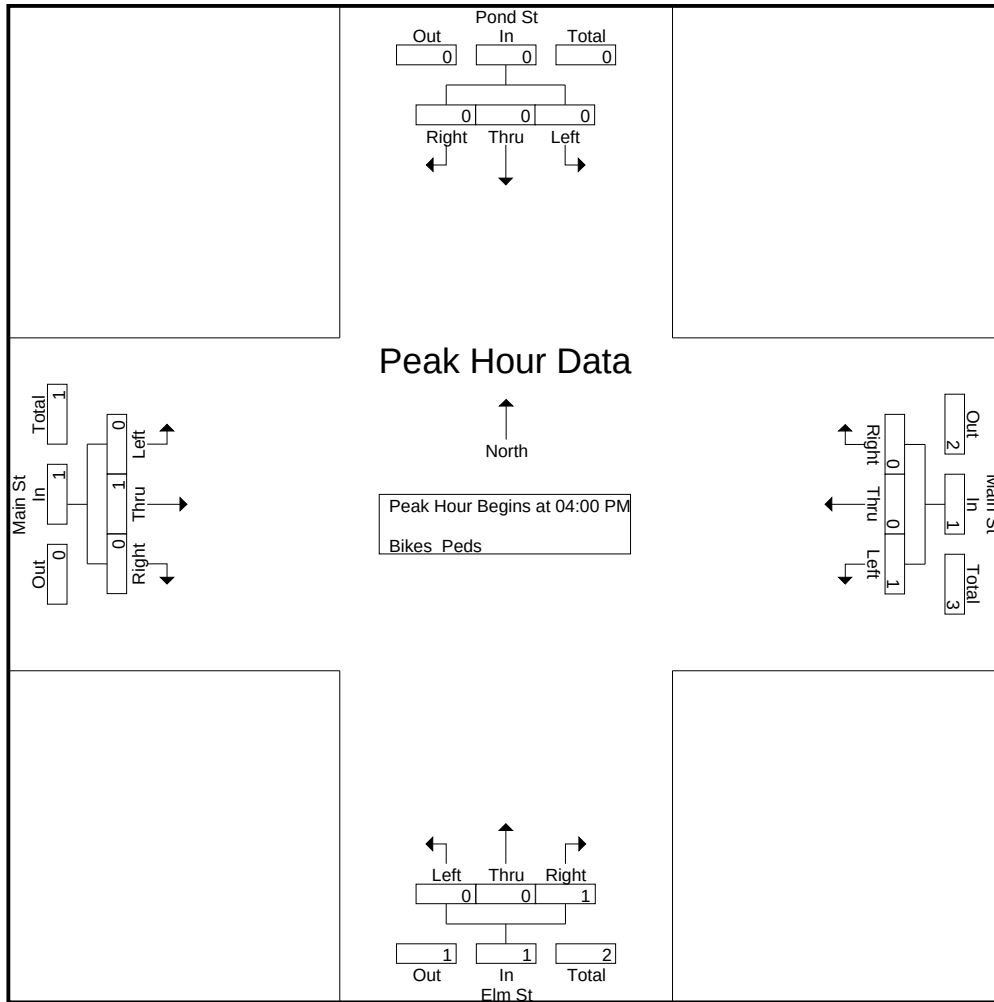
Weather : Clear

File Name : 10199002

Site Code : 10199002

Start Date : 3/27/2025

Page No : 11



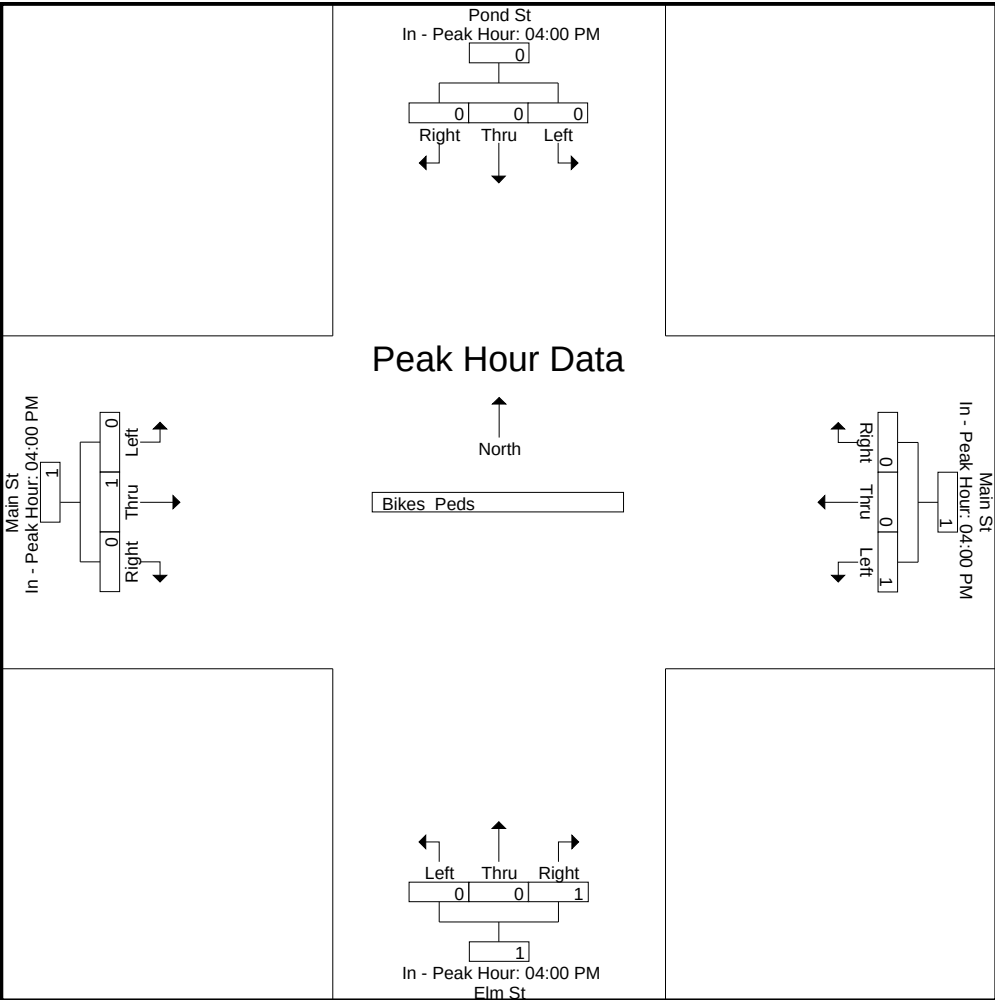
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1
% App. Total	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199002
Site Code : 10199002
Start Date : 3/27/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

Weather : Rain

File Name : 101990S2

Site Code : 10199002

Start Date : 3/29/2025

Page No : 1

Groups Printed- Cars - Trucks

	Pond St From North			Main St From East			Elm St From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	1	0	3	3	175	9	0	1	4	5	156	0	357
11:15 AM	7	0	2	2	171	8	0	0	3	5	138	1	337
11:30 AM	2	0	5	6	181	11	0	0	0	7	209	1	422
11:45 AM	5	0	0	4	201	13	0	0	3	8	200	2	436
Total	15	0	10	15	728	41	0	1	10	25	703	4	1552
12:00 PM	4	1	5	5	142	11	0	0	0	3	160	3	334
12:15 PM	7	0	8	5	144	7	1	0	3	3	193	3	374
12:30 PM	2	0	3	0	177	9	0	0	4	3	159	0	357
12:45 PM	9	0	6	1	182	11	0	0	0	8	141	1	359
Total	22	1	22	11	645	38	1	0	7	17	653	7	1424
01:00 PM	4	0	7	3	170	5	0	0	2	9	175	0	375
01:15 PM	3	0	6	0	170	7	0	0	3	2	143	0	334
01:30 PM	1	0	6	5	144	13	0	0	1	5	167	1	343
01:45 PM	1	0	8	4	159	7	0	0	0	11	162	0	352
Total	9	0	27	12	643	32	0	0	6	27	647	1	1404
Grand Total	46	1	59	38	2016	111	1	1	23	69	2003	12	4380
Apprch %	43.4	0.9	55.7	1.8	93.1	5.1	4	4	92	3.3	96.1	0.6	
Total %	1.1	0	1.3	0.9	46	2.5	0	0	0.5	1.6	45.7	0.3	
Cars	46	1	56	38	1996	110	1	1	23	68	1992	12	4344
% Cars	100	100	94.9	100	99	99.1	100	100	100	98.6	99.5	100	99.2
Trucks	0	0	3	0	20	1	0	0	0	1	11	0	36
% Trucks	0	0	5.1	0	1	0.9	0	0	0	1.4	0.5	0	0.8

	Pond St From North				Main St From East				Elm St From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	2	0	5	7	6	181	11	198	0	0	0	0	7	209	1	217	422
11:45 AM	5	0	0	5	4	201	13	218	0	0	3	3	8	200	2	210	436
12:00 PM	4	1	5	10	5	142	11	158	0	0	0	0	3	160	3	166	334
12:15 PM	7	0	8	15	5	144	7	156	1	0	3	4	3	193	3	199	374
Total Volume	18	1	18	37	20	668	42	730	1	0	6	7	21	762	9	792	1566
% App. Total	48.6	2.7	48.6		2.7	91.5	5.8		14.3	0	85.7		2.7	96.2	1.1		
PHF	.643	.250	.563	.617	.833	.831	.808	.837	.250	.000	.500	.438	.656	.911	.750	.912	.898
Cars	18	1	18	37	20	665	42	727	1	0	6	7	20	757	9	786	1557
% Cars	100	100	100	100	100	99.6	100	99.6	100	0	100	100	95.2	99.3	100	99.2	99.4
Trucks	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6	9
% Trucks	0	0	0	0	0	0.4	0	0.4	0	0	0	0	4.8	0.7	0	0.8	0.6

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

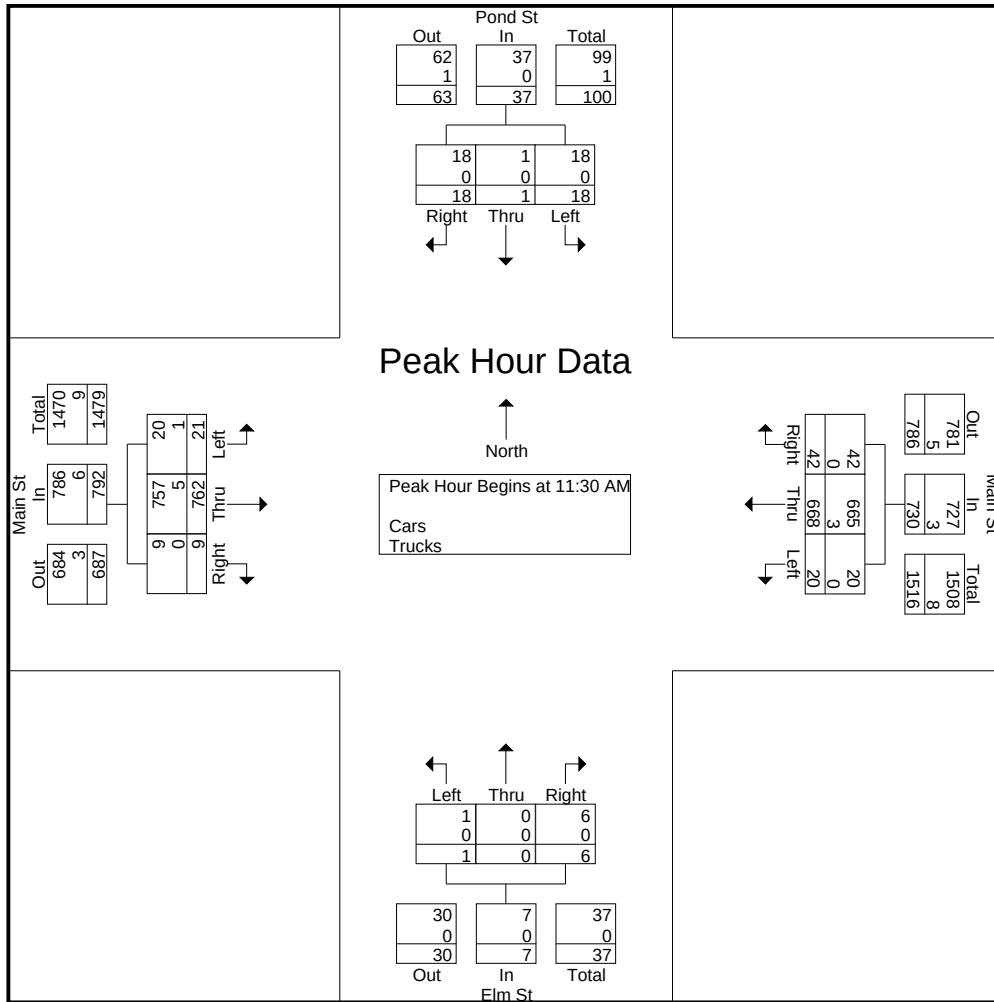
Weather : Rain

File Name : 101990S2

Site Code : 10199002

Start Date : 3/29/2025

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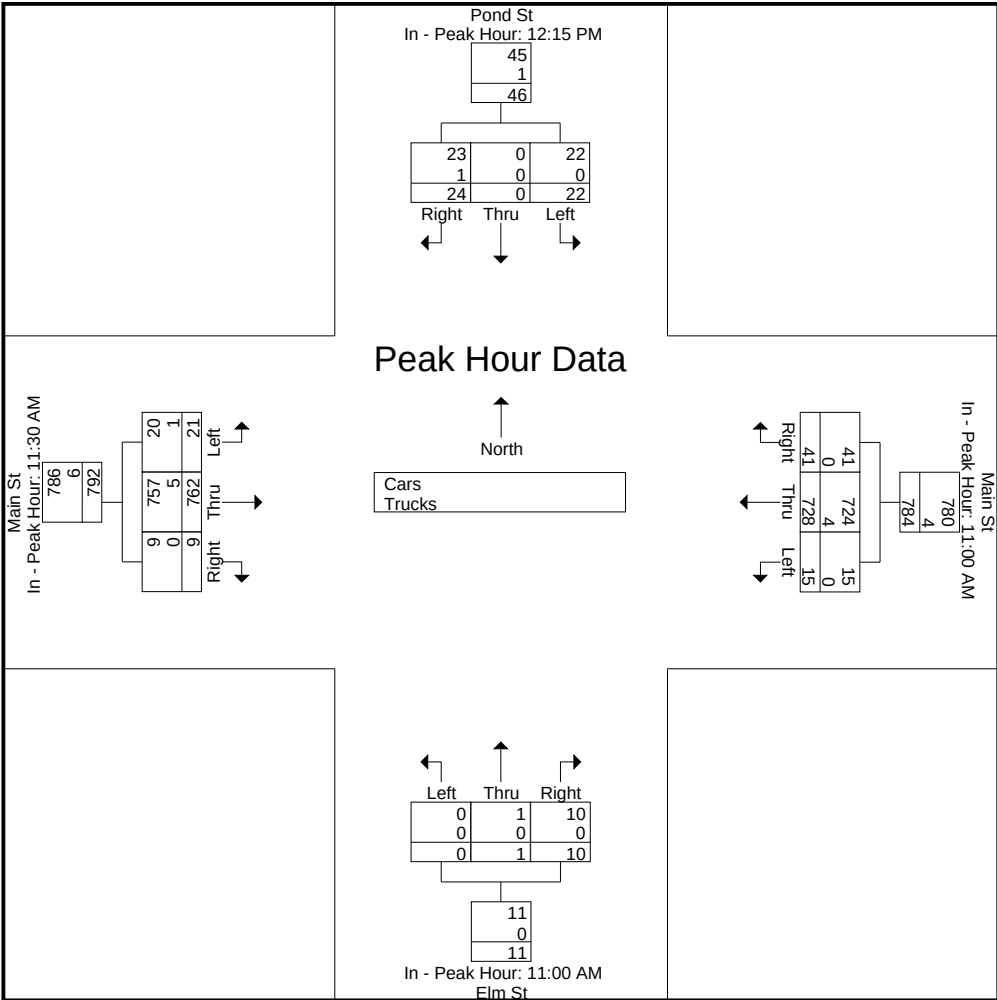
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				11:00 AM				11:00 AM				11:30 AM			
+0 mins.	7	0	8	15	3	175	9	187	0	1	4	5	7	209	1	217
+15 mins.	2	0	3	5	2	171	8	181	0	0	3	3	8	200	2	210
+30 mins.	9	0	6	15	6	181	11	198	0	0	0	0	3	160	3	166
+45 mins.	4	0	7	11	4	201	13	218	0	0	3	3	3	193	3	199
Total Volume	22	0	24	46	15	728	41	784	0	1	10	11	21	762	9	792
% App. Total	47.8	0	52.2		1.9	92.9	5.2		0	9.1	90.9		2.7	96.2	1.1	
PHF	.611	.000	.750	.767	.625	.905	.788	.899	.000	.250	.625	.550	.656	.911	.750	.912
Cars	22	0	23	45	15	724	41	780	0	1	10	11	20	757	9	786
% Cars	100	0	95.8	97.8	100	99.5	100	99.5	0	100	100	100	95.2	99.3	100	99.2
Trucks	0	0	1	1	0	4	0	4	0	0	0	0	1	5	0	6
% Trucks	0	0	4.2	2.2	0	0.5	0	0.5	0	0	0	0	4.8	0.7	0	0.8

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Rain

File Name : 101990S2
Site Code : 10199002
Start Date : 3/29/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

Weather : Rain

File Name : 101990S2

Site Code : 10199002

Start Date : 3/29/2025

Page No : 4

Groups Printed- Cars

	Pond St From North			Main St From East			Elm St From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:00 AM	1	0	2	3	174	9	0	1	4	5	156	0	355
11:15 AM	7	0	2	2	169	8	0	0	3	5	138	1	335
11:30 AM	2	0	5	6	181	11	0	0	0	7	209	1	422
11:45 AM	5	0	0	4	200	13	0	0	3	8	198	2	433
Total	15	0	9	15	724	41	0	1	10	25	701	4	1545
12:00 PM	4	1	5	5	141	11	0	0	0	3	159	3	332
12:15 PM	7	0	8	5	143	7	1	0	3	2	191	3	370
12:30 PM	2	0	2	0	175	9	0	0	4	3	159	0	354
12:45 PM	9	0	6	1	181	11	0	0	0	8	139	1	356
Total	22	1	21	11	640	38	1	0	7	16	648	7	1412
01:00 PM	4	0	7	3	168	5	0	0	2	9	172	0	370
01:15 PM	3	0	6	0	166	7	0	0	3	2	143	0	330
01:30 PM	1	0	6	5	144	12	0	0	1	5	167	1	342
01:45 PM	1	0	7	4	154	7	0	0	0	11	161	0	345
Total	9	0	26	12	632	31	0	0	6	27	643	1	1387
Grand Total	46	1	56	38	1996	110	1	1	23	68	1992	12	4344
Apprch %	44.7	1	54.4	1.8	93.1	5.1	4	4	92	3.3	96.1	0.6	
Total %	1.1	0	1.3	0.9	45.9	2.5	0	0	0.5	1.6	45.9	0.3	

	Pond St From North				Main St From East				Elm St From South				Main St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	2	0	5	7	6	181	11	198	0	0	0	0	7	209	1	217	422
11:45 AM	5	0	0	5	4	200	13	217	0	0	3	3	8	198	2	208	433
12:00 PM	4	1	5	10	5	141	11	157	0	0	0	0	3	159	3	165	332
12:15 PM	7	0	8	15	5	143	7	155	1	0	3	4	2	191	3	196	370
Total Volume	18	1	18	37	20	665	42	727	1	0	6	7	20	757	9	786	1557
% App. Total	48.6	2.7	48.6		2.8	91.5	5.8		14.3	0	85.7		2.5	96.3	1.1		
PHF	.643	.250	.563	.617	.833	.831	.808	.838	.250	.000	.500	.438	.625	.906	.750	.906	.899

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

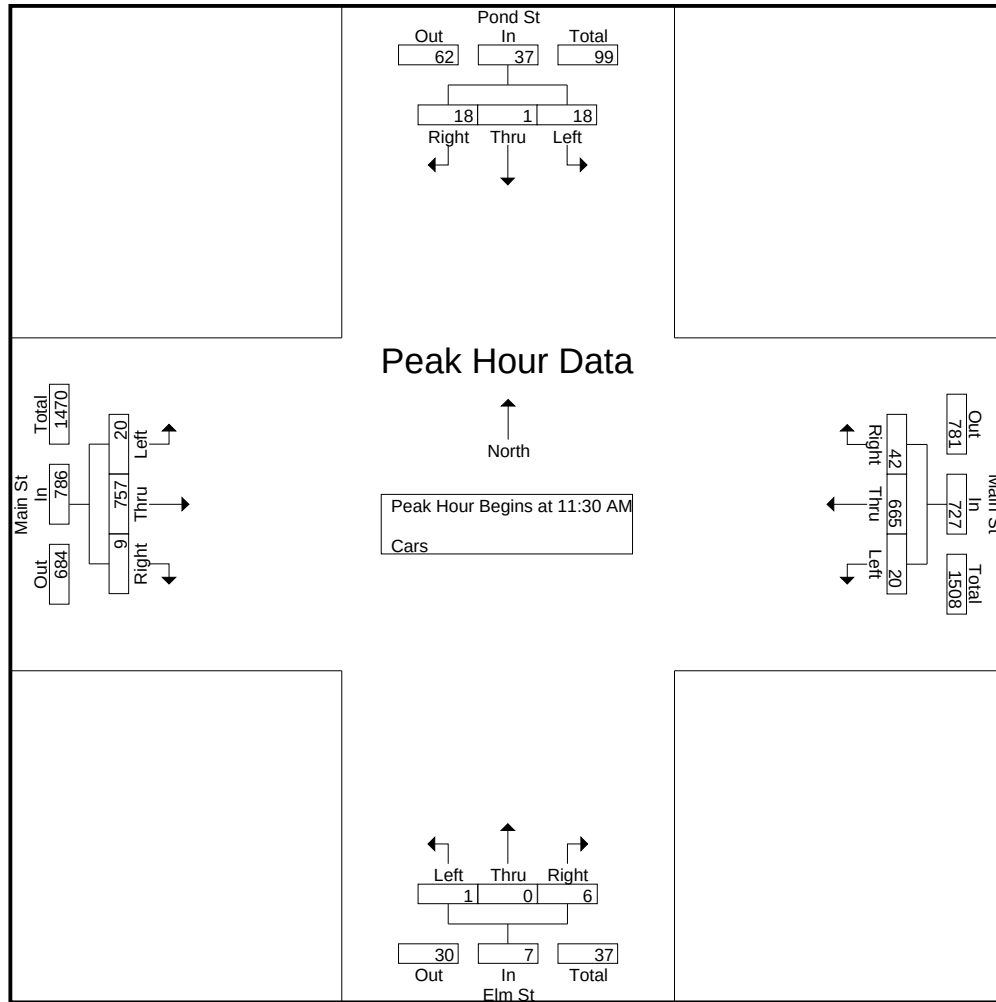
Weather : Rain

File Name : 101990S2

Site Code : 10199002

Start Date : 3/29/2025

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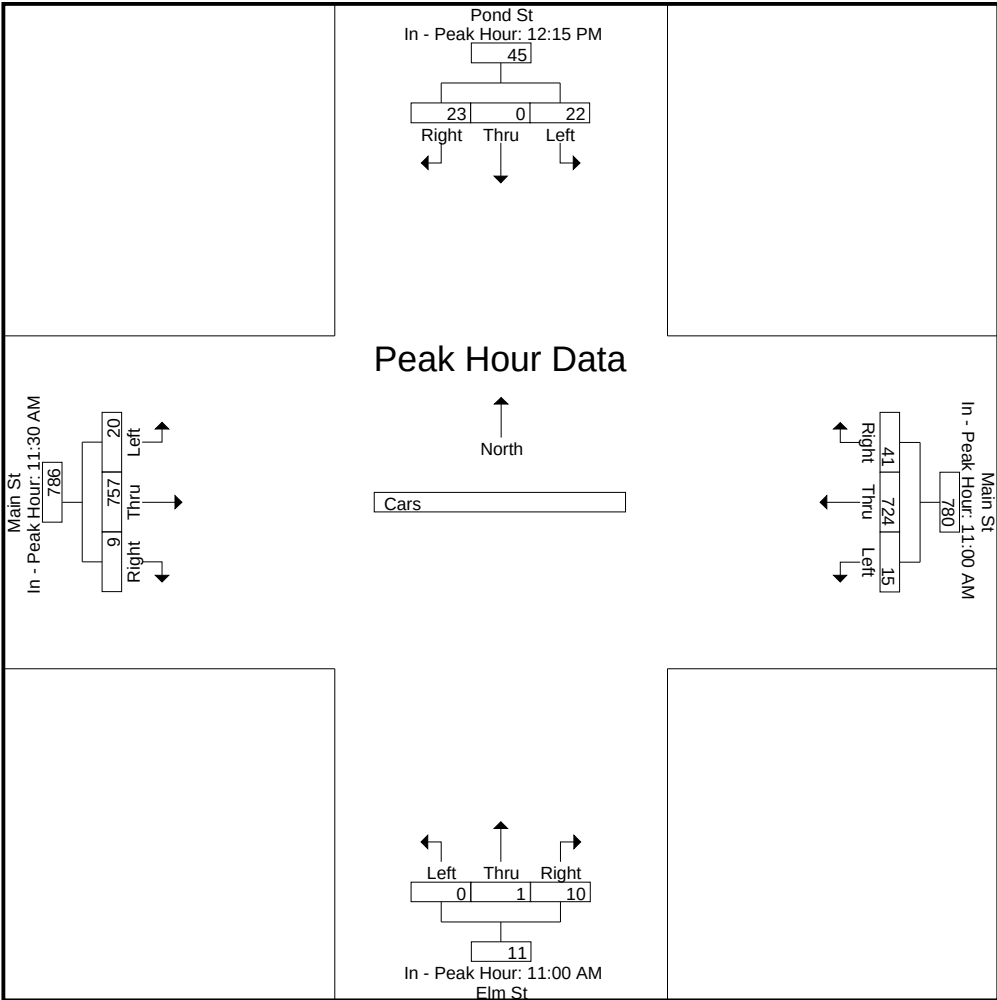
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				11:00 AM				11:00 AM				11:30 AM			
+0 mins.	7	0	8	15	3	174	9	186	0	1	4	5	7	209	1	217
+15 mins.	2	0	2	4	2	169	8	179	0	0	3	3	8	198	2	208
+30 mins.	9	0	6	15	6	181	11	198	0	0	0	0	3	159	3	165
+45 mins.	4	0	7	11	4	200	13	217	0	0	3	3	2	191	3	196
Total Volume	22	0	23	45	15	724	41	780	0	1	10	11	20	757	9	786
% App. Total	48.9	0	51.1		1.9	92.8	5.3		0	9.1	90.9		2.5	96.3	1.1	
PHF	.611	.000	.719	.750	.625	.905	.788	.899	.000	.250	.625	.550	.625	.906	.750	.906

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Rain

File Name : 101990S2
Site Code : 10199002
Start Date : 3/29/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

Weather : Rain

File Name : 101990S2

Site Code : 10199002

Start Date : 3/29/2025

Page No : 7

Groups Printed- Trucks

	Pond St From North			Main St From East			Elm St From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	1	0	4	0	0	0	0	0	2	0	7
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	0	1	0	0	0	0	1	2	0	4
12:30 PM	0	0	1	0	2	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	1	0	5	0	0	0	0	1	5	0	12
01:00 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
01:15 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
01:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45 PM	0	0	1	0	5	0	0	0	0	0	1	0	7
Total	0	0	1	0	11	1	0	0	0	0	4	0	17
Grand Total	0	0	3	0	20	1	0	0	0	1	11	0	36
Apprch %	0	0	100	0	95.2	4.8	0	0	0	8.3	91.7	0	
Total %	0	0	8.3	0	55.6	2.8	0	0	0	2.8	30.6	0	

	Pond St From North				Main St From East				Elm St From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
01:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
01:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	1	1	0	5	0	5	0	0	0	0	0	1	0	1	7
Total Volume	0	0	1	1	0	11	1	12	0	0	0	0	0	4	0	4	17
% App. Total	0	0	100		0	91.7	8.3		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.550	.250	.600	.000	.000	.000	.000	.000	.333	.000	.333	.607

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

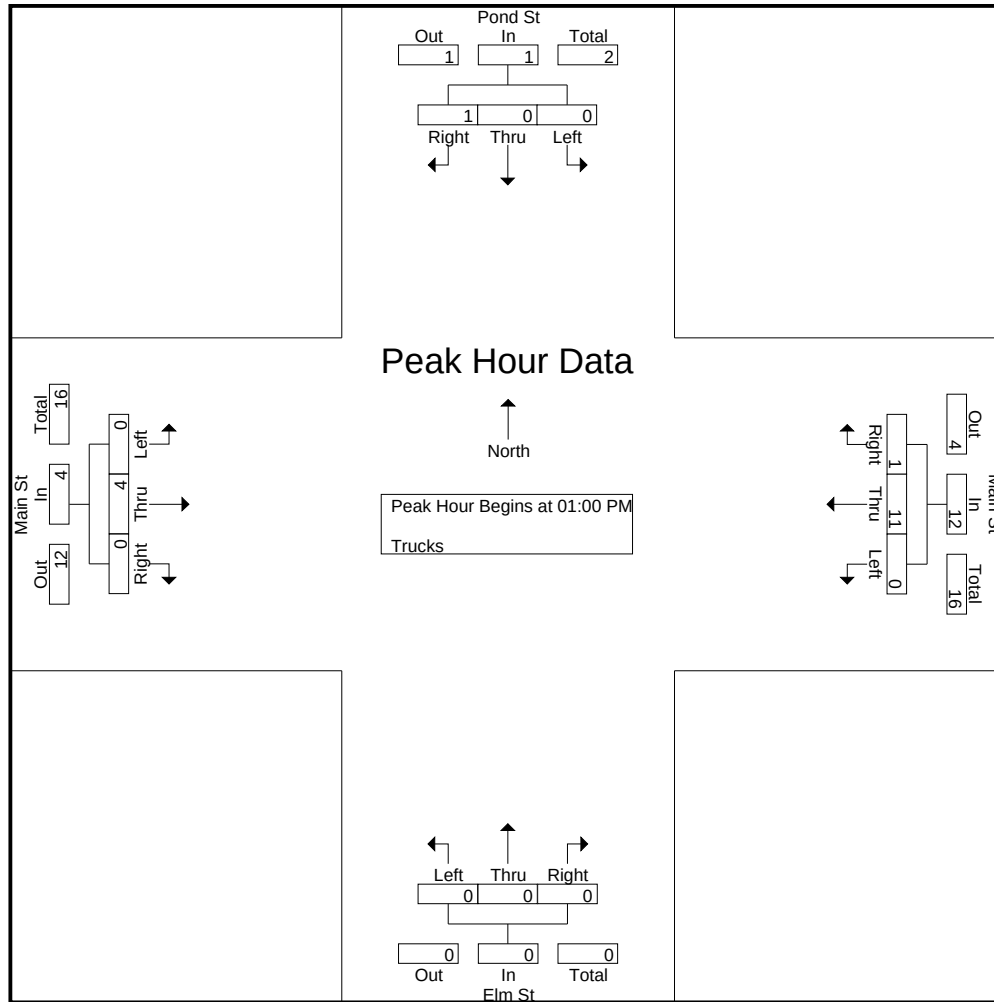
Weather : Rain

File Name : 101990S2

Site Code : 10199002

Start Date : 3/29/2025

Page No : 8



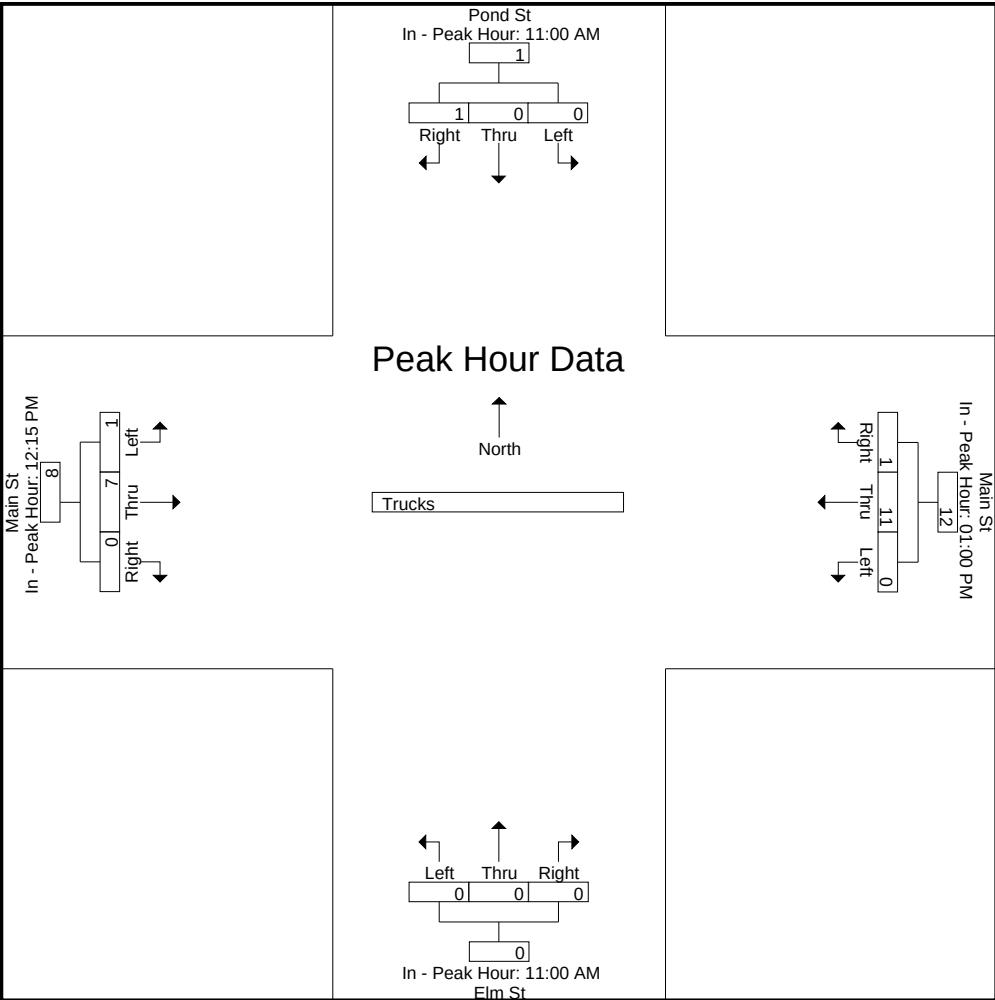
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM				01:00 PM				11:00 AM				12:15 PM			
+0 mins.	0	0	1	1	0	2	0	2	0	0	0	0	1	2	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
Total Volume	0	0	1	1	0	11	1	12	0	0	0	0	1	7	0	8
% App. Total	0	0	100		0	91.7	8.3		0	0	0		12.5	87.5	0	
PHF	.000	.000	.250	.250	.000	.550	.250	.600	.000	.000	.000	.000	.250	.583	.000	.667

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Rain

File Name : 101990S2
Site Code : 10199002
Start Date : 3/29/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

Weather : Rain

File Name : 101990S2

Site Code : 10199002

Start Date : 3/29/2025

Page No : 10

Groups Printed- Bikes Peds

	Pond St From North				Main St From East				Elm St From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
11:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5	0	5
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	3	0	0	0	1	0	0	0	0	0	2	0	0	4	2	6
01:00 PM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0	4
01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	5	0	5
Grand Total	0	0	0	8	0	0	0	4	0	0	0	2	0	2	0	0	14	2	16
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0				
Total %	0	0	0		0	0	0		0	0	0		0	100	0		87.5	12.5	

	Pond St From North				Main St From East				Elm St From South				Main St From West						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 11:30 AM																			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0			2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2			2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0				
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250			.250

Accurate Counts

978-664-2565

N/S Street : Pond Street / Elm Street

E/W Street : Main Street

City/State : Medway, MA

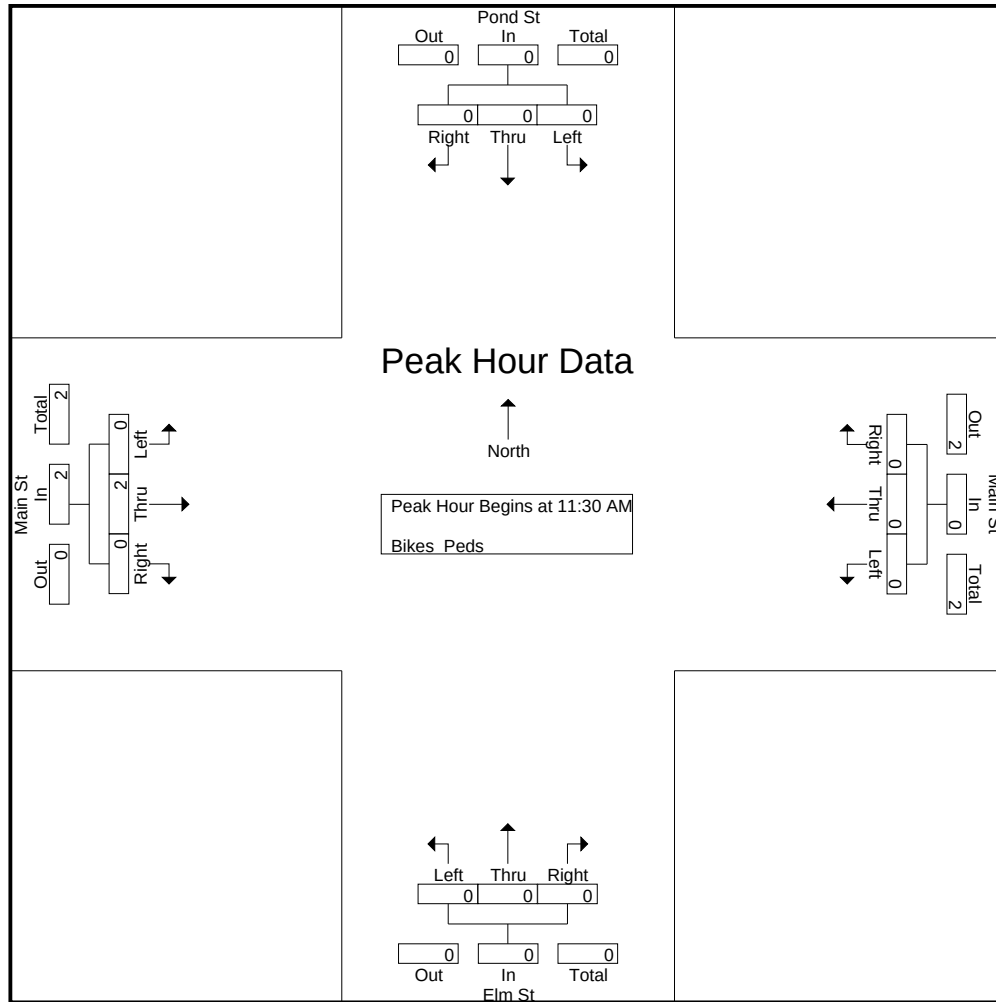
Weather : Rain

File Name : 101990S2

Site Code : 10199002

Start Date : 3/29/2025

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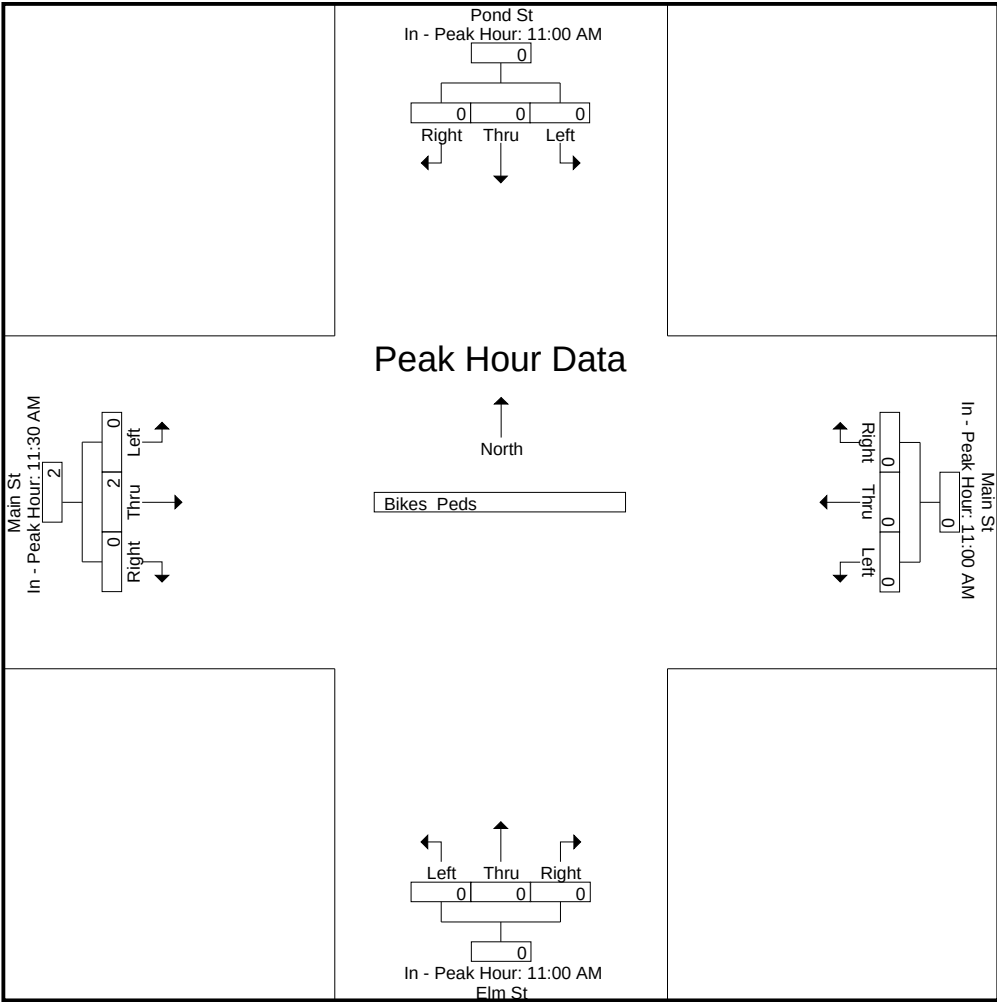
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:00 AM				11:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

N/S Street : Pond Street / Elm Street
E/W Street : Main Street
City/State : Medway, MA
Weather : Rain

File Name : 101990S2
Site Code : 10199002
Start Date : 3/29/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

Page No : 1

Groups Printed- Cars - Trucks

	Medway Place From North			Main St From East			Mobil From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	0	1	0	126	2	0	0	0	1	178	1	311
07:15 AM	1	0	0	0	134	5	0	0	0	2	204	0	346
07:30 AM	5	0	4	1	132	2	0	0	1	1	165	0	311
07:45 AM	7	0	3	1	125	3	0	0	0	4	198	1	342
Total	15	0	8	2	517	12	0	0	1	8	745	2	1310
08:00 AM	6	0	1	1	133	6	2	0	0	3	210	2	364
08:15 AM	9	0	3	0	137	5	0	0	0	2	196	0	352
08:30 AM	7	0	4	0	139	7	1	0	1	6	160	5	330
08:45 AM	6	0	5	3	136	6	1	0	1	6	174	1	339
Total	28	0	13	4	545	24	4	0	2	17	740	8	1385
Grand Total	43	0	21	6	1062	36	4	0	3	25	1485	10	2695
Apprch %	67.2	0	32.8	0.5	96.2	3.3	57.1	0	42.9	1.6	97.7	0.7	
Total %	1.6	0	0.8	0.2	39.4	1.3	0.1	0	0.1	0.9	55.1	0.4	
Cars	43	0	20	6	1027	36	4	0	3	24	1433	10	2606
% Cars	100	0	95.2	100	96.7	100	100	0	100	96	96.5	100	96.7
Trucks	0	0	1	0	35	0	0	0	0	1	52	0	89
% Trucks	0	0	4.8	0	3.3	0	0	0	0	4	3.5	0	3.3

	Medway Place From North				Main St From East				Mobil From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	7	0	3	10	1	125	3	129	0	0	0	0	4	198	1	203	342
08:00 AM	6	0	1	7	1	133	6	140	2	0	0	2	3	210	2	215	364
08:15 AM	9	0	3	12	0	137	5	142	0	0	0	0	2	196	0	198	352
08:30 AM	7	0	4	11	0	139	7	146	1	0	1	2	6	160	5	171	330
Total Volume	29	0	11	40	2	534	21	557	3	0	1	4	15	764	8	787	1388
% App. Total	72.5	0	27.5		0.4	95.9	3.8		75	0	25		1.9	97.1	1		
PHF	.806	.000	.688	.833	.500	.960	.750	.954	.375	.000	.250	.500	.625	.910	.400	.915	.953
Cars	29	0	10	39	2	519	21	542	3	0	1	4	14	734	8	756	1341
% Cars	100	0	90.9	97.5	100	97.2	100	97.3	100	0	100	100	93.3	96.1	100	96.1	96.6
Trucks	0	0	1	1	0	15	0	15	0	0	0	0	1	30	0	31	47
% Trucks	0	0	9.1	2.5	0	2.8	0	2.7	0	0	0	0	6.7	3.9	0	3.9	3.4

Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

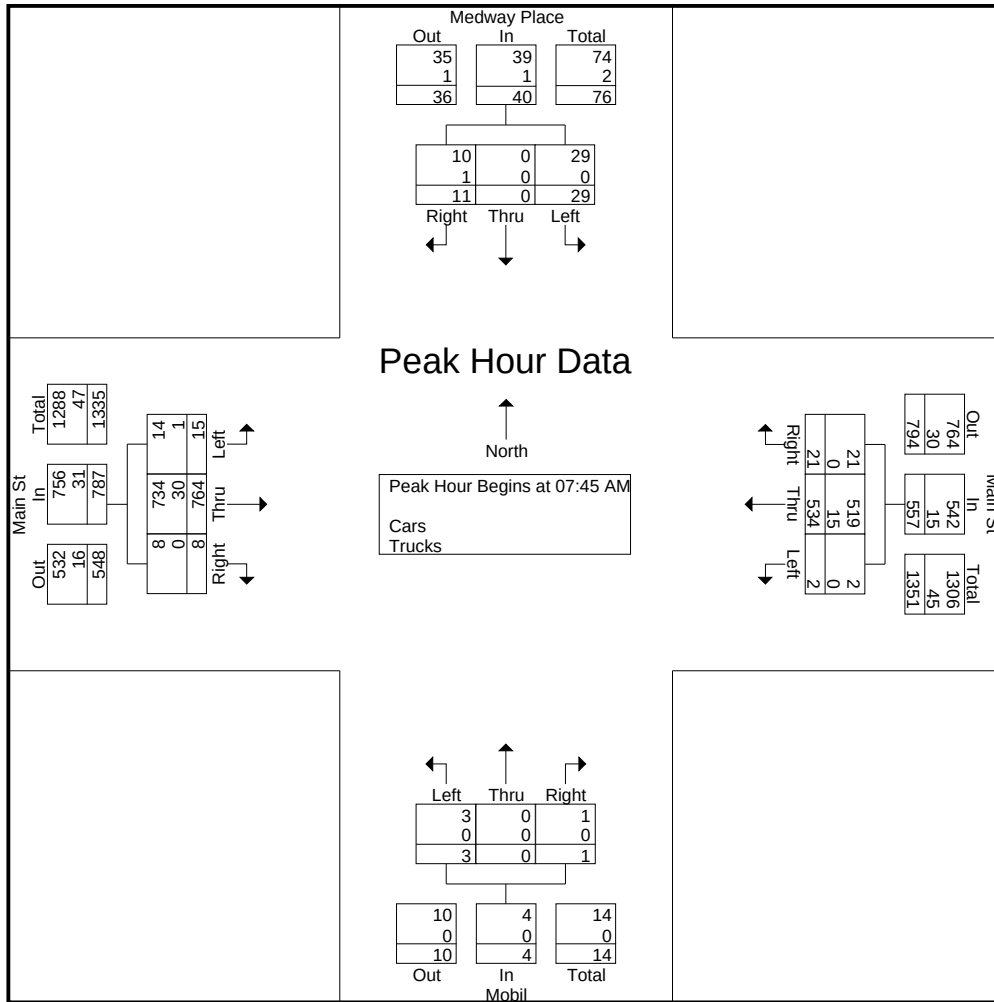
Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

Page No : 2



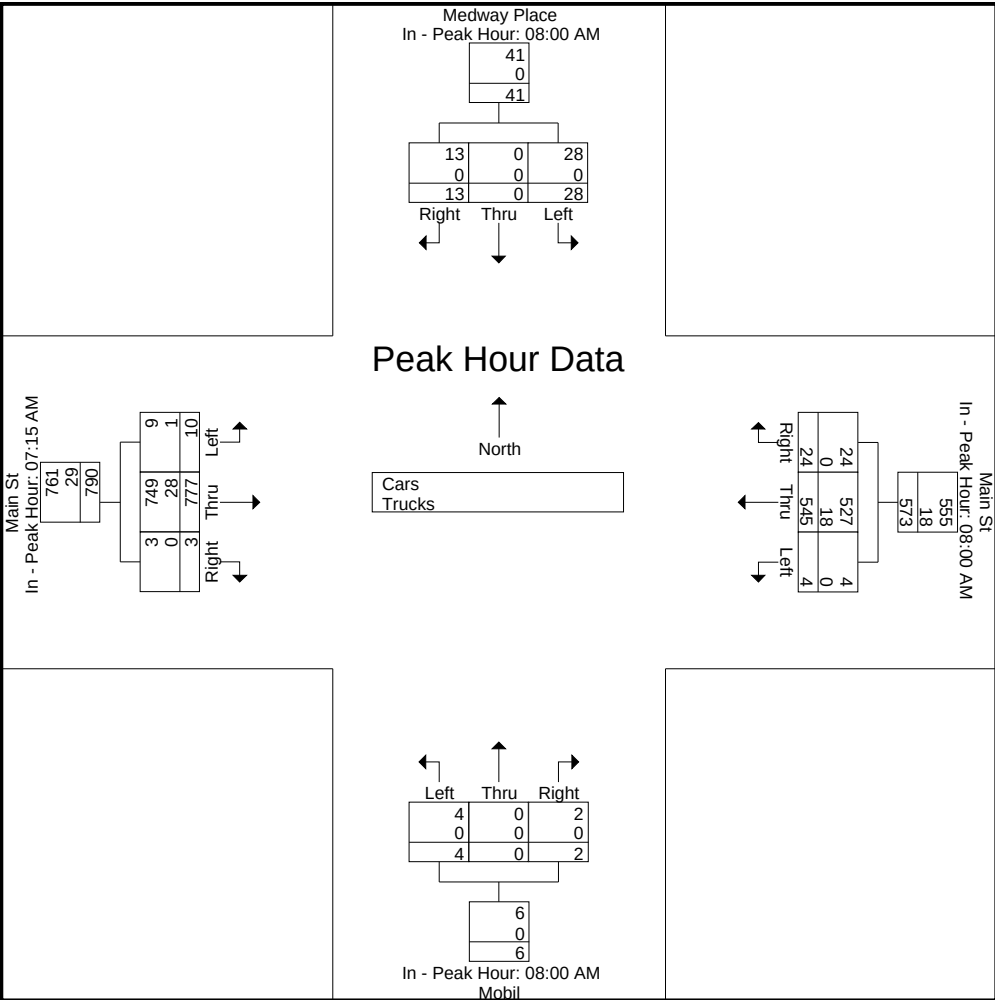
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				07:15 AM			
+0 mins.	6	0	1	7	1	133	6	140	2	0	0	2	2	204	0	206
+15 mins.	9	0	3	12	0	137	5	142	0	0	0	0	1	165	0	166
+30 mins.	7	0	4	11	0	139	7	146	1	0	1	2	4	198	1	203
+45 mins.	6	0	5	11	3	136	6	145	1	0	1	2	3	210	2	215
Total Volume	28	0	13	41	4	545	24	573	4	0	2	6	10	777	3	790
% App. Total	68.3	0	31.7		0.7	95.1	4.2		66.7	0	33.3		1.3	98.4	0.4	
PHF	.778	.000	.650	.854	.333	.980	.857	.981	.500	.000	.500	.750	.625	.925	.375	.919
Cars	28	0	13	41	4	527	24	555	4	0	2	6	9	749	3	761
% Cars	100	0	100	100	100	96.7	100	96.9	100	0	100	100	90	96.4	100	96.3
Trucks	0	0	0	0	0	18	0	18	0	0	0	0	1	28	0	29
% Trucks	0	0	0	0	0	3.3	0	3.1	0	0	0	0	10	3.6	0	3.7

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199003
Site Code : 10199003
Start Date : 3/27/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

Page No : 4

Groups Printed- Cars

	Medway Place From North			Main St From East			Mobil From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	0	1	0	121	2	0	0	0	1	170	1	298
07:15 AM	1	0	0	0	131	5	0	0	0	2	200	0	339
07:30 AM	5	0	4	1	125	2	0	0	1	1	159	0	298
07:45 AM	7	0	2	1	123	3	0	0	0	3	185	1	325
Total	15	0	7	2	500	12	0	0	1	7	714	2	1260
08:00 AM	6	0	1	1	129	6	2	0	0	3	205	2	355
08:15 AM	9	0	3	0	132	5	0	0	0	2	188	0	339
08:30 AM	7	0	4	0	135	7	1	0	1	6	156	5	322
08:45 AM	6	0	5	3	131	6	1	0	1	6	170	1	330
Total	28	0	13	4	527	24	4	0	2	17	719	8	1346
Grand Total	43	0	20	6	1027	36	4	0	3	24	1433	10	2606
Apprch %	68.3	0	31.7	0.6	96.1	3.4	57.1	0	42.9	1.6	97.7	0.7	
Total %	1.7	0	0.8	0.2	39.4	1.4	0.2	0	0.1	0.9	55	0.4	

	Medway Place From North				Main St From East				Mobil From South				Main St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	6	0	1	7	1	129	6	136	2	0	0	2	3	205	2	210	355
08:15 AM	9	0	3	12	0	132	5	137	0	0	0	0	2	188	0	190	339
08:30 AM	7	0	4	11	0	135	7	142	1	0	1	2	6	156	5	167	322
08:45 AM	6	0	5	11	3	131	6	140	1	0	1	2	6	170	1	177	330
Total Volume	28	0	13	41	4	527	24	555	4	0	2	6	17	719	8	744	1346
% App. Total	68.3	0	31.7		0.7	95	4.3		66.7	0	33.3		2.3	96.6	1.1		
PHF	.778	.000	.650	.854	.333	.976	.857	.977	.500	.000	.500	.750	.708	.877	.400	.886	.948

Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

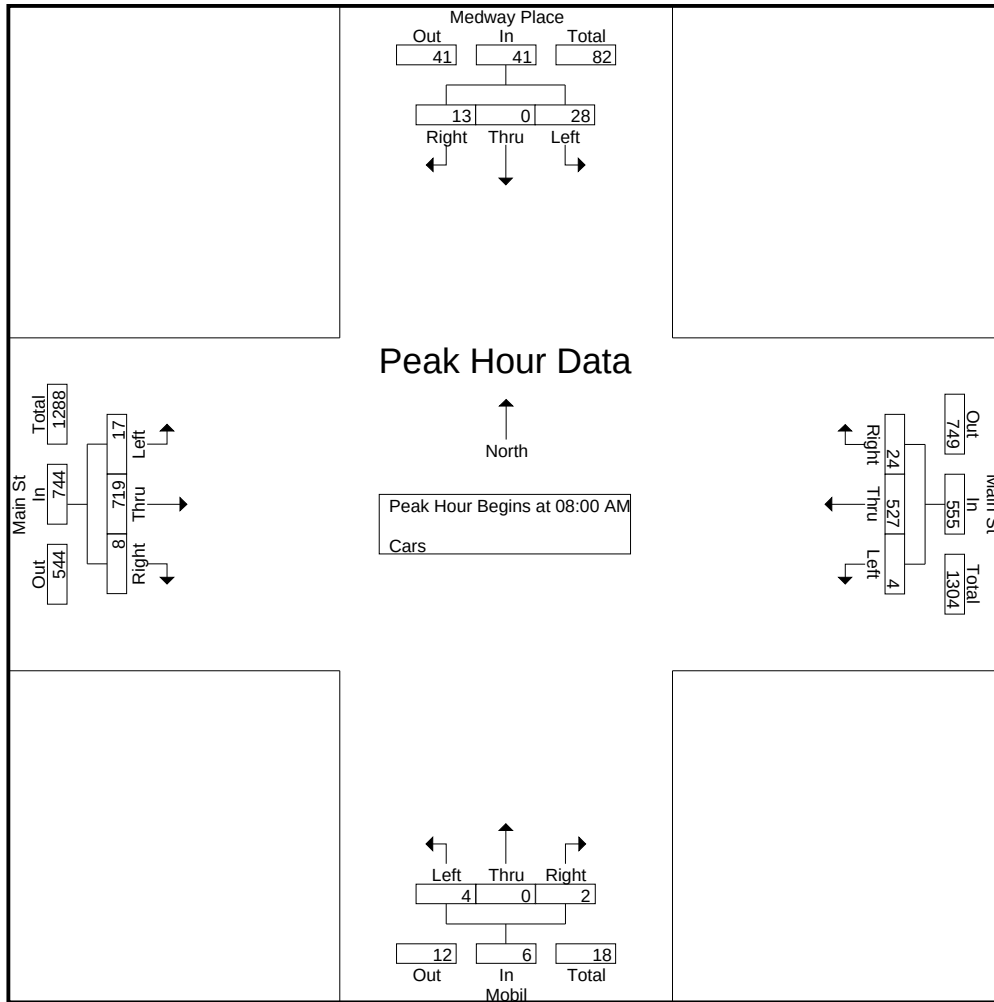
Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

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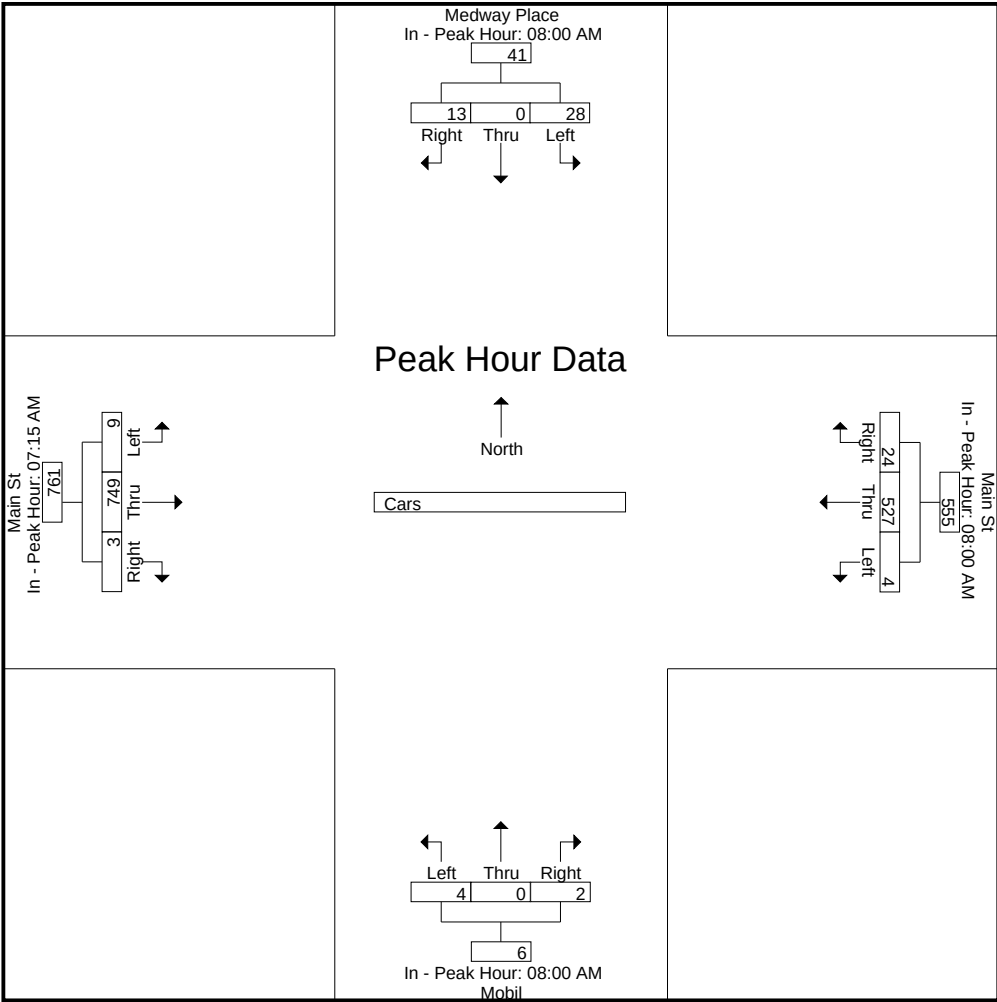
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				07:15 AM			
+0 mins.	6	0	1	7	1	129	6	136	2	0	0	2	2	200	0	202
+15 mins.	9	0	3	12	0	132	5	137	0	0	0	0	1	159	0	160
+30 mins.	7	0	4	11	0	135	7	142	1	0	1	2	3	185	1	189
+45 mins.	6	0	5	11	3	131	6	140	1	0	1	2	3	205	2	210
Total Volume	28	0	13	41	4	527	24	555	4	0	2	6	9	749	3	761
% App. Total	68.3	0	31.7		0.7	95	4.3		66.7	0	33.3		1.2	98.4	0.4	
PHF	.778	.000	.650	.854	.333	.976	.857	.977	.500	.000	.500	.750	.750	.913	.375	.906

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199003
Site Code : 10199003
Start Date : 3/27/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

Page No : 7

Groups Printed- Trucks

	Medway Place From North			Main St From East			Mobil From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	5	0	0	0	0	0	8	0	13
07:15 AM	0	0	0	0	3	0	0	0	0	0	4	0	7
07:30 AM	0	0	0	0	7	0	0	0	0	0	6	0	13
07:45 AM	0	0	1	0	2	0	0	0	0	1	13	0	17
Total	0	0	1	0	17	0	0	0	0	1	31	0	50
08:00 AM	0	0	0	0	4	0	0	0	0	0	5	0	9
08:15 AM	0	0	0	0	5	0	0	0	0	0	8	0	13
08:30 AM	0	0	0	0	4	0	0	0	0	0	4	0	8
08:45 AM	0	0	0	0	5	0	0	0	0	0	4	0	9
Total	0	0	0	0	18	0	0	0	0	0	21	0	39
Grand Total	0	0	1	0	35	0	0	0	0	1	52	0	89
Apprch %	0	0	100	0	100	0	0	0	0	1.9	98.1	0	
Total %	0	0	1.1	0	39.3	0	0	0	0	1.1	58.4	0	

	Medway Place From North				Main St From East				Mobil From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	7	0	7	0	0	0	0	0	6	0	6	13
07:45 AM	0	0	1	1	0	2	0	2	0	0	0	0	1	13	0	14	17
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
Total Volume	0	0	1	1	0	18	0	18	0	0	0	0	1	32	0	33	52
% App. Total	0	0	100		0	100	0		0	0	0		3	97	0		
PHF	.000	.000	.250	.250	.000	.643	.000	.643	.000	.000	.000	.000	.250	.615	.000	.589	.765

Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

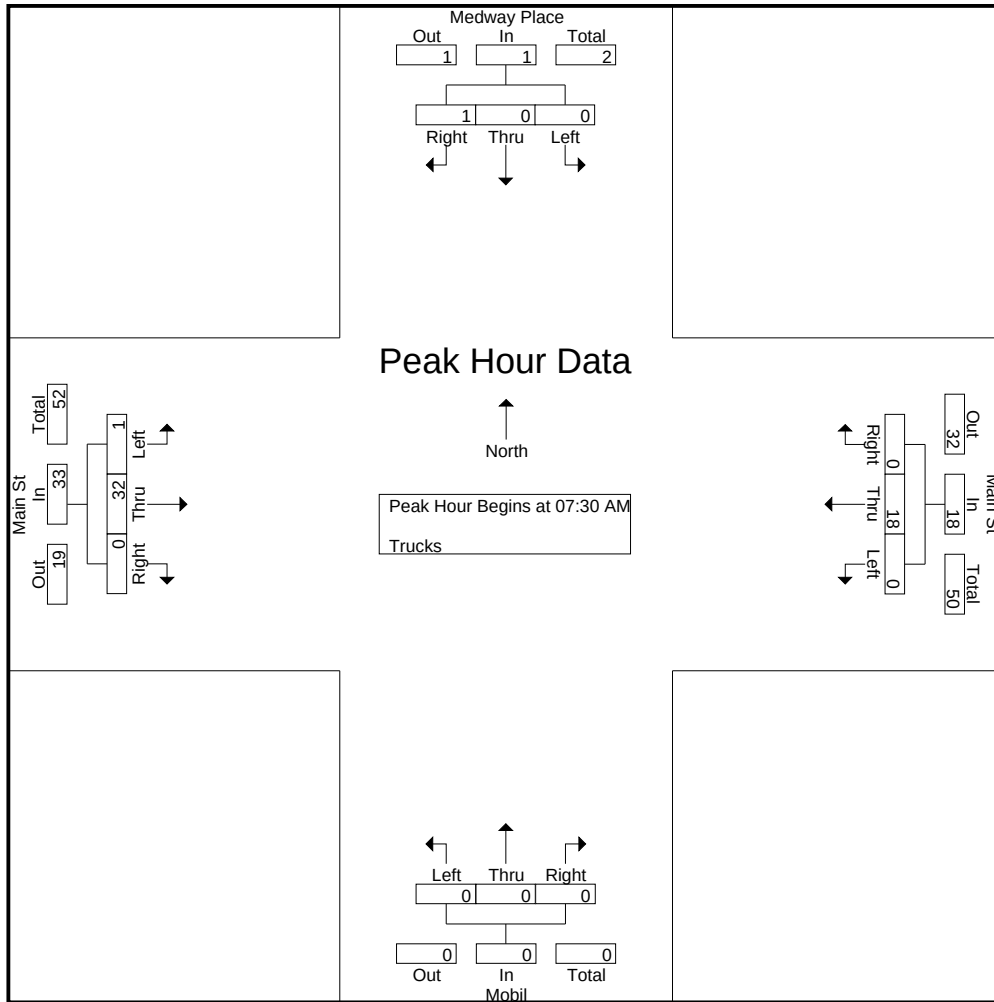
Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

Page No : 8



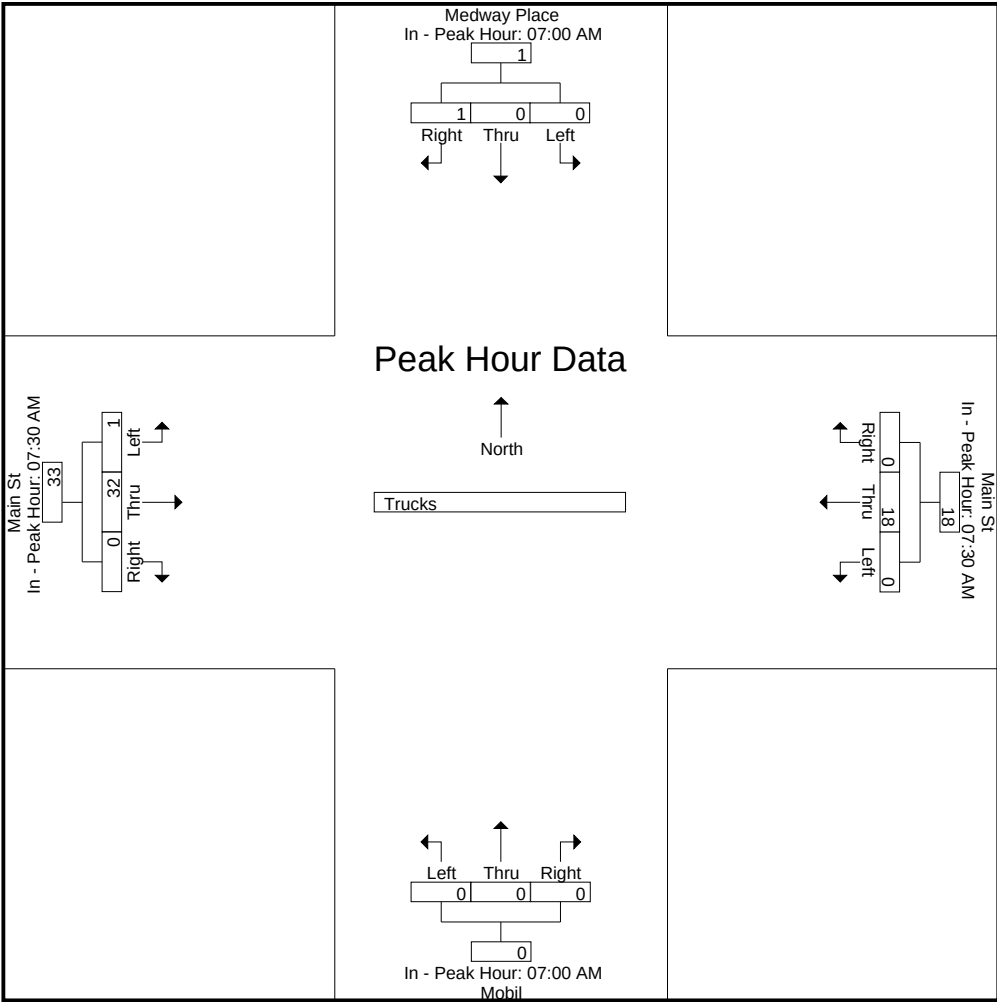
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	13	0	14
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5
+45 mins.	0	0	1	1	0	5	0	5	0	0	0	0	0	8	0	8
Total Volume	0	0	1	1	0	18	0	18	0	0	0	0	1	32	0	33
% App. Total	0	0	100		0	100	0		0	0	0		3	97	0	
PHF	.000	.000	.250	.250	.000	.643	.000	.643	.000	.000	.000	.000	.250	.615	.000	.589

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199003
Site Code : 10199003
Start Date : 3/27/2025
Page No : 9



978-664-2565

Page No : 10

[illegible]

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

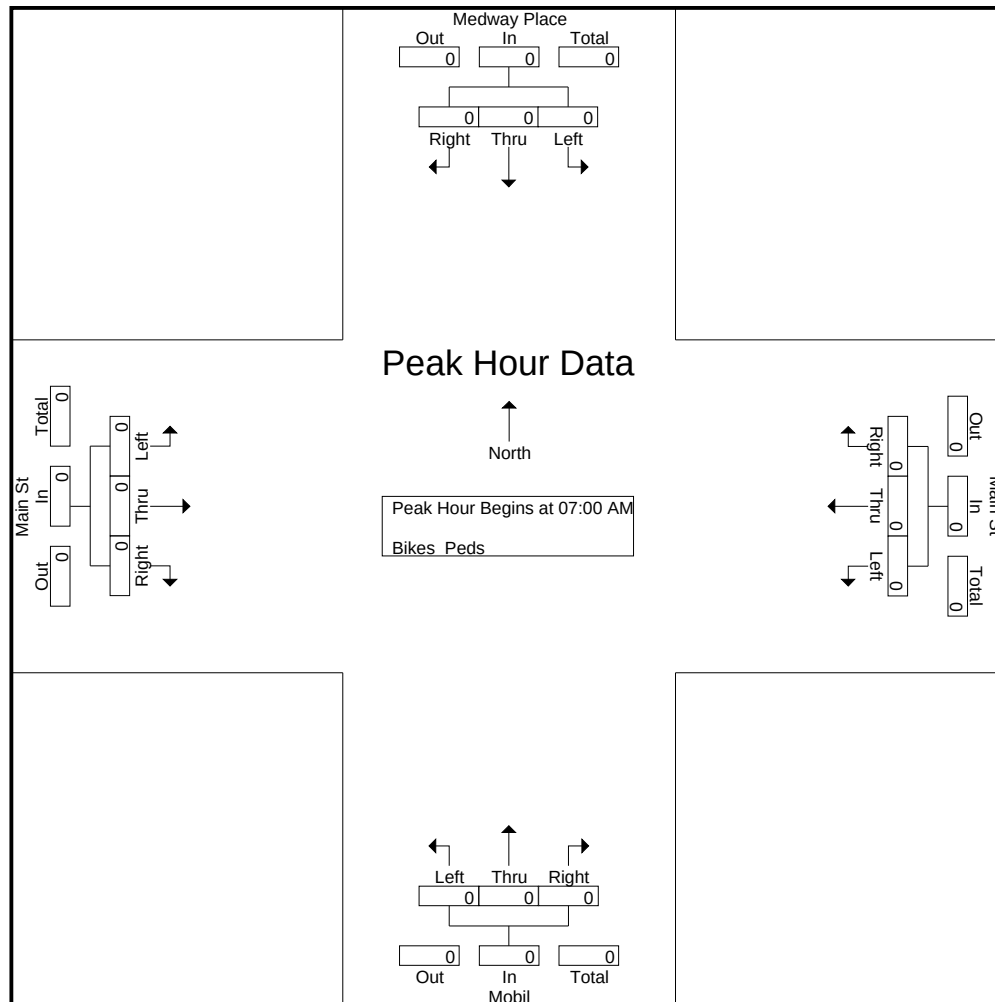
Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

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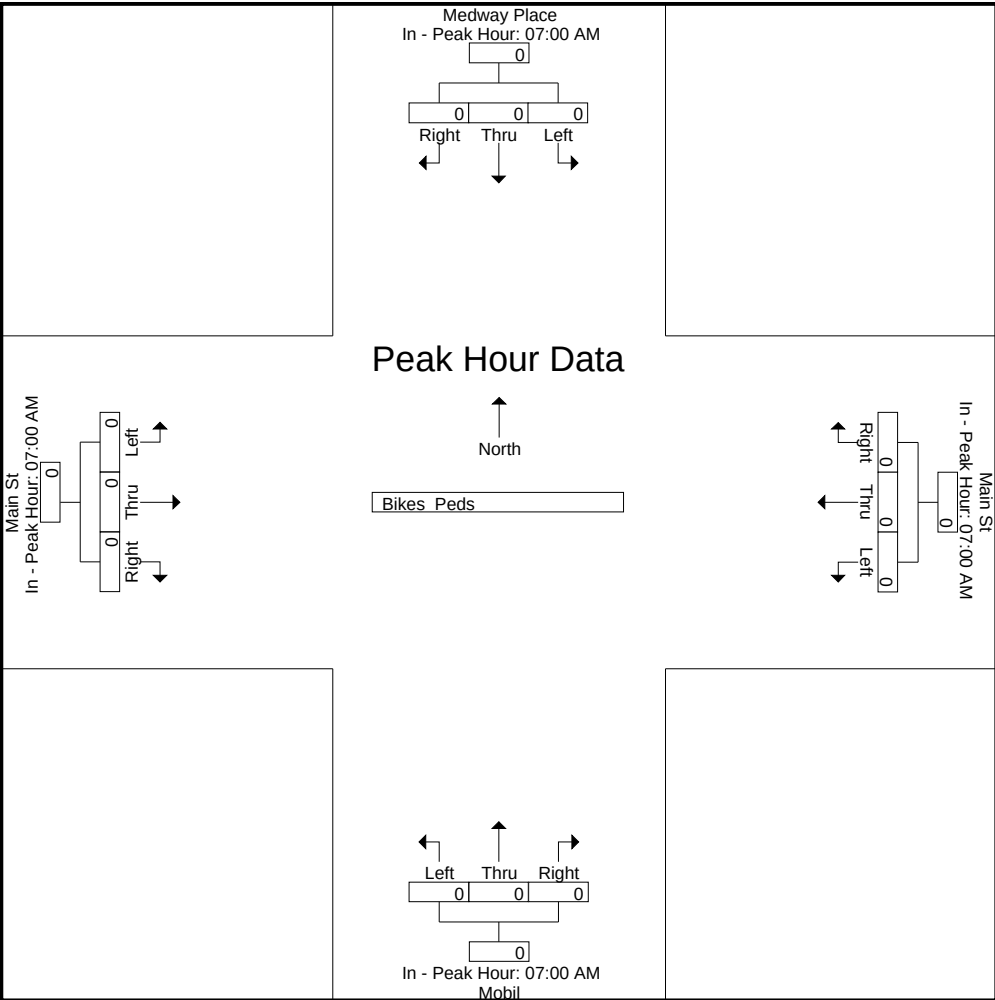
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at:																
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	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
% App. Total	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

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199003
Site Code : 10199003
Start Date : 3/27/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

Page No : 1

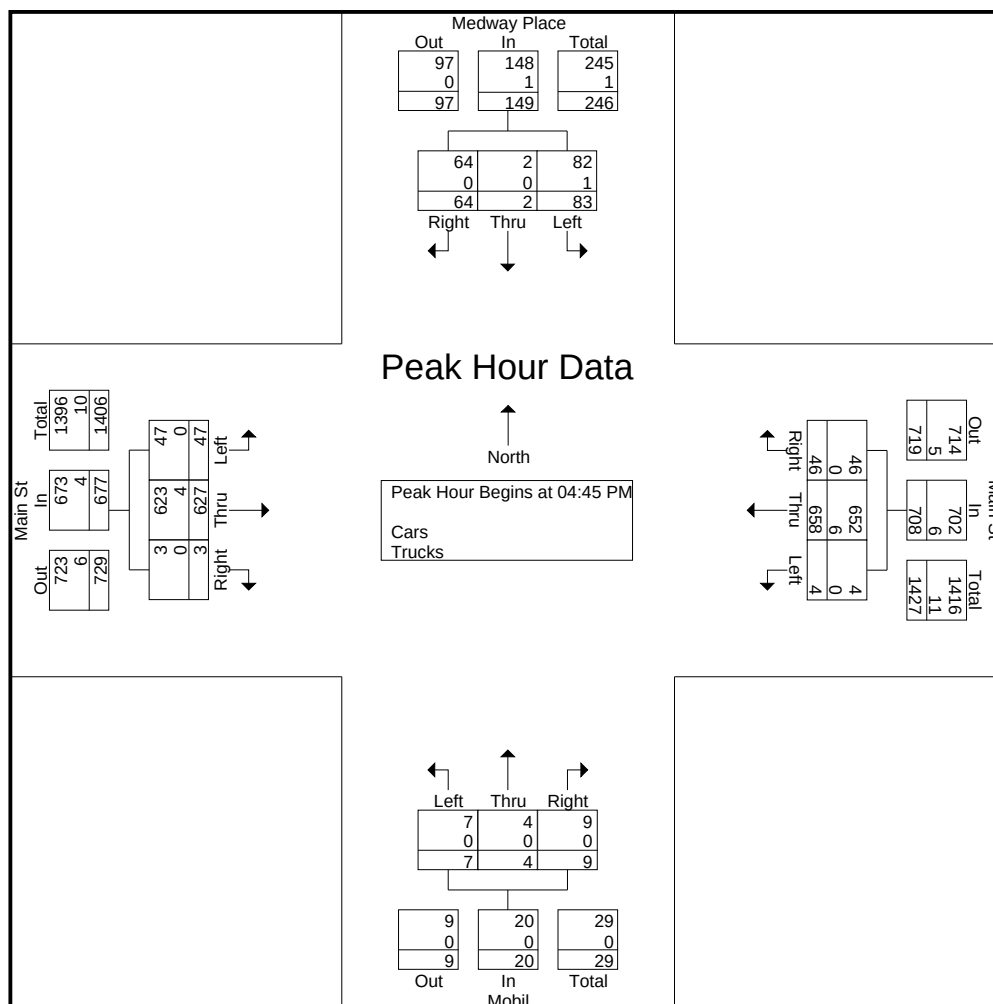
Groups Printed- Cars - Trucks

	Medway Place From North			Main St From East			Mobil From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	19	0	19	3	177	10	8	0	4	10	162	1	413
04:15 PM	10	0	16	0	174	11	4	0	1	7	149	1	373
04:30 PM	17	2	14	1	174	11	1	0	0	8	112	1	341
04:45 PM	21	1	20	1	181	13	1	2	2	11	133	2	388
Total	67	3	69	5	706	45	14	2	7	36	556	5	1515
05:00 PM	19	1	15	0	178	5	3	1	2	9	144	0	377
05:15 PM	21	0	15	2	148	14	1	1	1	15	188	0	406
05:30 PM	22	0	14	1	151	14	2	0	4	12	162	1	383
05:45 PM	16	0	10	2	180	13	0	0	1	8	155	0	385
Total	78	1	54	5	657	46	6	2	8	44	649	1	1551
Grand Total	145	4	123	10	1363	91	20	4	15	80	1205	6	3066
Apprch %	53.3	1.5	45.2	0.7	93.1	6.2	51.3	10.3	38.5	6.2	93.3	0.5	
Total %	4.7	0.1	4	0.3	44.5	3	0.7	0.1	0.5	2.6	39.3	0.2	
Cars	144	4	122	10	1350	90	20	4	15	80	1193	6	3038
% Cars	99.3	100	99.2	100	99	98.9	100	100	100	100	99	100	99.1
Trucks	1	0	1	0	13	1	0	0	0	0	12	0	28
% Trucks	0.7	0	0.8	0	1	1.1	0	0	0	0	1	0	0.9

	Medway Place From North				Main St From East				Mobil From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	20	42	1	181	13	195	1	2	2	5	11	133	2	146	388
05:00 PM	19	1	15	35	0	178	5	183	3	1	2	6	9	144	0	153	377
05:15 PM	21	0	15	36	2	148	14	164	1	1	1	3	15	188	0	203	406
05:30 PM	22	0	14	36	1	151	14	166	2	0	4	6	12	162	1	175	383
Total Volume	83	2	64	149	4	658	46	708	7	4	9	20	47	627	3	677	1554
% App. Total	55.7	1.3	43		0.6	92.9	6.5		35	20	45		6.9	92.6	0.4		
PHF	.943	.500	.800	.887	.500	.909	.821	.908	.583	.500	.563	.833	.783	.834	.375	.834	.957
Cars	82	2	64	148	4	652	46	702	7	4	9	20	47	623	3	673	1543
% Cars	98.8	100	100	99.3	100	99.1	100	99.2	100	100	100	100	100	99.4	100	99.4	99.3
Trucks	1	0	0	1	0	6	0	6	0	0	0	0	0	4	0	4	11
% Trucks	1.2	0	0	0.7	0	0.9	0	0.8	0	0	0	0	0	0.6	0	0.6	0.7

978-664-2565

File Name : 10199003
Site Code : 10199003
Start Date : 3/27/2025
Page No : 2

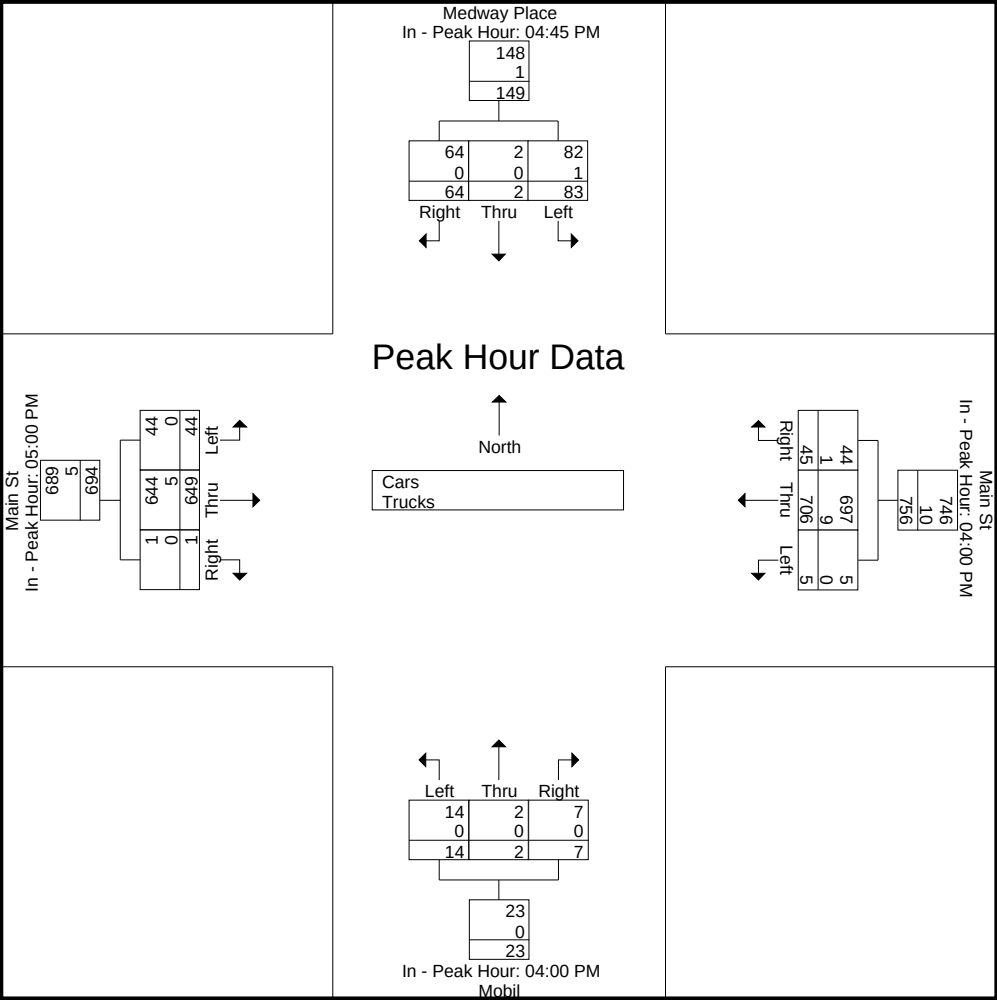


Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at:																
	04:45 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	21	1	20	42	3	177	10	190	8	0	4	12	9	144	0	153
+15 mins.	19	1	15	35	0	174	11	185	4	0	1	5	15	188	0	203
+30 mins.	21	0	15	36	1	174	11	186	1	0	0	1	12	162	1	175
+45 mins.	22	0	14	36	1	181	13	195	1	2	2	5	8	155	0	163
Total Volume	83	2	64	149	5	706	45	756	14	2	7	23	44	649	1	694
% App. Total	55.7	1.3	43		0.7	93.4	6		60.9	8.7	30.4		6.3	93.5	0.1	
PHF	.943	.500	.800	.887	.417	.975	.865	.969	.438	.250	.438	.479	.733	.863	.250	.855
Cars	82	2	64	148	5	697	44	746	14	2	7	23	44	644	1	689
% Cars	98.8	100	100	99.3	100	98.7	97.8	98.7	100	100	100	100	100	99.2	100	99.3
Trucks	1	0	0	1	0	9	1	10	0	0	0	0	0	5	0	5
% Trucks	1.2	0	0	0.7	0	1.3	2.2	1.3	0	0	0	0	0	0.8	0	0.7

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199003
Site Code : 10199003
Start Date : 3/27/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

Page No : 4

Groups Printed- Cars

	Medway Place From North			Main St From East			Mobil From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	19	0	19	3	175	9	8	0	4	10	159	1	407
04:15 PM	10	0	15	0	170	11	4	0	1	7	146	1	365
04:30 PM	17	2	14	1	173	11	1	0	0	8	111	1	339
04:45 PM	21	1	20	1	179	13	1	2	2	11	133	2	386
Total	67	3	68	5	697	44	14	2	7	36	549	5	1497
05:00 PM	18	1	15	0	176	5	3	1	2	9	142	0	372
05:15 PM	21	0	15	2	148	14	1	1	1	15	188	0	406
05:30 PM	22	0	14	1	149	14	2	0	4	12	160	1	379
05:45 PM	16	0	10	2	180	13	0	0	1	8	154	0	384
Total	77	1	54	5	653	46	6	2	8	44	644	1	1541
Grand Total	144	4	122	10	1350	90	20	4	15	80	1193	6	3038
Apprch %	53.3	1.5	45.2	0.7	93.1	6.2	51.3	10.3	38.5	6.3	93.3	0.5	
Total %	4.7	0.1	4	0.3	44.4	3	0.7	0.1	0.5	2.6	39.3	0.2	

	Medway Place From North				Main St From East				Mobil From South				Main St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	20	42	1	179	13	193	1	2	2	5	11	133	2	146	386
05:00 PM	18	1	15	34	0	176	5	181	3	1	2	6	9	142	0	151	372
05:15 PM	21	0	15	36	2	148	14	164	1	1	1	3	15	188	0	203	406
05:30 PM	22	0	14	36	1	149	14	164	2	0	4	6	12	160	1	173	379
Total Volume	82	2	64	148	4	652	46	702	7	4	9	20	47	623	3	673	1543
% App. Total	55.4	1.4	43.2		0.6	92.9	6.6		35	20	45		7	92.6	0.4		
PHF	.932	.500	.800	.881	.500	.911	.821	.909	.583	.500	.563	.833	.783	.828	.375	.829	.950

Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

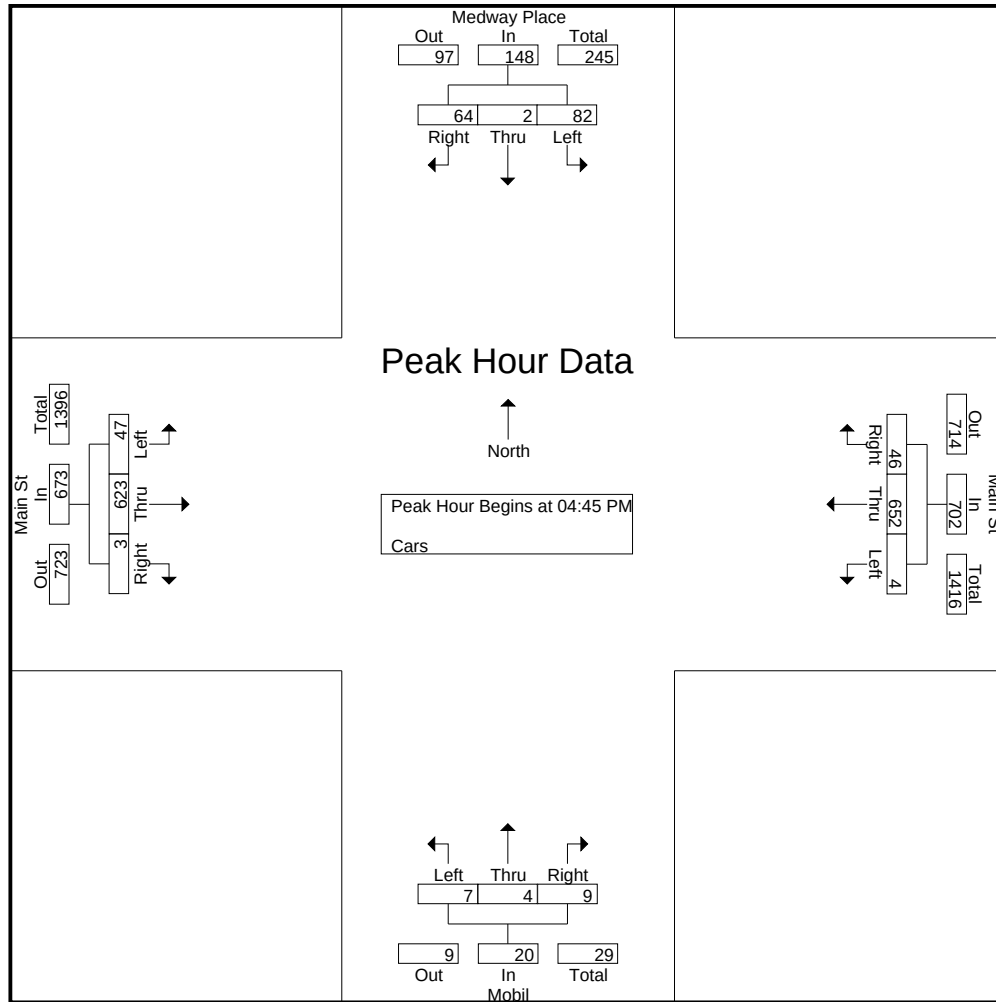
Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

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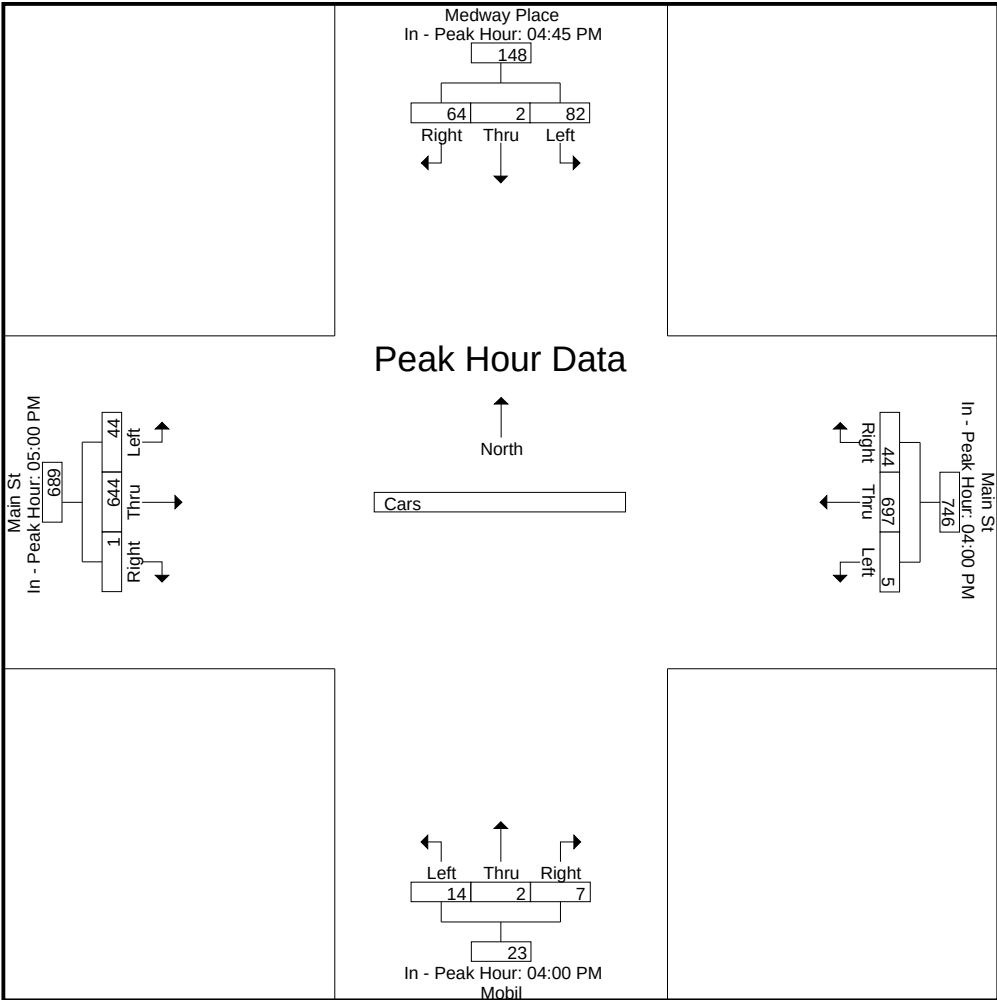
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	21	1	20	42	3	175	9	187	8	0	4	12	9	142	0	151
+15 mins.	18	1	15	34	0	170	11	181	4	0	1	5	15	188	0	203
+30 mins.	21	0	15	36	1	173	11	185	1	0	0	1	12	160	1	173
+45 mins.	22	0	14	36	1	179	13	193	1	2	2	5	8	154	0	162
Total Volume	82	2	64	148	5	697	44	746	14	2	7	23	44	644	1	689
% App. Total	55.4	1.4	43.2		0.7	93.4	5.9		60.9	8.7	30.4		6.4	93.5	0.1	
PHF	.932	.500	.800	.881	.417	.973	.846	.966	.438	.250	.438	.479	.733	.856	.250	.849

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199003
Site Code : 10199003
Start Date : 3/27/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

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Groups Printed- Trucks

	Medway Place From North			Main St From East			Mobil From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	0	2	1	0	0	0	0	3	0	6
04:15 PM	0	0	1	0	4	0	0	0	0	0	3	0	8
04:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	1	0	9	1	0	0	0	0	7	0	18
05:00 PM	1	0	0	0	2	0	0	0	0	0	2	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	1	0	0	0	4	0	0	0	0	0	5	0	10
Grand Total	1	0	1	0	13	1	0	0	0	0	12	0	28
Apprch %	50	0	50	0	92.9	7.1	0	0	0	0	100	0	
Total %	3.6	0	3.6	0	46.4	3.6	0	0	0	0	42.9	0	

	Medway Place From North				Main St From East				Mobil From South				Main St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	2	1	3	0	0	0	0	0	3	0	3	6
04:15 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	3	0	3	8
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	1	0	9	1	10	0	0	0	0	0	7	0	7	18
% App. Total	0	0	100		0	90	10		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.563	.250	.625	.000	.000	.000	.000	.000	.583	.000	.583	.563

Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

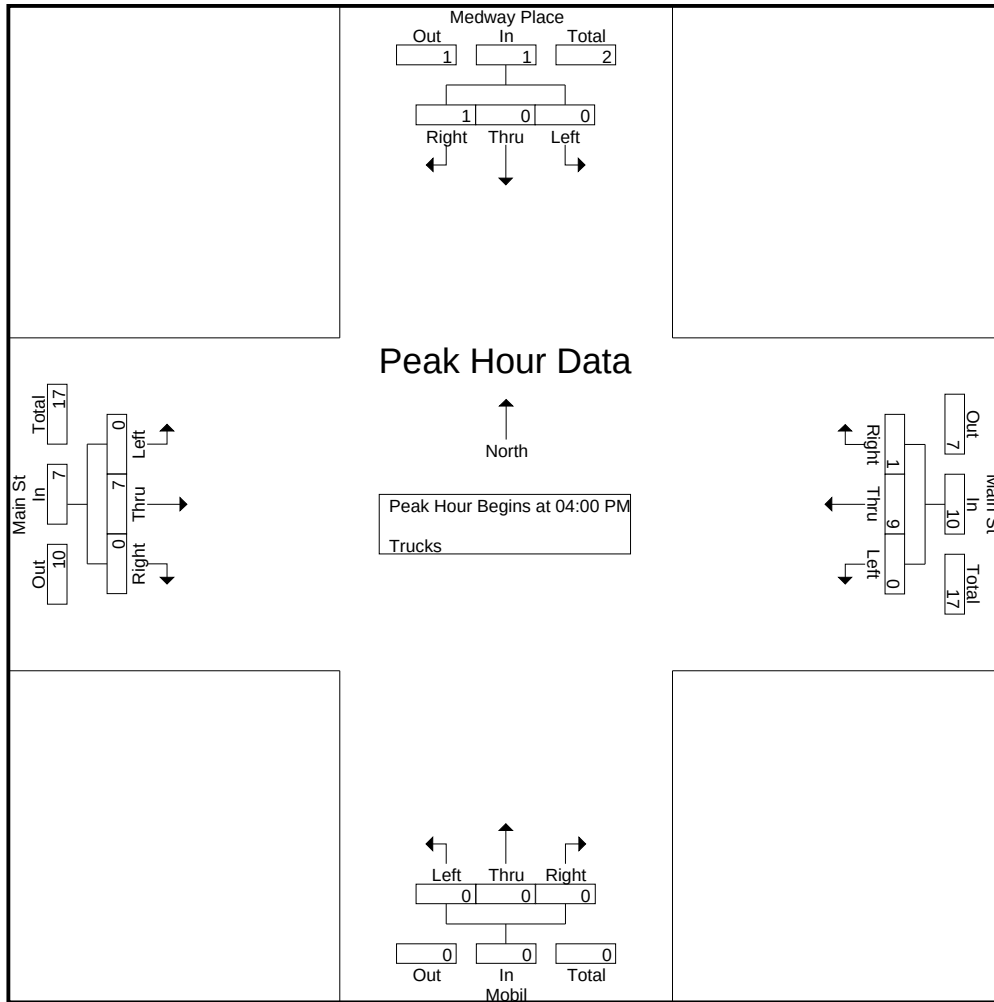
Weather : Clear

File Name : 10199003

Site Code : 10199003

Start Date : 3/27/2025

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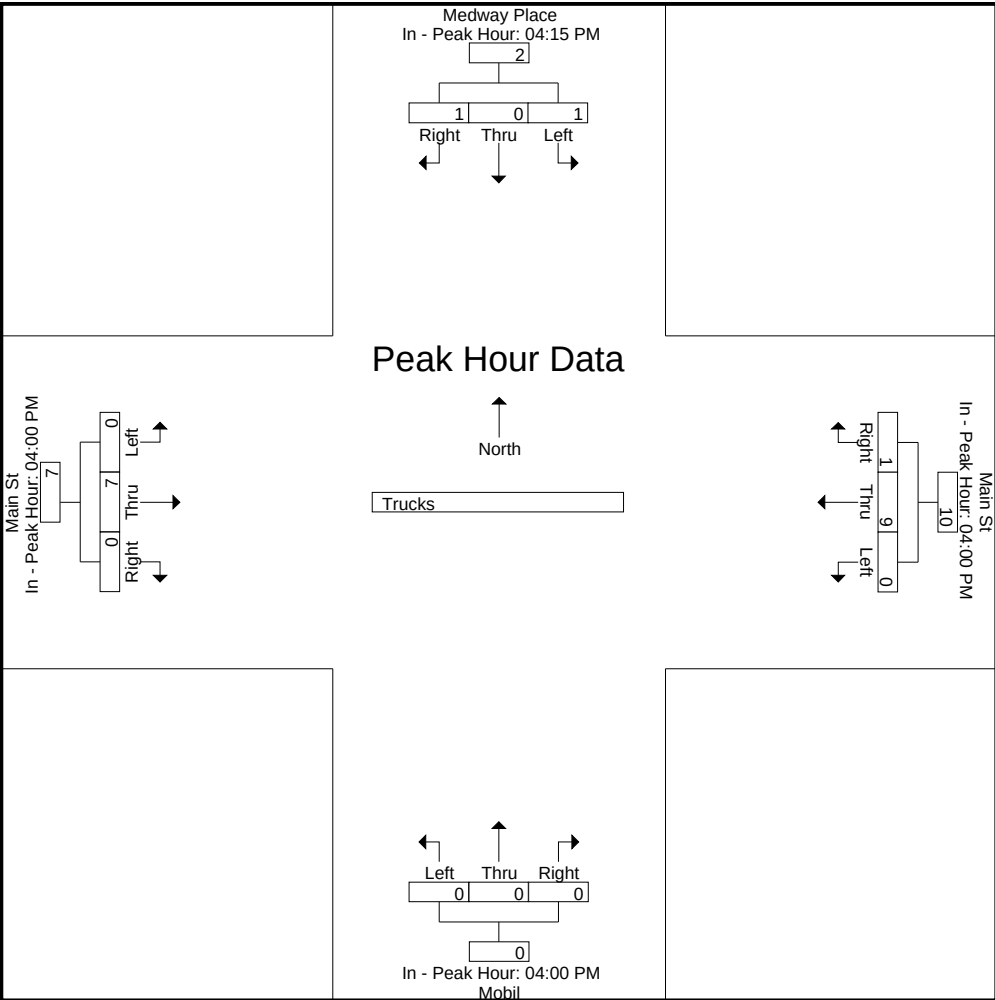
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	1	1	0	2	1	3	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	9	1	10	0	0	0	0	0	7	0	7
% App. Total	50	0	50		0	90	10		0	0	0		0	100	0	
PHF	.250	.000	.250	.500	.000	.563	.250	.625	.000	.000	.000	.000	.000	.583	.000	.583

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199003
Site Code : 10199003
Start Date : 3/27/2025
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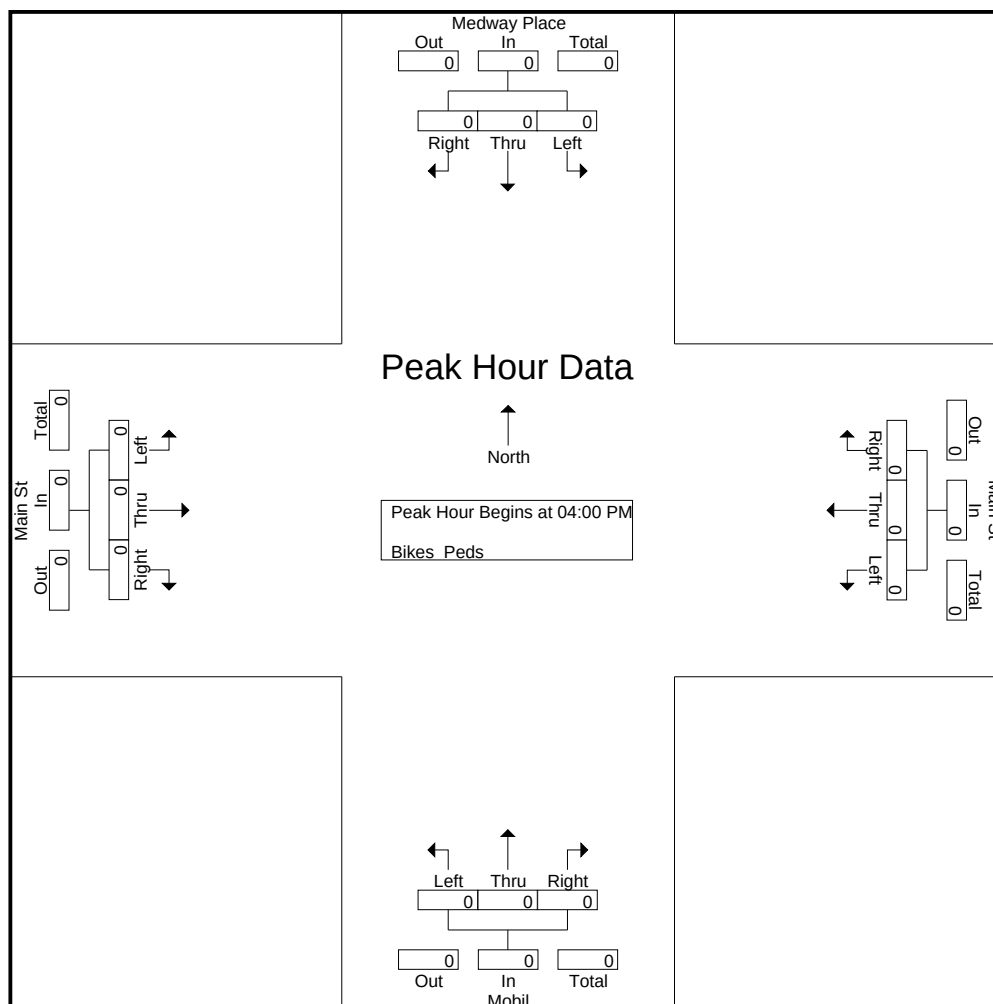
978-664-2565

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[illegible]

978-664-2565

File Name : 10199003
Site Code : 10199003
Start Date : 3/27/2025
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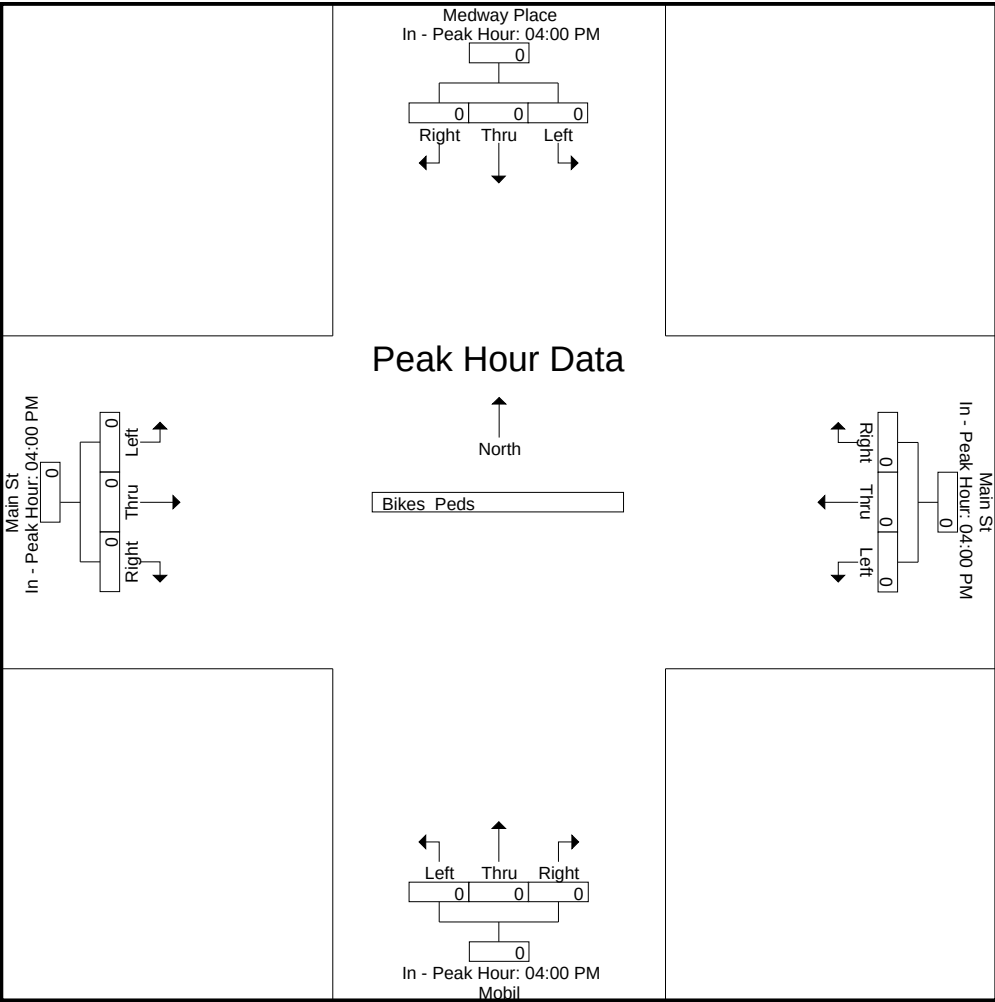


Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	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
% App. Total	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

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Clear

File Name : 10199003
Site Code : 10199003
Start Date : 3/27/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

Weather : Rain

File Name : 101990S3

Site Code : 10199003

Start Date : 3/29/2025

Page No : 1

Groups Printed- Cars - Trucks

	Medway Place From North			Main St From East			Mobil From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	18	0	7	2	169	12	0	0	4	9	136	1	358
11:15 AM	16	0	6	2	179	12	3	1	1	4	125	0	349
11:30 AM	25	1	8	4	165	12	3	2	3	14	163	0	400
11:45 AM	28	0	14	0	188	11	0	2	3	13	181	5	445
Total	87	1	35	8	701	47	6	5	11	40	605	6	1552
12:00 PM	25	0	10	1	135	20	1	0	3	5	140	1	341
12:15 PM	24	0	8	0	133	11	0	0	3	13	169	1	362
12:30 PM	37	0	9	2	172	19	4	0	1	9	145	1	399
12:45 PM	19	1	13	1	159	16	1	1	1	9	118	1	340
Total	105	1	40	4	599	66	6	1	8	36	572	4	1442
01:00 PM	19	1	11	1	151	18	1	3	2	12	154	0	373
01:15 PM	24	1	12	0	146	9	0	1	1	7	130	0	331
01:30 PM	16	0	9	3	145	10	0	0	3	9	135	1	331
01:45 PM	16	0	11	2	133	17	0	0	1	8	147	2	337
Total	75	2	43	6	575	54	1	4	7	36	566	3	1372
Grand Total	267	4	118	18	1875	167	13	10	26	112	1743	13	4366
Apprch %	68.6	1	30.3	0.9	91	8.1	26.5	20.4	53.1	6	93.3	0.7	
Total %	6.1	0.1	2.7	0.4	42.9	3.8	0.3	0.2	0.6	2.6	39.9	0.3	
Cars	267	4	117	18	1855	166	13	10	26	111	1732	13	4332
% Cars	100	100	99.2	100	98.9	99.4	100	100	100	99.1	99.4	100	99.2
Trucks	0	0	1	0	20	1	0	0	0	1	11	0	34
% Trucks	0	0	0.8	0	1.1	0.6	0	0	0	0.9	0.6	0	0.8

	Medway Place From North				Main St From East				Mobil From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	18	0	7	25	2	169	12	183	0	0	4	4	9	136	1	146	358
11:15 AM	16	0	6	22	2	179	12	193	3	1	1	5	4	125	0	129	349
11:30 AM	25	1	8	34	4	165	12	181	3	2	3	8	14	163	0	177	400
11:45 AM	28	0	14	42	0	188	11	199	0	2	3	5	13	181	5	199	445
Total Volume	87	1	35	123	8	701	47	756	6	5	11	22	40	605	6	651	1552
% App. Total	70.7	0.8	28.5		1.1	92.7	6.2		27.3	22.7	50		6.1	92.9	0.9		
PHF	.777	.250	.625	.732	.500	.932	.979	.950	.500	.625	.688	.688	.714	.836	.300	.818	.872
Cars	87	1	35	123	8	695	47	750	6	5	11	22	40	601	6	647	1542
% Cars	100	100	100	100	100	99.1	100	99.2	100	100	100	100	100	99.3	100	99.4	99.4
Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
% Trucks	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0	0.7	0	0.6	0.6

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

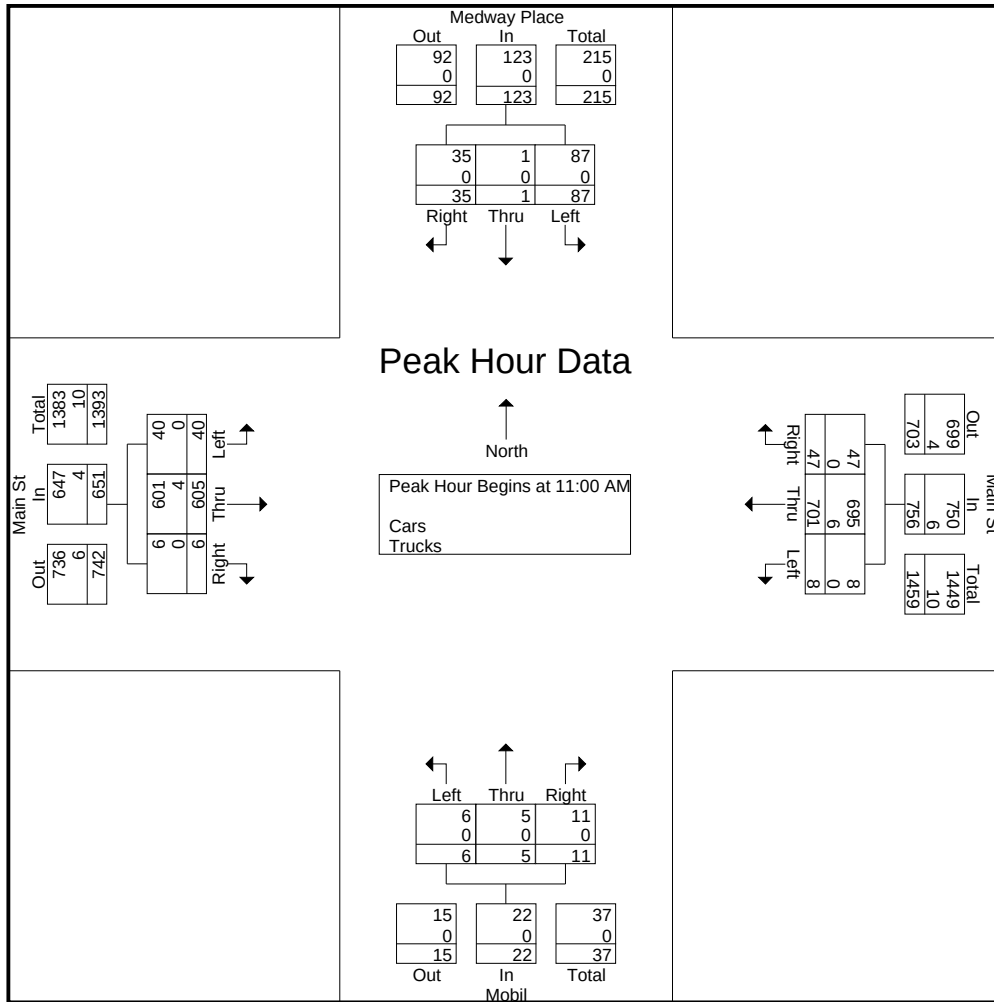
Weather : Rain

File Name : 101990S3

Site Code : 10199003

Start Date : 3/29/2025

Page No : 2



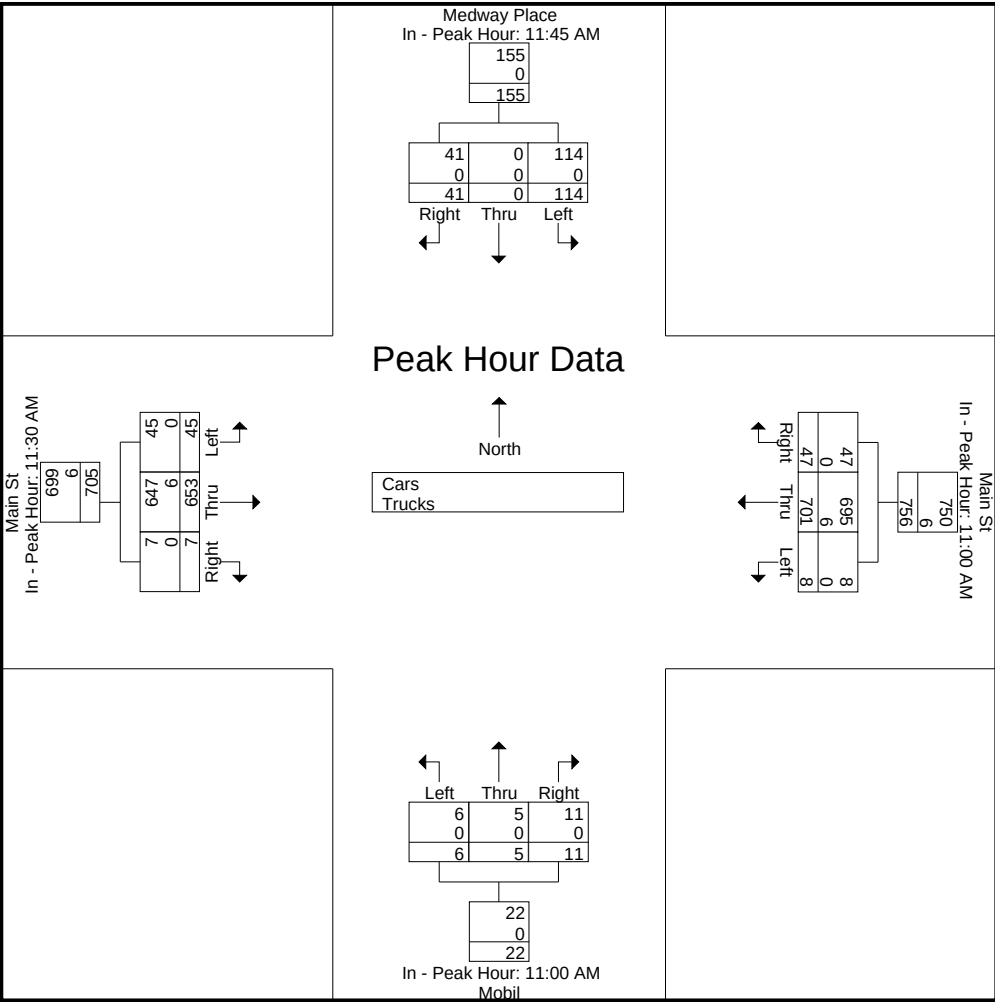
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM				11:00 AM				11:00 AM				11:30 AM			
+0 mins.	28	0	14	42	2	169	12	183	0	0	4	4	14	163	0	177
+15 mins.	25	0	10	35	2	179	12	193	3	1	1	5	13	181	5	199
+30 mins.	24	0	8	32	4	165	12	181	3	2	3	8	5	140	1	146
+45 mins.	37	0	9	46	0	188	11	199	0	2	3	5	13	169	1	183
Total Volume	114	0	41	155	8	701	47	756	6	5	11	22	45	653	7	705
% App. Total	73.5	0	26.5		1.1	92.7	6.2		27.3	22.7	50		6.4	92.6	1	
PHF	.770	.000	.732	.842	.500	.932	.979	.950	.500	.625	.688	.688	.804	.902	.350	.886
Cars	114	0	41	155	8	695	47	750	6	5	11	22	45	647	7	699
% Cars	100	0	100	100	100	99.1	100	99.2	100	100	100	100	100	99.1	100	99.1
Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6
% Trucks	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0	0.9	0	0.9

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Rain

File Name : 101990S3
Site Code : 10199003
Start Date : 3/29/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

Weather : Rain

File Name : 101990S3

Site Code : 10199003

Start Date : 3/29/2025

Page No : 4

Groups Printed- Cars

	Medway Place From North			Main St From East			Mobil From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	18	0	7	2	166	12	0	0	4	9	135	1	354
11:15 AM	16	0	6	2	177	12	3	1	1	4	125	0	347
11:30 AM	25	1	8	4	165	12	3	2	3	14	162	0	399
11:45 AM	28	0	14	0	187	11	0	2	3	13	179	5	442
Total	87	1	35	8	695	47	6	5	11	40	601	6	1542
12:00 PM	25	0	10	1	133	20	1	0	3	5	139	1	338
12:15 PM	24	0	8	0	132	10	0	0	3	13	167	1	358
12:30 PM	37	0	9	2	170	19	4	0	1	9	145	1	397
12:45 PM	19	1	13	1	158	16	1	1	1	9	116	1	337
Total	105	1	40	4	593	65	6	1	8	36	567	4	1430
01:00 PM	19	1	11	1	150	18	1	3	2	12	153	0	371
01:15 PM	24	1	12	0	143	9	0	1	1	7	130	0	328
01:30 PM	16	0	9	3	144	10	0	0	3	9	135	1	330
01:45 PM	16	0	10	2	130	17	0	0	1	7	146	2	331
Total	75	2	42	6	567	54	1	4	7	35	564	3	1360
Grand Total	267	4	117	18	1855	166	13	10	26	111	1732	13	4332
Apprch %	68.8	1	30.2	0.9	91	8.1	26.5	20.4	53.1	6	93.3	0.7	
Total %	6.2	0.1	2.7	0.4	42.8	3.8	0.3	0.2	0.6	2.6	40	0.3	

	Medway Place From North				Main St From East				Mobil From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	18	0	7	25	2	166	12	180	0	0	4	4	9	135	1	145	354
11:15 AM	16	0	6	22	2	177	12	191	3	1	1	5	4	125	0	129	347
11:30 AM	25	1	8	34	4	165	12	181	3	2	3	8	14	162	0	176	399
11:45 AM	28	0	14	42	0	187	11	198	0	2	3	5	13	179	5	197	442
Total Volume	87	1	35	123	8	695	47	750	6	5	11	22	40	601	6	647	1542
% App. Total	70.7	0.8	28.5		1.1	92.7	6.3		27.3	22.7	50		6.2	92.9	0.9		
PHF	.777	.250	.625	.732	.500	.929	.979	.947	.500	.625	.688	.688	.714	.839	.300	.821	.872

Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

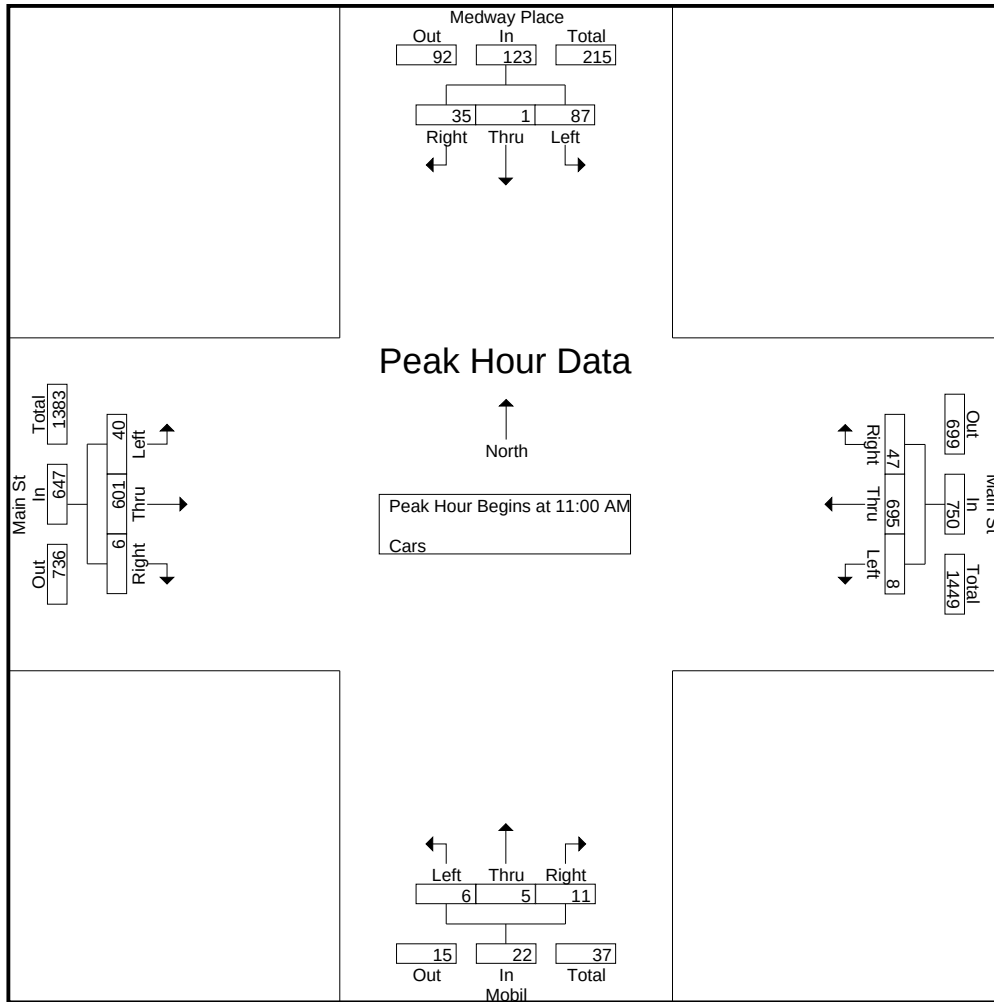
Weather : Rain

File Name : 101990S3

Site Code : 10199003

Start Date : 3/29/2025

Page No : 5



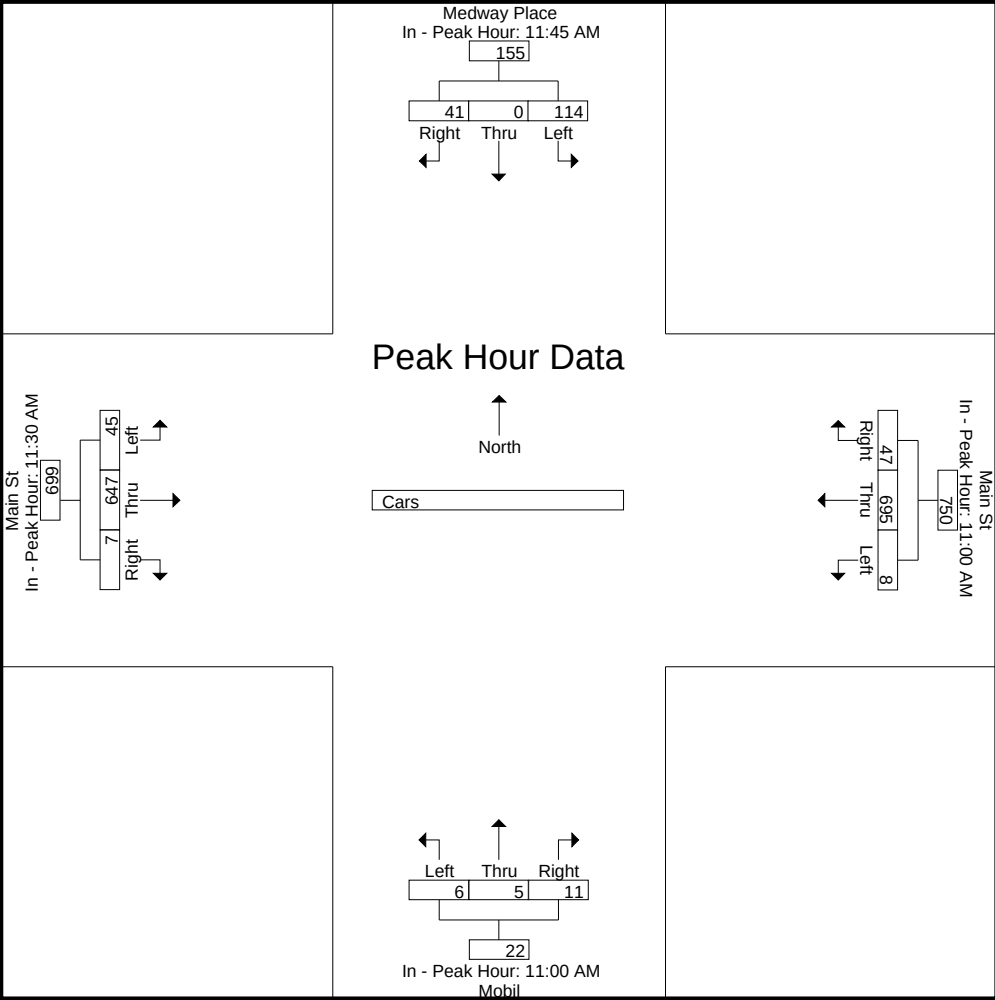
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM				11:00 AM				11:00 AM				11:30 AM			
+0 mins.	28	0	14	42	2	166	12	180	0	0	4	4	14	162	0	176
+15 mins.	25	0	10	35	2	177	12	191	3	1	1	5	13	179	5	197
+30 mins.	24	0	8	32	4	165	12	181	3	2	3	8	5	139	1	145
+45 mins.	37	0	9	46	0	187	11	198	0	2	3	5	13	167	1	181
Total Volume	114	0	41	155	8	695	47	750	6	5	11	22	45	647	7	699
% App. Total	73.5	0	26.5		1.1	92.7	6.3		27.3	22.7	50		6.4	92.6	1	
PHF	.770	.000	.732	.842	.500	.929	.979	.947	.500	.625	.688	.688	.804	.904	.350	.887

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Rain

File Name : 101990S3
Site Code : 10199003
Start Date : 3/29/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

Weather : Rain

File Name : 101990S3

Site Code : 10199003

Start Date : 3/29/2025

Page No : 7

Groups Printed- Trucks

	Medway Place From North			Main St From East			Mobil From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:00 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
11:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	6	0	0	0	0	0	4	0	10
12:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:15 PM	0	0	0	0	1	1	0	0	0	0	2	0	4
12:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	6	1	0	0	0	0	5	0	12
01:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45 PM	0	0	1	0	3	0	0	0	0	1	1	0	6
Total	0	0	1	0	8	0	0	0	0	1	2	0	12
Grand Total	0	0	1	0	20	1	0	0	0	1	11	0	34
Apprch %	0	0	100	0	95.2	4.8	0	0	0	8.3	91.7	0	
Total %	0	0	2.9	0	58.8	2.9	0	0	0	2.9	32.4	0	

	Medway Place From North				Main St From East				Mobil From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
12:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
12:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
12:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	6	1	7	0	0	0	0	0	5	0	5	12
% App. Total	0	0	0		0	85.7	14.3		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.250	.875	.000	.000	.000	.000	.000	.625	.000	.625	.750

Accurate Counts

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

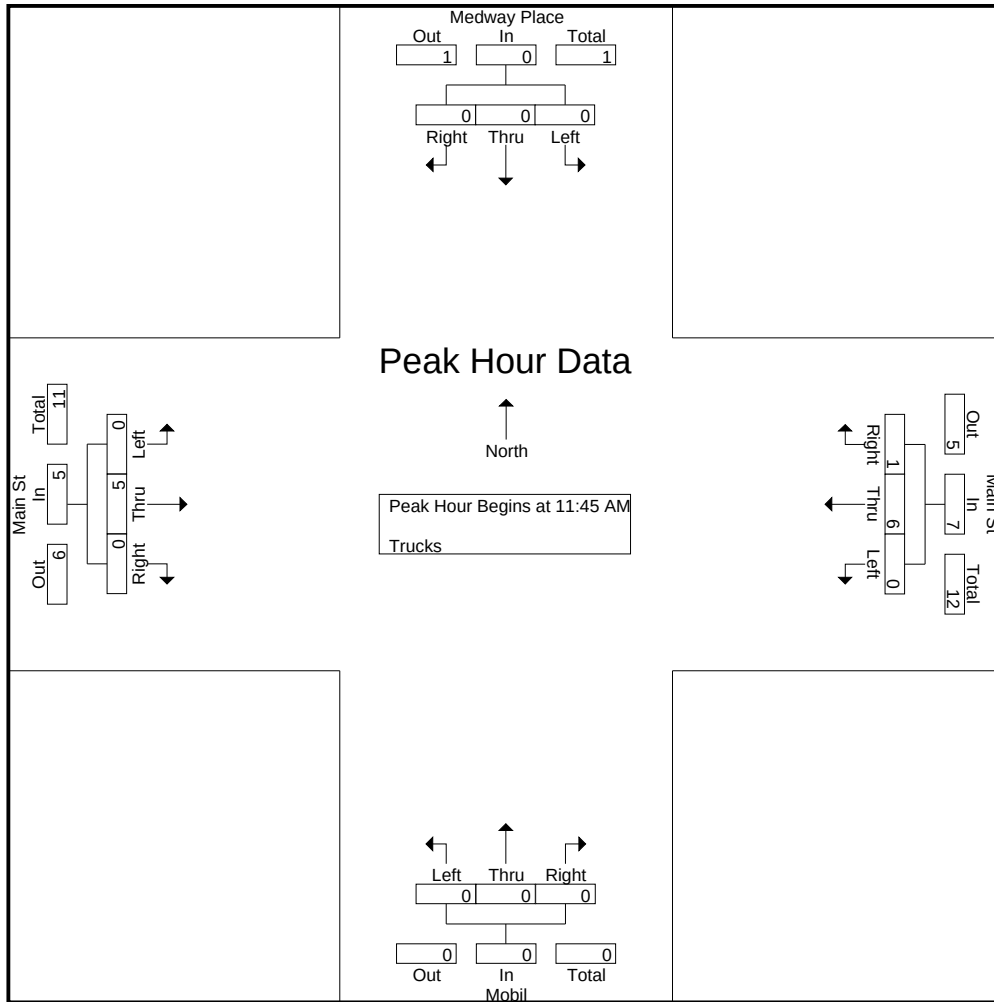
Weather : Rain

File Name : 101990S3

Site Code : 10199003

Start Date : 3/29/2025

Page No : 8



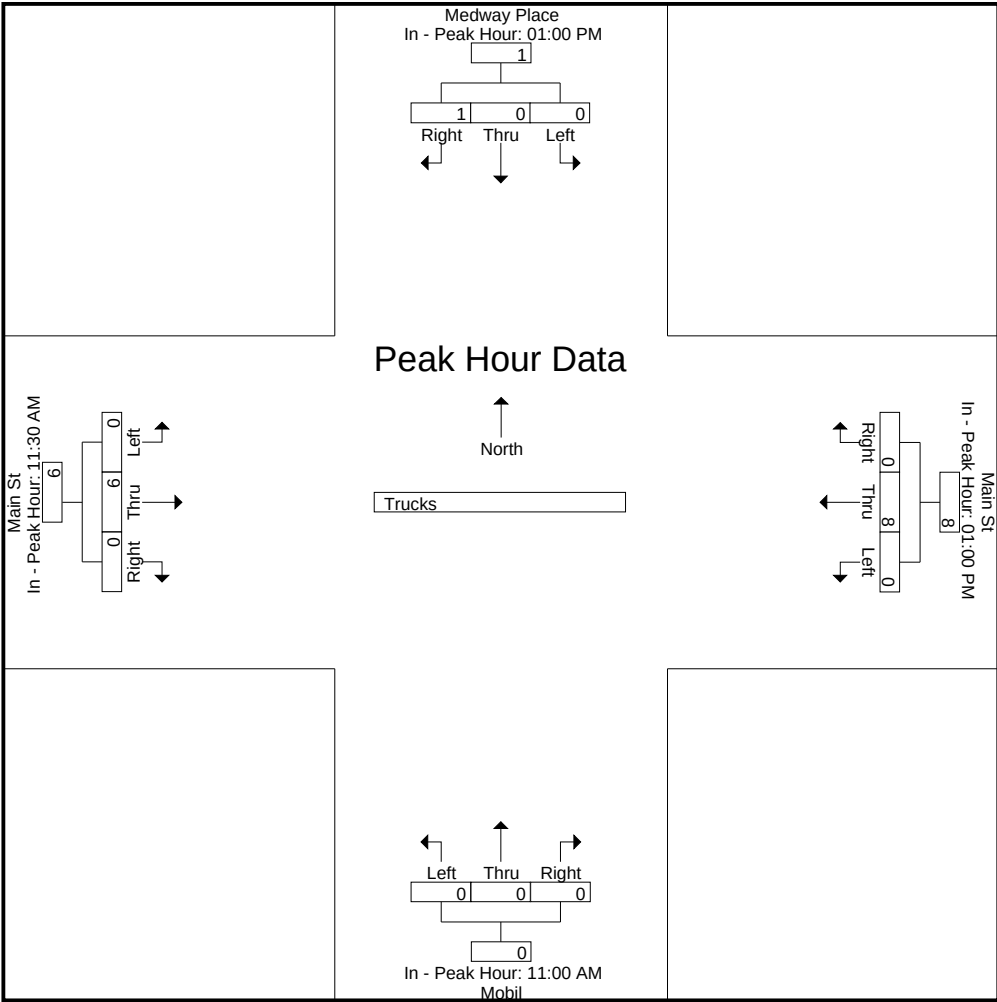
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				11:00 AM				11:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	1	1	0	3	0	3	0	0	0	0	0	2	0	2
Total Volume	0	0	1	1	0	8	0	8	0	0	0	0	0	6	0	6
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.667	.000	.667	.000	.000	.000	.000	.000	.750	.000	.750

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Rain

File Name : 101990S3
Site Code : 10199003
Start Date : 3/29/2025
Page No : 9



978-664-2565

Page No : 10

[illegible]

978-664-2565

978-664-2565

N/S Street : Medway Place / Mobil

E/W Street : Main Street

City/State : Medway, MA

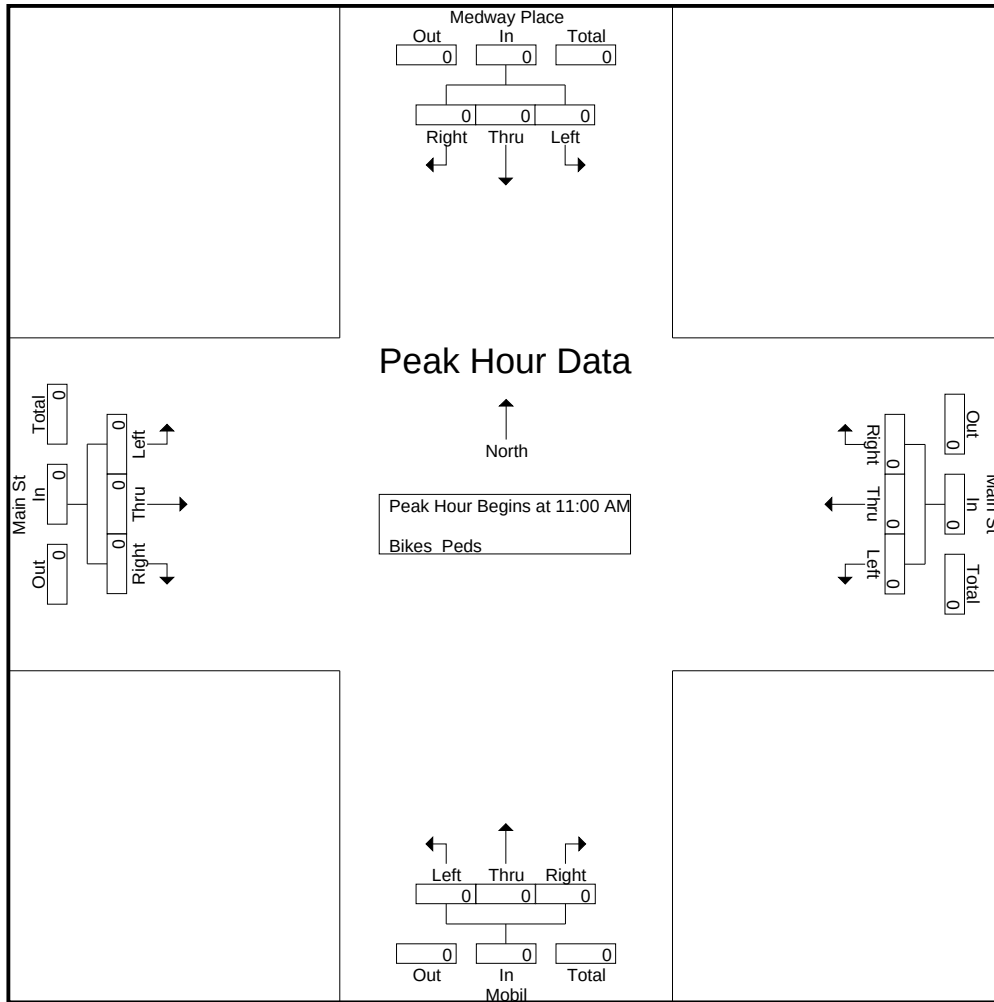
Weather : Rain

File Name : 101990S3

Site Code : 10199003

Start Date : 3/29/2025

Page No : 11



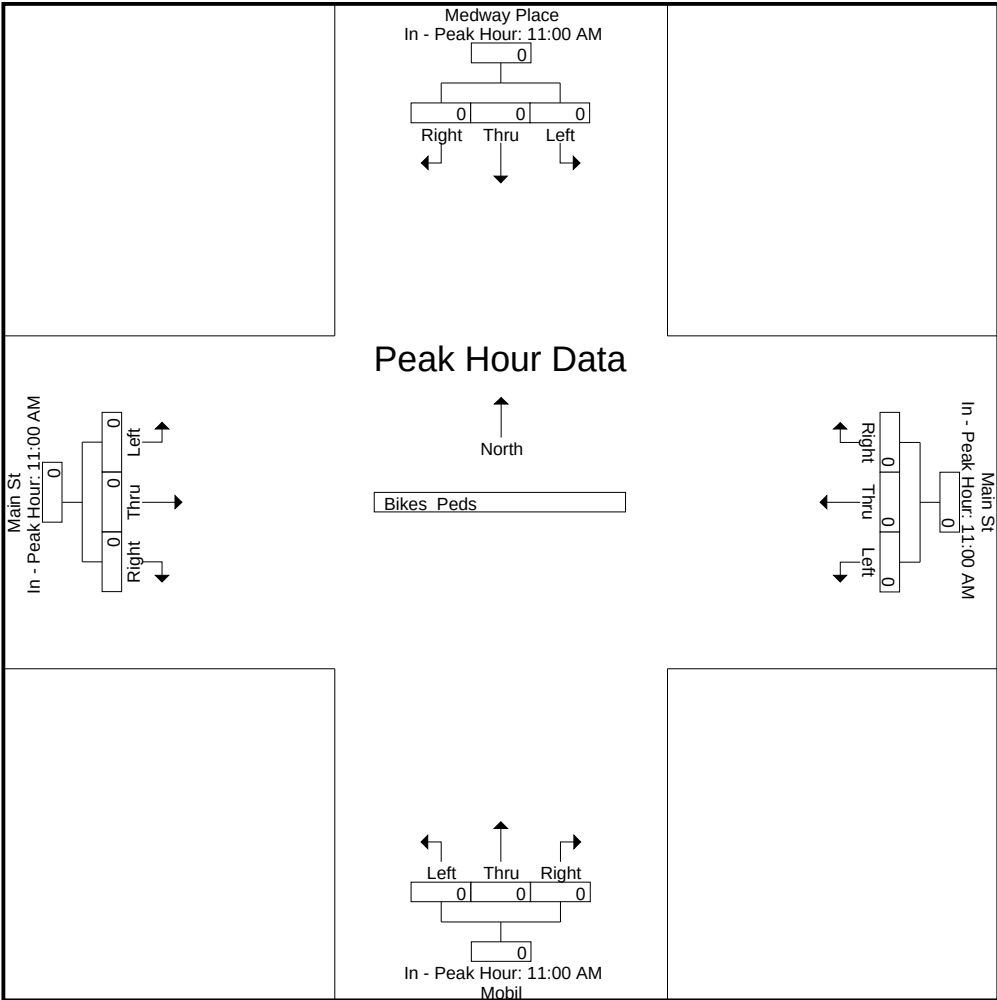
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Medway Place / Mobil
E/W Street : Main Street
City/State : Medway, MA
Weather : Rain

File Name : 101990S3
Site Code : 10199003
Start Date : 3/29/2025
Page No : 12



SEASONAL ADJUSTMENT DATA



Massachusetts Highway Department
Statewide Traffic Data Collection
2024 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.17	1.12	1.11	1.06	1.00	0.96	0.94	0.92	1.00	0.98	1.06	1.07	0.78
R3	1.10	1.04	1.04	1.02	0.91	0.88	0.88	0.87	0.92	0.92	0.99	1.01	0.98
R4-R7	1.16	1.12	1.08	1.03	0.92	0.89	0.88	0.89	0.92	0.94	1.04	1.10	0.98
U1-Boston	1.07	1.03	0.98	0.97	0.94	0.91	0.94	0.91	0.94	0.94	0.98	1.02	0.94
U1-Essex	1.13	1.09	1.06	1.04	0.95	0.89	0.88	0.87	0.95	0.95	1.03	1.05	0.96
U1-Southeast	1.14	1.10	1.04	0.99	0.93	0.86	0.87	0.85	0.91	0.93	0.99	1.02	0.96
U1-West	1.10	1.02	0.98	0.96	0.95	0.92	0.94	0.91	0.91	0.91	0.96	1.00	0.83
U1-Worcester	1.08	1.03	0.99	0.98	0.94	0.91	0.93	0.91	0.92	0.91	0.95	1.00	0.93
U3	1.06	1.02	0.98	0.96	0.93	0.91	0.95	0.94	0.93	0.93	0.96	1.00	0.98
U4-U7	1.04	1.02	0.96	0.95	0.91	0.90	0.94	0.94	0.93	0.94	0.98	1.02	0.99
UR2	1.08	1.02	0.98	0.97	0.93	0.90	0.93	0.90	0.92	0.92	0.97	1.01	0.98
Rec - East	1.21	1.20	1.09	1.01	0.91	0.81	0.77	0.79	0.91	0.95	1.05	1.13	0.99
Rec - West	1.46	1.38	1.32	1.06	0.94	0.79	0.59	0.69	0.97	0.99	1.18	1.28	0.99

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

UR2 Group - Combination of Urban Freeways and Expressways and Rural Freeways and Expressways.

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.

MASSDOT CRASH RATE WORKSHEETS



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Medway COUNT DATE : March 2025
 DISTRICT : 3 UNSIGNALIZED : ☐ SIGNALIZED : ☒

~ INTERSECTION DATA ~

MAJOR STREET : Main Street
 MINOR STREET(S) : Pond Street
Elm Street

**INTERSECTION
 DIAGRAM
 (Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	16	46	764	762		1,578

" K " FACTOR :

0.078

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

20,231

TOTAL # OF CRASHES :

7

OF YEARS :

5

AVERAGE # OF CRASHES PER YEAR (A) :

1.4

CRASH RATE CALCULATION :

0.19

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

Comments : _____

Project Title & Date: 10608 - Medway

GROWTH RATE DATA



General Background Traffic Growth - Daily Traffic Volumes

CITY/TOWN	ROUTE/STREET	LOCATION	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Average Annual Growth Rate
Medway	Summer Street	South of Milford Street	10,014	8,576	8,670	8,783	8,210	8,325	8,358	8,995	10,128	10,280	7,567	-0.31%
Medway	Main Street	At Millis Town Line	13,526	14,270	14,939	15,133	15,299	14,067	14,123	11,637	14,734	14,955	15,299	0.52%
														0.11%

BACKGROUND DEVELOPMENTS



Legend:

XX Entering Trips
(XX) Exiting Trips

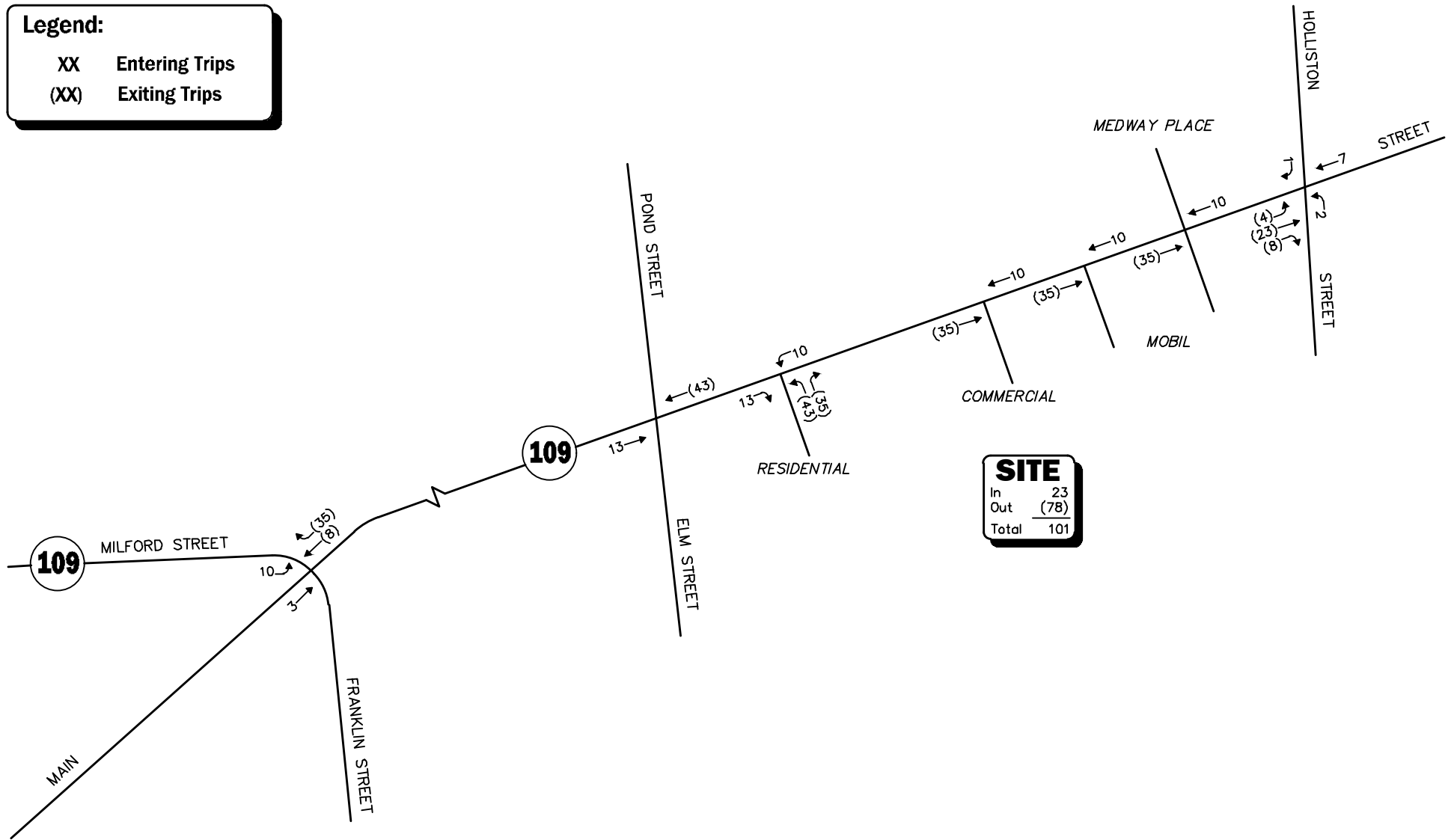
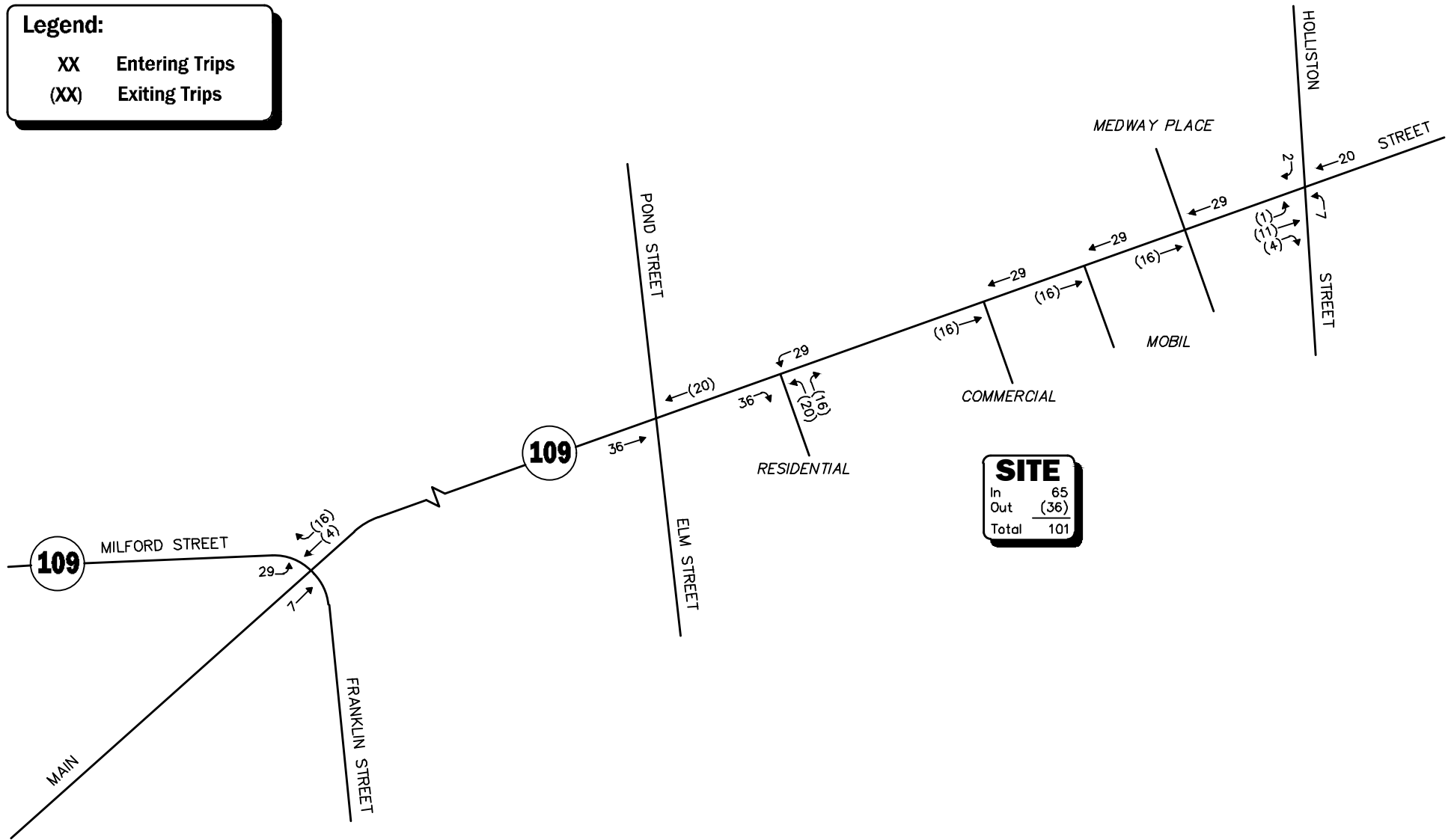


Figure 11

**Residential Site-Generated Trips
Weekday Morning
Peak-Hour Traffic Volumes**

Legend:

XX Entering Trips
(XX) Exiting Trips



Not to scale.

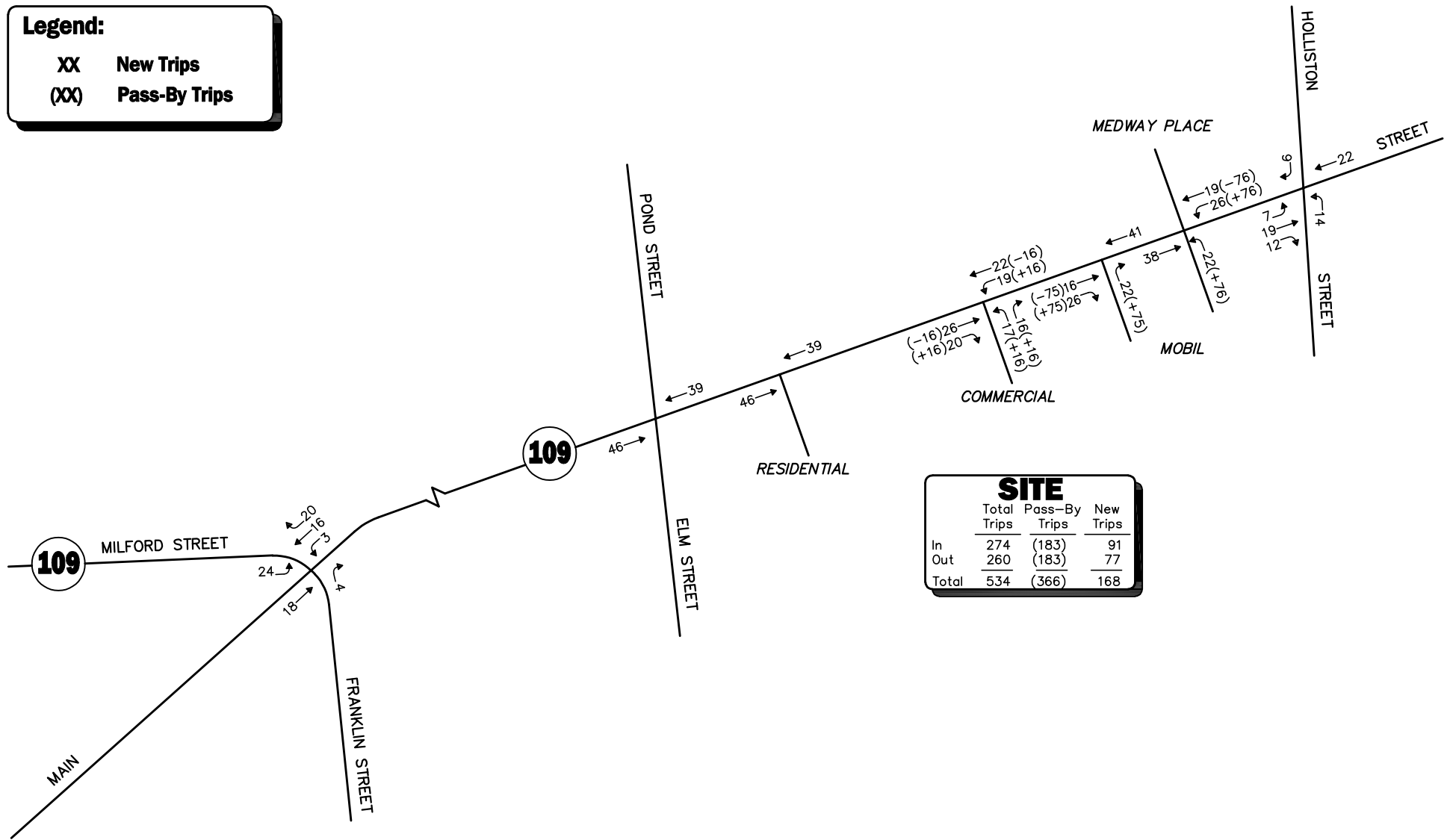
Vanasse & Associates inc

Figure 12

**Residential Site-Generated Trips
Weekday Evening
Peak-Hour Traffic Volumes**

Legend:

XX New Trips
(XX) Pass-By Trips



Not to scale.

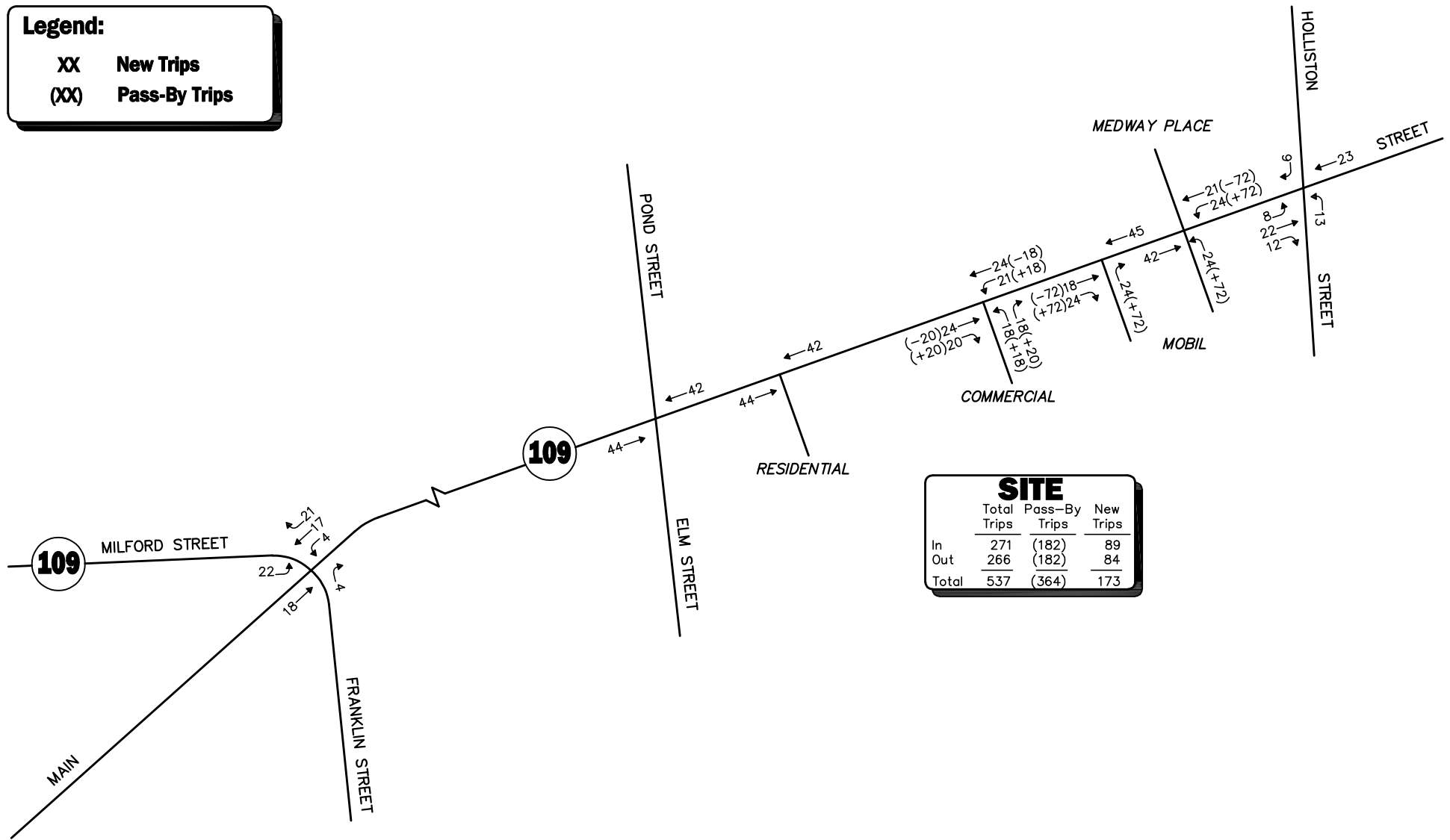
Vanasse & Associates inc

Figure 14

**Commercial Site-Generated Trips
 Weekday Morning
 Peak-Hour Traffic Volumes**

Legend:

XX New Trips
(XX) Pass-By Trips



Not to scale.

Vanasse & Associates inc

Figure 15

**Commercial Site-Generated Trips
 Weekday Evening
 Peak-Hour Traffic Volumes**

TRIP GENERATION DATA



 Graph Look Up

ITETripGen Web-based App

- Graph Look Up
- How to Use ITETripGen
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

QueryFilter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
730

LAND USE GROUP:
(700-799) Office

LAND USE :
730 - Government Office Building

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

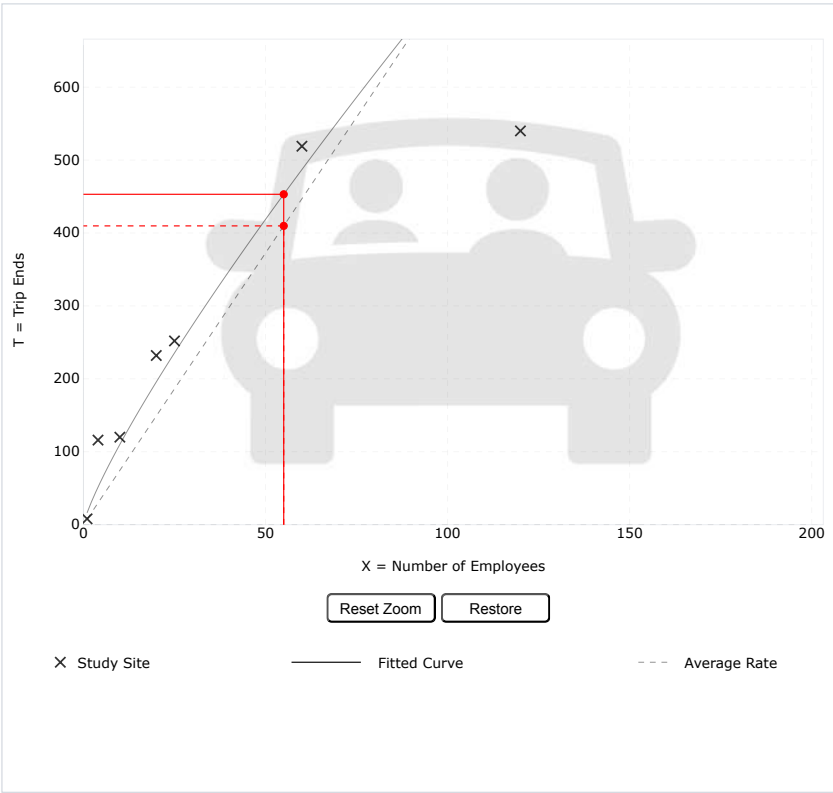
INDEPENDENT VARIABLE (IV):
Employees

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
55Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Government Office Building (730) [Click for Description and Data Plots](#)

Independent Variable:
Employees

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
7

Avg. Num. of Employees:
34

Average Rate:
7.45

Range of Rates:
4.50 - 29.00

Standard Deviation:
4.25

Fitted Curve Equation:
 $\ln(T) = 0.83 \ln(X) + 2.79$

R²:
0.88

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 410 (Total), 205 (Entry), 205 (Exit)
Fitted Curve: 453 (Total), 227 (Entry), 226 (Exit)

Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

Add-ons to do more

Try OTISS Pro

Graph Look Up

ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

730

LAND USE GROUP:

(700-799) Office

LAND USE :

730 - Government Office Building

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Employees

TIME PERIOD:

Weekday, Peak Hour of Adjacent Stre

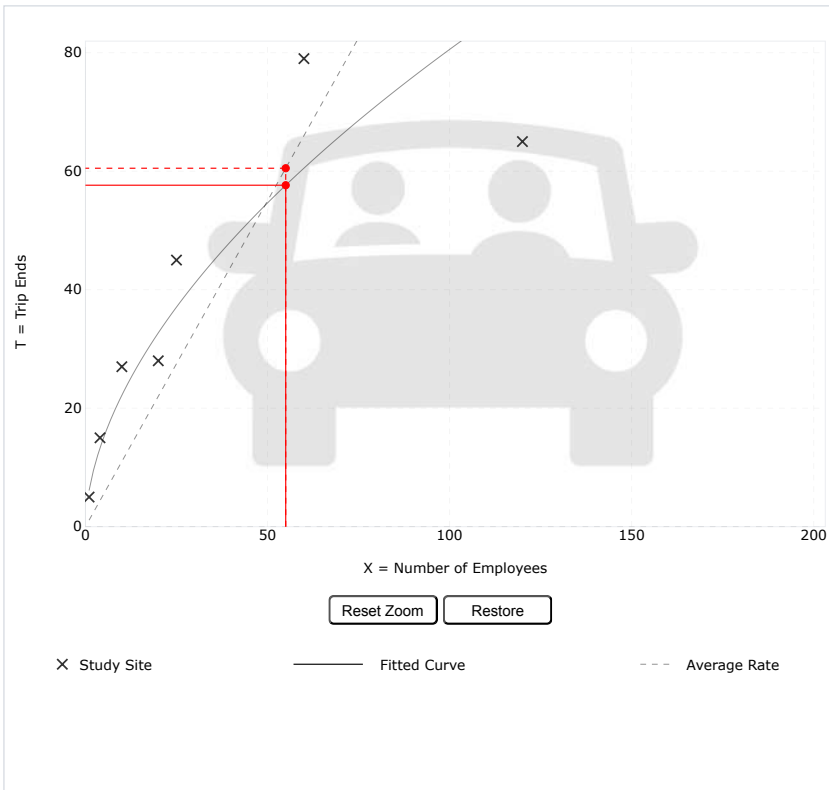
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

55

Calculate

Data Plot and Equation**DATA STATISTICS****Land Use:**Government Office Building (730) [Click for Description and Data Plots](#)**Independent Variable:**

Employees

Time Period:Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.**Setting/Location:**

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

7

Avg. Num. of Employees:

34

Average Rate:

1.10

Range of Rates:

0.54 - 5.00

Standard Deviation:

0.77

Fitted Curve Equation: $\ln(T) = 0.56 \ln(X) + 1.81$ **R²:**

0.94

Directional Distribution:

75% entering, 25% exiting

Calculated Trip Ends:

Average Rate: 61 (Total), 45 (Entry), 16 (Exit)

Fitted Curve: 58 (Total), 43 (Entry), 15 (Exit)

Add-ons to do more

Try OTISS Pro



Graph Look Up

ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

730

**LAND USE GROUP:**

(700-799) Office

LAND USE :

730 - Government Office Building

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Employees

TIME PERIOD:

Weekday, Peak Hour of Adjacent Stre

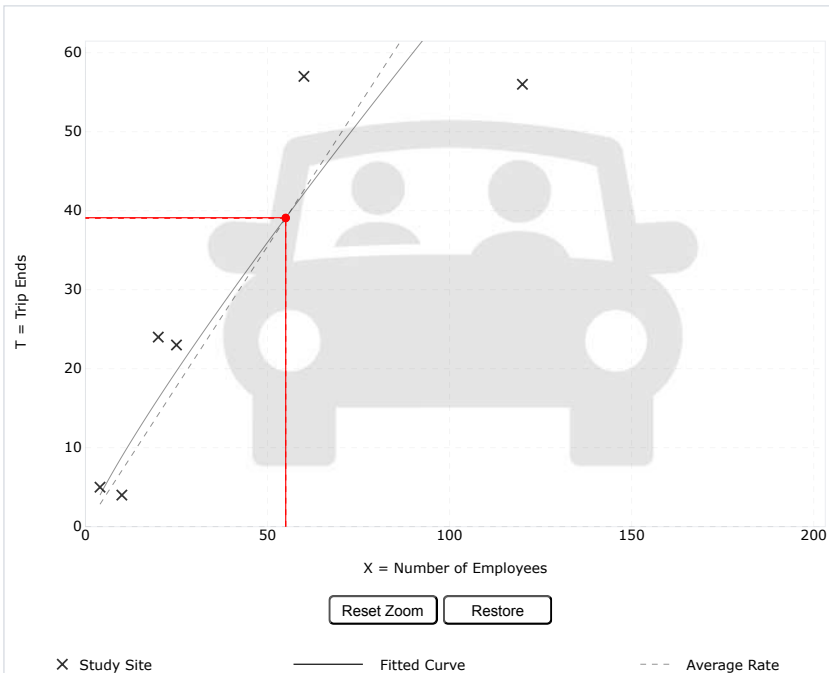
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

55

Calculate

Data Plot and Equation

Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS**Land Use:**Government Office Building (730) [Click for Description and Data Plots](#)**Independent Variable:**

Employees

Time Period:Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.**Setting/Location:**

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

6

Avg. Num. of Employees:

40

Average Rate:

0.71

Range of Rates:

0.40 - 1.25

Standard Deviation:

0.31

Fitted Curve Equation: $\ln(T) = 0.87 \ln(X) + 0.18$ **R²:**

0.84

Directional Distribution:

20% entering, 80% exiting

Calculated Trip Ends:

Average Rate: 39 (Total), 8 (Entry), 31 (Exit)

Fitted Curve: 39 (Total), 8 (Entry), 31 (Exit)

Add-ons to do more

Try OTISS Pro



Graph Look Up

ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

575

**LAND USE GROUP:**

(500-599) Institutional

LAND USE :

575 - Fire and Rescue Station

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Employees

TIME PERIOD:

Weekday, Peak Hour of Adjacent Stre

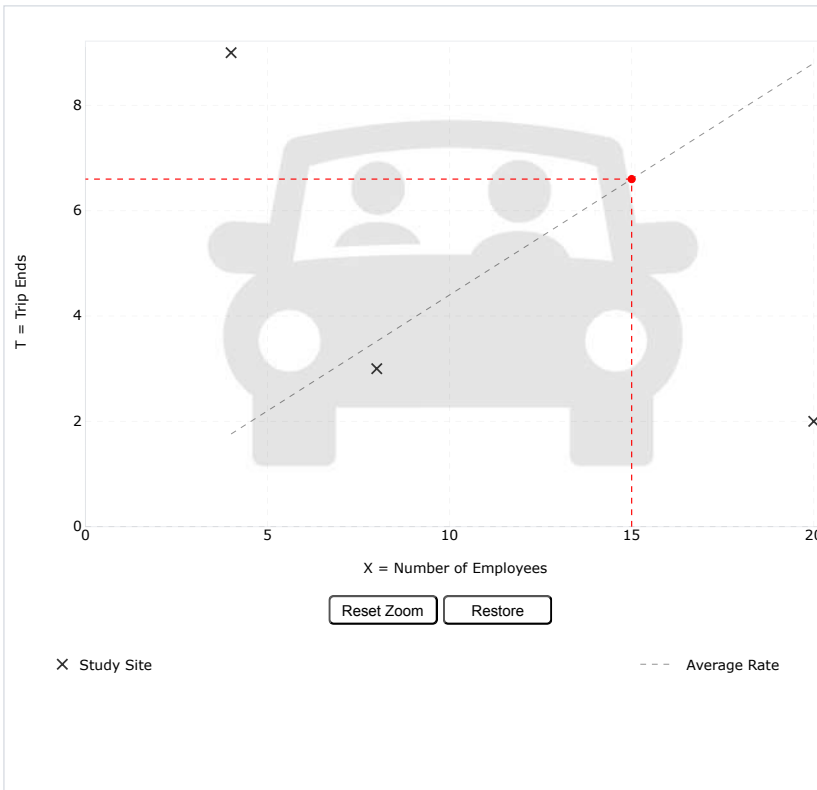
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

15

Calculate

Data Plot and Equation**Caution – Small Sample Size**

Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS**Land Use:**Fire and Rescue Station (575) [Click for Description and Data Plots](#)**Independent Variable:**

Employees

Time Period:Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.**Setting/Location:**

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

3

Avg. Num. of Employees:

11

Average Rate:

0.44

Range of Rates:

0.10 - 2.25

Standard Deviation:

0.85

Fitted Curve Equation:

Not Given

R²:

Directional Distribution:

29% entering, 71% exiting

Calculated Trip Ends:

Average Rate: 7 (Total), 2 (Entry), 5 (Exit)

Add-ons to do more

Try OTISS Pro

PARKING GENERATION DATA





Graph Look Up



ITEParkGen Web App

Graph Look-Up

How to Use
ITEParkGen

PGM Desk Reference

Support Documents

Add Users

Comments

Query Filter

DATA SOURCE:

Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE:

730



LAND USE GROUP:

(700-799) Office

LAND USE:

730 - Government Office Building

LAND USE SUBCATEGORY:

Municipal

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Employees

TIME PERIOD:

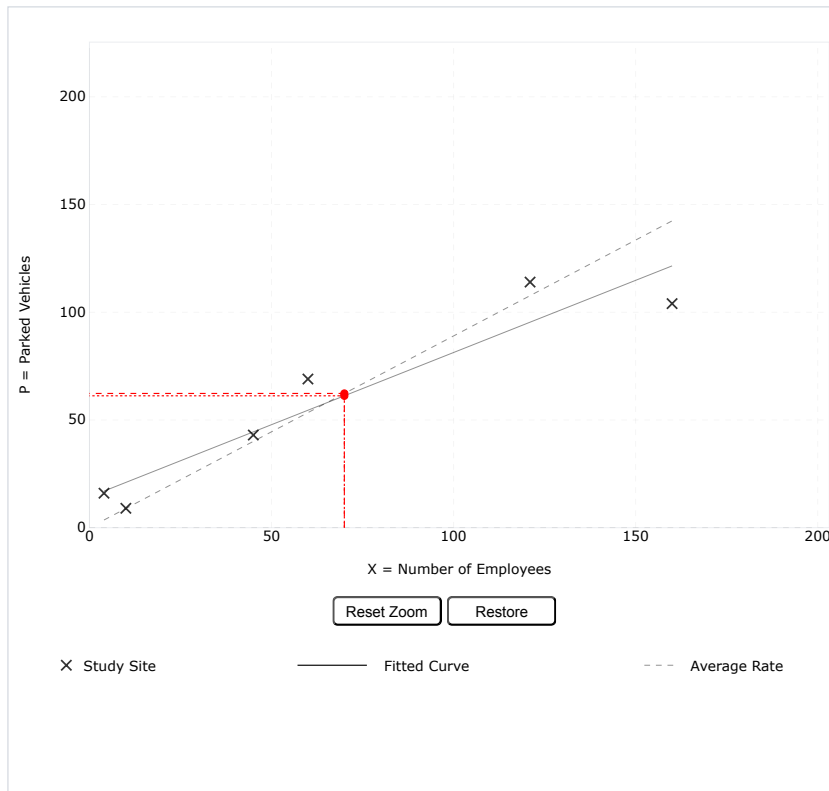
Weekday (Monday - Friday)

ENTER IV VALUE TO CALCULATE PARKING DEMAND:

70

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:

Government Office Building - Municipal (730) [Click for Description and Data Plots](#)Independent Variable:
Employees

Time Period:

Weekday (Monday - Friday)

Setting/Location:

General Urban/Suburban

Number of Studies:

6

Avg. Num. of Employees:

67

Average Rate:

0.89

Range of Rates:

0.65 - 4.00

33rd / 85th Percentile:

0.91 / 3.86

95% Confidence Interval:

Standard Deviation:

0.40

Coefficient of Variation:

45%

Fitted Curve Equation:

 $P = 0.67(X) + 14.31$ R^2 :

0.90

Calculated Parking Demand:

Weighted Average: 62

Fitted Curve: 61

85th Percentile: 270

CAPACITY ANALYSIS

2026 Existing Weekday Morning Peak Hour
2026 Existing Weekday Evening Peak Hour
2033 No-Build Weekday Morning Peak Hour
2033 No-Build Weekday Evening Peak Hour
2033 Build Weekday Morning Peak Hour
2033 Build Weekday Evening Peak Hour



2026 Existing Weekday Morning Peak Hour



Lanes, Volumes, Timings
2: Elm Street/Pond Street & Main Street

2026 Existing Weekday Morning Peak Hour
02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	837	1	4	544	35	1	1	7	17	1	26
Future Volume (vph)	38	837	1	4	544	35	1	1	7	17	1	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	13	13	13
Storage Length (ft)	100		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.991			0.892			0.920	
Flt Protected	0.950			0.950				0.995			0.981	
Satd. Flow (prot)	1504	1783	0	1745	1767	0	0	1533	0	0	1619	0
Flt Permitted	0.950			0.950				0.995			0.981	
Satd. Flow (perm)	1504	1783	0	1745	1767	0	0	1533	0	0	1619	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1079			1452			687			665	
Travel Time (s)		24.5			33.0			15.6			15.1	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.45	0.45	0.45	0.92	0.92	0.92
Heavy Vehicles (%)	16%	3%	0%	0%	3%	3%	100%	0%	0%	6%	0%	12%
Adj. Flow (vph)	41	910	1	4	567	36	2	2	16	18	1	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	911	0	4	603	0	0	20	0	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	57.2%						ICU Level of Service B					
Analysis Period (min)	15											

HCM 7th TWSC
2: Elm Street/Pond Street & Main Street

2026 Existing Weekday Morning Peak Hour
02/10/2026

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	837	1	4	544	35	1	1	7	17	1	26
Future Vol, veh/h	38	837	1	4	544	35	1	1	7	17	1	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	96	96	96	45	45	45	92	92	92
Heavy Vehicles, %	16	3	0	0	3	3	100	0	0	6	0	12
Mvmt Flow	41	910	1	4	567	36	2	2	16	18	1	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	603	0	0	911	0	0	1568	1604	910	1587	1587	585
Stage 1	-	-	-	-	-	-	993	993	-	593	593	-
Stage 2	-	-	-	-	-	-	576	611	-	994	993	-
Critical Hdwy	4.26	-	-	4.1	-	-	8.1	6.5	6.2	7.16	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.344	-	-	2.2	-	-	4.4	4	3.3	3.554	4	3.408
Pot Cap-1 Maneuver	910	-	-	756	-	-	54	106	335	85	109	493
Stage 1	-	-	-	-	-	-	199	326	-	485	497	-
Stage 2	-	-	-	-	-	-	366	487	-	290	326	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	910	-	-	756	-	-	48	101	335	76	104	493
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	101	-	76	104	-
Stage 1	-	-	-	-	-	-	190	311	-	482	494	-
Stage 2	-	-	-	-	-	-	343	485	-	262	311	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.4	0.07	28.34	38.77
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	174	910	-	-	756	-	-	153
HCM Lane V/C Ratio	0.115	0.045	-	-	0.006	-	-	0.312
HCM Ctrl Dly (s/v)	28.3	9.1	-	-	9.8	-	-	38.8
HCM Lane LOS	D	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	1.2

Lanes, Volumes, Timings

2026 Existing Weekday Morning Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	772	8	2	539	21	3	0	1	29	0	11
Future Volume (vph)	15	772	8	2	539	21	3	0	1	29	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	11	16	16	16	12	12	13
Storage Length (ft)	100		0	70		0	0		0	0		70
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.994			0.966				0.850
Flt Protected	0.950			0.950				0.964			0.950	
Satd. Flow (prot)	1631	1763	0	1805	1774	0	0	2005	0	0	1805	1531
Flt Permitted	0.363			0.238				0.757			0.833	
Satd. Flow (perm)	623	1763	0	452	1774	0	0	1575	0	0	1583	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			3			156				84
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1452			550			424				379
Travel Time (s)		33.0			12.5			9.6				8.6
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.50	0.50	0.50	0.83	0.83	0.83
Heavy Vehicles (%)	7%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	9%
Adj. Flow (vph)	16	839	9	2	567	22	6	0	2	35	0	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	848	0	2	589	0	0	8	0	0	35	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.04	0.85	0.85	0.85	1.00	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2			2	1
Detector Template	Left	Thru		Left	Thru			Thru			Thru	Right
Leading Detector (ft)	20	100		20	100			100			100	20
Trailing Detector (ft)	0	0		0	0			0			0	0
Detector 1 Position(ft)	0	0		0	0			0			0	0
Detector 1 Size(ft)	20	6		20	6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings

2026 Existing Weekday Morning Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	12.0	38.0		12.0	38.0		10.0	10.0		10.0	10.0	12.0
Total Split (s)	13.0	40.0		13.0	40.0		15.0	15.0		15.0	15.0	13.0
Total Split (%)	14.3%	44.0%		14.3%	44.0%		16.5%	16.5%		16.5%	16.5%	14.3%
Maximum Green (s)	7.0	34.0		7.0	34.0		11.0	11.0		11.0	11.0	7.0
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	3.0		3.0	3.0	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		1.0	1.0	1.5
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0			0.0			0.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0							
Flash Don't Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		11			11							
Act Effect Green (s)	74.4	74.4		73.6	72.0			7.2			7.2	15.2
Actuated g/C Ratio	0.82	0.82		0.81	0.79			0.08			0.08	0.17
v/c Ratio	0.03	0.59		0.00	0.42			0.03			0.28	0.04
Control Delay (s/veh)	5.4	12.3		6.0	10.2			0.3			44.6	0.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	5.4	12.3		6.0	10.2			0.3			44.6	0.3
LOS	A	B		A	B			A			D	A
Approach Delay (s/veh)		12.2			10.2			0.3			32.6	
Approach LOS		B			B			A			C	

Intersection Summary

Area Type: Other

Cycle Length: 91

Actuated Cycle Length: 91

Offset: 72 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 12.0

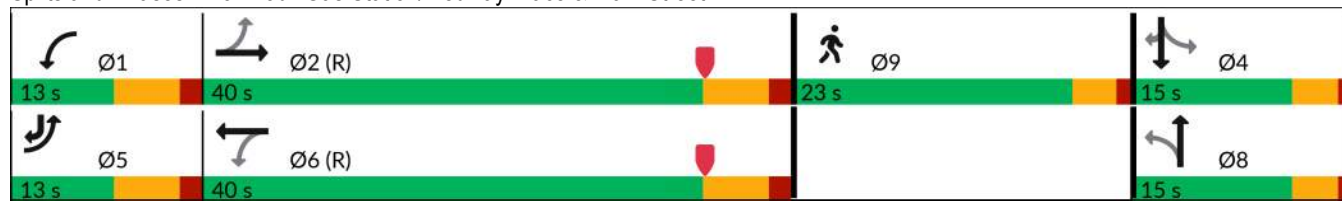
Intersection LOS: B

Intersection Capacity Utilization 52.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Mobil Gas Station/Medway Place & Main Street



Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	25%
Maximum Green (s)	19.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	12.0
Pedestrian Calls (#/hr)	11
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Queues

2026 Existing Weekday Morning Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	16	848	2	589	8	35	13
v/c Ratio	0.03	0.59	0.00	0.42	0.03	0.28	0.04
Control Delay (s/veh)	5.4	12.3	6.0	10.2	0.3	44.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.4	12.3	6.0	10.2	0.3	44.6	0.3
Queue Length 50th (ft)	1	98	0	52	0	20	0
Queue Length 95th (ft)	13	#808	4	#431	0	44	0
Internal Link Dist (ft)		1372		470	344	299	
Turn Bay Length (ft)	100		70				70
Base Capacity (vph)	610	1441	501	1404	327	191	342
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.59	0.00	0.42	0.02	0.18	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: Mobil Gas Station/Medway Place & Main Street

2026 Existing Weekday Morning Peak Hour

02/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	772	8	2	539	21	3	0	1	29	0	11
Future Volume (vph)	15	772	8	2	539	21	3	0	1	29	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	11	11	16	16	16	12	12	13
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.99			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.95	1.00
Satd. Flow (prot)	1631	1764		1805	1775			2005			1805	1531
Flt Permitted	0.36	1.00		0.24	1.00			0.76			0.83	1.00
Satd. Flow (perm)	623	1764		452	1775			1575			1583	1531
Peak-hour factor, PHF	0.92	0.92	0.92	0.95	0.95	0.95	0.50	0.50	0.50	0.83	0.83	0.83
Adj. Flow (vph)	16	839	9	2	567	22	6	0	2	35	0	13
RTOR Reduction (vph)	0	0	0	0	1	0	0	8	0	0	0	11
Lane Group Flow (vph)	16	848	0	2	588	0	0	0	0	0	35	2
Heavy Vehicles (%)	7%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	9%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	63.6	61.2		61.2	60.0			4.8			4.8	7.2
Effective Green, g (s)	67.6	63.2		65.2	62.0			4.8			4.8	11.2
Actuated g/C Ratio	0.74	0.69		0.72	0.68			0.05			0.05	0.12
Clearance Time (s)	6.0	6.0		6.0	6.0			4.0			4.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	511	1225		371	1209			83			83	188
v/s Ratio Prot	c0.00	c0.48		0.00	0.33						c0.02	0.00
v/s Ratio Perm	0.02			0.00				0.00				0.00
v/c Ratio	0.03	0.69		0.01	0.49			0.01			0.42	0.01
Uniform Delay, d1	3.8	8.2		5.8	6.9			40.8			41.8	35.0
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	3.2		0.0	1.4			0.0			1.3	0.0
Delay (s)	3.8	11.4		5.8	8.3			40.8			43.0	35.0
Level of Service	A	B		A	A			D			D	D
Approach Delay (s/veh)		11.3			8.3			40.8			40.9	
Approach LOS		B			A			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			11.2									
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			91.0									
Intersection Capacity Utilization			52.8%									
Analysis Period (min)			15									
c Critical Lane Group												

2026 Existing Weekday Evening Peak Hour



Lanes, Volumes, Timings
2: Elm Street/Pond Street & Main Street

2026 Existing Weekday Evening Peak Hour
02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	719	1	62	636	62	1	0	15	21	1	24
Future Volume (vph)	52	719	1	62	636	62	1	0	15	21	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	13	13	13
Storage Length (ft)	100		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.987			0.873			0.930	
Flt Protected	0.950			0.950				0.997			0.978	
Satd. Flow (prot)	1678	1819	0	1745	1796	0	0	1654	0	0	1786	0
Flt Permitted	0.950			0.950				0.997			0.978	
Satd. Flow (perm)	1678	1819	0	1745	1796	0	0	1654	0	0	1786	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1079			1452			687			665	
Travel Time (s)		24.5			33.0			15.6			15.1	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.45	0.45	0.45	0.92	0.92	0.92
Heavy Vehicles (%)	4%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	57	782	1	65	663	65	2	0	33	23	1	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	783	0	65	728	0	0	35	0	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	60.7%						ICU Level of Service B					
Analysis Period (min)	15											

HCM 7th TWSC
2: Elm Street/Pond Street & Main Street

2026 Existing Weekday Evening Peak Hour
02/10/2026

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	719	1	62	636	62	1	0	15	21	1	24
Future Vol, veh/h	52	719	1	62	636	62	1	0	15	21	1	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	96	96	96	45	45	45	92	92	92
Heavy Vehicles, %	4	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	57	782	1	65	663	65	2	0	33	23	1	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	727	0	0	783	0	0	1687	1751	782	1719	1720	695
Stage 1	-	-	-	-	-	-	895	895	-	824	824	-
Stage 2	-	-	-	-	-	-	792	856	-	895	896	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	867	-	-	844	-	-	75	86	397	71	90	446
Stage 1	-	-	-	-	-	-	338	362	-	370	390	-
Stage 2	-	-	-	-	-	-	385	377	-	338	362	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	867	-	-	844	-	-	60	75	397	56	78	446
Mov Cap-2 Maneuver	-	-	-	-	-	-	60	75	-	56	78	-
Stage 1	-	-	-	-	-	-	316	338	-	342	360	-
Stage 2	-	-	-	-	-	-	334	348	-	290	338	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.64			0.78			18.9			67.26		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	295	867	-	-	844	-	-	105
HCM Lane V/C Ratio	0.121	0.065	-	-	0.076	-	-	0.477
HCM Ctrl Dly (s/v)	18.9	9.4	-	-	9.6	-	-	67.3
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.2	-	-	2.1

Lanes, Volumes, Timings

2026 Existing Weekday Evening Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	633	3	4	665	46	7	4	9	83	2	64
Future Volume (vph)	47	633	3	4	665	46	7	4	9	83	2	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	11	16	16	16	12	12	13
Storage Length (ft)	100		0	70		0	0		0	0		70
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.990			0.938				0.850
Flt Protected	0.950			0.950				0.984			0.953	
Satd. Flow (prot)	1745	1817	0	1805	1801	0	0	1988	0	0	1793	1669
Flt Permitted	0.198			0.266				0.895			0.713	
Satd. Flow (perm)	364	1817	0	505	1801	0	0	1808	0	0	1342	1669
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4			11				84
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1452			550			424			379	
Travel Time (s)		33.0			12.5			9.6			8.6	
Peak Hour Factor	0.83	0.83	0.83	0.91	0.91	0.91	0.83	0.83	0.83	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	57	763	4	4	731	51	8	5	11	93	2	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	767	0	4	782	0	0	24	0	0	95	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.04	0.85	0.85	0.85	1.00	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2			2	1
Detector Template	Left	Thru		Left	Thru			Thru			Thru	Right
Leading Detector (ft)	20	100		20	100			100			100	20
Trailing Detector (ft)	0	0		0	0			0			0	0
Detector 1 Position(ft)	0	0		0	0			0			0	0
Detector 1 Size(ft)	20	6		20	6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings

2026 Existing Weekday Evening Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	12.0	38.0		12.0	38.0		10.0	10.0		10.0	10.0	12.0
Total Split (s)	13.0	38.0		13.0	38.0		17.0	17.0		17.0	17.0	13.0
Total Split (%)	14.3%	41.8%		14.3%	41.8%		18.7%	18.7%		18.7%	18.7%	14.3%
Maximum Green (s)	7.0	32.0		7.0	32.0		13.0	13.0		13.0	13.0	7.0
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	3.0		3.0	3.0	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		1.0	1.0	1.5
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0			0.0			0.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0							
Flash Don't Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		6			6							
Act Effect Green (s)	69.5	68.5		66.7	61.1			10.3			10.3	20.5
Actuated g/C Ratio	0.76	0.75		0.73	0.67			0.11			0.11	0.23
v/c Ratio	0.14	0.56		0.01	0.65			0.11			0.63	0.16
Control Delay (s/veh)	6.7	13.4		7.3	18.3			25.2			56.4	5.6
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.7	13.4		7.3	18.3			25.2			56.4	5.6
LOS	A	B		A	B			C			E	A
Approach Delay (s/veh)		13.0			18.3			25.2			34.5	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 91

Actuated Cycle Length: 91

Offset: 14.5 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 17.4

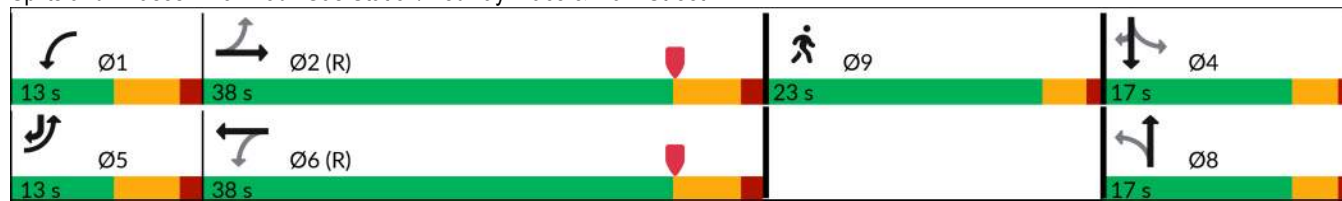
Intersection LOS: B

Intersection Capacity Utilization 57.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Mobil Gas Station/Medway Place & Main Street



Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	25%
Maximum Green (s)	19.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	12.0
Pedestrian Calls (#/hr)	6
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Queues

2026 Existing Weekday Evening Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	57	767	4	782	24	95	72
v/c Ratio	0.14	0.56	0.01	0.65	0.11	0.63	0.16
Control Delay (s/veh)	6.7	13.4	7.3	18.3	25.2	56.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	13.4	7.3	18.3	25.2	56.4	5.6
Queue Length 50th (ft)	5	119	1	237	7	53	0
Queue Length 95th (ft)	32	#635	6	#764	26	100	25
Internal Link Dist (ft)		1372		470	344	299	
Turn Bay Length (ft)	100		70				70
Base Capacity (vph)	414	1368	503	1211	267	191	454
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.56	0.01	0.65	0.09	0.50	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis 2026 Existing Weekday Evening Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	633	3	4	665	46	7	4	9	83	2	64
Future Volume (vph)	47	633	3	4	665	46	7	4	9	83	2	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	11	11	16	16	16	12	12	13
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.99			0.94			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.95	1.00
Satd. Flow (prot)	1745	1817		1805	1802			1987			1794	1669
Flt Permitted	0.20	1.00		0.27	1.00			0.89			0.71	1.00
Satd. Flow (perm)	363	1817		505	1802			1808			1342	1669
Peak-hour factor, PHF	0.83	0.83	0.83	0.91	0.91	0.91	0.83	0.83	0.83	0.89	0.89	0.89
Adj. Flow (vph)	57	763	4	4	731	51	8	5	11	93	2	72
RTOR Reduction (vph)	0	0	0	0	2	0	0	10	0	0	0	58
Lane Group Flow (vph)	57	767	0	4	780	0	0	14	0	0	95	14
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	61.9	56.9		54.3	53.1			9.1			9.1	14.1
Effective Green, g (s)	65.9	58.9		58.3	55.1			9.1			9.1	18.1
Actuated g/C Ratio	0.72	0.65		0.64	0.61			0.10			0.10	0.20
Clearance Time (s)	6.0	6.0		6.0	6.0			4.0			4.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	369	1176		369	1091			180			134	331
v/s Ratio Prot	c0.01	c0.42		0.00	c0.43						c0.07	0.00
v/s Ratio Perm	0.10			0.01				0.01				0.01
v/c Ratio	0.15	0.65		0.01	0.72			0.08			0.71	0.04
Uniform Delay, d1	8.1	9.8		7.3	12.5			37.1			39.7	29.5
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	2.8		0.0	4.0			0.1			13.1	0.0
Delay (s)	8.1	12.6		7.3	16.5			37.2			52.8	29.5
Level of Service	A	B		A	B			D			D	C
Approach Delay (s/veh)		12.3			16.5			37.2			42.7	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			17.3			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			91.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			57.8%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

2033 No-Build Weekday Morning Peak Hour



Lanes, Volumes, Timings
2: Elm Street/Pond Street & Main Street

2033 No-Build Weekday Morning Peak Hour
02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	927	1	4	651	38	1	1	8	18	1	28
Future Volume (vph)	41	927	1	4	651	38	1	1	8	18	1	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	13	13	13
Storage Length (ft)	100		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.992			0.890			0.921	
Flt Protected	0.950			0.950				0.995			0.981	
Satd. Flow (prot)	1504	1783	0	1745	1769	0	0	1542	0	0	1621	0
Flt Permitted	0.950			0.950				0.995			0.981	
Satd. Flow (perm)	1504	1783	0	1745	1769	0	0	1542	0	0	1621	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1079			1452			687			665	
Travel Time (s)		24.5			33.0			15.6			15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	16%	3%	0%	0%	3%	3%	100%	0%	0%	6%	0%	12%
Adj. Flow (vph)	45	1008	1	4	708	41	1	1	9	20	1	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	1009	0	4	749	0	0	11	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	62.8%						ICU Level of Service B					
Analysis Period (min)	15											

HCM 7th TWSC
2: Elm Street/Pond Street & Main Street

2033 No-Build Weekday Morning Peak Hour
02/10/2026

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	927	1	4	651	38	1	1	8	18	1	28
Future Vol, veh/h	41	927	1	4	651	38	1	1	8	18	1	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	16	3	0	0	3	3	100	0	0	6	0	12
Mvmt Flow	45	1008	1	4	708	41	1	1	9	20	1	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	749	0	0	1009	0	0	1814	1855	1008	1834	1835	728
Stage 1	-	-	-	-	-	-	1097	1097	-	737	737	-
Stage 2	-	-	-	-	-	-	717	758	-	1097	1098	-
Critical Hdwy	4.26	-	-	4.1	-	-	8.1	6.5	6.2	7.16	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.344	-	-	2.2	-	-	4.4	4	3.3	3.554	4	3.408
Pot Cap-1 Maneuver	800	-	-	695	-	-	34	75	294	57	77	407
Stage 1	-	-	-	-	-	-	171	291	-	404	428	-
Stage 2	-	-	-	-	-	-	299	418	-	254	291	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	800	-	-	695	-	-	29	70	294	51	72	407
Mov Cap-2 Maneuver	-	-	-	-	-	-	29	70	-	51	72	-
Stage 1	-	-	-	-	-	-	161	275	-	401	425	-
Stage 2	-	-	-	-	-	-	274	416	-	232	275	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.41			0.06			34.57			64.91		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	133	800	-	-	695	-	-	108
HCM Lane V/C Ratio	0.082	0.056	-	-	0.006	-	-	0.472
HCM Ctrl Dly (s/v)	34.6	9.8	-	-	10.2	-	-	64.9
HCM Lane LOS	D	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	2.1

Lanes, Volumes, Timings

2033 No-Build Weekday Morning Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	887	0	102	510	21	98	0	0	29	0	11
Future Volume (vph)	15	887	0	102	510	21	98	0	0	29	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	11	16	16	16	12	12	13
Storage Length (ft)	100		0	70		0	0		0	0		70
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.994							0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1631	1766	0	1805	1775	0	0	2046	0	0	1805	1531
Flt Permitted	0.378			0.098				0.736			0.890	
Satd. Flow (perm)	649	1766	0	186	1775	0	0	1585	0	0	1691	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3							84
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1452			550			424			379	
Travel Time (s)		33.0			12.5			9.6			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	9%
Adj. Flow (vph)	16	964	0	111	554	23	107	0	0	32	0	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	964	0	111	577	0	0	107	0	0	32	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.04	0.85	0.85	0.85	1.00	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2			2	1
Detector Template	Left	Thru		Left	Thru			Thru			Thru	Right
Leading Detector (ft)	20	100		20	100			100			100	20
Trailing Detector (ft)	0	0		0	0			0			0	0
Detector 1 Position(ft)	0	0		0	0			0			0	0
Detector 1 Size(ft)	20	6		20	6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings

2033 No-Build Weekday Morning Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	12.0	38.0		12.0	38.0		10.0	10.0		10.0	10.0	12.0
Total Split (s)	13.0	40.0		13.0	40.0		15.0	15.0		15.0	15.0	13.0
Total Split (%)	14.3%	44.0%		14.3%	44.0%		16.5%	16.5%		16.5%	16.5%	14.3%
Maximum Green (s)	7.0	34.0		7.0	34.0		11.0	11.0		11.0	11.0	7.0
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	3.0		3.0	3.0	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		1.0	1.0	1.5
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0			0.0			0.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0							
Flash Don't Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		11			11							
Act Effect Green (s)	67.0	61.4		69.6	66.7			9.7			9.7	19.7
Actuated g/C Ratio	0.74	0.67		0.76	0.73			0.11			0.11	0.22
v/c Ratio	0.03	0.81		0.38	0.44			0.64			0.18	0.03
Control Delay (s/veh)	6.3	23.7		10.3	11.8			55.7			38.4	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.3	23.7		10.3	11.8			55.7			38.4	0.2
LOS	A	C		B	B			E			D	A
Approach Delay (s/veh)		23.4			11.6			55.7			28.0	
Approach LOS		C			B			E			C	

Intersection Summary

Area Type: Other

Cycle Length: 91

Actuated Cycle Length: 91

Offset: 72 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 20.9

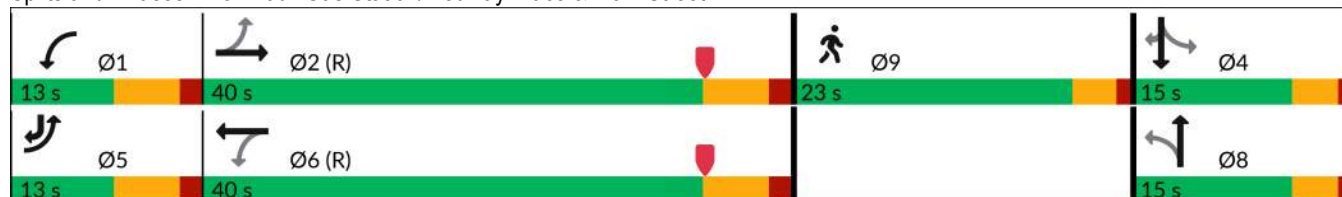
Intersection LOS: C

Intersection Capacity Utilization 74.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Mobil Gas Station/Medway Place & Main Street



Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	25%
Maximum Green (s)	19.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	12.0
Pedestrian Calls (#/hr)	11
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Queues

2033 No-Build Weekday Morning Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	16	964	111	577	107	32	12
v/c Ratio	0.03	0.81	0.38	0.44	0.64	0.18	0.03
Control Delay (s/veh)	6.3	23.7	10.3	11.8	55.7	38.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.3	23.7	10.3	11.8	55.7	38.4	0.2
Queue Length 50th (ft)	1	362	10	74	59	17	0
Queue Length 95th (ft)	13	#977	64	#460	#114	44	0
Internal Link Dist (ft)		1372		470	344	299	
Turn Bay Length (ft)	100		70				70
Base Capacity (vph)	580	1192	303	1301	196	209	413
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.81	0.37	0.44	0.55	0.15	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis 2033 No-Build Weekday Morning Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	887	0	102	510	21	98	0	0	29	0	11
Future Volume (vph)	15	887	0	102	510	21	98	0	0	29	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	11	11	16	16	16	12	12	13
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95			0.95	1.00
Satd. Flow (prot)	1631	1766		1805	1775			2046			1805	1531
Flt Permitted	0.38	1.00		0.10	1.00			0.74			0.89	1.00
Satd. Flow (perm)	649	1766		186	1775			1585			1691	1531
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	964	0	111	554	23	107	0	0	32	0	12
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	0	10
Lane Group Flow (vph)	16	964	0	111	576	0	0	107	0	0	32	2
Heavy Vehicles (%)	7%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	9%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	55.8	53.4		61.6	56.3			8.5			8.5	10.9
Effective Green, g (s)	59.8	55.4		65.6	58.3			8.5			8.5	14.9
Actuated g/C Ratio	0.66	0.61		0.72	0.64			0.09			0.09	0.16
Clearance Time (s)	6.0	6.0		6.0	6.0			4.0			4.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	473	1075		263	1137			148			157	250
v/s Ratio Prot	0.00	c0.55		c0.03	0.32							0.00
v/s Ratio Perm	0.02			0.27				c0.07			0.02	0.00
v/c Ratio	0.03	0.90		0.42	0.51			0.72			0.20	0.01
Uniform Delay, d1	5.8	15.3		14.6	8.7			40.1			38.1	31.9
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	11.6		0.4	1.6			13.7			0.2	0.0
Delay (s)	5.8	27.0		15.0	10.3			53.8			38.4	31.9
Level of Service	A	C		B	B			D			D	C
Approach Delay (s/veh)		26.6			11.1			53.8			36.6	
Approach LOS		C			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		22.6			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.79										
Actuated Cycle Length (s)		91.0			Sum of lost time (s)			16.0				
Intersection Capacity Utilization		74.4%			ICU Level of Service			D				
Analysis Period (min)		15										

c Critical Lane Group

2033 No-Build Weekday Evening Peak Hour



Lanes, Volumes, Timings
2: Elm Street/Pond Street & Main Street

2033 No-Build Weekday Evening Peak Hour
02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	821	1	66	707	66	1	0	16	23	1	26
Future Volume (vph)	56	821	1	66	707	66	1	0	16	23	1	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	13	13	13
Storage Length (ft)	100		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.987			0.872			0.930	
Flt Protected	0.950			0.950				0.997			0.977	
Satd. Flow (prot)	1678	1819	0	1745	1796	0	0	1652	0	0	1784	0
Flt Permitted	0.950			0.950				0.997			0.977	
Satd. Flow (perm)	1678	1819	0	1745	1796	0	0	1652	0	0	1784	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1079			1452			687			665	
Travel Time (s)		24.5			33.0			15.6			15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	61	892	1	72	768	72	1	0	17	25	1	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	893	0	72	840	0	0	18	0	0	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	66.5%						ICU Level of Service C					
Analysis Period (min)	15											

HCM 7th TWSC
2: Elm Street/Pond Street & Main Street

2033 No-Build Weekday Evening Peak Hour
02/10/2026

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	821	1	66	707	66	1	0	16	23	1	26
Future Vol, veh/h	56	821	1	66	707	66	1	0	16	23	1	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	61	892	1	72	768	72	1	0	17	25	1	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	840	0	0	893	0	0	1927	1998	893	1962	1963	804
Stage 1	-	-	-	-	-	-	1015	1015	-	948	948	-
Stage 2	-	-	-	-	-	-	913	984	-	1014	1015	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	786	-	-	768	-	-	51	61	343	48	64	386
Stage 1	-	-	-	-	-	-	290	318	-	316	342	-
Stage 2	-	-	-	-	-	-	331	329	-	290	318	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	786	-	-	768	-	-	39	51	343	38	53	386
Mov Cap-2 Maneuver	-	-	-	-	-	-	39	51	-	38	53	-
Stage 1	-	-	-	-	-	-	267	294	-	286	310	-
Stage 2	-	-	-	-	-	-	277	298	-	254	294	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.64			0.8			21.64			139.02		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	235	786	-	-	768	-	-	73
HCM Lane V/C Ratio	0.079	0.077	-	-	0.093	-	-	0.748
HCM Ctrl Dly (s/v)	21.6	10	-	-	10.2	-	-	139
HCM Lane LOS	C	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0.3	-	-	3.5

Lanes, Volumes, Timings

2033 No-Build Weekday Evening Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	706	0	96	665	46	96	0	0	83	0	64
Future Volume (vph)	47	706	0	96	665	46	96	0	0	83	0	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	11	16	16	16	12	12	13
Storage Length (ft)	100		0	70		0	0		0	0		70
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990							0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1745	1818	0	1805	1801	0	0	2046	0	0	1787	1669
Flt Permitted	0.219			0.219				0.674			0.871	
Satd. Flow (perm)	402	1818	0	416	1801	0	0	1451	0	0	1639	1669
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4							84
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1452			550			424			379	
Travel Time (s)		33.0			12.5			9.6			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	51	767	0	104	723	50	104	0	0	90	0	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	767	0	104	773	0	0	104	0	0	90	70
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.04	0.85	0.85	0.85	1.00	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2			2	1
Detector Template	Left	Thru		Left	Thru			Thru			Thru	Right
Leading Detector (ft)	20	100		20	100			100			100	20
Trailing Detector (ft)	0	0		0	0			0			0	0
Detector 1 Position(ft)	0	0		0	0			0			0	0
Detector 1 Size(ft)	20	6		20	6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings

2033 No-Build Weekday Evening Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	12.0	38.0		12.0	38.0		10.0	10.0		10.0	10.0	12.0
Total Split (s)	13.0	38.0		13.0	38.0		17.0	17.0		17.0	17.0	13.0
Total Split (%)	14.3%	41.8%		14.3%	41.8%		18.7%	18.7%		18.7%	18.7%	14.3%
Maximum Green (s)	7.0	32.0		7.0	32.0		13.0	13.0		13.0	13.0	7.0
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	3.0		3.0	3.0	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		1.0	1.0	1.5
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0			0.0			0.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0							
Flash Don't Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		6			6							
Act Effect Green (s)	66.8	61.0		67.2	61.2			10.2			10.2	20.4
Actuated g/C Ratio	0.73	0.67		0.74	0.67			0.11			0.11	0.22
v/c Ratio	0.12	0.63		0.24	0.64			0.64			0.49	0.16
Control Delay (s/veh)	6.7	18.1		6.9	18.1			56.0			46.4	5.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.7	18.1		6.9	18.1			56.0			46.4	5.4
LOS	A	B		A	B			E			D	A
Approach Delay (s/veh)		17.4			16.8			56.0			28.5	
Approach LOS		B			B			E			C	

Intersection Summary

Area Type: Other

Cycle Length: 91

Actuated Cycle Length: 91

Offset: 14.5 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 20.1

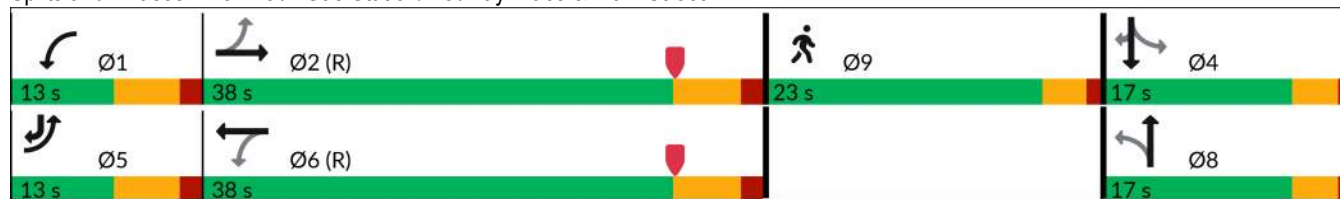
Intersection LOS: C

Intersection Capacity Utilization 64.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Mobil Gas Station/Medway Place & Main Street



Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	25%
Maximum Green (s)	19.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	12.0
Pedestrian Calls (#/hr)	6
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Queues

2033 No-Build Weekday Evening Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	51	767	104	773	104	90	70
v/c Ratio	0.12	0.63	0.24	0.64	0.64	0.49	0.16
Control Delay (s/veh)	6.7	18.1	6.9	18.1	56.0	46.4	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	18.1	6.9	18.1	56.0	46.4	5.4
Queue Length 50th (ft)	5	228	10	231	58	49	0
Queue Length 95th (ft)	32	#737	56	#752	109	94	24
Internal Link Dist (ft)		1372		470	344	299	
Turn Bay Length (ft)	100		70				70
Base Capacity (vph)	430	1218	446	1212	207	234	453
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.63	0.23	0.64	0.50	0.38	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis 2033 No-Build Weekday Evening Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	706	0	96	665	46	96	0	0	83	0	64
Future Volume (vph)	47	706	0	96	665	46	96	0	0	83	0	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	11	11	16	16	16	12	12	13
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95			0.95	1.00
Satd. Flow (prot)	1745	1818		1805	1802			2046			1787	1669
Flt Permitted	0.22	1.00		0.22	1.00			0.67			0.87	1.00
Satd. Flow (perm)	401	1818		416	1802			1452			1638	1669
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	767	0	104	723	50	104	0	0	90	0	70
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	56
Lane Group Flow (vph)	51	767	0	104	771	0	0	104	0	0	90	14
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	58.0	53.0		58.4	53.2			9.0			9.0	14.0
Effective Green, g (s)	62.0	55.0		62.4	55.2			9.0			9.0	18.0
Actuated g/C Ratio	0.68	0.60		0.69	0.61			0.10			0.10	0.20
Clearance Time (s)	6.0	6.0		6.0	6.0			4.0			4.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	376	1098		395	1093			143			162	330
v/s Ratio Prot	0.01	0.42		c0.02	c0.43							0.00
v/s Ratio Perm	0.08			0.16				c0.07			0.05	0.01
v/c Ratio	0.14	0.70		0.26	0.71			0.73			0.56	0.04
Uniform Delay, d1	7.8	12.3		8.2	12.3			39.8			39.1	29.5
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	3.7		0.1	3.8			14.4			2.3	0.0
Delay (s)	7.9	16.0		8.3	16.2			54.2			41.4	29.5
Level of Service	A	B		A	B			D			D	C
Approach Delay (s/veh)		15.5			15.2			54.2			36.2	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		19.1			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		91.0			Sum of lost time (s)			16.0				
Intersection Capacity Utilization		64.8%			ICU Level of Service			C				
Analysis Period (min)		15										

c Critical Lane Group

2033 Build Weekday Morning Peak Hour



Lanes, Volumes, Timings
2: Elm Street/Pond Street & Main Street

2033 Build Weekday Morning Peak Hour
02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	947	1	4	658	42	1	1	8	20	1	30
Future Volume (vph)	48	947	1	4	658	42	1	1	8	20	1	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	13	13	13
Storage Length (ft)	100		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.991			0.890			0.920	
Flt Protected	0.950			0.950				0.995			0.981	
Satd. Flow (prot)	1504	1783	0	1745	1767	0	0	1542	0	0	1619	0
Flt Permitted	0.950			0.950				0.995			0.981	
Satd. Flow (perm)	1504	1783	0	1745	1767	0	0	1542	0	0	1619	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1079			503			687			330	
Travel Time (s)		24.5			11.4			15.6			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	16%	3%	0%	0%	3%	3%	100%	0%	0%	6%	0%	12%
Adj. Flow (vph)	52	1029	1	4	715	46	1	1	9	22	1	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1030	0	4	761	0	0	11	0	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	64.6%						ICU Level of Service C					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	947	1	4	658	42	1	1	8	20	1	30
Future Vol, veh/h	48	947	1	4	658	42	1	1	8	20	1	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	16	3	0	0	3	3	100	0	0	6	0	12
Mvmt Flow	52	1029	1	4	715	46	1	1	9	22	1	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	761	0	0	1030	0	0	1859	1904	1030	1881	1882	738
Stage 1	-	-	-	-	-	-	1134	1134	-	747	747	-
Stage 2	-	-	-	-	-	-	724	770	-	1134	1135	-
Critical Hdwy	4.26	-	-	4.1	-	-	8.1	6.5	6.2	7.16	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.344	-	-	2.2	-	-	4.4	4	3.3	3.554	4	3.408
Pot Cap-1 Maneuver	792	-	-	682	-	-	32	70	286	53	72	402
Stage 1	-	-	-	-	-	-	161	280	-	399	423	-
Stage 2	-	-	-	-	-	-	295	413	-	242	280	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	792	-	-	682	-	-	27	65	286	47	67	402
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	65	-	47	67	-
Stage 1	-	-	-	-	-	-	151	261	-	396	421	-
Stage 2	-	-	-	-	-	-	269	411	-	218	261	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.48			0.06			36.99			80.43		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	123	792	-	-	682	-	-	99
HCM Lane V/C Ratio	0.088	0.066	-	-	0.006	-	-	0.561
HCM Ctrl Dly (s/v)	37	9.9	-	-	10.3	-	-	80.4
HCM Lane LOS	E	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	2.6

Lanes, Volumes, Timings

2033 Build Weekday Morning Peak Hour

3: Mobil Gas Station/Medway Place & Main Street

02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	896	0	102	534	21	98	0	0	29	0	11
Future Volume (vph)	15	896	0	102	534	21	98	0	0	29	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	11	16	16	16	12	12	13
Storage Length (ft)	100		0	70		0	0		0	0		70
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.994							0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1631	1766	0	1805	1774	0	0	2046	0	0	1805	1531
Flt Permitted	0.361			0.092				0.736			0.890	
Satd. Flow (perm)	620	1766	0	175	1774	0	0	1585	0	0	1691	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3							84
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		629			550			424			379	
Travel Time (s)		14.3			12.5			9.6			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	9%
Adj. Flow (vph)	16	974	0	111	580	23	107	0	0	32	0	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	974	0	111	603	0	0	107	0	0	32	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.04	0.85	0.85	0.85	1.00	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2			2	1
Detector Template	Left	Thru		Left	Thru			Thru			Thru	Right
Leading Detector (ft)	20	100		20	100			100			100	20
Trailing Detector (ft)	0	0		0	0			0			0	0
Detector 1 Position(ft)	0	0		0	0			0			0	0
Detector 1 Size(ft)	20	6		20	6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
3: Mobil Gas Station/Medway Place & Main Street

2033 Build Weekday Morning Peak Hour
02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	12.0	38.0		12.0	38.0		10.0	10.0		10.0	10.0	12.0
Total Split (s)	13.0	40.0		13.0	40.0		15.0	15.0		15.0	15.0	13.0
Total Split (%)	14.3%	44.0%		14.3%	44.0%		16.5%	16.5%		16.5%	16.5%	14.3%
Maximum Green (s)	7.0	34.0		7.0	34.0		11.0	11.0		11.0	11.0	7.0
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	3.0		3.0	3.0	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		1.0	1.0	1.5
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0			0.0			0.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0							
Flash Don't Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		11			11							
Act Effect Green (s)	67.0	61.4		69.6	66.7			9.7			9.7	19.7
Actuated g/C Ratio	0.74	0.67		0.76	0.73			0.11			0.11	0.22
v/c Ratio	0.03	0.82		0.39	0.46			0.64			0.18	0.03
Control Delay (s/veh)	6.3	24.1		11.1	12.2			55.7			38.4	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.3	24.1		11.1	12.2			55.7			38.4	0.2
LOS	A	C		B	B			E			D	A
Approach Delay (s/veh)		23.9			12.1			55.7			28.0	
Approach LOS		C			B			E			C	

Intersection Summary

Area Type: Other

Cycle Length: 91

Actuated Cycle Length: 91

Offset: 72 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 21.3

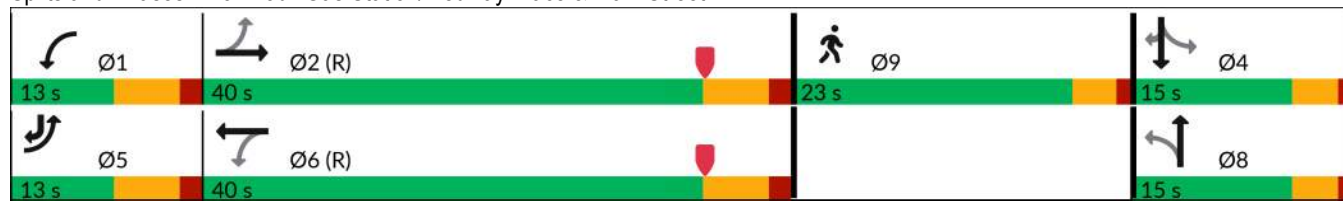
Intersection LOS: C

Intersection Capacity Utilization 74.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Mobil Gas Station/Medway Place & Main Street



Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	25%
Maximum Green (s)	19.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	12.0
Pedestrian Calls (#/hr)	11
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Queues
3: Mobil Gas Station/Medway Place & Main Street

2033 Build Weekday Morning Peak Hour
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Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	16	974	111	603	107	32	12
v/c Ratio	0.03	0.82	0.39	0.46	0.64	0.18	0.03
Control Delay (s/veh)	6.3	24.1	11.1	12.2	55.7	38.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.3	24.1	11.1	12.2	55.7	38.4	0.2
Queue Length 50th (ft)	1	370	10	79	59	17	0
Queue Length 95th (ft)	13	#989	67	#495	#114	44	0
Internal Link Dist (ft)		549		470	344	299	
Turn Bay Length (ft)	100		70				70
Base Capacity (vph)	562	1192	296	1301	196	209	413
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.82	0.38	0.46	0.55	0.15	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis 3: Mobil Gas Station/Medway Place & Main Street

2033 Build Weekday Morning Peak Hour
02/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	896	0	102	534	21	98	0	0	29	0	11
Future Volume (vph)	15	896	0	102	534	21	98	0	0	29	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	11	11	16	16	16	12	12	13
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95			0.95	1.00
Satd. Flow (prot)	1631	1766		1805	1775			2046			1805	1531
Flt Permitted	0.36	1.00		0.09	1.00			0.74			0.89	1.00
Satd. Flow (perm)	620	1766		175	1775			1585			1691	1531
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	974	0	111	580	23	107	0	0	32	0	12
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	0	10
Lane Group Flow (vph)	16	974	0	111	602	0	0	107	0	0	32	2
Heavy Vehicles (%)	7%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	9%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	55.8	53.4		61.6	56.3			8.5			8.5	10.9
Effective Green, g (s)	59.8	55.4		65.6	58.3			8.5			8.5	14.9
Actuated g/C Ratio	0.66	0.61		0.72	0.64			0.09			0.09	0.16
Clearance Time (s)	6.0	6.0		6.0	6.0			4.0			4.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	456	1075		256	1137			148			157	250
v/s Ratio Prot	0.00	c0.55		c0.03	0.34							0.00
v/s Ratio Perm	0.02			0.28				c0.07			0.02	0.00
v/c Ratio	0.04	0.91		0.43	0.53			0.72			0.20	0.01
Uniform Delay, d1	5.9	15.5		15.1	8.9			40.1			38.1	31.9
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.0	12.5		0.4	1.8			13.7			0.2	0.0
Delay (s)	5.9	28.0		15.5	10.7			53.8			38.4	31.9
Level of Service	A	C		B	B			D			D	C
Approach Delay (s/veh)		27.6			11.4			53.8			36.6	
Approach LOS		C			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			23.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			91.0			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			74.9%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
5: Pond Street & Site South Driveway

2033 Build Weekday Morning Peak Hour
02/10/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	80	11	2	51
Future Volume (vph)	0	0	80	11	2	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.984					
Flt Protected	0.998					
Satd. Flow (prot)	0	0	1837	0	0	1860
Flt Permitted	0.998					
Satd. Flow (perm)	0	0	1837	0	0	1860
Link Speed (mph)	30		30			30
Link Distance (ft)	299		330			321
Travel Time (s)	6.8		7.5			7.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	0	0	87	12	2	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	99	0	0	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	8.2%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
7: Pond Street & Site North Driveway

2033 Build Weekday Morning Peak Hour
02/10/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	1	80	0	0	49
Future Volume (vph)	4	1	80	0	0	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973					
Flt Protected	0.962					
Satd. Flow (prot)	1778	0	1863	0	0	1863
Flt Permitted	0.962					
Satd. Flow (perm)	1778	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	306		321			285
Travel Time (s)	7.0		7.3			6.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	4	1	87	0	0	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	87	0	0	53
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	4	1	80	0	0	49
Future Vol, veh/h	4	1	80	0	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	4	1	87	0	0	53
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	140	87	0	-	-	-
Stage 1	87	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	858	977	-	0	0	-
Stage 1	941	-	-	0	0	-
Stage 2	974	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	858	977	-	-	-	-
Mov Cap-2 Maneuver	858	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.12	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBTWBLn1		SBT			
Capacity (veh/h)	- 879		-			
HCM Lane V/C Ratio	- 0.006		-			
HCM Ctrl Dly (s/v)	- 9.1		-			
HCM Lane LOS	- A		-			
HCM 95th %tile Q(veh)	- 0		-			

Lanes, Volumes, Timings
9: Main Street & Fire Station Drive

2033 Build Weekday Morning Peak Hour
02/10/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	971	703	4	2	1
Future Volume (vph)	4	971	703	4	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.955	
Flt Protected	0.950				0.968	
Satd. Flow (prot)	902	1845	1834	0	1722	0
Flt Permitted	0.308				0.968	
Satd. Flow (perm)	293	1845	1834	0	1722	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					1	
Link Speed (mph)		30	30		30	
Link Distance (ft)		503	320		315	
Travel Time (s)		11.4	7.3		7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	3%	3%	100%	2%	2%
Adj. Flow (vph)	4	1055	764	4	2	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	1055	768	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	

Lanes, Volumes, Timings
9: Main Street & Fire Station Drive

2033 Build Weekday Morning Peak Hour
02/10/2026

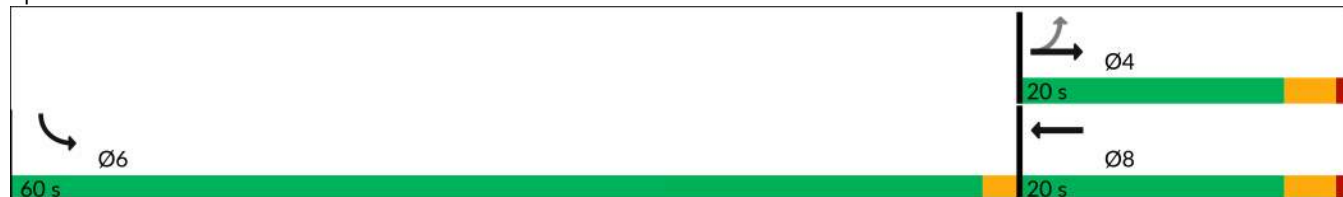


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		58.0	
Minimum Split (s)	10.0	10.0	10.0		60.0	
Total Split (s)	20.0	20.0	20.0		60.0	
Total Split (%)	25.0%	25.0%	25.0%		75.0%	
Maximum Green (s)	16.0	16.0	16.0		58.0	
Yellow Time (s)	3.0	3.0	3.0		2.0	
All-Red Time (s)	1.0	1.0	1.0		0.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		2.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Walk Time (s)					7.0	
Flash Don't Walk (s)					11.0	
Pedestrian Calls (#/hr)					0	
Act Effect Green (s)	26.9	26.9	26.9		30.2	
Actuated g/C Ratio	0.84	0.84	0.84		0.94	
v/c Ratio	0.02	0.68	0.50		0.00	
Control Delay (s/veh)	15.0	15.9	14.5		1.7	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	15.0	15.9	14.5		1.7	
LOS	B	B	B		A	
Approach Delay (s/veh)		15.9	14.5		1.7	
Approach LOS		B	B		A	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 32
Natural Cycle: 140
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay (s/veh): 15.3
Intersection LOS: B
Intersection Capacity Utilization 106.1%
ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 9: Main Street & Fire Station Drive



Queues
9: Main Street & Fire Station Drive

2033 Build Weekday Morning Peak Hour
02/10/2026



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	4	1055	768	3
v/c Ratio	0.02	0.68	0.50	0.00
Control Delay (s/veh)	15.0	15.9	14.5	1.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	15.9	14.5	1.7
Queue Length 50th (ft)	0	0	0	0
Queue Length 95th (ft)	10	#1149	#828	2
Internal Link Dist (ft)		423	240	235
Turn Bay Length (ft)	490			
Base Capacity (vph)	246	1550	1540	1627
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.02	0.68	0.50	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
9: Main Street & Fire Station Drive

2033 Build Weekday Morning Peak Hour
02/10/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	971	703	4	2	1
Future Volume (vph)	4	971	703	4	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		2.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	1.00		0.96	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	903	1845	1834		1722	
Flt Permitted	0.31	1.00	1.00		0.97	
Satd. Flow (perm)	292	1845	1834		1722	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	1055	764	4	2	1
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	4	1055	768	0	2	0
Heavy Vehicles (%)	100%	3%	3%	100%	2%	2%
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Actuated Green, G (s)	21.8	21.8	21.8		4.6	
Effective Green, g (s)	21.8	21.8	21.8		4.6	
Actuated g/C Ratio	0.67	0.67	0.67		0.14	
Clearance Time (s)	4.0	4.0	4.0		2.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	196	1241	1233		244	
v/s Ratio Prot		c0.57	0.42		c0.00	
v/s Ratio Perm	0.01					
v/c Ratio	0.02	0.85	0.62		0.01	
Uniform Delay, d1	1.8	4.1	3.0		11.9	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.0	5.8	1.0		0.0	
Delay (s)	1.8	9.8	4.0		12.0	
Level of Service	A	A	A		B	
Approach Delay (s/veh)		9.8	4.0		12.0	
Approach LOS		A	A		B	
Intersection Summary						
HCM 2000 Control Delay (s/veh)			7.3		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.70			
Actuated Cycle Length (s)			32.4		Sum of lost time (s)	6.0
Intersection Capacity Utilization			106.1%		ICU Level of Service	G
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings
13: Main Street & East Site Driveway

2033 Build Weekday Morning Peak Hour
02/10/2026

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	957	701	16	5	6
Future Volume (vph)	16	957	701	16	5	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.921	
Flt Protected	0.950				0.980	
Satd. Flow (prot)	1805	1845	1840	0	1681	0
Flt Permitted	0.950				0.980	
Satd. Flow (perm)	1805	1845	1840	0	1681	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		320	629		420	
Travel Time (s)		7.3	14.3		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	3%	0%	2%	2%
Adj. Flow (vph)	17	1040	762	17	5	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	1040	779	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.4%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	957	701	16	5	6
Future Vol, veh/h	16	957	701	16	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	310	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	3	0	2	2
Mvmt Flow	17	1040	762	17	5	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	779	0	0 1846 771
Stage 1	-	-	- 771 -
Stage 2	-	-	- 1075 -
Critical Hdwy	4.1	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.2	-	- 3.518 3.318
Pot Cap-1 Maneuver	847	-	- 82 400
Stage 1	-	-	- 456 -
Stage 2	-	-	- 328 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	847	-	- 81 400
Mov Cap-2 Maneuver	-	-	- 81 -
Stage 1	-	-	- 447 -
Stage 2	-	-	- 328 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	32.53
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	847	-	-	-	143
HCM Lane V/C Ratio	0.021	-	-	-	0.084
HCM Ctrl Dly (s/v)	9.3	-	-	-	32.5
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

2033 Build Weekday Evening Peak Hour



Lanes, Volumes, Timings
2: Elm Street/Pond Street & Main Street

2033 Build Weekday Evening Peak Hour
02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	825	1	66	720	67	1	0	16	26	1	31
Future Volume (vph)	57	825	1	66	720	67	1	0	16	26	1	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	13	13	13
Storage Length (ft)	100		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.987			0.872			0.927	
Flt Protected	0.950			0.950				0.997			0.978	
Satd. Flow (prot)	1678	1819	0	1745	1796	0	0	1652	0	0	1780	0
Flt Permitted	0.950			0.950				0.997			0.978	
Satd. Flow (perm)	1678	1819	0	1745	1796	0	0	1652	0	0	1780	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1079			503			687			330	
Travel Time (s)		24.5			11.4			15.6			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	62	897	1	72	783	73	1	0	17	28	1	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	898	0	72	856	0	0	18	0	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 67.2%	ICU Level of Service C											
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	825	1	66	720	67	1	0	16	26	1	31
Future Vol, veh/h	57	825	1	66	720	67	1	0	16	26	1	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	62	897	1	72	783	73	1	0	17	28	1	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	855	0	0	898	0	0	1948	2020	897	1983	1984	819
Stage 1	-	-	-	-	-	-	1021	1021	-	963	963	-
Stage 2	-	-	-	-	-	-	927	999	-	1021	1022	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	776	-	-	765	-	-	49	59	341	46	62	379
Stage 1	-	-	-	-	-	-	288	316	-	310	337	-
Stage 2	-	-	-	-	-	-	325	324	-	288	316	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	776	-	-	765	-	-	37	49	341	37	52	379
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	49	-	37	52	-
Stage 1	-	-	-	-	-	-	265	291	-	281	305	-
Stage 2	-	-	-	-	-	-	267	294	-	251	291	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.65			0.79			22.07			171.43		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	229	776	-	-	765	-	-	72
HCM Lane V/C Ratio	0.081	0.08	-	-	0.094	-	-	0.879
HCM Ctrl Dly (s/v)	22.1	10	-	-	10.2	-	-	171.4
HCM Lane LOS	C	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0.3	-	-	4.3

Lanes, Volumes, Timings
3: Mobil Gas Station/Medway Place & Main Street

2033 Build Weekday Evening Peak Hour
02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	722	0	96	670	46	96	0	0	83	0	64
Future Volume (vph)	47	722	0	96	670	46	96	0	0	83	0	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	11	16	16	16	12	12	13
Storage Length (ft)	100		0	70		0	0		0	0		70
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990							0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1745	1818	0	1805	1801	0	0	2046	0	0	1787	1669
Flt Permitted	0.215			0.208				0.674			0.871	
Satd. Flow (perm)	395	1818	0	395	1801	0	0	1451	0	0	1639	1669
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4							84
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		629			550			424			379	
Travel Time (s)		14.3			12.5			9.6			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	51	785	0	104	728	50	104	0	0	90	0	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	785	0	104	778	0	0	104	0	0	90	70
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.04	0.85	0.85	0.85	1.00	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2			2	1
Detector Template	Left	Thru		Left	Thru			Thru			Thru	Right
Leading Detector (ft)	20	100		20	100			100			100	20
Trailing Detector (ft)	0	0		0	0			0			0	0
Detector 1 Position(ft)	0	0		0	0			0			0	0
Detector 1 Size(ft)	20	6		20	6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
3: Mobil Gas Station/Medway Place & Main Street

2033 Build Weekday Evening Peak Hour
02/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	12.0	38.0		12.0	38.0		10.0	10.0		10.0	10.0	12.0
Total Split (s)	13.0	38.0		13.0	38.0		17.0	17.0		17.0	17.0	13.0
Total Split (%)	14.3%	41.8%		14.3%	41.8%		18.7%	18.7%		18.7%	18.7%	14.3%
Maximum Green (s)	7.0	32.0		7.0	32.0		13.0	13.0		13.0	13.0	7.0
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	3.0		3.0	3.0	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		1.0	1.0	1.5
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0			0.0			0.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0							
Flash Don't Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		6			6							
Act Effect Green (s)	66.8	61.0		67.2	61.2			10.2			10.2	20.4
Actuated g/C Ratio	0.73	0.67		0.74	0.67			0.11			0.11	0.22
v/c Ratio	0.12	0.64		0.25	0.64			0.64			0.49	0.16
Control Delay (s/veh)	6.7	18.4		7.0	18.2			56.0			46.4	5.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.7	18.4		7.0	18.2			56.0			46.4	5.4
LOS	A	B		A	B			E			D	A
Approach Delay (s/veh)		17.7			16.9			56.0			28.5	
Approach LOS		B			B			E			C	

Intersection Summary

Area Type: Other

Cycle Length: 91

Actuated Cycle Length: 91

Offset: 14.5 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 20.2

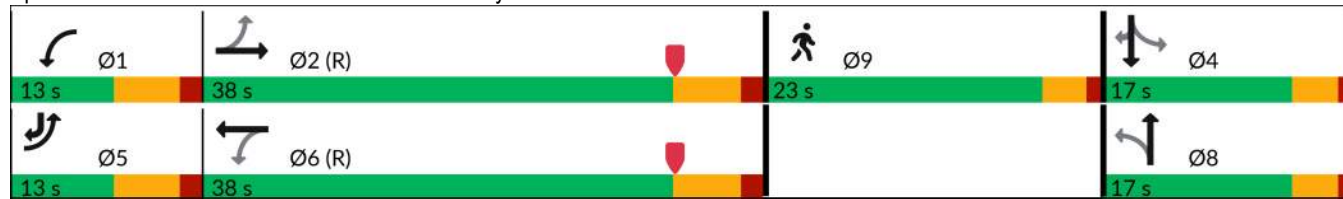
Intersection LOS: C

Intersection Capacity Utilization 65.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Mobil Gas Station/Medway Place & Main Street



Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	25%
Maximum Green (s)	19.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	12.0
Pedestrian Calls (#/hr)	6
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Queues
3: Mobil Gas Station/Medway Place & Main Street

2033 Build Weekday Evening Peak Hour
02/10/2026



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	51	785	104	778	104	90	70
v/c Ratio	0.12	0.64	0.25	0.64	0.64	0.49	0.16
Control Delay (s/veh)	6.7	18.4	7.0	18.2	56.0	46.4	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	18.4	7.0	18.2	56.0	46.4	5.4
Queue Length 50th (ft)	5	237	10	233	58	49	0
Queue Length 95th (ft)	32	#760	56	#759	109	94	24
Internal Link Dist (ft)		549		470	344	299	
Turn Bay Length (ft)	100		70				70
Base Capacity (vph)	426	1218	433	1212	207	234	453
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.64	0.24	0.64	0.50	0.38	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: Mobil Gas Station/Medway Place & Main Street

2033 Build Weekday Evening Peak Hour
02/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	722	0	96	670	46	96	0	0	83	0	64
Future Volume (vph)	47	722	0	96	670	46	96	0	0	83	0	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	11	11	16	16	16	12	12	13
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95			0.95	1.00
Satd. Flow (prot)	1745	1818		1805	1802			2046			1787	1669
Flt Permitted	0.22	1.00		0.21	1.00			0.67			0.87	1.00
Satd. Flow (perm)	396	1818		395	1802			1452			1638	1669
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	785	0	104	728	50	104	0	0	90	0	70
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	56
Lane Group Flow (vph)	51	785	0	104	776	0	0	104	0	0	90	14
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	58.0	53.0		58.4	53.2			9.0			9.0	14.0
Effective Green, g (s)	62.0	55.0		62.4	55.2			9.0			9.0	18.0
Actuated g/C Ratio	0.68	0.60		0.69	0.61			0.10			0.10	0.20
Clearance Time (s)	6.0	6.0		6.0	6.0			4.0			4.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	373	1098		382	1093			143			162	330
v/s Ratio Prot	0.01	c0.43		c0.02	0.43							0.00
v/s Ratio Perm	0.08			0.16				c0.07			0.05	0.01
v/c Ratio	0.14	0.71		0.27	0.71			0.73			0.56	0.04
Uniform Delay, d1	7.9	12.5		8.5	12.4			39.8			39.1	29.5
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	4.0		0.1	3.9			14.4			2.3	0.0
Delay (s)	8.0	16.5		8.6	16.3			54.2			41.4	29.5
Level of Service	A	B		A	B			D			D	C
Approach Delay (s/veh)		16.0			15.4			54.2			36.2	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		19.4			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.64										
Actuated Cycle Length (s)		91.0			Sum of lost time (s)			16.0				
Intersection Capacity Utilization		65.3%			ICU Level of Service			C				
Analysis Period (min)		15										

c Critical Lane Group

Lanes, Volumes, Timings
5: Pond Street & Site South Driveway

2033 Build Weekday Evening Peak Hour
02/10/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	122	2	0	58
Future Volume (vph)	0	0	122	2	0	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			
Flt Protected						
Satd. Flow (prot)	0	0	1860	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1860	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	299		330			321
Travel Time (s)	6.8		7.5			7.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	0	0	133	2	0	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	135	0	0	63
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.4%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
7: Pond Street & Site North Driveway

2033 Build Weekday Evening Peak Hour
02/10/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	2	122	0	0	50
Future Volume (vph)	8	2	122	0	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975					
Flt Protected	0.961					
Satd. Flow (prot)	1780	0	1863	0	0	1863
Flt Permitted	0.961					
Satd. Flow (perm)	1780	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	306		321			285
Travel Time (s)	7.0		7.3			6.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	9	2	133	0	0	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	133	0	0	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	✕✕		↑			↑
Traffic Vol, veh/h	8	2	122	0	0	50
Future Vol, veh/h	8	2	122	0	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	9	2	133	0	0	54
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	187	133	0	-	-	-
Stage 1	133	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	807	922	-	0	0	-
Stage 1	899	-	-	0	0	-
Stage 2	973	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	807	922	-	-	-	-
Mov Cap-2 Maneuver	807	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.41	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBTWBLn1		SBT			
Capacity (veh/h)	- 827		-			
HCM Lane V/C Ratio	- 0.013		-			
HCM Ctrl Dly (s/v)	- 9.4		-			
HCM Lane LOS	- A		-			
HCM 95th %tile Q(veh)	- 0		-			

Lanes, Volumes, Timings
9: Main Street & Fire Station Drive

2033 Build Weekday Evening Peak Hour
02/10/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	866	851	1	3	2
Future Volume (vph)	1	866	851	1	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.946	
Flt Protected	0.950				0.971	
Satd. Flow (prot)	902	1881	1879	0	1745	0
Flt Permitted	0.216				0.971	
Satd. Flow (perm)	205	1881	1879	0	1745	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)					2	
Link Speed (mph)		30	30		30	
Link Distance (ft)		503	320		315	
Travel Time (s)		11.4	7.3		7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	1%	1%	100%	0%	0%
Adj. Flow (vph)	1	941	925	1	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	941	926	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	

Lanes, Volumes, Timings
9: Main Street & Fire Station Drive

2033 Build Weekday Evening Peak Hour
02/10/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		58.0	
Minimum Split (s)	10.0	10.0	10.0		60.0	
Total Split (s)	20.0	20.0	20.0		60.0	
Total Split (%)	25.0%	25.0%	25.0%		75.0%	
Maximum Green (s)	16.0	16.0	16.0		58.0	
Yellow Time (s)	3.0	3.0	3.0		2.0	
All-Red Time (s)	1.0	1.0	1.0		0.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		2.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effect Green (s)	26.9	26.9	26.9		30.2	
Actuated g/C Ratio	0.84	0.84	0.84		0.94	
v/c Ratio	0.01	0.60	0.59		0.00	
Control Delay (s/veh)	16.0	15.1	15.0		1.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	16.0	15.1	15.0		1.4	
LOS	B	B	B		A	
Approach Delay (s/veh)		15.1	15.0		1.4	
Approach LOS		B	B		A	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 32
Natural Cycle: 120
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.60
Intersection Signal Delay (s/veh): 15.0 Intersection LOS: B
Intersection Capacity Utilization 100.6% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 9: Main Street & Fire Station Drive



Queues
9: Main Street & Fire Station Drive

2033 Build Weekday Evening Peak Hour
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Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	1	941	926	5
v/c Ratio	0.01	0.60	0.59	0.00
Control Delay (s/veh)	16.0	15.1	15.0	1.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.0	15.1	15.0	1.4
Queue Length 50th (ft)	0	0	0	0
Queue Length 95th (ft)	5	#1018	#1002	3
Internal Link Dist (ft)		423	240	235
Turn Bay Length (ft)	490			
Base Capacity (vph)	172	1580	1578	1649
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.60	0.59	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
9: Main Street & Fire Station Drive

2033 Build Weekday Evening Peak Hour
02/10/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	866	851	1	3	2
Future Volume (vph)	1	866	851	1	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		2.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	1.00		0.95	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	903	1881	1879		1745	
Flt Permitted	0.22	1.00	1.00		0.97	
Satd. Flow (perm)	205	1881	1879		1745	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	941	925	1	3	2
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	1	941	926	0	3	0
Heavy Vehicles (%)	100%	1%	1%	100%	0%	0%
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Actuated Green, G (s)	21.8	21.8	21.8		4.6	
Effective Green, g (s)	21.8	21.8	21.8		4.6	
Actuated g/C Ratio	0.67	0.67	0.67		0.14	
Clearance Time (s)	4.0	4.0	4.0		2.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	137	1265	1264		247	
v/s Ratio Prot		c0.50	0.49		c0.00	
v/s Ratio Perm	0.00					
v/c Ratio	0.01	0.74	0.73		0.01	
Uniform Delay, d1	1.7	3.5	3.4		11.9	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.0	2.4	2.2		0.0	
Delay (s)	1.8	5.9	5.6		12.0	
Level of Service	A	A	A		B	
Approach Delay (s/veh)		5.9	5.6		12.0	
Approach LOS		A	A		B	
Intersection Summary						
HCM 2000 Control Delay (s/veh)			5.8		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.62			
Actuated Cycle Length (s)			32.4		Sum of lost time (s)	6.0
Intersection Capacity Utilization			100.6%		ICU Level of Service	G
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings
13: Main Street & East Site Driveway

2033 Build Weekday Evening Peak Hour
02/10/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	866	841	3	10	11
Future Volume (vph)	3	866	841	3	10	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.930	
Flt Protected	0.950				0.977	
Satd. Flow (prot)	1805	1881	1881	0	1726	0
Flt Permitted	0.950				0.977	
Satd. Flow (perm)	1805	1881	1881	0	1726	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		320	629		420	
Travel Time (s)		7.3	14.3		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	3	941	914	3	11	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	941	917	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.6%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	866	841	3	10	11
Future Vol, veh/h	3	866	841	3	10	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	310	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	3	941	914	3	11	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	917	0	0 1864 916
Stage 1	-	-	- - 916 -
Stage 2	-	-	- - 948 -
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	752	-	- - 81 333
Stage 1	-	-	- - 393 -
Stage 2	-	-	- - 380 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	752	-	- - 81 333
Mov Cap-2 Maneuver	-	-	- - 81 -
Stage 1	-	-	- - 392 -
Stage 2	-	-	- - 380 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	37.34
HCM LOS	E		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	752	-	-	-	134
HCM Lane V/C Ratio	0.004	-	-	-	0.171
HCM Ctrl Dly (s/v)	9.8	-	-	-	37.3
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.6