

MEMORANDUM

TO: Mr. Domenic Longobardi
Director of Non-Gaming Operations
Plainridge Park Casino
301 Washington Street
Plainville, Massachusetts 02762

FROM: Mr. Jeffrey S. Dirk, P.E., PTOE, FITE
Principal
Vanasse & Associates, Inc.
35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066
(978) 474-8800 x830
jdirk@rdva.com

DATE: September 28, 2018

RE: 6964

SUBJECT: 2018 Traffic Monitoring Program
Plainridge Park Casino
Plainville, Massachusetts

Vanasse & Associates, Inc. (VAI) has completed the 2018 Traffic Monitoring Program for the Plainridge Park Casino located at 301 Washington Street (Route 1) in Plainville, Massachusetts (hereafter referred to as the "Project"). The purpose of the 2018 Traffic Monitoring Program is to update the conditions documented as a part of the monitoring studies that have been completed subsequent to the opening of the Project in 2016 pursuant to the Massachusetts Department of Transportation (MassDOT) Section 61 Finding: i) traffic volumes; ii) trip patterns; iii) traffic operations; and iv) safety; along Route 1 and at defined intersections. In addition, a summary of the elements of the Transportation Demand Management (TDM) program that have been implemented for employees and patrons is provided, along with the results of an employee and patron survey of travel modes. As required therein, the results of the 2018 Traffic Monitoring Program are being submitted to MassDOT, the Town of Plainville, the Southeastern Regional Planning and Economic Development District (SRPEDD), the Greater Attleboro Taunton Regional Transit Authority (GATRA), MassRIDES and the Secretary of Energy and Environmental Affairs.

Based on a review of the results of the 2018 Traffic Monitoring Program, we have noted the following with respect to the Project:

1. The *measured* traffic volumes associated with the Project were found to be approximately four (4) percent lower on an average weekday, 51 percent higher during the weekday morning peak-hour, 30 percent higher during the Friday evening peak-hour and one (1) percent higher during the Saturday afternoon peak-hour when compared to the traffic volume *projections* for the Project. As documented herein, sufficient capacity is afforded at the Project site driveway intersection with Route 1 and at the monitored intersections to accommodate the increased traffic volumes associated with the Project;
2. The 2018 observed peak-hour traffic volumes within the study area were found to be similar to or slightly lower than the conditions that were documented in the 2015 Baseline Study;
3. A review of motor vehicle crash data indicates that the study intersections exhibited similar crash patterns before and after the opening of the Project and, with the exception of the Route 1/

Route 152 intersection, were found to have motor vehicle crash rates that were below both the MassDOT statewide and District averages for a signalized or unsignalized intersection, as appropriate, for the MassDOT Highway Division District in which the intersections are located (District 5);

4. The Route 1/Route 152 intersection was found to have experienced a decrease in the number of reported crashes after the opening of the Project (17 crashes in 2015 vs. 10 crashes in 2016); however, the calculated motor vehicle crash rate continues to be above the MassDOT average crash rate (statewide and District 5) for a signalized intersection and the intersection is also included in the MassDOT statewide High Crash Location List as a high crash cluster location for 2013-2015. The majority of the crashes occurring at the intersection were reported as rear-end-type collisions that resulted in property damage only. A Road Safety Audit (RSA) was conducted for this intersection in 2014 as a part of the Project and a number of the recommendations from the RSA have been implemented at the intersection;
5. The MassDOT statewide High Crash Location List also indicated that the Route 1/Madison Street intersection was included as a high crash cluster location for 2013-2015. Improvements are currently under design at this intersection that will be constructed as a part of the mitigation commitments for the mixed-use development that is to be located off Madison Street west of Route 1 and will include the installation of a traffic control signal and minor roadway widening;
6. Ten (10) motor vehicle crashes were reported to have occurred at the Route 1/Plainridge Park Casino driveway intersection during the 5-year review period, the majority of which occurred on a weekday, involved rear-end-type collisions that were attributable to driver error, and resulted in property damage only. The calculated motor vehicle crash rate at the intersection was found to be below the MassDOT average crash rates for a signalized intersection;
7. Operating conditions at the majority of the monitored intersections were found to be similar to or improved over the conditions that were documented as a part of the 2015 Baseline Study, indicating that the opening of the Project and the associated increase in traffic volumes did not result in a significant increase in motorist delays or vehicle queueing over the conditions that existed prior to the opening of the Project with consideration of the noted traffic volume differentials during the weekday morning and evening peak hours;
8. The intersection of Route 1 at the Plainridge Park Casino driveway was shown to operate at an overall level-of-service (LOS) B or better during both the weekday evening and Saturday afternoon peak hours, with all movements reported to be operating at LOS C or better where a LOS of "D" or better is considered acceptable operating conditions;
9. Approximately 92 percent of patrons and employees arrive to the Project site alone in a private automobile, with approximately 71 percent indicating that they were not aware of public transportation or car/vanpool opportunities. The majority of patrons and employees indicated that they would not use or participate in a shuttle program from an off-site parking facility and would not walk or bicycle to the Project site if sidewalks and bicycle lanes were available; and
10. Forty-seven (47) percent of employees indicated that they were not aware of the corporate Transportation Demand Management (TDM) program but would participate. This indicates a distinct opportunity to increase employee participation in the TDM program.

In consideration of these findings, we have concluded that the measured impact of the Project on traffic volumes, trip patterns, motor vehicle crash trends, and traffic operations (levels of service, motorist delays and vehicle queuing) has been relatively minor, with operating conditions at the monitored intersections found to be similar to the conditions that were documented as a part of the 2015 Baseline Study. Further, opportunities exist to increase employee participation in the TDM program and the use of public transportation services and car/vanpool participation by both patrons and employees.

The following summarizes the results of the 2018 Traffic Monitoring Program.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in April and May 2015, July and August 2016, and updated in June 2018. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area for the 2018 Traffic Monitoring Program was developed in consultation with MassDOT, and includes the major roadway that provide access to the Project site, Washington Street (Route 1), as well as six (6) major intersections (including the Project site driveway) which Project related traffic will travel which are listed below and depicted on Figure 1.

1. Route 1 at Madison Street (Wrentham)
2. Route 1 at the I-495 Northbound Ramps (Plainville)
3. Route 1 at the I-495 Southbound Ramps (Plainville)
4. Route 1 at the Plainridge park casino Drive (Plainville)
5. Route 152 at Route 1 Southbound Jughandle (Plainville)
6. Route 1 at Route 152 (Plainville)

The following describes existing conditions within the study area.

Roadway

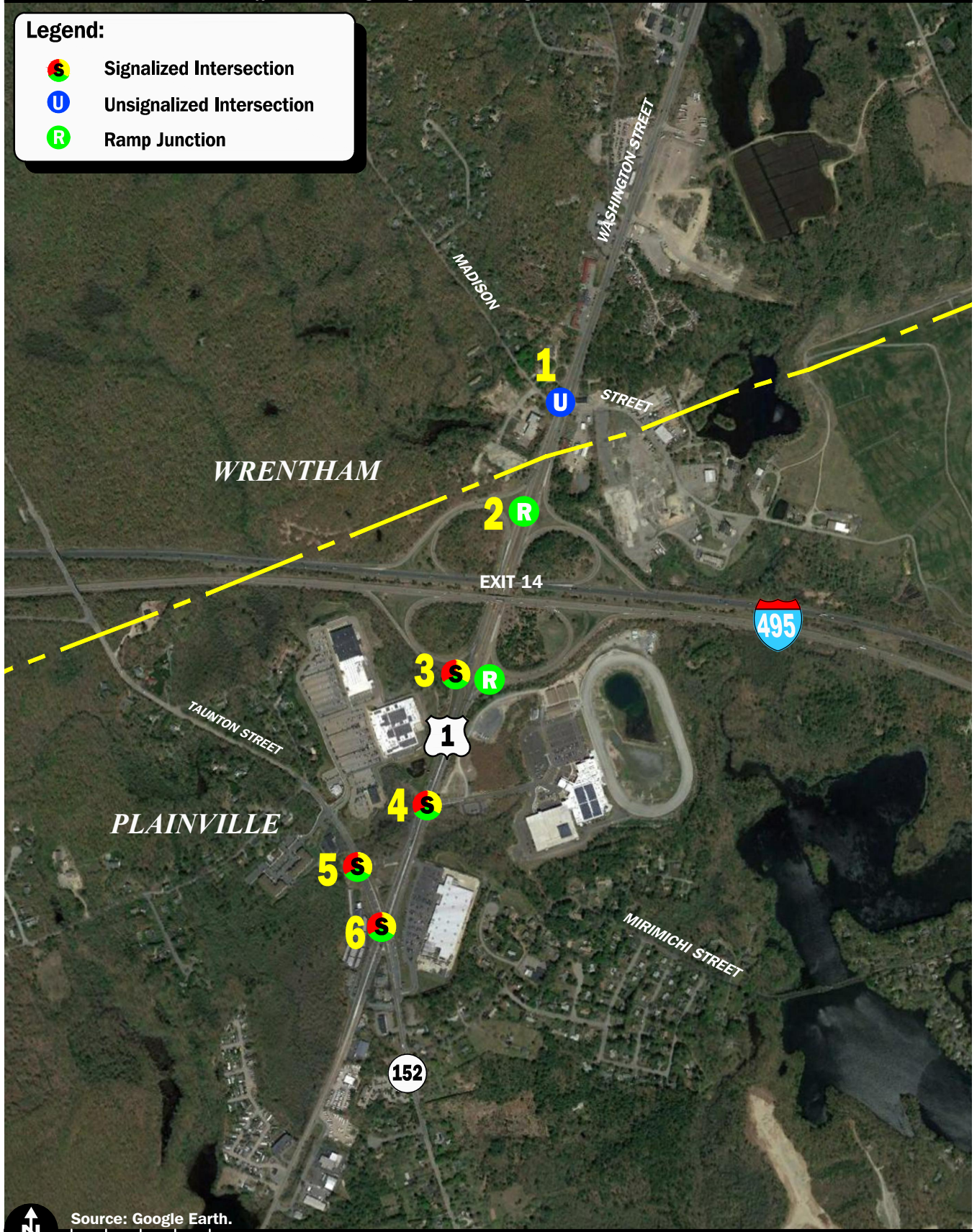
Washington Street (Route 1)

- Four-lane roadway under the jurisdiction of MassDOT that is functionally classified as an urban principal arterial roadway north of I-495 and as an urban minor arterial to the south
- Provides full access interchanges with I-495 (Exit 14) and I-95 (Exit 9) to the north of the Project site and with I-295 to the south (Exit 1)
- Provides two 11 to 23-foot wide travel lanes per direction that are separated by a raised median or double-yellow centerline with variable width marked shoulders and additional travel lanes provided at major intersections
- Sidewalks are not provided within the study area
- Provides sufficient width (combined travel lane and shoulder) to support bicycle travel in a shared traveled-way configuration¹ with marked bicycle lanes provided between Taunton Street (Route 152) and the I-495 southbound ramps
- The posted speed limit within the study area is 45 miles per hour (mph)

¹A minimum combined travel lane and paved shoulder width of 14-feet is required to support bicycle travel in a shared traveled-way condition.

Legend:

-  Signalized Intersection
-  Unsignalized Intersection
-  Ramp Junction



Source: Google Earth.
0 600 1200 Scale in Feet

Figure 1

Study Area Map



Intersections

Table 1 and Figure 2 summarize lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in June 2018.

Table 1
STUDY AREA INTERSECTION DESCRIPTION

No.	Intersection	Traffic Control Type ^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
1.	Route 1/ Madison Street	S	2 per direction on Route 1 with turn lanes; 1 per direction on Madison Street	Yes – 1 to 15 feet on Route 1	No	Yes - Shared traveled-way
2.	Route 1/I-495 Northbound Ramps	F	2 per direction on Route 1 with turn lanes; 1 per direction on I-495 ramps	Yes – 2 to 3 feet on all approaches	No	Yes - Shared traveled-way
3.	Route 1/I-495 Southbound Ramps	F	2 per direction on Route 1 with turn lanes; 1 per direction on I-495 ramps	Yes – 2 to 3 feet on all approaches	No	Yes - Shared traveled-way
3A.	Route 1 Southbound/ I-495 Southbound Off-Ramp	TS	2 per direction on Route 1 and I-495 Southbound Off-ramp	Yes – 1 to 12 feet on all approaches	No	Yes – Bicycle lane on Route 1 Southbound
4.	Route 1/ Plainridge Park Casino Drive	TS	2 per direction on Route 1 with turn lanes; 1 left-turn lane and 2 right-turn lanes on Plainridge Park Casino Drive	Yes – 1 to 5 feet on all approaches	No	Yes – Bicycle lane on Route 1 and shared traveled-way on Plainridge Park Casino Driveway with “sharrow” pavement markings; bicycle detection on all approaches
5.	Route 152/ Route 1 Southbound Jughandle	TS	2 per direction on Route 1; 2 left-turn lanes and 1 right-turn lane on Route 1 Southbound Jughandle	Yes – 1 to 2 feet on all approaches	No	Yes – Bicycle detection on all approaches
6.	Route 152/ Route 106	TS	1 per direction on Route 152 with turn lanes; 1 per direction on Route 106 with turn lanes	Yes – 1 to 4 feet on all approaches	Yes – Sidewalks along both sides of Route 152 and Route 106; crosswalks on all approaches; exclusive pedestrian phase with pushbutton actuation	Yes - Shared traveled-way

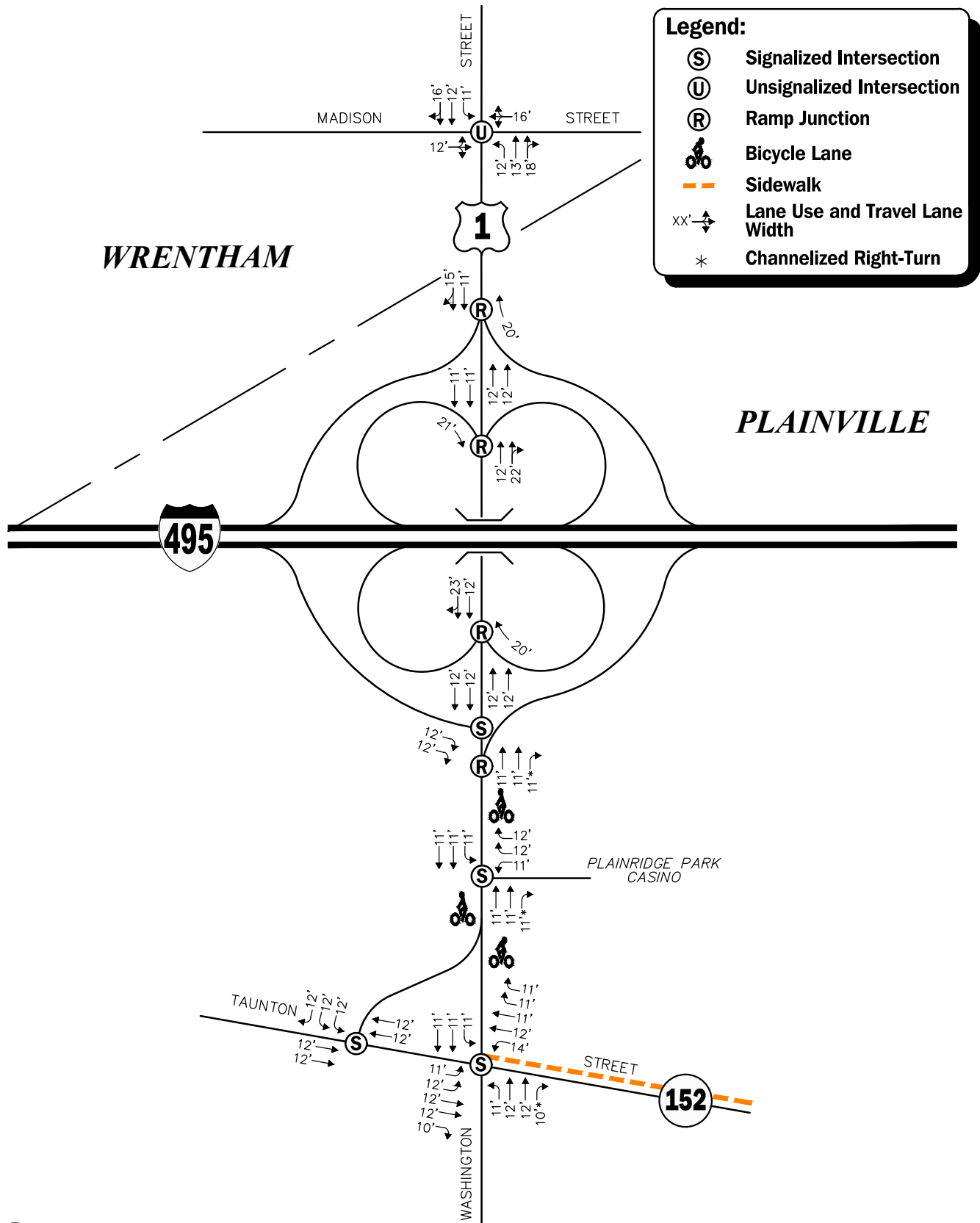
^aTS = traffic signal control; S = STOP-sign control; Y = Yield-sign control; F = free-flow (added lane).

^bRight-turn from Route 1A to the on-ramp operates under free-flow conditions.

^cRight-turn from the I-495 off-ramp to Route 1A is under Yield-sign control.

^dCombined shoulder and travel lane width equal to or exceeds 14 feet.

^eRight-turn from Route 1 northbound is under YIELD-sign control.



Legend:

- (S)** Signalized Intersection
- (U)** Unsignalized Intersection
- (R)** Ramp Junction
- Bicycle Lane
- Sidewalk
- XX'** Lane Use and Travel Lane Width
- *** Channelized Right-Turn

Not To Scale **Figure 2**

VAI Vanasse & Associates, Inc.
Transportation Engineers & Planners

Existing Intersection Lane Use, Travel Lane Width and Pedestrian Facilities

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EXISTING TRAFFIC VOLUMES

Traffic volume data for the 2018 Traffic Monitoring Program was obtained from automatic traffic recorder (ATR) counts and manual turning movement counts (TMCs) conducted in June 2018. The ATR counts were completed over a continuous seven-day, week-long period on the driveway that serves the Project site, with weekday evening (4:00 to 7:00 PM) and Saturday afternoon (2:00 to 5:00 PM) peak-period manual TMCs performed at the study area intersections. These time periods were selected as they are representative of the peak traffic volume periods for both the Project and the proximate roadway network.

Traffic Volume Adjustments

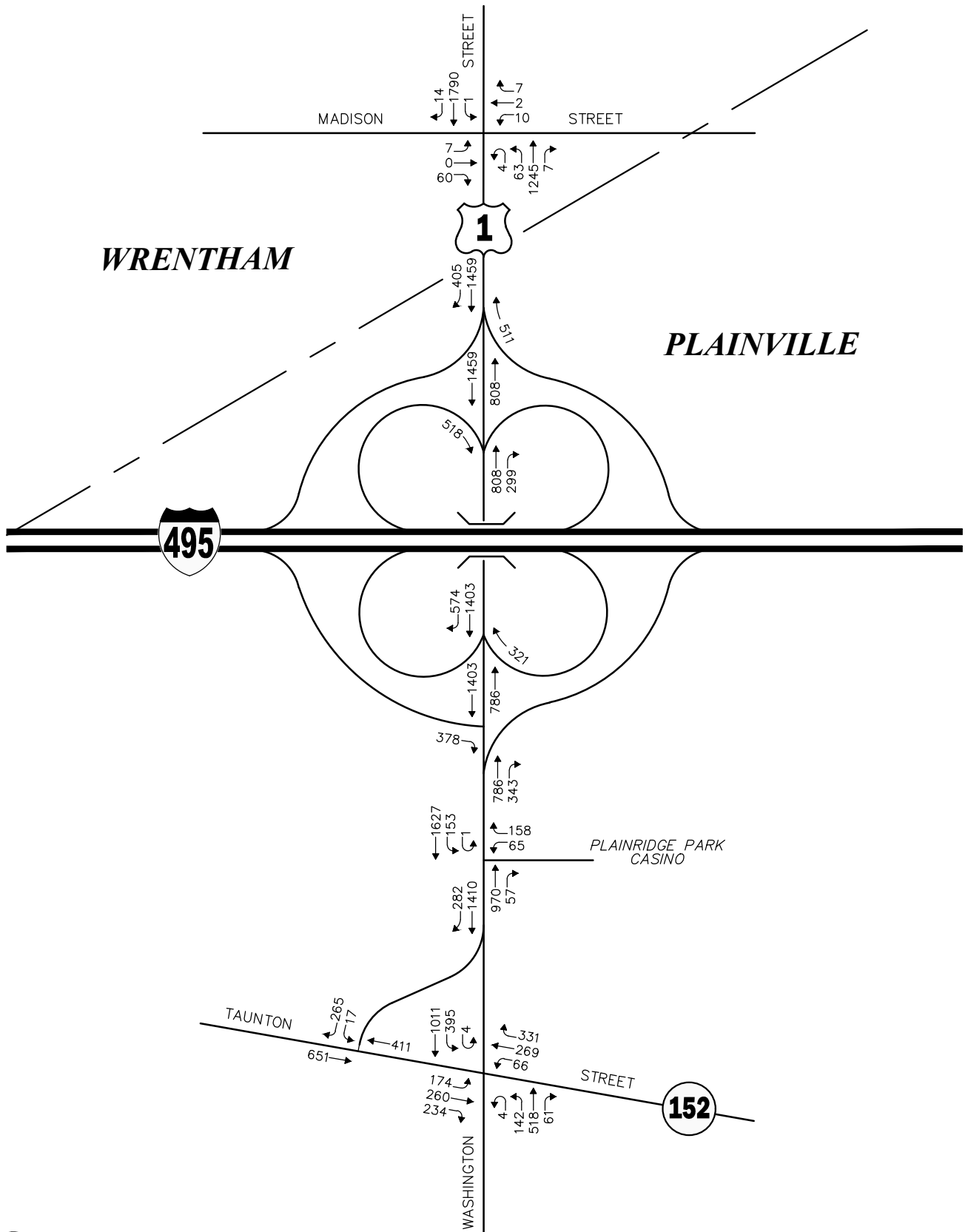
In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, monthly traffic volumes obtained from the closest MassDOT permanent count station to the Project site were reviewed (Permanent Count Station No. 6647 located on Route 1, south of Route 152, in Plainville).² Based on a review of the count station data, it was determined that traffic volumes for the month of June are approximately 6 percent above average-month conditions. In order to allow for a comparison of the 2018 traffic volume data to the traffic volume data that was collected in conjunction with the 2015 Baseline Study (which was adjusted to average-month conditions), the June traffic volume data was adjusted downward by 6 percent in order to be representative of average-month traffic volume conditions. The 2018 weekday evening and Saturday afternoon peak-hour traffic volumes are graphically depicted on Figures 3 and 4, respectively. A review of the 2018 traffic volume data indicates that the peak-hour traffic volumes are similar to or slightly lower than those that were reported in the 2015 Baseline Study. Copies of the peak-hour traffic volume networks from the 2015 Baseline Study are included in the Appendix for reference.

Motor Vehicle Crash Data

Motor vehicle crash information for the study intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2012 through 2016, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, and day of occurrence, and presented in Table 2.

As can be seen in Table 2, with the exception of the Route 1/Route 152 intersection, the study intersections were found to have a calculated crash rate below the MassDOT statewide and District 5 averages for a signalized or unsignalized intersection, as appropriate. The majority of the crashes reported at the intersections involved property damage only; occurred on a weekday; and were reported as either angle or rear-end-type collisions.

²MassDOT Traffic Volumes for the Commonwealth of Massachusetts; 2018.

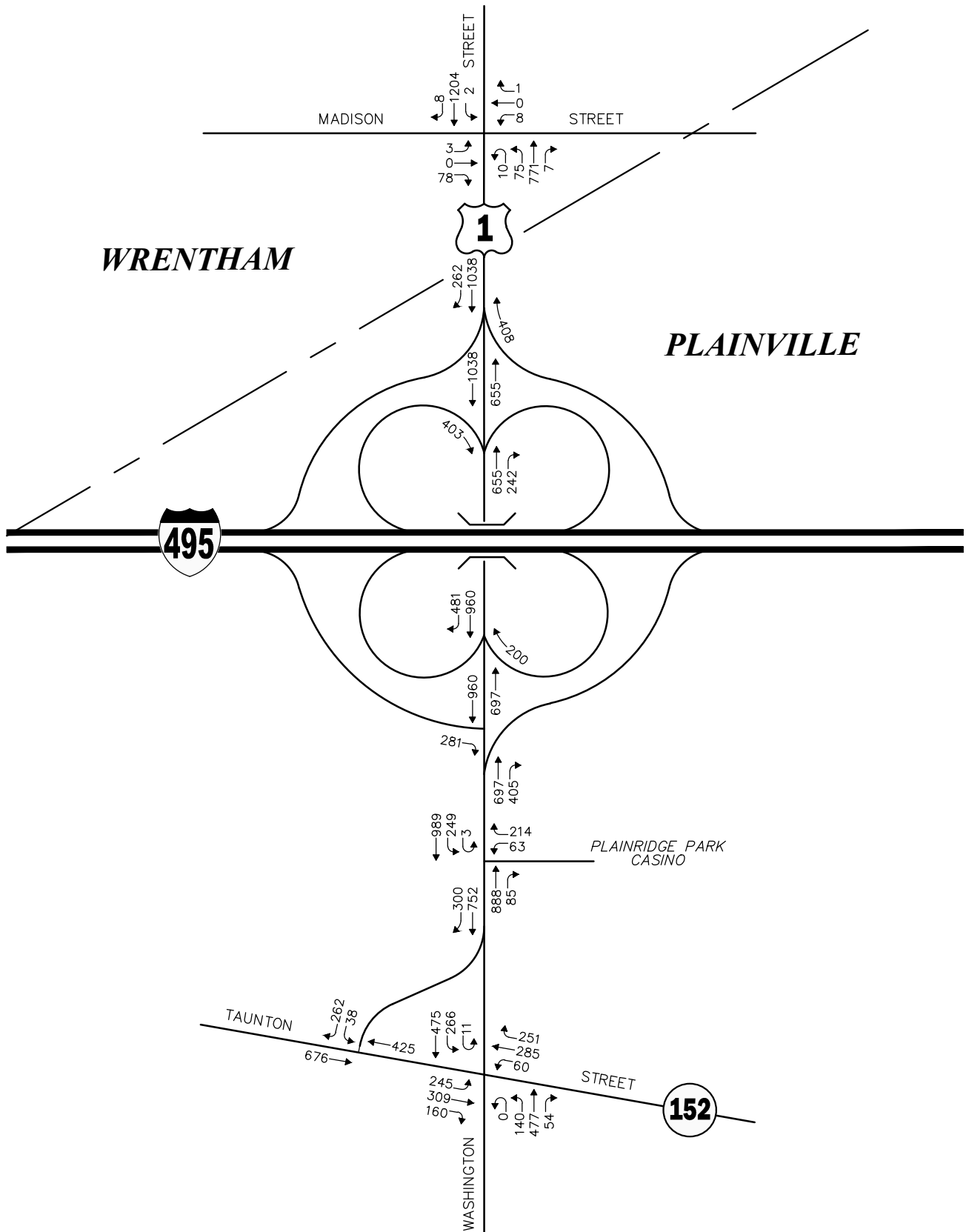


Not To Scale



Figure 3

2018 Existing
Weekday Evening
Peak Hour Traffic Volumes
Average-Month Conditions



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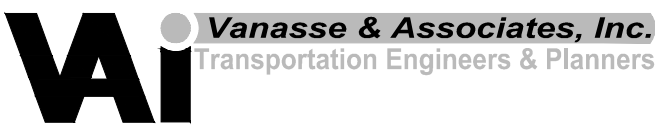


Figure 4

2018 Existing
 Saturday Midday
 Peak Hour Traffic Volumes
 Average-Month Conditions

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Table 2
MOTOR VEHICLE CRASH DATA SUMMARY^a

	Route 1/ Madison Street	Route 1/ I-495 Northbound Ramps	Route 1/ I-495 Southbound Ramps	Route 1/ Plainridge Park Casino Drive	Route 1/ Route 152	Route 152/ Route 1 Southbound Jughandle
<i>Traffic Control Type^b:</i>	U	I	I/TS	TS	TS	TS
<i>Year:</i>						
2012	5	0	2	0	9	0
2013	6	2	6	0	15	1
2014	6	8	2	0	15	0
2015	6	1	7	5	17	2
<u>2016</u>	<u>5</u>	<u>1</u>	<u>4</u>	<u>5</u>	<u>10</u>	<u>1</u>
Total	28	12	21	10	66	4
Average	5.60	2.40	4.20	2.00	13.20	0.80
Rate ^c	0.43	0.15	0.27	0.16	0.94	0.15
MassDOT Crash Rate ^d	0.57/0.57	0.57/0.57	0.57/0.57	0.78/0.75	0.78/0.75	0.78/0.75
Significant? ^e	No	No	No	No	Yes	No
<i>Type:</i>						
Angle	6	0	0	0	22	0
Rear-End	13	2	9	8	40	2
Head-On	1	0	0	0	0	0
Fixed Object	1	0	3	0	1	1
Sideswipe	5	2	5	0	2	1
Pedestrian	0	0	0	0	0	0
<u>Other/Unknown</u>	<u>2</u>	<u>8</u>	<u>4</u>	<u>2</u>	<u>1</u>	<u>0</u>
Total	28	12	21	10	66	4
<i>Severity:</i>						
Property Damage Only	19	8	19	10	50	4
Personal Injury	9	4	2	0	16	0
<u>Fatal</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	28	12	21	10	66	4
<i>Day of Week:</i>						
Monday through Friday	21	10	19	7	50	3
Saturday	3	1	0	2	8	1
<u>Sunday</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>8</u>	<u>0</u>
Total	28	12	21	10	66	4

^aSource: MassDOT Safety Management/Traffic Operations Unit records, 2008 through 2012.

^bTraffic Control Type: TS = traffic signal; U = unsignalized; I = Interchange.

^cCrash rate per million vehicles entering the intersection.

^d2018 Statewide/District crash rate.

^eThe intersection crash rate is significant if it is found to exceed MassDOT statewide or District crash rate for the MassDOT Highway Division District in which the intersection is located (District 5).

The Route 1/Route 152 intersection was reported to have experienced a total of 66 motor vehicle crashes over the five-year review period, the majority of which resulted in property damage only, occurred on a weekday and were classified as rear-end type crashes. A review of the crash data before and after the opening of the Project (2016) indicates that the intersection has experienced a reduction in the number of reported crashes (17 crashes in 2015 vs. 10 crashes in 2016); however, the calculated motor vehicle crash rate continues to be above the MassDOT average crash rate (statewide and District 5) for a signalized intersection and the intersection is also included in the MassDOT statewide High Crash Location List as a high crash cluster location for 2013-2015. A Road Safety Audit (RSA) was conducted for this intersection in 2014 as a part of the Project and a number of the recommendations from the RSA have been implemented at the intersection.

The MassDOT statewide High Crash Location List also indicated that the Route 1/Madison Street intersection was included as a high crash cluster location for 2013-2015. Improvements are currently under design at this intersection that will be constructed as a part of the mitigation commitments for the mixed-use development that is to be located off Madison Street west of Route 1 and will include the installation of a traffic control signal and minor roadway widening.

The Project site driveway intersection with Route 1 was reported to have experienced a total of 10 motor vehicle crashes over the five-year review period, the majority of which occurred on a weekday, involved rear-end-type collisions that were attributable to driver error, and resulted in property damage only.

The detailed MassDOT Crash Rate Worksheets are provided in the Appendix.

PLAINRIDGE PARK CASINO TRAFFIC CHARACTERISTICS

Table 3 summarizes the traffic volume data as measured on the Plainridge Park Casino driveway, the sole access to the Project site, in June 2018, and compares the measured traffic volumes to the traffic volume projections for the Project as presented in the March 2013 *Traffic Impact Study* (the “March 2013 TIS”) that was prepared in support of the Project.³ The traffic volumes presented in Table 3 represent average-month conditions and include traffic volumes associated with the horse racetrack operation as well as the casino.

³*Traffic Impact Study for the Plainridge Racecourse Expansion*, 301 Washington Street (Route 1), Plainville, Massachusetts; McMahon Associates; March 2013.

Table 3
PLAINRIDGE PARK CASINO
TRAFFIC VOLUME SUMMARY AND COMPARISON

	(A) June 2018 Measured Traffic Volumes ^a	(B) Projected Traffic Volumes ^b	(C = A-B) Difference
Average Weekday Daily	6,236	6,512	-276
<i>Weekday Morning Peak-Hour</i>	160	106	+54
<i>Friday Evening Peak-Hour</i>	637	489	+148
Saturday	8,620	-- ^c	-- ^c
<i>Saturday Afternoon Peak-Hour</i>	611	603	+8

^aTraffic volumes as measured on the Plainridge Park Casino driveway in June 2018.

^bAs presented in the March 2013 TIS.

^cSaturday trip estimates for the Project were not presented as a part of the March 2013 TIS.

As can be seen in Table 3, the Project was shown to generate approximately 6,236 vehicle trips on an average weekday (two-way, 24-hour volume) as *measured* in June 2018, with 160 vehicle trips *measured* during the weekday morning peak-hour and 637 vehicle trips *measured* during the Friday evening peak-hour. On a Saturday, the Project was shown to generate approximately 8,620 vehicle trips as *measured* in June 2018, with 611 vehicle trips *measured* during the Saturday afternoon peak-hour.

In comparison to the traffic volume *projections* for the Project that were presented in the March 2013 TIS, the actual *measured* traffic volumes were found to be 276 vehicle trips lower (approximately 4 percent) on an average weekday when compared to the trip estimates for the Project. During the weekday morning and Friday evening peak hours, the *measured* traffic volumes were found to be 54 vehicle trips higher (approximately 51 percent) and 148 vehicle trips higher (approximately 30 percent), respectively, than the traffic volume *projections* for the Project. During the Saturday afternoon peak-hour, the actual *measured* traffic volumes were found to be 8 vehicle trips higher (approximately one (1) percent) when compared to the trip estimates for the Project.

With the exception of the weekday morning and Friday evening peak hours, the measured traffic volumes were found to be within a 10 percent variation of the projected traffic volumes, which is within the range of normal daily and seasonal traffic volume fluctuations and not unexpected. The traffic volume differentials during the weekday morning and Friday evening peak hours exceeded normal variations; however, as identified in the Traffic Operations Analysis section of this assessment (discussion follows), operating conditions at the Project site access were found to be acceptable (defined as a level-of-service of “D” or better), with the balance of the intersections within the traffic monitoring program study area found to be operating under similar or improved conditions from those that were documented as a part of the 2015 Baseline Study.

TRAFFIC OPERATIONS ANALYSIS

In order to evaluate traffic operations at the study intersections, a detailed traffic operations and vehicle queue analysis (“LOS analysis”) was performed for the weekday evening and Saturday afternoon peak hours using the 2018 traffic volume data presented on Figures 3 and 4. Capacity analyses provide an indication of how well transportation facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

In brief, six levels of service are defined for each type of facility. They are given letter designations ranging from “A” to “F”, with a level-of-service (LOS) “A” representing the best operating conditions and a LOS “F” representing congested or constrained operations. A LOS “E” is representative of a transportation facility that is operating at its design capacity with a LOS “D” generally defined as the limit of “acceptable” traffic operations. Since the level-of-service of a traffic facility is a function of the 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 the year.

The Synchro® intersection capacity analysis software, which is based on the analysis methodologies and procedures presented in the 2010 *Highway Capacity Manual* (HCM),⁴ was used to complete the level-of-service and vehicle queue analyses at the signalized and unsignalized intersections. The levels of service for signalized intersections were calculated using the Percentile Delay Method implemented as a part of the Synchro® software as suggested by MassDOT. The Highway Capacity Manual (HCM) analysis software was used to complete the level-of-service analysis at the ramp junction intersections (interchange areas).

The results of the 2018 traffic operations analysis are summarized in Tables 4, 5 and 6 along with the corresponding operating conditions that were reported as a part of the 2015 Baseline Study. The detailed analysis worksheets are provided in the Appendix.

2018 Traffic Operations Analysis Summary

Signalized Intersections

As can be seen in Table 4, all four (4) signalized intersections within the study area were shown to operate at an overall LOS D or better under all analysis periods with the following of note:

- **Route 1/Route 152** – During the weekday evening peak-hour, left-turn movements on the Route 152 eastbound approach and on both Route 1 approaches were shown to be operating at their design capacity (LOS E) with vehicle queues of up to 13 vehicles.
- **Route 1/Plainridge Park Driveway** – Overall intersection operations were reported at LOS B or better with no individual movement operating below LOS C.

⁴*Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2010.

Table 4
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE
AND VEHICLE QUEUE SUMMARY

Signalized Intersection/ Peak Hour/Movement	2015 Baseline				2018 Existing			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d Avg./95 th	V/C	Delay	LOS	Queue ^d Avg./95 th
Route 1 at the I-495 Southbound Off-Ramp								
<i>Weekday Evening:</i>								
I-495 Southbound Off-Ramp WB RT					0.61	26.5	C	4/5
Route 1 SB TH					0.58	7.9	A	7/11
Route 1 SB RT					0.37	0.7	A	0/0
Overall		(See Table 6)			--	9.1	A	--
<i>Saturday Midday:</i>								
I-495 Southbound Off-Ramp WB RT					0.51	13.1	B	1/2
Route 1 SB TH					0.38	4.2	A	3/5
Route 1 SB RT					0.31	0.5	A	0/0
Overall					--	4.6	B	--
Route 1 at the Plainridge Park Casino Driveway								
<i>Weekday Evening:</i>								
Plainridge Park Casino Driveway WB LT					0.29	33.9	C	2/3
Plainridge park casino Driveway WB RT					0.17	9.6	A	1/2
Route 1 NB TH					0.51	13.6	B	7/11
Route 1 NB RT					0.04	0.0	A	0/0
Route 1 SB LT					0.50	34.5	C	3/5
Route 1 SB TH					0.59	3.5	A	5/7
Overall		(Baseline conditions not assessed as Project was under construction)			--	9.2	A	--
<i>Saturday Midday:</i>								
Plainridge Park Casino Driveway WB LT					0.26	28.5	C	1/3
Plainridge Park Casino Driveway WB RT					0.21	9.8	A	1/2
Route 1 NB TH					0.52	15.4	B	7/10
Route 1 NB RT					0.06	0.1	A	0/0
Route 1 SB LT					0.62	32.7	C	5/7
Route 1 SB TH					0.36	2.6	A	3/4
Overall					--	11.4	B	--

See notes at end of table.



Table 4 (Continued)
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/ Peak Hour/Movement	2015 Baseline				2018 Existing			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d Avg./95 th	V/C	Delay	LOS	Queue Avg./95 th
Route 1 at Route 152								
<i>Weekday Evening:</i>								
Route 152 EB LT	0.77	41.4	D	4/6	0.58	62.8	E	3/4
Route 152 EB TH	0.90	42.5	D	6/12	0.45	46.7	D	3/6
Route 152 EB RT	0.42	9.3	A	1/3	0.54	16.6	B	0/5
Route 152 WB LT	0.34	33.4	C	1/3	0.40	50.2	D	2/4
Route 152 WB TH	0.53	30.2	C	3/4	0.55	44.1	D	4/5
Route 152 WB RT	0.42	5.7	A	0/2	0.51	7.1	A	0/2
Route 1 NB UT/LT	0.45	34.2	C	2/4	0.73	63.4	E	4/8
Route 1 NB TH	0.29	10.2	B	¾	0.49	31.5	C	6/9
Route 1 NB RT	0.00	0.0	A	0/0	0.04	0.0	A	0/0
Route 1 SB UT/LT	--	--	--	--	0.77	51.2	D	10/13
Route 1 SB TH	0.78	27.4	C	9/12	0.60	65.1	E	10/13
Overall	--	27.3	C	--	--	45.0	D	--
<i>Saturday Midday:</i>								
Route 152 EB LT	0.59	29.3	C	3/5	0.55	34.6	C	3/4
Route 152 EB TH	0.50	21.1	C	5/6	0.42	26.9	C	3/5
Route 152 EB RT	0.34	4.2	A	0/1	0.35	6.0	A	0/2
Route 152 WB LT	0.27	36.3	D	1/3	0.29	36.5	D	1/3
Route 152 WB TH	0.57	34.5	C	4/5	0.49	32.7	C	3/5
Route 152 WB RT	0.36	6.0	A	0/2	0.39	5.9	A	0/2
Route 1 NB UT/LT	0.56	36.5	D	4/6	0.53	33.2	C	3/5
Route 1 NB TH	0.34	13.7	B	4/6	0.52	27.9	C	5/7
Route 1 NB RT	0.00	0.0	A	0/0	0.04	0.1	A	0/0
Route 1 SB UT/LT	--	--	--	--	0.74	43.3	D	6/9
Route 1 SB TH	0.54	28.8	C	5/6	0.43	23.3	B	4/6
Overall	--	22.8	C	--	--	26.5	C	--
Route 152 at Route 1 Southbound Jughandle								
<i>Weekday Evening:</i>								
Route 152 EB TH	0.38	9.2	A	4/6	0.22	2.5	A	1/3
Route 152 WB TH	0.21	6.8	A	2/2	0.14	0.6	A	0/1
Route 1 Southbound Jughandle SB LT	0.60	22.8	C	5/6	0.05	38.4	D	0/1
Route 1 Southbound Jughandle SB RT	0.46	5.1	A	11/2	0.66	13.5	B	0/3
Overall	--	12.0	B	--	--	4.5	A	--
<i>Saturday Midday:</i>								
Route 152 EB TH	0.37	6.1	A	3/7	0.26	3.1	A	2/3
Route 152 WB TH	0.21	7.2	A	3/4	0.16	11.3	B	4/5
Route 1 Southbound Jughandle SB LT	0.44	28.9	C	3/4	0.09	29.6	C	1/1
Route 1 Southbound Jughandle SB RT	0.67	16.1	B	2/5	0.62	10.7	B	0/3
Overall	--	11.4	B	--	--	7.7	A	--

^aVolume-to-capacity ratio.

^bControl (signal) delay per vehicle in seconds.

^cLevel-of-Service.

^dQueue length in vehicles.

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



Table 5
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE
AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/ Peak Hour/Movement	2015 Baseline				2018 Existing			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th
Route 1 at Madison Street								
<i>Weekday Evening:</i>								
Madison Street EB LT/TH/RT	61	>50.0	F	3	76	>50.0	F	3
Madison Street WB LT/TH/RT	31	>50.0	F	6	19	>50.0	F	6
Route 1 NB UT/LT	61	24.4	C	1	67	21.1	C	1
Route 1 NB TH/RT	1,076	0.0	A	0	1,252	0.0	A	0
Route 1 SB LT	5	12.3	B	0	1	11.8	B	0
Route 1 SB TH/RT	2,111	0.0	A	0	1,804	0.0	A	0
<i>Saturday MIDDAY:</i>								
Madison Street EB LT/TH/RT	44	>50.0	F	3	81	21.4	C/F*	1
Madison Street WB LT/TH/RT	16	>50.0	F	4	9	>50.0	F	1
Route 1 NB UT/LT	90	12.7	B	1	85	12.7	B	1
Route 1 NB TH/RT	1,724	0.0	A	0	978	0.0	A	0
Route 1 SB LT	4	15.9	C	0	2	10.2	B	0
Route 1 SB RT	1,174	0.0	A	0	1,212	0.0	A	0

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel-of-Service.

^dQueue length in vehicles.

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

*Average motorist delays on the approach were shown to improve due to an increase in the number of right turning vehicles which experience less overall delay than left turning vehicles; however, the left-turn movement continues to operate at LOS F.

Table 6
RAMP JUNCTION LEVEL-OF-SERVICE

Unsignalized Intersection/ Peak Hour/Movement	2015 Baseline			2018 Existing		
	Density ^a	Speed ^b	LOS ^c	Density	Speed	LOS
Route 1 Northbound at the I-495 Northbound Off-Ramp						
Weekday Evening	11.4	51.1	B	12.9	51.1	B
Saturday MIDDAY	16.9	50.9	B	10.6	51.1	B
Route 1 Northbound at the I-495 Northbound On-Ramp						
Weekday Evening	9.3	49.1	A	10.0	49.0	A
Saturday MIDDAY	11.9	49.2	B	6.0	49.2	A
Route 1 Northbound at the I-495 Southbound Off-Ramp						
Weekday Evening	10.9	51.1	B	11.2	51.1	B
Saturday MIDDAY	14.1	51.1	B	10.0	51.1	B
Route 1 Northbound at the I-495 Southbound On-Ramp						
Weekday Evening	10.7	49.0	B	9.8	49.1	A
Saturday MIDDAY	11.6	49.0	B	7.7	49.1	A
Route 1 Southbound at the I-495 Northbound On-Ramp						
Weekday Evening	19.1	48.9	B	16.6	48.9	B
Saturday MIDDAY	10.8	49.1	B	11.2	49.1	B
Route 1 Southbound at the I-495 Northbound Off-Ramp						
Weekday Evening	21.5	50.7	C	18.3	50.9	B
Saturday MIDDAY	12.7	51.1	B	13.7	51.1	B
Route 1 Southbound at the I-495 Southbound On-Ramp						
Weekday Evening	20.7	48.7	D	17.6	48.7	B
Saturday MIDDAY	12.3	48.8	B	12.7	48.8	B

^aPassenger cars per mile per lane.

^bSpeed in ramp influence area in miles per hour.

^cLevel-of-Service.



Unsignalized Intersections

As can be seen in Table 5, critical movements at the Route 1/Madison Street intersection (all movements from the Madison Street approaches) were shown to operate at LOS F during both analysis periods. As stated previously, improvements are currently under design at this intersection that will be constructed as a part of the mitigation commitments for the mixed-use development that is to be located off Madison Street west of Route 1 and will include the installation of a traffic control signal and minor roadway widening.

Ramp Junctions

As can be seen in Table 6, the ramp junctions within the study area were shown to operate at LOS B or better under during both peak periods.

Traffic Operations Comparison – Baseline vs. 2018

In general, operating conditions at the monitored intersections were found to be similar to the conditions that were documented as a part of the 2015 Baseline Study, indicating that the opening of the Project and the associated increase in traffic volumes did not result in a significant change in motorist delays or vehicle queueing over the conditions that existed prior to the opening of the Project. In fact, overall operating conditions were shown to degrade at only one (1) intersection (Route 1/Route 152) during one (1) peak-hour.

Overall operating conditions at the Route 1/Route 152 intersection were shown to degrade slightly from LOS C to LOS D during the weekday evening peak-hour as a result of the recently completed safety improvements that were implemented at the intersection by MassDOT as suggested as part of the April 2014 RSA and independent of the Project. These improvements included the addition of a left-turn lane on the Route 1 southbound approach to allow motorists travelling south on Route 1 to turn left to Route 152 rather than being directed to use the Route 1 southbound jughandle to Taunton Street. The addition of the left-turn movement required modifications to the traffic signal timing that inherently added delays to specific movements at the intersection and resulted in the degradation in LOS.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

In conjunction with the initial planning of the Project, a comprehensive Transportation Demand Management (TDM) program was developed with the goal of reducing single-occupant vehicle (SOV) travel to the Project site by employees and patrons through encouraging the use of alternative modes of transportation to SOV's (i.e., carpools/vanpools, public transportation and pedestrian/bicycle trips). In addition, specific measures were targeted to reduce off-site employee trips during the workday such as direct deposit of pay checks and on-site amenities such as food services and an ATM machine. Table 7 summarizes the elements of the TDM program and the current status of implementation.

Table 7
PLAINRIDGE PARK CASINO TDM PROGRAM

TDM Measure	Current Status	Follow-Up Required
Designate a full time on-site Transportation Coordinator	Complete	None
Join or form a Transportation Management Association (TMA)	Complete	None
Maintain a link to the MassRIDES website via the Plainridge Park Casino website	Complete	None
Maintain a link on the Plainridge Park Casino website for information on Southeastern Massachusetts bike routes	Complete	None
Provide promotional materials on-site for distribution regarding Bay State Commute (NuRide) and MassRIDES programs (e.g. website, employment package)	Complete	None
Expand the role of the on-site transportation coordinator to oversee increased employees, patronage and the related monitoring program	In-Progress	On-going
Maintain and/or expand the Guaranteed Ride Home Program	In-Progress	On-going
Offer non-essential employees work schedules to reduce peak period traffic volumes	Complete	None
Offer direct deposit to all employees	Complete	None
Provide on-site amenities such as food, ATM machine, and check cashing services to reduce off-site vehicle trips throughout the day	Complete	None
Designate a percentage of parking spaces for car/vanpool parking near the building entrance as a convenience to promote ridesharing	In-Progress	Reviewing areas of parking to designate as ridesharing spaces
Provide preferred parking for fuel-efficient vehicles to promote the use of clean fuel vehicles	Complete	None
Provide electric vehicle (EV) charging stations to charge and promote the use of clean fuel vehicles	Complete	None
Accommodate and promote the use of car-sharing services (e.g., Zip Car or Enterprise Carshare)	In-Progress	Will work with MassRIDES to implement
Implement vehicle idle reduction policies	Complete	None
Provide bicycle storage and changing rooms for employees who elect to bike to work	Complete	None
Provide opportunity for employees to participate in transit subsidy or reimbursement programs, such as the Charlie Card Purchase program	N/A	We will review when GATRA expands route to include Plainridge Park Casino
Provide on-site bus and passenger accommodations within the entry court of the Casino, with sidewalk connections to the customer and employee entrances. These accommodations will include, but not be limited to, dedicated waiting areas for transit riders with adequate seating; kiosks and/or terminals with up to date transit information; and bus berthing areas with covered and easy access to the waiting area and casino entrances	In-Progress	Evaluating entry court to increase available seating and to include terminals with transit information
Provide a bus circulation lane within the entry court to allow for efficient bus operations to maintain service schedules	Complete	None
Work with and provide necessary funding to the Greater Attleboro Taunton Regional Transit Authority (GATRA) to plan, develop, and implement a new route in North Attleboro and Plainville between Triboro Plaza and Plainridge Park Casino/Plainville Commons shopping center via Route 152. The new route will be designed to provide seamless transfers to the existing GATRA Bus Routes # 10 and #14 serving Attleboro, North Attleboro and Plainville	In-progress	GATRA expanding routes in spring of 2019 to include Plainridge Park Casino



EMPLOYEE AND PATRON TRAVEL MODE SURVEY

A survey of employee and patron travel modes was completed in order to ascertain the effectiveness of the TDM program and to refine the initial program to achieve the desired goal of reducing overall volume of traffic generated by the Project. The results of the employee and patron travel mode survey are summarized in Table 8.

**Table 8
PLAINRIDGE PARK CASINO
EMPLOYEE AND PATRON TRAVEL MODE SURVEY**

Question	Response	
	Patron	Employee
<i>How did you arrive at Plainridge Today?</i>		
Alone in car	103	104
Car/vanpool	8	1
Bus	0	0
Taxi	0	0
Uber/Lyft	0	0
Motorcycle	0	1
Bicycle	0	0
Walked	0	0
Other/Did not respond	2	6
TOTAL:	113	112
<i>Are you aware of public transportation and can/vanpool options that are available?</i>		
Yes	31	23
No	81	78
Did not respond	1	11
TOTAL:	113	112
<i>Would you use public transportation or a shuttle from a secure designated pick-up area or bus terminal?</i>		
Yes	25	40
No	87	72
Did not respond	1	0
TOTAL:	113	112
<i>Would you walk or bicycle to Plainridge if sidewalks and bicycle lanes were available?</i>		
Yes	2	19
No	110	92
Did not respond	1	1
TOTAL:	113	112
<i>Are you aware of and do you participate in the corporate TDM program?</i>		
Aware and participate	2	6
Aware but do not participate	13	11
Not aware but would participate	35	53
Not aware and would not participate	62	40
Did not respond	1	2
TOTAL:	113	112
<i>Which TDM program features do you use?</i>		
I do not participate	104	68
Guaranteed ride home	1	2
On-site Charlie Card sales	1	1
Direct deposit	1	30
MassRIDES carpool/vanpool matching	0	1
Bay State Commute (NuRide) program	1	0
Flexible Work Schedule	0	1
Transit pass subsidy	1	0
Other/Did not respond	4	9
TOTAL:	113	112



As can be seen in Table 8, approximately 91 percent of patrons and 93 percent of employees arrive to the Project site alone in a private automobile, with approximately 72 percent of patrons and 70 percent of employees indicating that they were not aware of public transportation or car/vanpool opportunities. The majority of patrons and employees indicated that they would not use or participate in a shuttle program from an off-site parking facility. Similarly, the majority of patrons and employees indicated that they would not walk or bicycle to the Project site if sidewalks and bicycle lanes were available.

Focusing on employees, 47 percent indicated that they were not aware of the corporate TDM program but would participate. This indicates a distinct opportunity to increase employee participation in the TDM program.

SUMMARY

VAI has completed the 2018 Traffic Monitoring Program for the Plainridge Park Casino located at 301 Washington Street (Route 1) in Plainville, Massachusetts, in accordance with the requirements of the MassDOT Section 61 Finding that was issued for the Project. As required therein, the 2018 Traffic Monitoring Program has documented and compared: i) traffic volumes; ii) trip patterns; iii) traffic operations; and iv) safety; along Route 1 and at defined intersections to the conditions that were documented as a part of the 2015 Baseline Study. In addition, a summary of the elements of the TDM program that has been implemented for employees and patrons has been provided, along with the results of an employee and patron survey of travel modes.

Based on a review of the results of the 2018 Traffic Monitoring Program, we have noted the following with respect to the Project:

1. The *measured* traffic volumes associated with the Project were found to be approximately four (4) percent lower on an average weekday, 51 percent higher during the weekday morning peak-hour, 30 percent higher during the Friday evening peak-hour and one (1) percent higher during the Saturday afternoon peak-hour when compared to the traffic volume *projections* for the Project. As documented herein, sufficient capacity is afforded at the Project site driveway intersection with Route 1 and at the monitored intersections to accommodate the increased traffic volumes associated with the Project;
2. The 2018 observed peak-hour traffic volumes within the study area were found to be similar to or slightly lower than the conditions that were documented in the 2015 Baseline Study;
3. A review of motor vehicle crash data indicates that the study intersections exhibited similar crash patterns before and after the opening of the Project and, with the exception of the Route 1/Route 152 intersection, were found to have motor vehicle crash rates that were below both the MassDOT statewide and District averages for a signalized or unsignalized intersection, as appropriate, for the MassDOT Highway Division District in which the intersections are located (District 5);
4. The Route 1/Route 152 intersection was found to have experienced a decrease in the number of reported crashes after the opening of the Project (17 crashes in 2015 vs. 10 crashes in 2016); however, the calculated motor vehicle crash rate continues to be above the MassDOT average crash rate (statewide and District 5) for a signalized intersection and the intersection is also included in the MassDOT statewide High Crash Location List as a high crash cluster location for 2013-2015. The majority of the crashes occurring at the intersection were reported as rear-end-type collisions that resulted in property damage only. A Road Safety Audit (RSA) was conducted



for this intersection in 2014 as a part of the Project and a number of the recommendations from the RSA have been implemented at the intersection;

5. The MassDOT statewide High Crash Location List also indicated that the Route 1/Madison Street intersection was included as a high crash cluster location for 2013-2015. Improvements are currently under design at this intersection that will be constructed as a part of the mitigation commitments for the mixed-use development that is to be located off Madison Street west of Route 1 and will include the installation of a traffic control signal and minor roadway widening;
6. Ten (10) motor vehicle crashes were reported to have occurred at the Route 1/Plainridge Park Casino driveway intersection during the 5-year review period, the majority of which occurred on a weekday, involved rear-end-type collisions that were attributable to driver error, and resulted in property damage only. The calculated motor vehicle crash rate at the intersection was found to be below the MassDOT average crash rates for a signalized intersection;
7. Operating conditions at the majority of the monitored intersections were found to be similar to or improved over the conditions that were documented as a part of the 2015 Baseline Study, indicating that the opening of the Project and the associated increase in traffic volumes did not result in a significant increase in motorist delays or vehicle queueing over the conditions that existed prior to the opening of the Project with consideration of the noted traffic volume differentials during the weekday morning and evening peak hours;
8. The intersection of Route 1 at the Plainridge Park Casino driveway was shown to operate at an overall LOS B or better during both the weekday evening and Saturday afternoon peak hours, with all movements reported to be operating at LOS C or better where a LOS of "D" or better is considered acceptable operating conditions;
9. Approximately 92 percent of patrons and employees arrive to the Project site alone in a private automobile, with approximately 71 percent indicating that they were not aware of public transportation or car/vanpool opportunities. The majority of patrons and employees indicated that they would not use or participate in a shuttle program from an off-site parking facility and would not walk or bicycle to the Project site if sidewalks and bicycle lanes were available; and
10. Forty-seven (47) percent of employees indicated that they were not aware of the corporate TDM program but would participate. This indicates a distinct opportunity to increase employee participation in the TDM program.

In consideration of these findings, we have concluded that the measured impact of the Project on traffic volumes, trip patterns, motor vehicle crash trends, and traffic operations (levels of service, motorist delays and vehicle queuing) has been relatively minor, with operating conditions at the monitored intersections found to be similar to the conditions that were documented as a part of the 2015 Baseline Study. Further, opportunities exist to increase employee participation in the TDM program and the use of public transportation services and car/vanpool participation by both patrons and employees.

cc: BG, File



APPENDIX

MANUAL TURNING MOVEMENT COUNT DATA
PROJECT SITE AUTOMATIC TRAFFIC RECORDER COUNT DATA
SEASONAL ADJUSTMENT DATA
2015 BASELINE TRAFFIC-VOLUME NETWORKS
MASSDOT CRASH RATE WORKSHEETS
CAPACITY ANALYSIS WORKSHEETS

MANUAL TURNING MOVEMENT COUNT DATA

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Madison Street
 City/State : Wrentham, MA
 Weather : Cloudy

File Name : 69640001
 Site Code : 69640001
 Start Date : 6/21/2018
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Route 1 From North				Madison St From East				Route 1 From South				Madison St From West				Int. Total
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		
04:00 PM	1	356	1		5	1	4		7	249	5	1		0	0	17	647
04:15 PM	1	425	2		7	0	3		12	273	6	2		0	0	12	743
04:30 PM	3	455	2		13	1	6		10	275	7	0		1	0	14	787
04:45 PM	0	486	5		4	0	2		19	309	2	0		3	0	20	850
Total	5	1722	10		29	2	15		48	1106	20	3		4	0	63	3027
05:00 PM	0	481	3		6	2	2		16	302	3	3		3	0	11	832
05:15 PM	1	487	3		1	0	2		17	353	1	0		1	0	21	887
05:30 PM	0	423	4		0	0	1		15	339	1	1		0	0	12	796
05:45 PM	2	383	3		2	0	3		11	339	1	0		0	0	20	764
Total	3	1774	13		9	2	8		59	1333	6	4		4	0	64	3279
06:00 PM	2	399	1		2	0	1		11	295	3	0		0	0	12	726
06:15 PM	1	372	0		0	0	1		9	244	1	0		1	0	13	642
06:30 PM	1	331	2		2	0	0		19	238	1	1		0	0	13	608
06:45 PM	1	317	3		1	0	0		9	210	2	1		0	0	5	549
Total	5	1419	6		5	0	2		48	987	7	2		1	0	43	2525
Grand Total	13	4915	29		43	4	25		155	3426	33	9		9	0	170	8831
Approch %	0.3	99.2	0.6		59.7	5.6	34.7		4.3	94.6	0.9	0.2		5	0	95	
Total %	0.1	55.7	0.3		0.5	0	0.3		1.8	38.8	0.4	0.1		0.1	0	1.9	
Cars	12	4854	28		42	4	25		155	3359	31	9		7	0	166	8692
% Cars	92.3	98.8	96.6		97.7	100	100		100	98	93.9	100		77.8	0	97.6	98.4
Trucks	1	61	1		1	0	0		0	67	2	0		2	0	4	139

Accurate Counts
978-664-2565

% Trucks | 7.7 | 1.2 | 3.4 | 2.3 | 0 | 0 | 0 | 6.1 | 0 | 22.2 | 0 | 2.4 | 1.6

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Madison Street
 City/State : Wrentham, MA
 Weather : Cloudy

File Name : 69640001
 Site Code : 69640001
 Start Date : 6/21/2018
 Page No : 3

Start Time	Route 1 From North				Madison St From East				Route 1 From South				Madison St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:45 PM	0	486	5	491	4	0	2	6	19	309	2	0	330	3	0	20	23	850
05:00 PM	0	481	3	484	6	2	2	10	16	302	3	3	324	3	0	11	14	832
05:15 PM	1	487	3	491	1	0	2	3	17	353	1	0	371	1	0	21	22	887
05:30 PM	0	423	4	427	0	0	1	1	15	339	1	1	356	0	0	12	12	796
Total Volume	1	1877	15	1893	11	2	7	20	67	1303	7	4	1381	7	0	64	71	3365
% App. Total	0.1	99.2	0.8		55	10	35		4.9	94.4	0.5	0.3		9.9	0	90.1		
PHF	.250	.964	.750	.964	.458	.250	.875	.500	.882	.923	.583	.333	.931	.583	.000	.762	.772	.948
Cars	1	1860	14	1875	11	2	7	20	67	1277	7	4	1355	6	0	63	69	3319
% Cars	100	99.1	93.3	99.0	100	100	100	100	100	98.0	100	100	98.1	85.7	0	98.4	97.2	98.6
Trucks	0	17	1	18	0	0	0	0	0	26	0	0	26	1	0	1	2	46
% Trucks	0	0.9	6.7	1.0	0	0	0	0	0	2.0	0	0	1.9	14.3	0	1.6	2.8	1.4

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

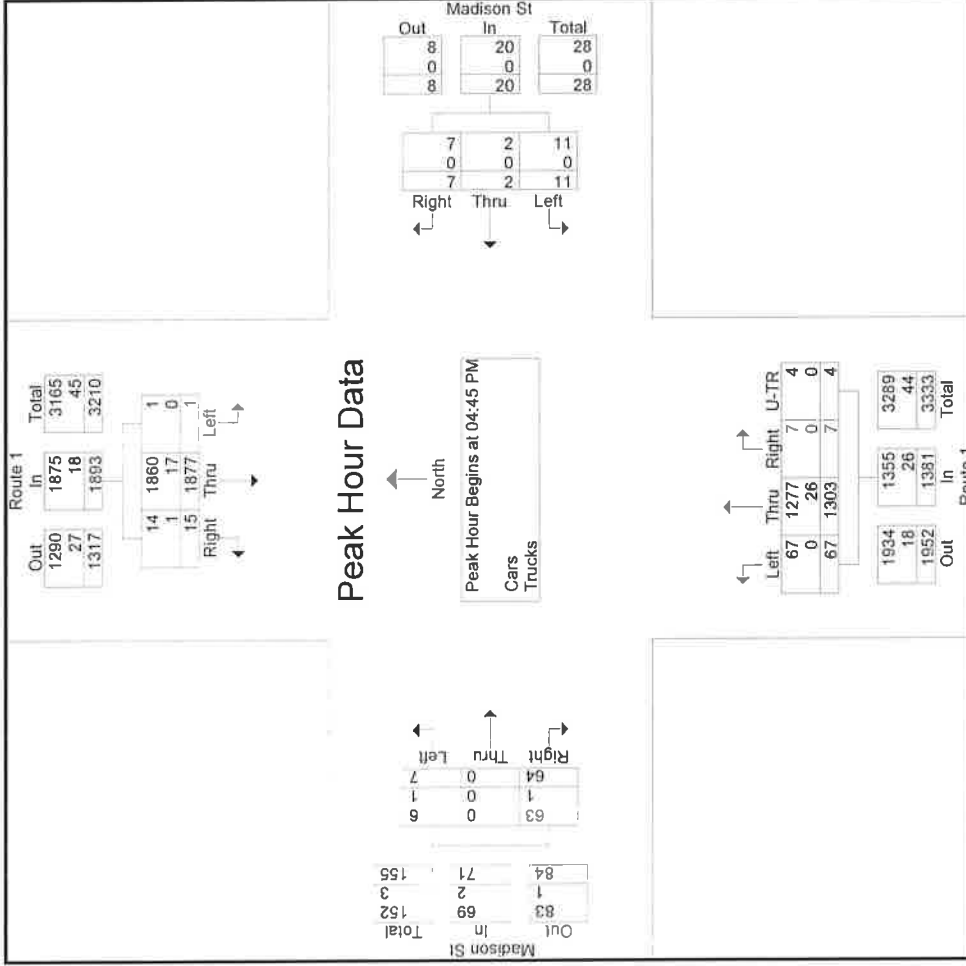
Peak Hour for Entire Intersection Begins at 04:45 PM

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Madison Street
 City/State : Wrentham, MA
 Weather : Cloudy

File Name : 69640001
 Site Code : 69640001
 Start Date : 6/21/2018
 Page No : 4



Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM	04:30 PM	05:00 PM	05:30 PM	06:00 PM	06:30 PM	Total	% App. Total
+0 mins.	5	1	4	10	16	302	324	1
+15 mins.	7	0	3	10	17	353	371	3
+30 mins.	13	1	6	20	15	339	356	3
+45 mins.	4	0	2	6	11	339	351	1
Total Volume	29	2	15	46	59	1333	1402	8
% App. Total	63	4.3	32.6	4.2	95.1	0.4	0.3	10.8

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Madison Street
 City/State : Wrentham, MA
 Weather : Cloudy

File Name : 69640001
 Site Code : 69640001
 Start Date : 6/21/2018
 Page No : 1

Groups Printed- Cars

Start Time	Route 1 From North			Madison St From East			Route 1 From South			Madison St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	1	350	1	5	1	4	7	243	5	1	15	633	
04:15 PM	1	419	2	7	0	3	12	269	4	2	11	730	
04:30 PM	3	450	2	13	1	6	10	271	7	0	14	778	
04:45 PM	0	483	5	4	0	2	19	303	2	0	20	840	
Total	5	1702	10	29	2	15	48	1086	18	3	60	2981	
05:00 PM	0	475	3	6	2	2	16	297	3	3	11	821	
05:15 PM	1	482	3	1	0	2	17	345	1	0	20	873	
05:30 PM	0	420	3	0	0	1	15	332	1	1	12	785	
05:45 PM	2	378	3	2	0	3	11	330	1	0	20	750	
Total	3	1755	12	9	2	8	59	1304	6	4	63	3229	
06:00 PM	2	393	1	2	0	1	11	292	3	0	12	717	
06:15 PM	0	365	0	0	0	1	9	239	1	0	13	628	
06:30 PM	1	325	2	1	0	0	19	232	1	1	13	595	
06:45 PM	1	314	3	1	0	0	9	206	2	1	5	542	
Total	4	1397	6	4	0	2	48	969	7	2	43	2482	
Grand Total	12	4854	28	42	4	25	155	3359	31	9	166	8692	
Approch %	0.2	99.2	0.6	59.2	5.6	35.2	4.4	94.5	0.9	0.3	4	96	
Total %	0.1	55.8	0.3	0.5	0	0.3	1.8	38.6	0.4	0.1	0.1	1.9	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Madison Street
City/State : Wrentham, MA
Weather : Cloudy

File Name : 69640001
Site Code : 69640001
Start Date : 6/21/2018
Page No : 1

Groups Printed- Trucks

Start Time	Route 1 From North			Madison St From East			Route 1 From South			Madison St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	6	0	0	0	0	0	6	0	0	0	2	14
04:15 PM	0	6	0	0	0	0	0	4	2	0	0	1	13
04:30 PM	0	5	0	0	0	0	0	4	0	0	0	0	9
04:45 PM	0	3	0	0	0	0	0	6	0	0	1	0	10
Total	0	20	0	0	0	0	0	20	2	0	1	3	46
05:00 PM	0	6	0	0	0	0	0	5	0	0	0	0	11
05:15 PM	0	5	0	0	0	0	0	8	0	0	0	1	14
05:30 PM	0	3	1	0	0	0	0	7	0	0	0	0	11
05:45 PM	0	5	0	0	0	0	0	9	0	0	0	0	14
Total	0	19	1	0	0	0	0	29	0	0	0	1	50
06:00 PM	0	6	0	0	0	0	0	3	0	0	0	0	9
06:15 PM	1	7	0	0	0	0	0	5	0	1	0	0	14
06:30 PM	0	6	0	1	0	0	0	6	0	0	0	0	13
06:45 PM	0	3	0	0	0	0	0	4	0	0	0	0	7
Total	1	22	0	1	0	0	0	18	0	1	0	0	43
Grand Total	1	61	1	1	0	0	0	67	2	2	0	4	139
Approch %	1.6	96.8	1.6	100	0	0	0	97.1	2.9	33.3	0	66.7	
Total %	0.7	43.9	0.7	0.7	0	0	0	48.2	1.4	1.4	0	2.9	

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Madison Street
 City/State : Wrentham, MA
 Weather : Cloudy

File Name : 69640001
 Site Code : 69640001
 Start Date : 6/21/2018
 Page No : 1

Start Time	Groups Printed- Bikes- Peds											
	Route 1 From North			Madison St From East			Route 1 From South			Madison St From West		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	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
Total	0	0	0	0	0	1	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	2	0	0	0	0	0	0
Approch %	0	100	0	0	0	0	0	0	0	0	0	0
Total %	0	100	0	0	0	0	0	0	0	0	0	0
										66.7		33.3

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Madison Street
City/State : Wrentham, MA
Weather : Cloudy

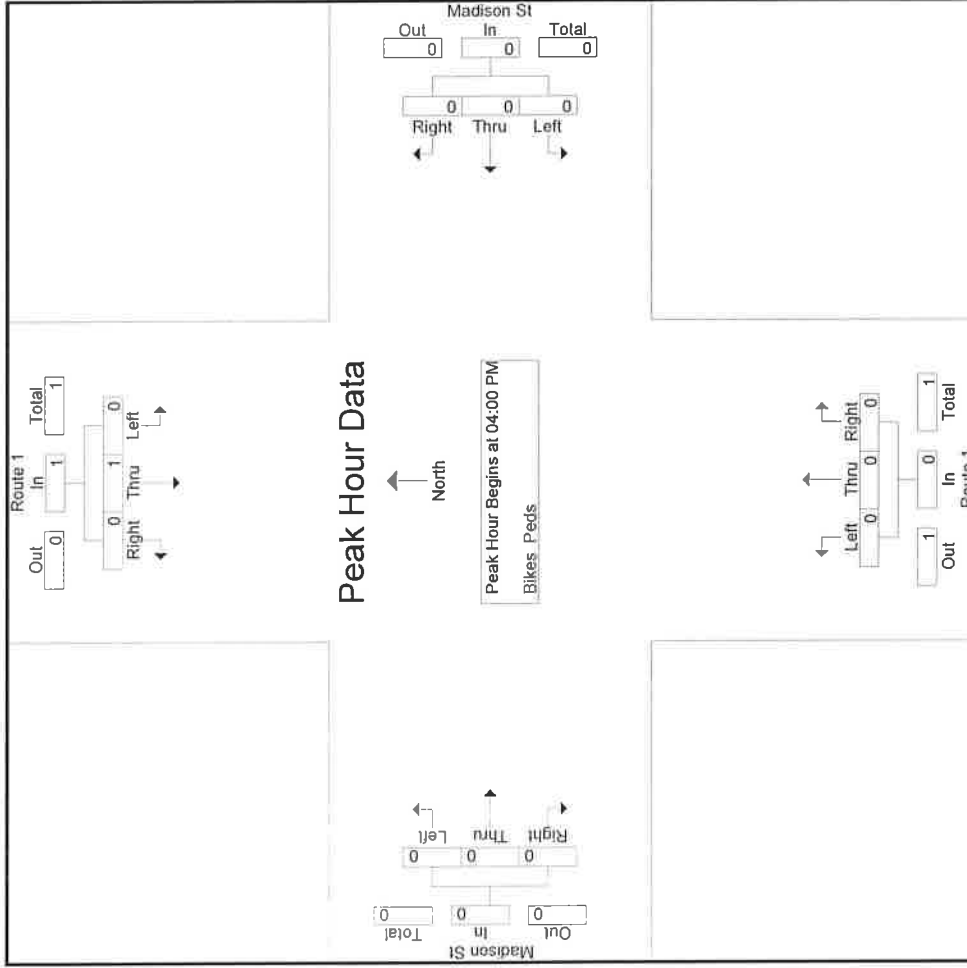
File Name : 69640001
Site Code : 69640001
Start Date : 6/21/2018
Page No : 2

Start Time	Route 1 From North			Madison St From East			Route 1 From South			Madison St From West			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Madison Street
City/State : Wrentham, MA
Weather : Cloudy

File Name : 69640001
Site Code : 69640001
Start Date : 6/21/2018
Page No : 3



Peak Hour Analysis From 04:00 PM to 06:45 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
+15 mins.	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Route 495 NB Ramps
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640002
Site Code : 69640002
Start Date : 6/21/2018
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Route 1 From North			Route 495 NB Ramp From East			Route 1 From South			Route 495 NB Ramp From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	266	124	0	0	106	0	164	55	0	0	167	882
04:15 PM	0	323	115	0	0	122	0	170	71	0	0	114	915
04:30 PM	0	362	115	0	0	117	0	172	87	0	0	101	954
04:45 PM	0	394	118	0	0	122	0	214	80	0	0	126	1054
Total	0	1345	472	0	0	467	0	720	293	0	0	508	3805
05:00 PM	0	401	102	0	0	138	0	183	72	0	0	136	1032
05:15 PM	0	404	109	0	0	136	0	231	80	0	0	143	1103
05:30 PM	0	332	100	0	0	146	0	220	85	0	0	144	1027
05:45 PM	0	309	99	0	0	147	0	202	60	0	0	124	941
Total	0	1446	410	0	0	567	0	836	297	0	0	547	4103
06:00 PM	0	313	92	0	0	129	0	177	68	0	0	105	884
06:15 PM	0	315	80	0	0	97	0	162	63	0	0	113	830
06:30 PM	0	278	65	0	0	96	0	162	63	0	0	149	813
06:45 PM	0	273	55	0	0	68	0	156	56	0	0	93	701
Total	0	1179	292	0	0	390	0	657	250	0	0	460	3228
Grand Total	0	3970	1174	0	0	1424	0	2213	840	0	0	1515	11136
Approch %	0	77.2	22.8	0	0	100	0	72.5	27.5	0	0	100	
Total %	0	35.7	10.5	0	0	12.8	0	19.9	7.5	0	0	13.6	
Cars	0	3936	1142	0	0	1388	0	2179	833	0	0	1511	10989
% Cars	0	99.1	97.3	0	0	97.5	0	98.5	99.2	0	0	99.7	98.7
Trucks	0	34	32	0	0	36	0	34	7	0	0	4	147

Accurate Counts
978-664-2565

% Trucks | 0 | 0.9 | 2.7 | 0 | 0 | 2.5 | 0 | 1.5 | 0.8 | 0 | 0.3 | 1.3

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Route 495 NB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 69640002
 Site Code : 69640002
 Start Date : 6/21/2018
 Page No : 3

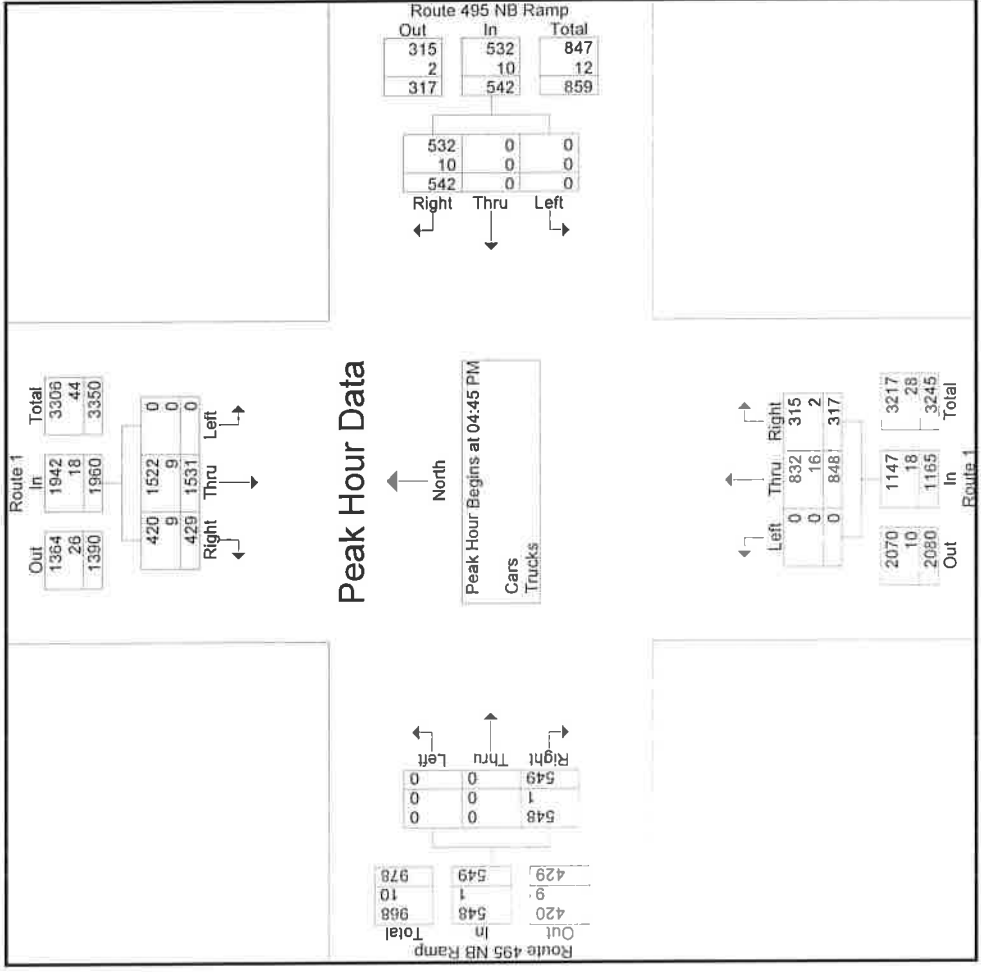
Start Time	Route 1 From North				Route 495 NB Ramp From East				Route 1 From South				Route 495 NB Ramp From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
	Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	394	118	512	0	0	122	122	0	214	80	294	0	0	126	126	1054
05:00 PM	0	401	102	503	0	0	138	138	0	183	72	255	0	0	136	136	1032
05:15 PM	0	404	109	513	0	0	136	136	0	231	80	311	0	0	143	143	1103
05:30 PM	0	332	100	432	0	0	146	146	0	220	85	305	0	0	144	144	1027
Total Volume	0	1531	429	1960	0	0	542	542	0	848	317	1165	0	0	549	549	4216
% App. Total	0	78.1	21.9		0	0	100		0	72.8	27.2		0	0	100		
PHF	.000	.947	.909	.955	.000	.000	.928	.928	.000	.918	.932	.936	.000	.000	.953	.953	.956
Cars	0	1522	420	1942	0	0	532	532	0	832	315	1147	0	0	548	548	4169
% Cars	0	99.4	97.9	99.1	0	0	98.2	98.2	0	98.1	99.4	98.5	0	0	99.8	99.8	98.9
Trucks	0	9	9	18	0	0	10	10	0	16	2	18	0	0	1	1	47
% Trucks	0	0.6	2.1	0.9	0	0	1.8	1.8	0	1.9	0.6	1.5	0	0	0.2	0.2	1.1

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Route 495 NB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 69640002
 Site Code : 69640002
 Start Date : 6/21/2018
 Page No : 4



Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			04:45 PM			04:45 PM				
+0 mins.	0	362	115	477	0	138	138	0	214	80	294	0	126	126
+15 mins.	0	394	118	512	0	136	136	0	183	72	255	0	136	136
+30 mins.	0	401	102	503	0	146	146	0	231	80	311	0	143	143
+45 mins.	0	404	109	513	0	147	147	0	220	85	305	0	144	144
Total Volume	0	1561	444	2005	0	567	567	0	848	317	1165	0	549	549
% App. Total	0	77.9	22.1		0	100	100	0	72.8	27.2		0	100	100

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Route 495 NB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 69640002
 Site Code : 69640002
 Start Date : 6/21/2018
 Page No : 6

Groups Printed- Cars

Start Time	Route 1 From North			Route 495 NB Ramp From East			Route 1 From South			Route 495 NB Ramp From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	262	120	0	0	99	0	164	55	0	0	167	867
04:15 PM	0	320	111	0	0	117	0	169	70	0	0	113	900
04:30 PM	0	359	113	0	0	115	0	170	87	0	0	101	945
04:45 PM	0	392	117	0	0	119	0	211	79	0	0	126	1044
Total	0	1333	461	0	0	450	0	714	291	0	0	507	3756
05:00 PM	0	398	99	0	0	136	0	180	71	0	0	135	1019
05:15 PM	0	401	106	0	0	132	0	227	80	0	0	143	1089
05:30 PM	0	331	98	0	0	145	0	214	85	0	0	144	1017
05:45 PM	0	306	97	0	0	144	0	196	60	0	0	124	927
Total	0	1436	400	0	0	557	0	817	296	0	0	546	4052
06:00 PM	0	311	88	0	0	129	0	174	65	0	0	105	872
06:15 PM	0	311	77	0	0	93	0	161	63	0	0	113	818
06:30 PM	0	274	62	0	0	94	0	158	63	0	0	147	798
06:45 PM	0	271	54	0	0	65	0	155	55	0	0	93	693
Total	0	1167	281	0	0	381	0	648	246	0	0	458	3181
Grand Total	0	3936	1142	0	0	1388	0	2179	833	0	0	1511	10989
Approch %	0	77.5	22.5	0	0	100	0	72.3	27.7	0	0	100	
Total %	0	35.8	10.4	0	0	12.6	0	19.8	7.6	0	0	13.8	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Route 495 NB Ramps
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640002
Site Code : 69640002
Start Date : 6/21/2018
Page No : 10

Start Time	Groups Printed- Trucks												Int. Total		
	Route 1 From North			Route 495 NB Ramp From East			Route 1 From South			Route 495 NB Ramp From West					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
04:00 PM	0	4	4	0	0	7	0	0	0	0	0	0	0	0	15
04:15 PM	0	3	4	0	0	5	0	1	1	0	0	0	1	0	15
04:30 PM	0	3	2	0	0	2	0	2	0	0	0	0	0	0	9
04:45 PM	0	2	1	0	0	3	0	3	1	0	0	0	0	0	10
Total	0	12	11	0	0	17	0	6	2	0	0	0	1	0	49
05:00 PM	0	3	3	0	0	2	0	3	1	0	0	0	1	0	13
05:15 PM	0	3	3	0	0	4	0	4	0	0	0	0	0	0	14
05:30 PM	0	1	2	0	0	1	0	6	0	0	0	0	0	0	10
05:45 PM	0	3	2	0	0	3	0	6	0	0	0	0	0	0	14
Total	0	10	10	0	0	10	0	19	1	0	0	0	1	0	51
06:00 PM	0	2	4	0	0	0	0	3	3	0	0	0	0	0	12
06:15 PM	0	4	3	0	0	4	0	1	0	0	0	0	0	0	12
06:30 PM	0	4	3	0	0	2	0	4	0	0	0	0	2	0	15
06:45 PM	0	2	1	0	0	3	0	1	1	0	0	0	0	0	8
Total	0	12	11	0	0	9	0	9	4	0	0	0	2	0	47
Grand Total	0	34	32	0	0	36	0	34	7	0	0	0	4	0	147
Approch %	0	51.5	48.5	0	0	100	0	82.9	17.1	0	0	0	100	0	
Total %	0	23.1	21.8	0	0	24.5	0	23.1	4.8	0	0	0	2.7	0	

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Route 495 NB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

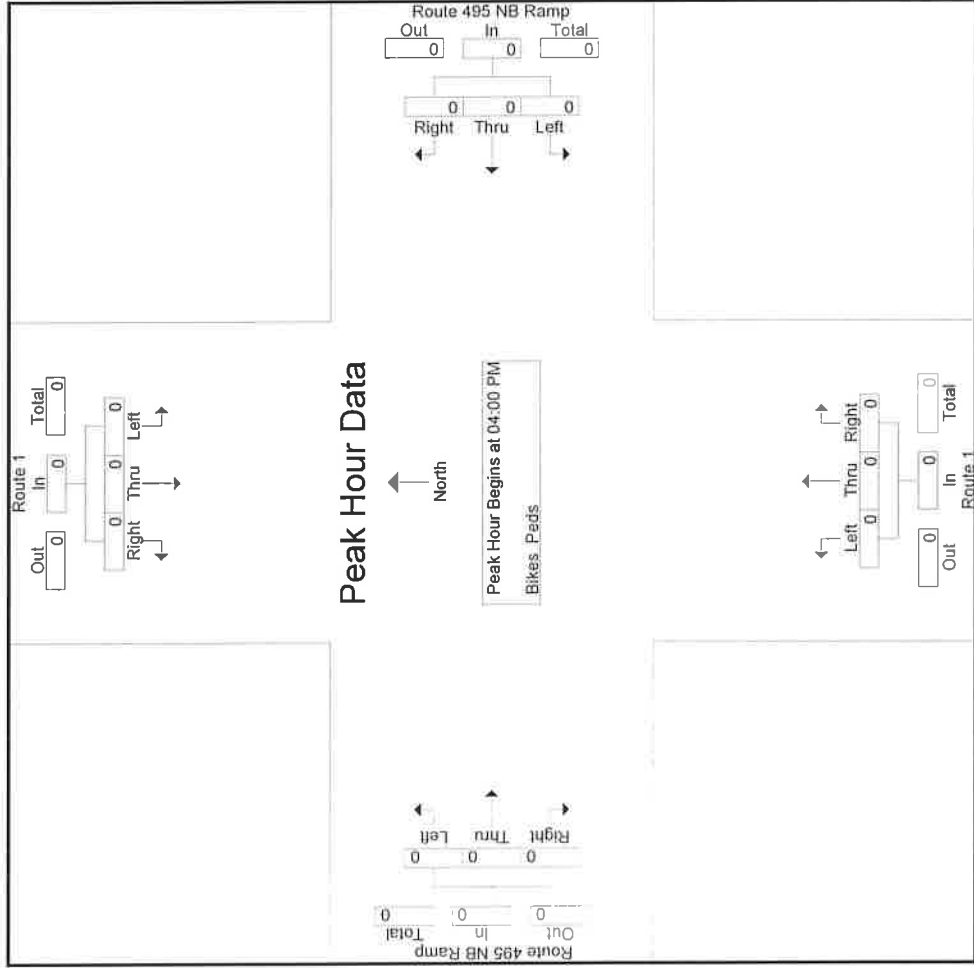
File Name : 69640002
 Site Code : 69640002
 Start Date : 6/21/2018
 Page No : 14

Start Time	Groups Printed- Bikes Peds																		
	Route 1 From North			Route 495 NB Ramp From East			Route 1 From South			Route 495 NB Ramp From West									
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		0	0	
Total %																			

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Route 495 NB Ramps
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640002
Site Code : 69640002
Start Date : 6/21/2018
Page No : 16



Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street: Route 1
 E/W Street: Route 495 SB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 69640003
 Site Code : 69640003
 Start Date : 6/21/2018
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Route 1 From North			Route 495 SB Ramp From East			Route 1 From South			Route 495 SB Ramp From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	315	126	0	0	68	0	162	105	0	0	113	889
04:15 PM	0	285	152	0	0	60	0	175	85	0	0	93	850
04:30 PM	0	310	149	0	0	66	0	189	109	0	0	86	909
04:45 PM	0	380	149	0	0	78	0	222	78	0	0	88	995
Total	0	1290	576	0	0	272	0	748	377	0	0	380	3643
05:00 PM	0	368	172	0	0	71	0	186	87	0	0	106	990
05:15 PM	0	361	173	0	0	85	0	217	113	0	0	103	1052
05:30 PM	0	375	114	0	0	106	0	207	86	0	0	104	992
05:45 PM	0	298	125	0	0	79	0	181	69	0	0	111	863
Total	0	1402	584	0	0	341	0	791	355	0	0	424	3897
06:00 PM	0	287	138	0	0	67	0	182	70	0	0	78	822
06:15 PM	0	303	119	0	0	57	0	157	95	0	0	71	802
06:30 PM	0	298	132	0	0	66	0	165	76	0	0	76	813
06:45 PM	0	259	108	0	0	59	0	158	76	0	0	49	709
Total	0	1147	497	0	0	249	0	662	317	0	0	274	3146
Grand Total	0	3839	1657	0	0	862	0	2201	1049	0	0	1078	10686
Approch %	0	69.9	30.1	0	0	100	0	67.7	32.3	0	0	100	
Total %	0	35.9	15.5	0	0	8.1	0	20.6	9.8	0	0	10.1	
Cars	0	3830	1626	0	0	839	0	2182	1037	0	0	1075	10589
% Cars	0	99.8	98.1	0	0	97.3	0	99.1	98.9	0	0	99.7	99.1
Trucks	0	9	31	0	0	23	0	19	12	0	0	3	97

Accurate Counts
978-664-2565

% Trucks | 0 | 0.2 | 1.9 | 0 | 0 | 2.7 | 0 | 0.9 | 1.1 | 0 | 0 | 0.3 | 0.9

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Route 495 SB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 69640003
 Site Code : 69640003
 Start Date : 6/21/2018
 Page No : 3

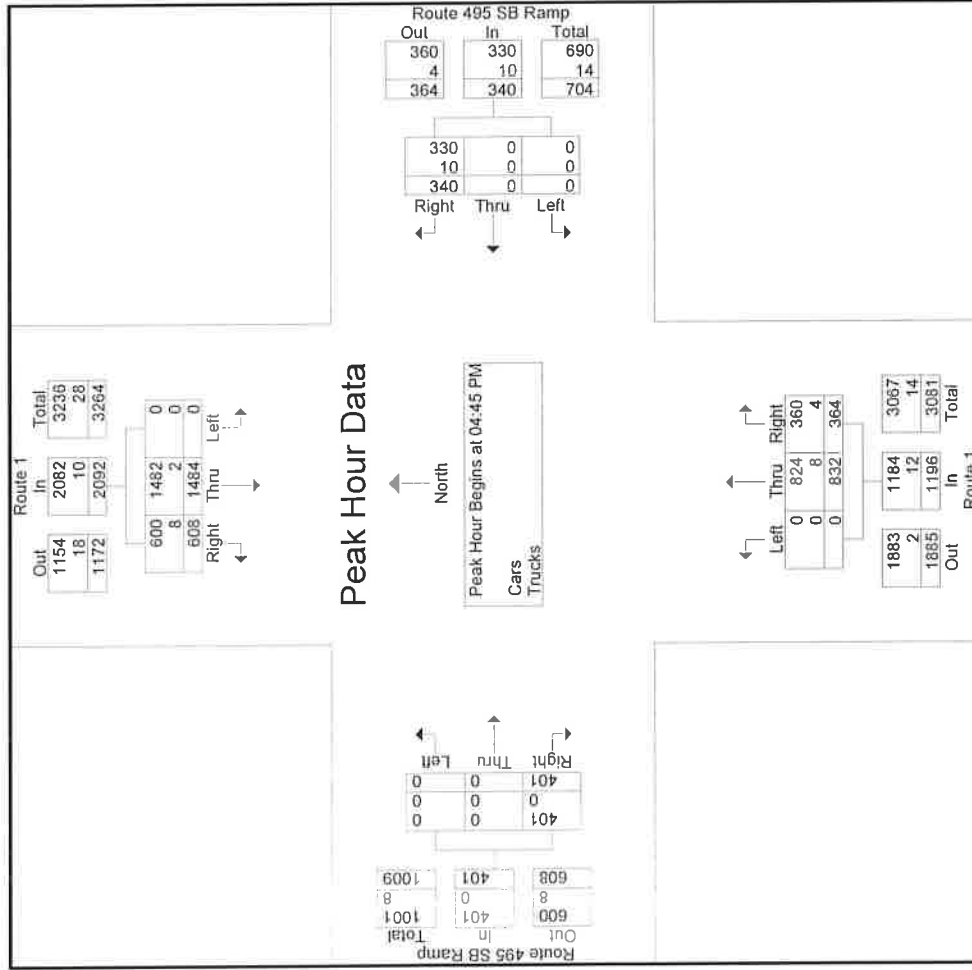
Start Time	Route 1 From North			Route 495 SB Ramp From East			Route 1 From South			Route 495 SB Ramp From West			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
			App. Total			App. Total			App. Total			App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:45 PM														
04:45 PM	0	380	149	0	0	78	0	222	78	0	0	88	88	995
05:00 PM	0	368	172	0	0	71	0	186	87	0	0	106	106	990
05:15 PM	0	361	173	0	0	85	0	217	113	0	0	103	103	1052
05:30 PM	0	375	114	0	0	106	0	207	86	0	0	104	104	992
Total Volume	0	1484	608	0	0	340	0	832	364	0	0	401	401	4029
% App. Total	0	70.9	29.1	0	0	100	0	69.6	30.4	0	0	100	100	
PHF	.000	.976	.879	.000	.000	.802	.000	.937	.805	.000	.000	.946	.946	.957
Cars	0	1482	600	0	0	330	0	824	360	0	0	401	401	3997
% Cars	0	99.9	98.7	0	0	97.1	0	99.0	98.9	0	0	100	100	99.2
Trucks	0	2	8	0	0	10	0	8	4	0	0	0	0	32
% Trucks	0	0.1	1.3	0	0	2.9	0	1.0	1.1	0	0	0	0	0.8

Accurate Counts

978-664-2565

File Name : 69640003
 Site Code : 69640003
 Start Date : 6/21/2018
 Page No : 4

N/S Street : Route 1
 E/W Street : Route 495 SB Ramps
 City/State : Plainville, MA
 Weather : Cloudy



Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM		05:00 PM		04:30 PM		05:00 PM	
+0 mins.	0	380	149	529	71	71	189	298
+15 mins.	0	368	172	540	85	85	222	300
+30 mins.	0	361	173	534	106	106	186	273
+45 mins.	0	375	114	489	79	79	217	330
Total Volume	0	1484	608	2092	341	341	814	1201
% App. Total	0	70.9	29.1		100	100	67.8	32.2

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Route 495 SB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 69640003
 Site Code : 69640003
 Start Date : 6/21/2018
 Page No : 6

Start Time	Groups Printed- Cars												Int. Total
	Route 1 From North		Route 495 SB Ramp From East		Route 1 From South		Route 495 SB Ramp From West		Route 1 From South		Route 495 SB Ramp From West		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	314	123	0	0	68	0	162	103	0	0	112	882
04:15 PM	0	285	146	0	0	59	0	174	85	0	0	93	842
04:30 PM	0	308	148	0	0	65	0	188	107	0	0	85	901
04:45 PM	0	380	147	0	0	75	0	221	77	0	0	88	988
Total	0	1287	564	0	0	267	0	745	372	0	0	378	3613
05:00 PM	0	366	170	0	0	69	0	184	87	0	0	106	982
05:15 PM	0	361	170	0	0	82	0	216	110	0	0	103	1042
05:30 PM	0	375	113	0	0	104	0	203	86	0	0	104	985
05:45 PM	0	298	122	0	0	75	0	179	68	0	0	111	853
Total	0	1400	575	0	0	330	0	782	351	0	0	424	3862
06:00 PM	0	286	137	0	0	65	0	178	68	0	0	78	812
06:15 PM	0	301	117	0	0	55	0	157	94	0	0	71	795
06:30 PM	0	297	127	0	0	64	0	163	76	0	0	75	802
06:45 PM	0	259	106	0	0	58	0	157	76	0	0	49	705
Total	0	1143	487	0	0	242	0	655	314	0	0	273	3114
Grand Total	0	3830	1626	0	0	839	0	2182	1037	0	0	1075	10589
Approch %	0	70.2	29.8	0	0	100	0	67.8	32.2	0	0	100	
Total %	0	36.2	15.4	0	0	7.9	0	20.6	9.8	0	0	10.2	

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Route 495 SB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 69640003
 Site Code : 69640003
 Start Date : 6/21/2018
 Page No : 10

Groups Printed- Trucks

Start Time	Route 1 From North			Route 495 SB Ramp From East			Route 1 From South			Route 495 SB Ramp From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	1	3	0	0	0	0	0	2	0	0	1	7
04:15 PM	0	0	6	0	0	1	0	1	0	0	0	0	8
04:30 PM	0	2	1	0	0	1	0	1	2	0	0	1	8
04:45 PM	0	0	2	0	0	3	0	1	1	0	0	0	7
Total	0	3	12	0	0	5	0	3	5	0	0	2	30
05:00 PM	0	2	2	0	0	2	0	2	0	0	0	0	8
05:15 PM	0	0	3	0	0	3	0	1	3	0	0	0	10
05:30 PM	0	0	1	0	0	2	0	4	0	0	0	0	7
05:45 PM	0	0	3	0	0	4	0	2	1	0	0	0	10
Total	0	2	9	0	0	11	0	9	4	0	0	0	35
06:00 PM	0	1	1	0	0	2	0	4	2	0	0	0	10
06:15 PM	0	2	2	0	0	2	0	0	1	0	0	0	7
06:30 PM	0	1	5	0	0	2	0	2	0	0	0	1	11
06:45 PM	0	0	2	0	0	1	0	1	0	0	0	0	4
Total	0	4	10	0	0	7	0	7	3	0	0	1	32
Grand Total	0	9	31	0	0	23	0	19	12	0	0	3	97
Approch %	0	22.5	77.5	0	0	100	0	61.3	38.7	0	0	100	
Total %	0	9.3	32	0	0	23.7	0	19.6	12.4	0	0	3.1	

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Route 495 SB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

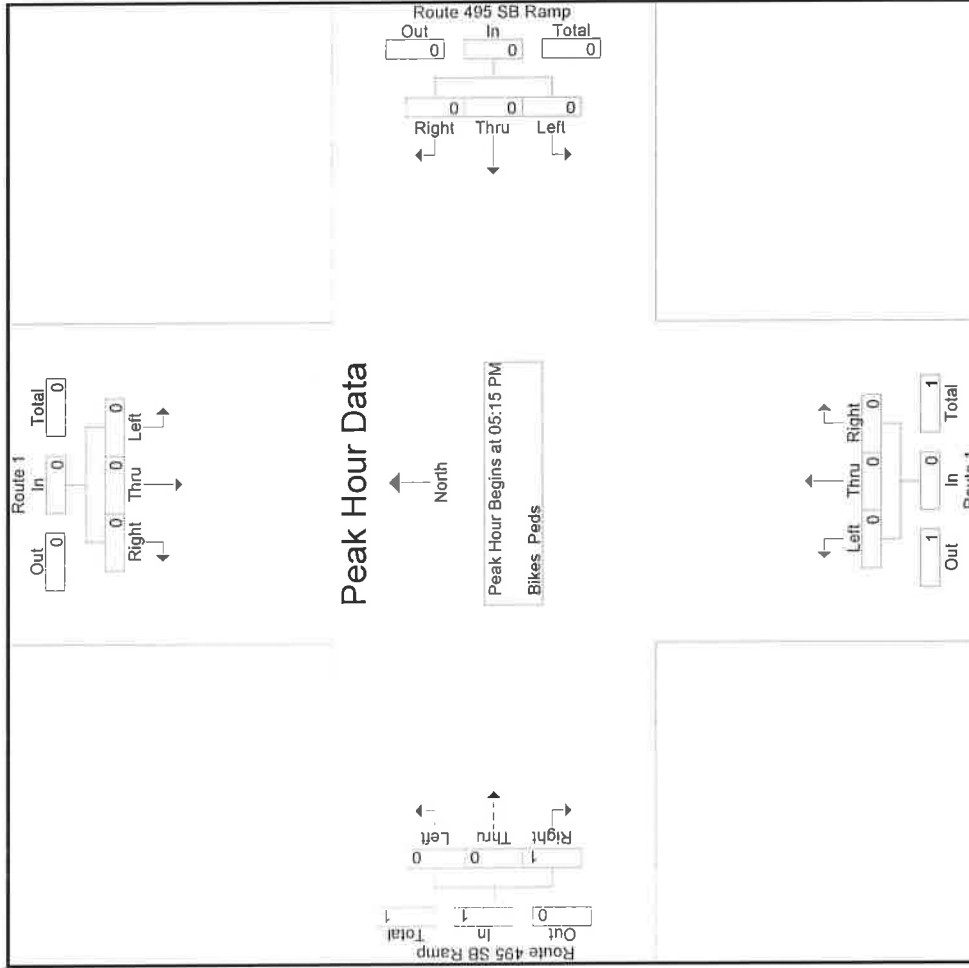
File Name : 69640003
 Site Code : 69640003
 Start Date : 6/21/2018
 Page No : 14

Start Time	Groups Printed- Bikes Peds																		
	Route 1 From North				Route 495 SB Ramp From East				Route 1 From South				Route 495 SB Ramp From West						
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Route 495 SB Ramps
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640003
Site Code : 69640003
Start Date : 6/21/2018
Page No : 16



Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			05:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	100

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Plainridge Park Casino
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640004
Site Code : 69640004
Start Date : 6/21/2018
Page No : 1

Groups Printed- Cars - Trucks

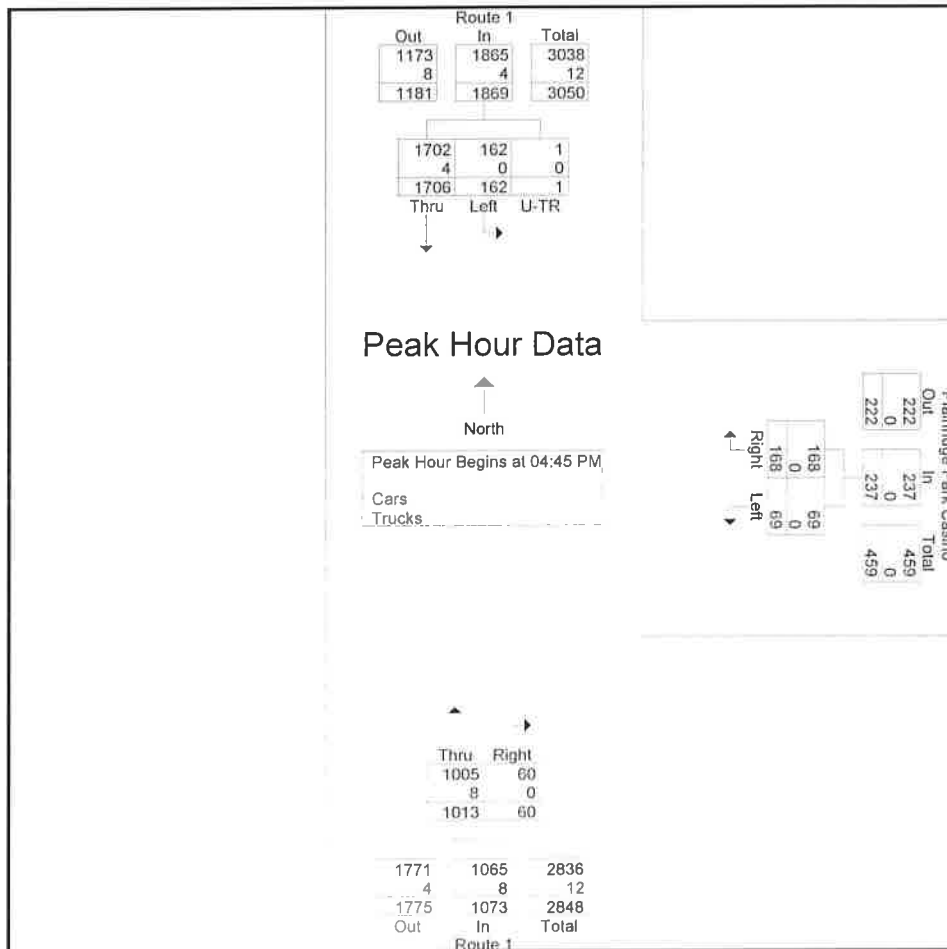
Start Time	Route 1 From North			Plainridge Park Casino From East		Route 1 From South		Int. Total
	Left	Thru	U-TR	Left	Right	Thru	Right	
04:00 PM	37	355	0	8	39	230	16	685
04:15 PM	40	371	1	17	40	217	13	699
04:30 PM	45	367	0	21	55	261	15	764
04:45 PM	38	416	1	18	29	260	18	780
Total	160	1509	2	64	163	968	62	2928
05:00 PM	34	431	0	16	40	235	11	767
05:15 PM	51	430	0	19	53	283	7	843
05:30 PM	39	429	0	16	46	235	24	789
05:45 PM	40	386	1	17	39	211	10	704
Total	164	1676	1	68	178	964	52	3103
06:00 PM	39	326	1	14	41	216	11	648
06:15 PM	29	338	0	17	62	194	10	650
06:30 PM	52	290	0	21	52	180	8	603
06:45 PM	58	276	0	11	51	175	13	584
Total	178	1230	1	63	206	765	42	2485
Grand Total	502	4415	4	195	547	2697	156	8516
Apprch %	10.2	89.7	0.1	26.3	73.7	94.5	5.5	
Total %	5.9	51.8	0	2.3	6.4	31.7	1.8	
Cars	502	4401	4	195	547	2677	155	8481
% Cars	100	99.7	100	100	100	99.3	99.4	99.6
Trucks	0	14	0	0	0	20	1	35
% Trucks	0	0.3	0	0	0	0.7	0.6	0.4

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Plainridge Park Casino
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640004
Site Code : 69640004
Start Date : 6/21/2018
Page No : 2

Start Time	Route 1 From North				Plainridge Park Casino From East			Route 1 From South			Int. Total
	Left	Thru	U-TR	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	38	416	1	455	18	29	47	260	18	278	780
05:00 PM	34	431	0	465	16	40	56	235	11	246	767
05:15 PM	51	430	0	481	19	53	72	283	7	290	843
05:30 PM	39	429	0	468	16	46	62	235	24	259	789
Total Volume	162	1706	1	1869	69	168	237	1013	60	1073	3179
% App. Total	8.7	91.3	0.1		29.1	70.9		94.4	5.6		
PHF	.794	.990	.250	.971	.908	.792	.823	.895	.625	.925	.943
Cars	162	1702	1	1865	69	168	237	1005	60	1065	3167
% Cars	100	99.8	100	99.8	100	100	100	99.2	100	99.3	99.6
Trucks	0	4	0	4	0	0	0	8	0	8	12
% Trucks	0	0.2	0	0.2	0	0	0	0.8	0	0.7	0.4



Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Plainridge Park Casino
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640004
Site Code : 69640004
Start Date : 6/21/2018
Page No : 1

Groups Printed- Cars

Start Time	Route 1 From North			Plainridge Park Casino From East		Route 1 From South		Int. Total
	Left	Thru	U-TR	Left	Right	Thru	Right	
04:00 PM	37	354	0	8	39	228	16	682
04:15 PM	40	370	1	17	40	216	13	697
04:30 PM	45	365	0	21	55	260	15	761
04:45 PM	38	416	1	18	29	257	18	777
Total	160	1505	2	64	163	961	62	2917
05:00 PM	34	428	0	16	40	234	11	763
05:15 PM	51	429	0	19	53	280	7	839
05:30 PM	39	429	0	16	46	234	24	788
05:45 PM	40	386	1	17	39	210	9	702
Total	164	1672	1	68	178	958	51	3092
06:00 PM	39	325	1	14	41	211	11	642
06:15 PM	29	336	0	17	62	193	10	647
06:30 PM	52	287	0	21	52	180	8	600
06:45 PM	58	276	0	11	51	174	13	583
Total	178	1224	1	63	206	758	42	2472
Grand Total	502	4401	4	195	547	2677	155	8481
Apprch %	10.2	89.7	0.1	26.3	73.7	94.5	5.5	
Total %	5.9	51.9	0	2.3	6.4	31.6	1.8	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Plainridge Park Casino
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640004
Site Code : 69640004
Start Date : 6/21/2018
Page No : 1

Groups Printed- Trucks

Start Time	Route 1 From North			Plainridge Park Casino From East		Route 1 From South		Int. Total
	Left	Thru	U-TR	Left	Right	Thru	Right	
04:00 PM	0	1	0	0	0	2	0	3
04:15 PM	0	1	0	0	0	1	0	2
04:30 PM	0	2	0	0	0	1	0	3
04:45 PM	0	0	0	0	0	3	0	3
Total	0	4	0	0	0	7	0	11
05:00 PM	0	3	0	0	0	1	0	4
05:15 PM	0	1	0	0	0	3	0	4
05:30 PM	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	1	1	2
Total	0	4	0	0	0	6	1	11
06:00 PM	0	1	0	0	0	5	0	6
06:15 PM	0	2	0	0	0	1	0	3
06:30 PM	0	3	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	1	0	1
Total	0	6	0	0	0	7	0	13
Grand Total	0	14	0	0	0	20	1	35
Apprch %	0	100	0	0	0	95.2	4.8	
Total %	0	40	0	0	0	57.1	2.9	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Plainridge Park Casino
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640004
Site Code : 69640004
Start Date : 6/21/2018
Page No : 1

Groups Printed- Bikes Peds

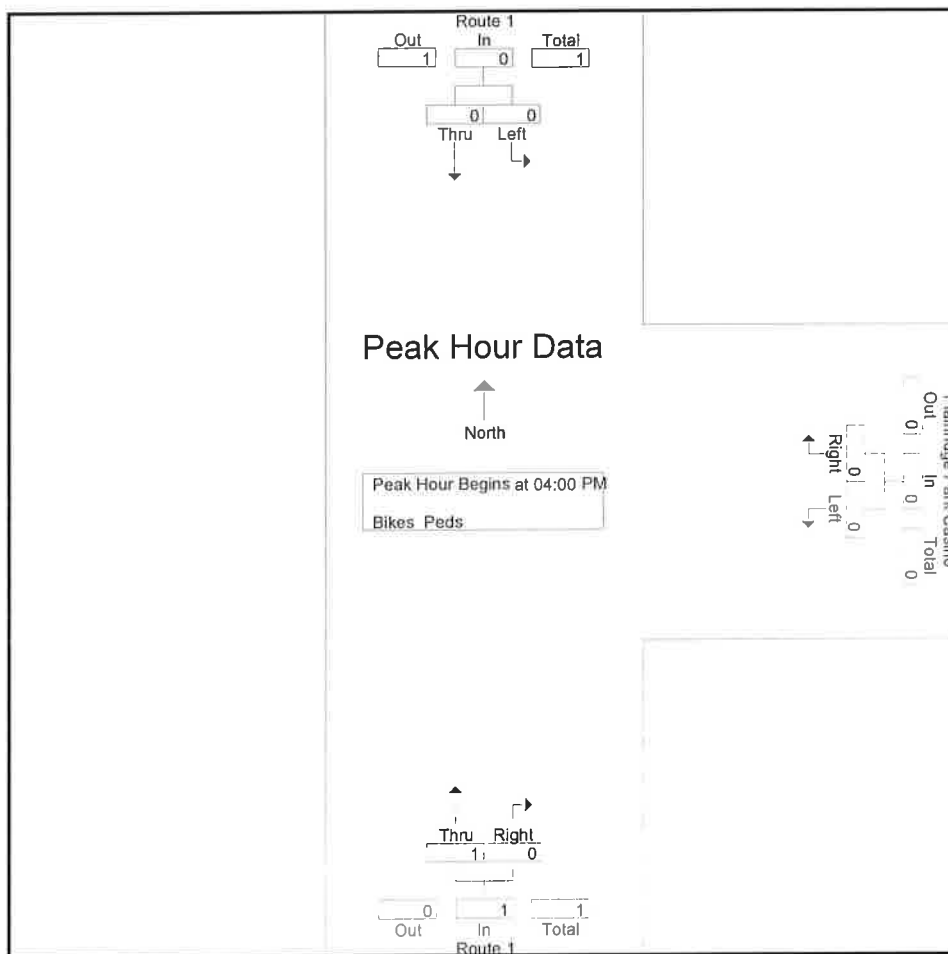
Start Time	Route 1 From North			Plainridge Park Casino From East			Route 1 From South			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	0	1	1
Apprch %	0	0		0	0		100	0				
Total %	0	0		0	0		100	0		0	100	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Plainridge Park Casino
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640004
Site Code : 69640004
Start Date : 6/21/2018
Page No : 2

Start Time	Route 1 From North			Plainridge Park Casino From East			Route 1 From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 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
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250



Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Taunton Street Ramp
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640005
Site Code : 69640005
Start Date : 6/21/2018
Page No : 1

Groups Printed- Cars - Trucks

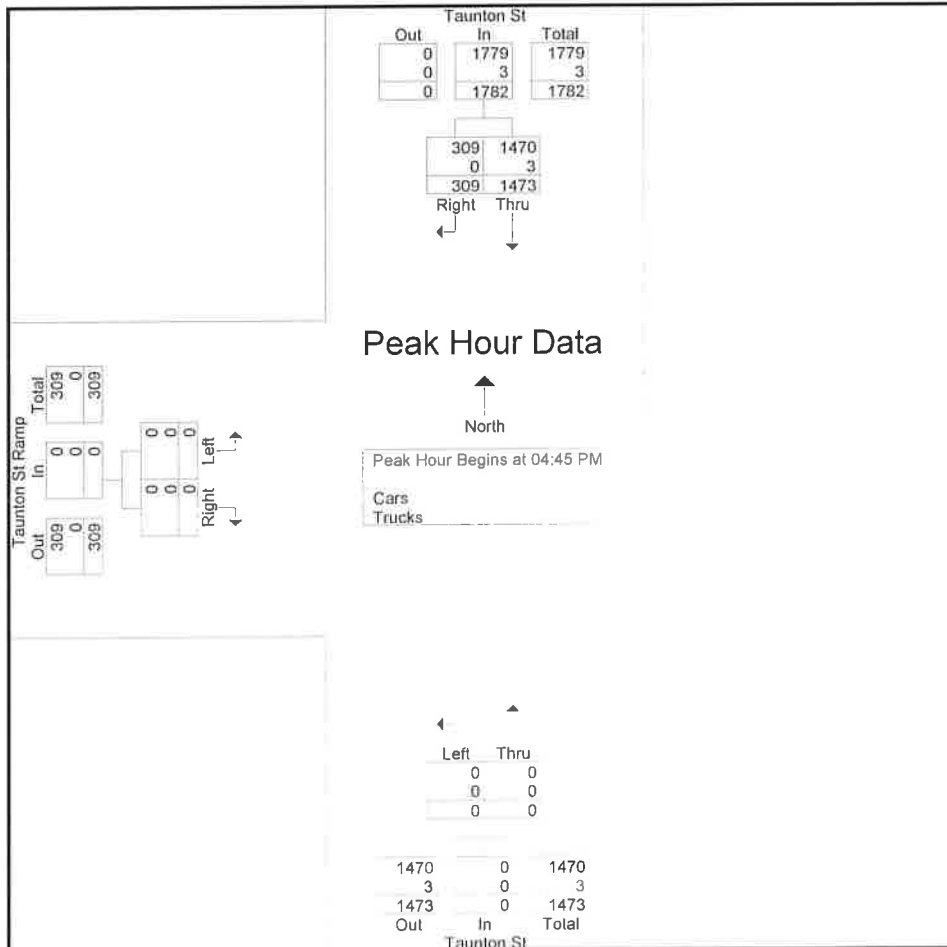
Start Time	Taunton St From North		Taunton St From South		Taunton St Ramp From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
04:00 PM	302	51	0	0	0	0	353
04:15 PM	319	70	0	0	0	0	389
04:30 PM	327	60	0	0	0	0	387
04:45 PM	365	69	0	0	0	0	434
Total	1313	250	0	0	0	0	1563
05:00 PM	362	87	0	0	0	0	449
05:15 PM	379	74	0	0	0	0	453
05:30 PM	367	79	0	0	0	0	446
05:45 PM	330	69	0	0	0	0	399
Total	1438	309	0	0	0	0	1747
06:00 PM	278	61	0	0	0	0	339
06:15 PM	296	61	0	0	0	0	357
06:30 PM	246	76	0	0	0	0	322
06:45 PM	244	41	0	0	0	0	285
Total	1064	239	0	0	0	0	1303
Grand Total	3815	798	0	0	0	0	4613
Apprch %	82.7	17.3	0	0	0	0	
Total %	82.7	17.3	0	0	0	0	
Cars	3803	796	0	0	0	0	4599
% Cars	99.7	99.7	0	0	0	0	99.7
Trucks	12	2	0	0	0	0	14
% Trucks	0.3	0.3	0	0	0	0	0.3

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Taunton Street Ramp
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640005
Site Code : 69640005
Start Date : 6/21/2018
Page No : 2

Start Time	Taunton St From North			Taunton St From South			Taunton St Ramp From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	365	69	434	0	0	0	0	0	0	434
05:00 PM	362	87	449	0	0	0	0	0	0	449
05:15 PM	379	74	453	0	0	0	0	0	0	453
05:30 PM	367	79	446	0	0	0	0	0	0	446
Total Volume	1473	309	1782	0	0	0	0	0	0	1782
% App. Total	82.7	17.3		0	0		0	0		
PHF	.972	.888	.983	.000	.000	.000	.000	.000	.000	.983
Cars	1470	309	1779	0	0	0	0	0	0	1779
% Cars	99.8	100	99.8	0	0	0	0	0	0	99.8
Trucks	3	0	3	0	0	0	0	0	0	3
% Trucks	0.2	0	0.2	0	0	0	0	0	0	0.2



Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Taunton Street Ramp
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640005
Site Code : 69640005
Start Date : 6/21/2018
Page No : 4

Groups Printed- Cars

Start Time	Taunton St From North		Taunton St From South		Taunton St Ramp From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
04:00 PM	301	50	0	0	0	0	351
04:15 PM	318	69	0	0	0	0	387
04:30 PM	326	60	0	0	0	0	386
04:45 PM	364	69	0	0	0	0	433
Total	1309	248	0	0	0	0	1557
05:00 PM	361	87	0	0	0	0	448
05:15 PM	378	74	0	0	0	0	452
05:30 PM	367	79	0	0	0	0	446
05:45 PM	330	69	0	0	0	0	399
Total	1436	309	0	0	0	0	1745
06:00 PM	277	61	0	0	0	0	338
06:15 PM	294	61	0	0	0	0	355
06:30 PM	243	76	0	0	0	0	319
06:45 PM	244	41	0	0	0	0	285
Total	1058	239	0	0	0	0	1297
Grand Total	3803	796	0	0	0	0	4599
Apprch %	82.7	17.3	0	0	0	0	
Total %	82.7	17.3	0	0	0	0	

Accurate Counts
978-664-2565

N/S Street : Route 1
EW Street: Taunton Street Ramp
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640005
Site Code : 69640005
Start Date : 6/21/2018
Page No : 7

Groups Printed- Trucks

Start Time	Taunton St From North		Taunton St From South		Taunton St Ramp From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
04:00 PM	1	1	0	0	0	0	2
04:15 PM	1	1	0	0	0	0	2
04:30 PM	1	0	0	0	0	0	1
04:45 PM	1	0	0	0	0	0	1
Total	4	2	0	0	0	0	6
05:00 PM	1	0	0	0	0	0	1
05:15 PM	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	2
06:00 PM	1	0	0	0	0	0	1
06:15 PM	2	0	0	0	0	0	2
06:30 PM	3	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	0	0
Total	6	0	0	0	0	0	6
Grand Total	12	2	0	0	0	0	14
Apprch %	85.7	14.3	0	0	0	0	
Total %	85.7	14.3	0	0	0	0	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Taunton Street Ramp
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640005
Site Code : 69640005
Start Date : 6/21/2018
Page No : 10

Groups Printed- Bikes Peds

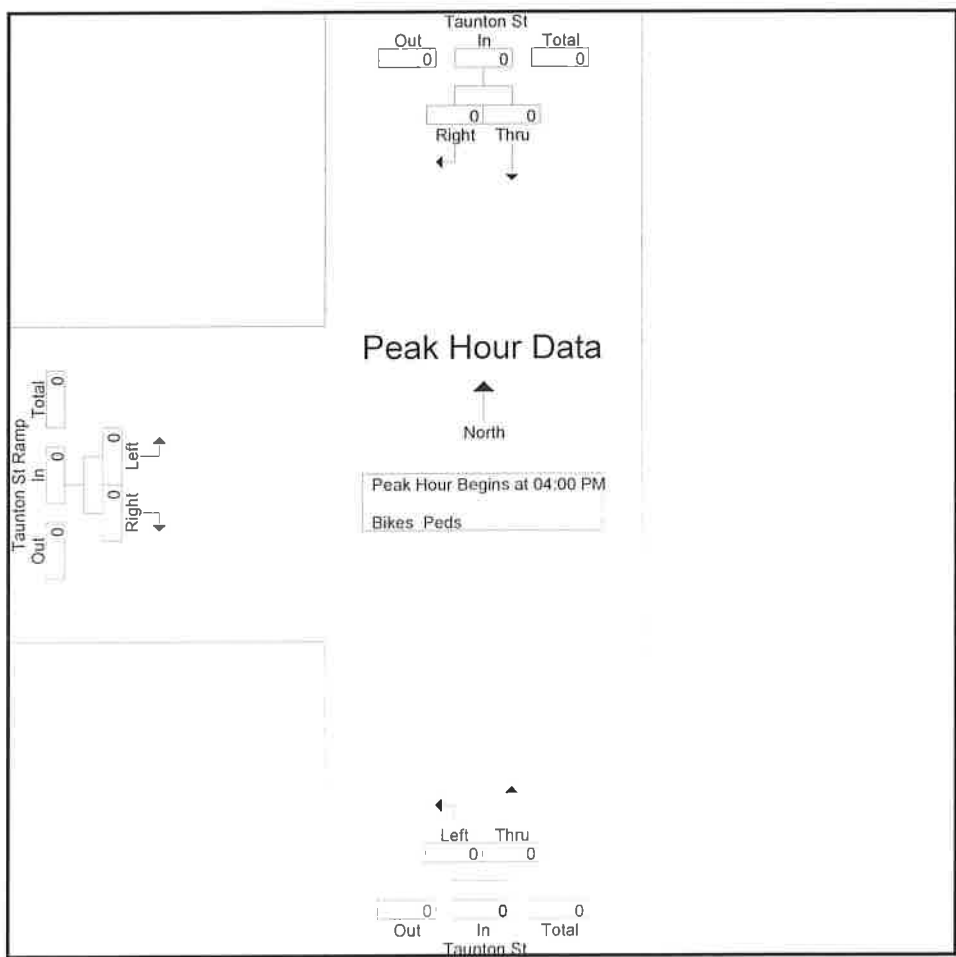
Start Time	Taunton St From North			Taunton St From South			Taunton St Ramp From West			Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Taunton Street Ramp
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640005
Site Code : 69640005
Start Date : 6/21/2018
Page No : 11

Start Time	Taunton St From North			Taunton St From South			Taunton St Ramp From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts
978-664-2565

N/S Street : Jughandle
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640006
Site Code : 69640006
Start Date : 6/21/2018
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Jughandle From North		Taunton St From East		Taunton St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	4	50	90	0	0	173	317
04:15 PM	5	62	111	0	0	186	364
04:30 PM	8	48	79	0	0	182	317
04:45 PM	5	56	116	0	0	160	337
Total	22	216	396	0	0	701	1335
05:00 PM	3	86	94	0	0	175	358
05:15 PM	2	70	122	0	0	163	357
05:30 PM	7	72	106	0	0	160	345
05:45 PM	6	53	107	0	0	192	358
Total	18	281	429	0	0	690	1418
06:00 PM	10	55	73	0	0	188	326
06:15 PM	5	53	72	0	0	127	257
06:30 PM	11	64	79	0	0	140	294
06:45 PM	4	42	77	0	0	166	289
Total	30	214	301	0	0	621	1166
Grand Total	70	711	1126	0	0	2012	3919
Apprch %	9	91	100	0	0	100	
Total %	1.8	18.1	28.7	0	0	51.3	
Cars	70	709	1126	0	0	2003	3908
% Cars	100	99.7	100	0	0	99.6	99.7
Trucks	0	2	0	0	0	9	11
% Trucks	0	0.3	0	0	0	0.4	0.3

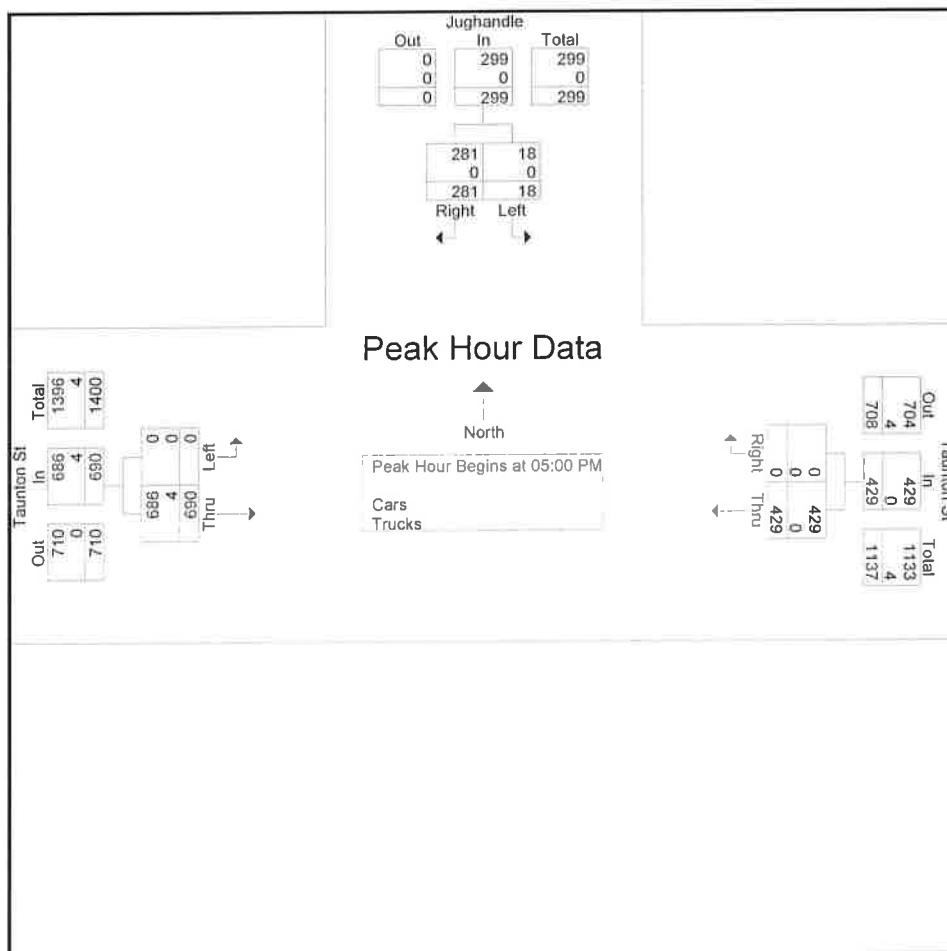
Accurate Counts

978-664-2565

N/S Street : Jughandle
 E/W Street: Taunton Street
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 69640006
 Site Code : 69640006
 Start Date : 6/21/2018
 Page No : 2

Start Time	Jughandle From North			Taunton St From East			Taunton St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	3	86	89	94	0	94	0	175	175	358
05:15 PM	2	70	72	122	0	122	0	163	163	357
05:30 PM	7	72	79	106	0	106	0	160	160	345
05:45 PM	6	53	59	107	0	107	0	192	192	358
Total Volume	18	281	299	429	0	429	0	690	690	1418
% App. Total	6	94		100	0		0	100		
PHF	.643	.817	.840	.879	.000	.879	.000	.898	.898	.990
Cars	18	281	299	429	0	429	0	686	686	1414
% Cars	100	100	100	100	0	100	0	99.4	99.4	99.7
Trucks	0	0	0	0	0	0	0	4	4	4
% Trucks	0	0	0	0	0	0	0	0.6	0.6	0.3



Accurate Counts
978-664-2565

N/S Street : Jughandle
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640006
Site Code : 69640006
Start Date : 6/21/2018
Page No : 4

Groups Printed- Cars

Start Time	Jughandle From North		Taunton St From East		Taunton St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	4	49	90	0	0	173	316
04:15 PM	5	61	111	0	0	184	361
04:30 PM	8	48	79	0	0	180	315
04:45 PM	5	56	116	0	0	160	337
Total	22	214	396	0	0	697	1329
05:00 PM	3	86	94	0	0	175	358
05:15 PM	2	70	122	0	0	161	355
05:30 PM	7	72	106	0	0	159	344
05:45 PM	6	53	107	0	0	191	357
Total	18	281	429	0	0	686	1414
06:00 PM	10	55	73	0	0	187	325
06:15 PM	5	53	72	0	0	127	257
06:30 PM	11	64	79	0	0	140	294
06:45 PM	4	42	77	0	0	166	289
Total	30	214	301	0	0	620	1165
Grand Total	70	709	1126	0	0	2003	3908
Apprch %	9	91	100	0	0	100	
Total %	1.8	18.1	28.8	0	0	51.3	

Accurate Counts
978-664-2565

N/S Street : Jughandle
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640006
Site Code : 69640006
Start Date : 6/21/2018
Page No : 7

Groups Printed- Trucks

Start Time	Jughandle From North		Taunton St From East		Taunton St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	0	1	0	0	0	0	1
04:15 PM	0	1	0	0	0	2	3
04:30 PM	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0
Total	0	2	0	0	0	4	6
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	1	1
Total	0	0	0	0	0	4	4
06:00 PM	0	0	0	0	0	1	1
06:15 PM	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1
Grand Total	0	2	0	0	0	9	11
Apprch %	0	100	0	0	0	100	
Total %	0	18.2	0	0	0	81.8	

Accurate Counts
978-664-2565

N/S Street : Jughandle
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640006
Site Code : 69640006
Start Date : 6/21/2018
Page No : 10

Groups Printed- Bikes Peds

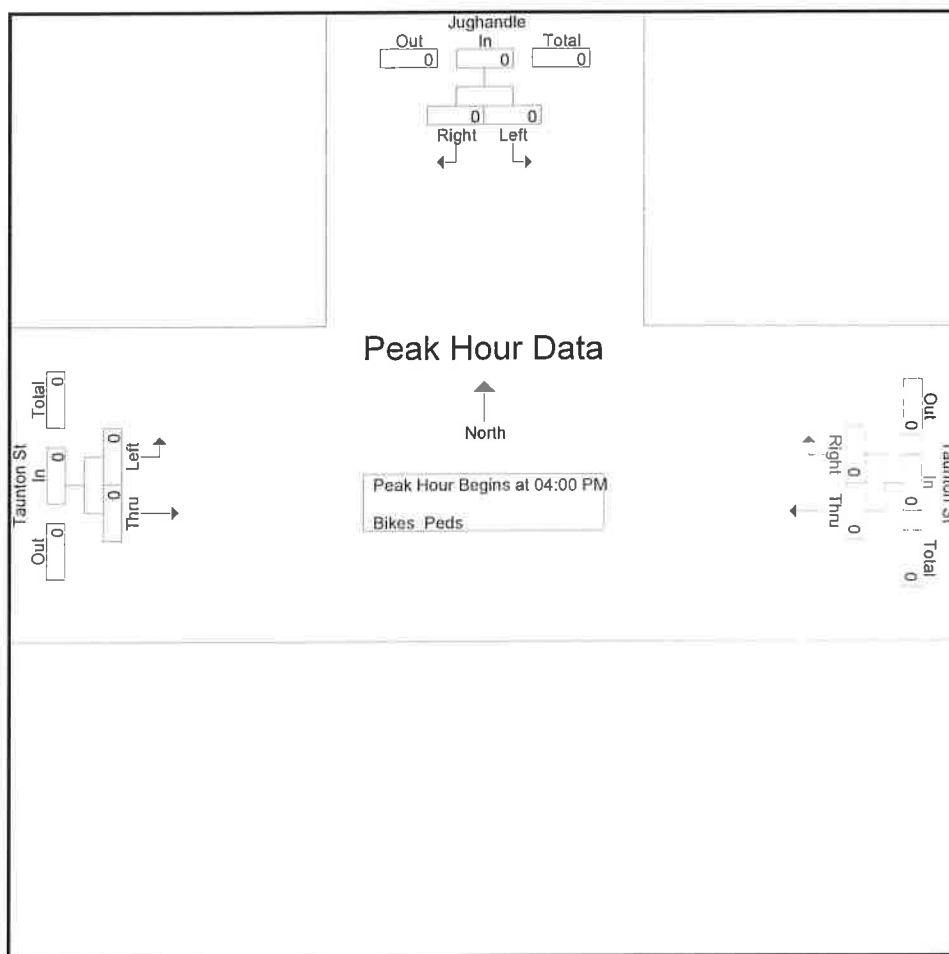
Start Time	Jughandle From North			Taunton St From East			Taunton St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	0	0	1	0	1
Apprch %	0	0		0	0		0	0				
Total %										100	0	

Accurate Counts
978-664-2565

N/S Street : Jughandle
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640006
Site Code : 69640006
Start Date : 6/21/2018
Page No : 11

Start Time	Jughandle From North			Taunton St From East			Taunton St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street : Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640007
Site Code : 69640007
Start Date : 6/21/2018
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Route 1 From North			Taunton St From East			Route 1 From South			Taunton St From West			Int. Total		
	Left	Thru	Right	U-TR	Left	Thru	Right	Left	Thru	Right	U-TR	Left		Thru	Right
04:00 PM	100	210	0	0	18	60	78	28	91	13	3	46	66	58	771
04:15 PM	90	228	0	3	18	66	80	37	114	15	0	48	86	61	846
04:30 PM	82	236	0	2	14	57	70	30	121	6	0	59	78	52	807
04:45 PM	110	267	0	2	12	70	87	37	142	17	0	29	75	63	911
Total	382	941	0	7	62	253	315	132	468	51	3	182	305	234	3335
05:00 PM	103	254	0	0	20	73	74	33	102	13	1	45	72	61	851
05:15 PM	107	268	0	2	14	76	92	40	154	11	1	52	55	57	929
05:30 PM	99	276	0	0	24	66	98	40	88	14	2	52	64	58	881
05:45 PM	84	237	0	0	13	64	77	35	101	12	3	52	87	62	827
Total	393	1035	0	2	71	279	341	148	445	50	7	201	278	238	3488
06:00 PM	88	196	0	4	10	54	70	25	84	9	1	59	67	52	719
06:15 PM	91	196	0	0	17	43	62	31	109	12	0	28	59	48	696
06:30 PM	70	177	0	0	8	51	42	24	82	8	0	44	70	40	616
06:45 PM	88	158	0	1	5	52	42	31	96	9	0	51	55	46	634
Total	337	727	0	5	40	200	216	111	371	38	1	182	251	186	2665
Grand Total	1112	2703	0	14	173	732	872	391	1284	139	11	565	834	658	9488
Approch %	29	70.6	0	0.4	9.7	41.2	49.1	21.4	70.4	7.6	0.6	27.5	40.5	32	
Total %	11.7	28.5	0	0.1	1.8	7.7	9.2	4.1	13.5	1.5	0.1	6	8.8	6.9	
Cars	1108	2698	0	14	173	732	866	391	1276	139	11	563	832	656	9459
% Cars	99.6	99.8	0	100	100	100	99.3	100	99.4	100	100	99.6	99.8	99.7	99.7
Trucks	4	5	0	0	0	0	6	0	8	0	0	2	2	2	29

Accurate Counts

978-664-2565

% Trucks | 0.4 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 0.6 | 0 | 0 | 0 | 0.4 | 0.2 | 0.3

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Taunton Street
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 69640007
 Site Code : 69640007
 Start Date : 6/21/2018
 Page No : 3

Start Time	Route 1 From North				Taunton St From East				Route 1 From South				Taunton St From West				Int. Total		
	Left	Thru	Right	U-TR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	App. Total	Left	Thru		Right	App. Total
	04:45 PM	110	267	0	2	379	12	70	87	169	37	142	17	0	196	29		75	63
05:00 PM	103	254	0	0	357	20	73	74	167	33	102	13	1	149	45	72	61	178	851
05:15 PM	107	268	0	2	377	14	76	92	182	40	154	11	1	206	52	55	57	164	929
05:30 PM	99	276	0	0	375	24	66	98	188	40	88	14	2	144	52	64	58	174	881
Total Volume	419	1065	0	4	1488	70	285	351	706	150	486	55	4	695	178	266	239	683	3572
% App. Total	28.2	71.6	0	0.3	.982	9.9	40.4	49.7	.939	21.6	69.9	7.9	0.6	.843	26.1	38.9	35	.959	.961
PHF	952	.965	.000	500	.982	729	.938	.895	.939	.938	.789	.809	.500	.843	.856	.887	.948	.959	.961
Cars	418	1065	0	4	1487	70	285	348	703	150	484	55	4	693	177	265	239	681	3564
% Cars	99.8	100	0	100	99.9	100	100	99.1	99.6	100	99.6	100	100	99.7	99.4	99.6	100	99.7	99.8
Trucks	1	0	0	0	1	0	0	3	3	0	2	0	0	2	1	1	0	2	8
% Trucks	0.2	0	0	0	0.1	0	0	0.9	0.4	0	0.4	0	0	0.3	0.6	0.4	0	0.3	0.2

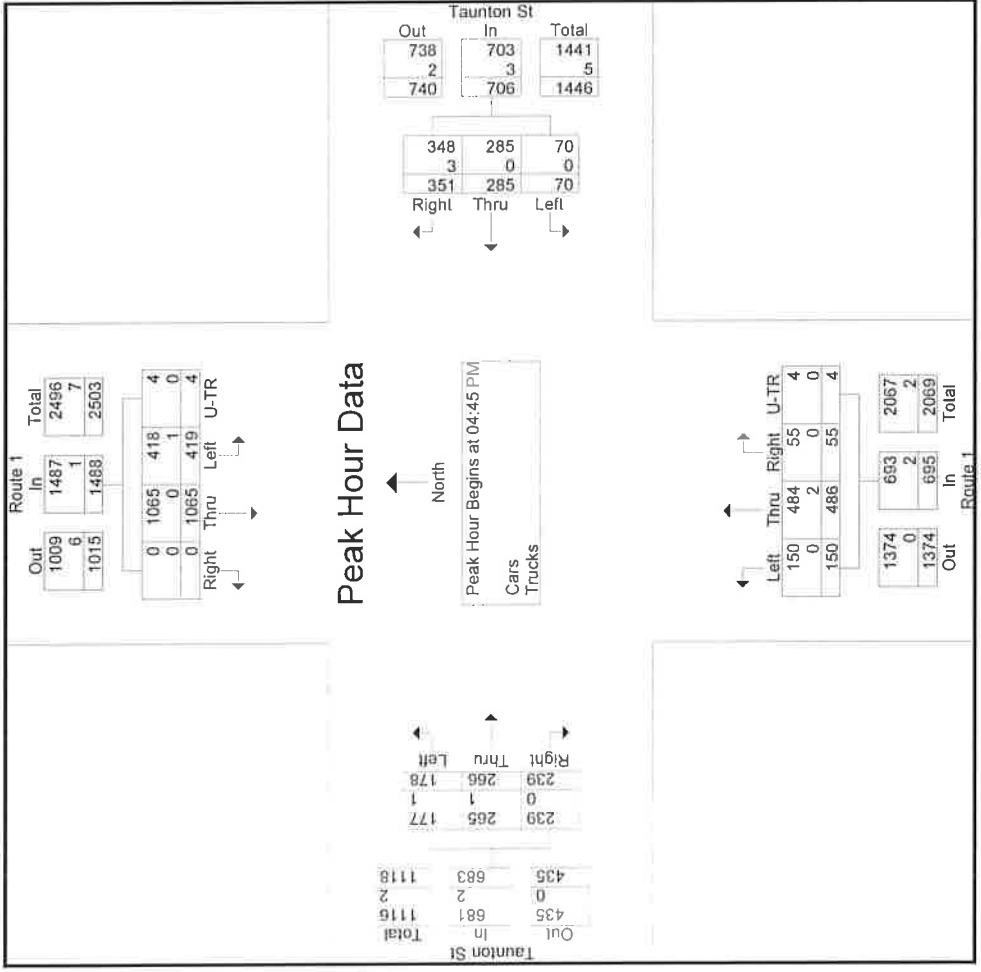
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Taunton Street
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 69640007
 Site Code : 69640007
 Start Date : 6/21/2018
 Page No : 4



Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:15 PM		
+0 mins.	110	267	0	2	379	0	2	0	195
+15 mins.	103	254	0	0	357	0	0	0	189
+30 mins.	107	268	0	2	377	0	2	0	167
+45 mins.	99	276	0	0	375	0	0	0	178
Total Volume	419	1065	0	4	1488	0	4	0	729
% App. Total	28.2	71.6	0	0.3	0	0	0.3	0	32.5

Accurate Counts
978-664-2565

N/S Street: Route 1
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 69640007
Site Code : 69640007
Start Date : 6/21/2018
Page No : 1

Groups Printed- Cars

Start Time	Route 1 From North			Route 1 From South			Taunton St From East			Taunton St From West										
	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Int. Total
04:00 PM	99	210	0	0	18	60	78	0	28	91	13	3	46	66	58					770
04:15 PM	90	227	0	3	18	66	80	0	37	113	15	0	48	86	60					843
04:30 PM	81	236	0	2	14	57	70	0	30	120	6	0	59	77	51					803
04:45 PM	110	267	0	2	12	70	86	0	37	141	17	0	29	75	63					909
Total	380	940	0	7	62	253	314	0	132	465	51	3	182	304	232					3325
05:00 PM	102	254	0	0	20	73	73	0	33	102	13	1	44	72	61					848
05:15 PM	107	268	0	2	14	76	91	0	40	153	11	1	52	55	57					927
05:30 PM	99	276	0	0	24	66	98	0	40	88	14	2	52	63	58					880
05:45 PM	84	237	0	0	13	64	75	0	35	99	12	3	52	87	62					823
Total	392	1035	0	2	71	279	337	0	148	442	50	7	200	277	238					3478
06:00 PM	87	196	0	4	10	54	69	0	25	84	9	1	58	67	52					716
06:15 PM	91	195	0	0	17	43	62	0	31	108	12	0	28	59	48					694
06:30 PM	70	174	0	0	8	51	42	0	24	82	8	0	44	70	40					613
06:45 PM	88	158	0	1	5	52	42	0	31	95	9	0	51	55	46					633
Total	336	723	0	5	40	200	215	0	111	369	38	1	181	251	186					2656
Grand Total	1108	2698	0	14	173	732	866	0	391	1276	139	11	563	832	656					9459
Approch %	29	70.6	0	0.4	9.8	41.3	48.9	0	21.5	70.2	7.6	0.6	27.5	40.6	32					
Total %	11.7	28.5	0	0.1	1.8	7.7	9.2	0	4.1	13.5	1.5	0.1	6	8.8	6.9					

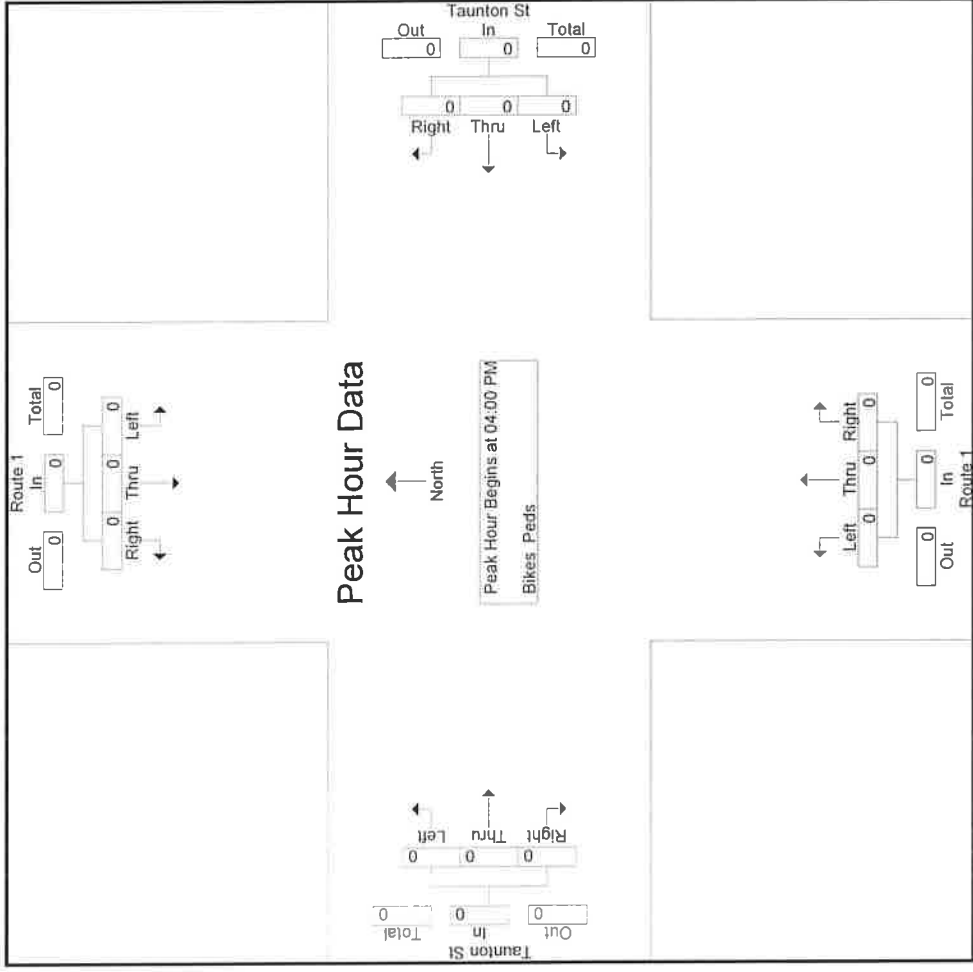
Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Taunton Street
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 69640007
 Site Code : 69640007
 Start Date : 6/21/2018
 Page No : 1

Start Time	Groups Printed- Trucks														
	Route 1 From North			Taunton St From East			Route 1 From South			Taunton St From West					
	Left	Thru	Right	U-TR	Left	Thru	Right	Left	Thru	Right	U-TR	Left	Thru	Right	Int. Total
04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3
04:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	1	1	4
04:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	2	1	0	0	0	0	1	0	3	0	0	0	1	2	10
05:00 PM	1	0	0	0	0	0	1	0	0	0	0	1	0	0	3
05:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
Total	1	0	0	0	0	0	4	0	3	0	0	1	1	0	10
06:00 PM	1	0	0	0	0	0	1	0	0	0	0	1	0	0	3
06:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
06:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	1	4	0	0	0	0	1	0	2	0	0	1	0	0	9
Grand Total	4	5	0	0	0	0	6	0	8	0	0	2	2	2	29
Approch %	44.4	55.6	0	0	0	0	100	0	100	0	0	33.3	33.3	33.3	
Total %	13.8	17.2	0	0	0	0	20.7	0	27.6	0	0	6.9	6.9	6.9	



Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Madison Street
 City/State : Wrentham, MA
 Weather : Cloudy

File Name : 696400S1
 Site Code : 69640001
 Start Date : 6/23/2018
 Page No : 1

Start Time	Groups Printed- Cars - Trucks													
	Route 1 From North			Madison St From East			Route 1 From South			Madison St From West				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-TR	Left	Thru	Right	Int. Total
02:00 PM	0	323	1	3	0	0	16	278	3	3	1	0	6	634
02:15 PM	1	268	1	0	0	1	15	305	0	2	0	0	9	602
02:30 PM	0	288	4	3	0	0	31	290	0	4	1	0	23	644
02:45 PM	2	303	3	3	0	0	15	248	3	3	0	0	17	597
Total	3	1182	9	9	0	1	77	1121	6	12	2	0	55	2477
03:00 PM	0	336	2	0	0	0	19	260	2	2	1	0	27	649
03:15 PM	0	335	0	2	0	1	15	233	2	2	1	0	16	607
03:30 PM	0	262	1	1	0	0	8	293	1	2	1	0	11	580
03:45 PM	1	283	0	2	0	1	12	224	1	0	1	0	15	540
Total	1	1216	3	5	0	2	54	1010	6	6	4	0	69	2376
04:00 PM	0	272	2	1	0	1	17	203	3	3	1	0	10	513
04:15 PM	1	298	0	2	1	2	12	221	0	1	0	0	6	544
04:30 PM	2	232	1	0	0	0	9	242	0	3	1	0	13	503
04:45 PM	2	219	3	3	1	1	17	231	0	1	0	0	6	484
Total	5	1021	6	6	2	4	55	897	3	8	2	0	35	2044
Grand Total	9	3419	18	20	2	7	186	3028	15	26	8	0	159	6897
Approch %	0.3	99.2	0.5	69	6.9	24.1	5.7	93	0.5	0.8	4.8	0	95.2	
Total %	0.1	49.6	0.3	0.3	0	0.1	2.7	43.9	0.2	0.4	0.1	0	2.3	
Cars	8	3387	18	20	2	7	186	2999	15	26	8	0	158	6834
% Cars	88.9	99.1	100	100	100	100	100	99	100	100	100	0	99.4	99.1
Trucks	1	32	0	0	0	0	0	29	0	0	0	0	1	63

Accurate Counts

978-664-2565

N/S Street: Route 1
 E/W Street: Madison Street
 City/State : Wrentham, MA
 Weather : Cloudy

File Name : 696400S1
 Site Code : 69640001
 Start Date : 6/23/2018
 Page No : 3

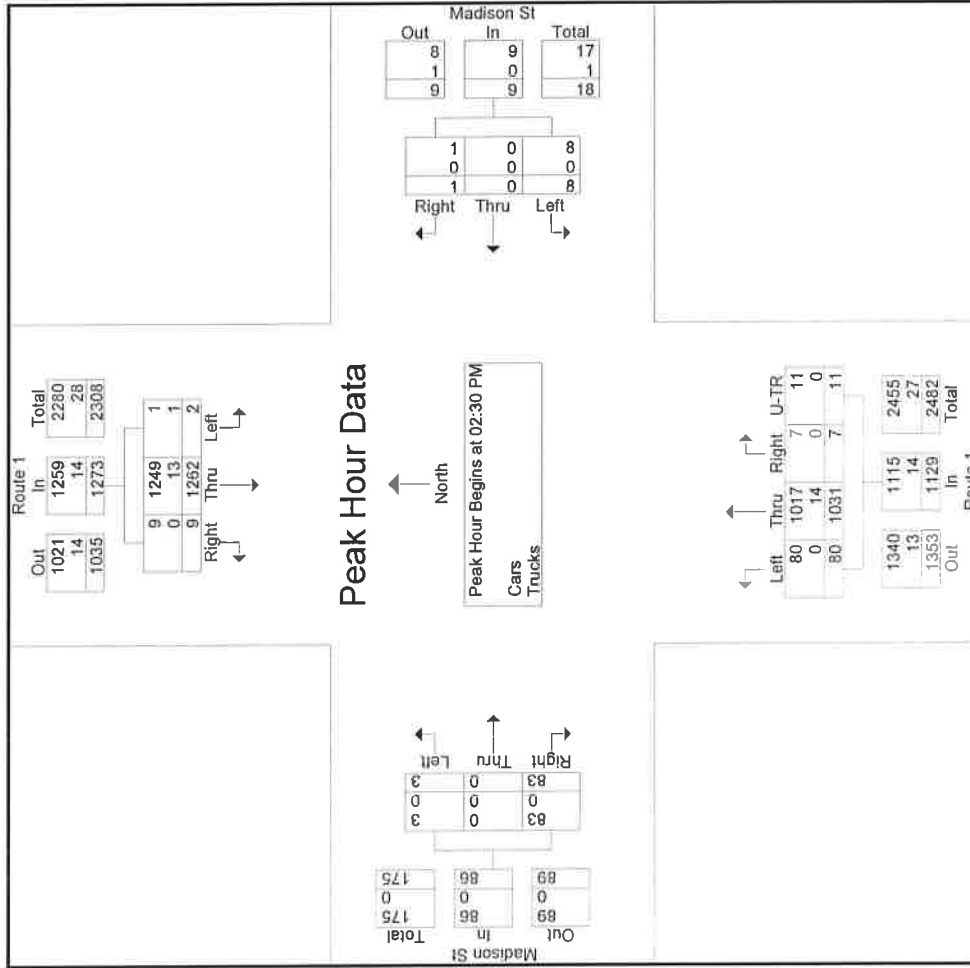
Start Time	Route 1 From North			Madison St From East			Route 1 From South			Madison St From West			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 02:30 PM															
02:30 PM	0	288	4	3	0	0	3	290	0	4	325	1	0	23	644
02:45 PM	2	303	3	3	0	0	3	248	3	3	269	0	0	17	597
03:00 PM	0	336	2	0	0	0	0	260	2	2	283	1	0	27	649
03:15 PM	0	335	0	2	0	1	3	233	2	2	252	1	0	16	607
Total Volume	2	1262	9	8	0	1	9	1031	7	11	1129	3	0	83	2497
% App. Total	0.2	99.1	0.7	88.9	0	11.1	7.1	91.3	0.6	1	3.5	0	0	96.5	
PHF	.250	.939	.563	.667	.000	.250	.750	.889	.583	.688	.868	.750	.000	.769	.962
Cars	1	1249	9	8	0	1	9	1017	7	11	1115	3	0	83	2469
% Cars	50.0	99.0	100	100	0	100	100	98.6	100	100	98.8	100	0	100	98.9
Trucks	1	13	0	0	0	0	0	14	0	0	14	0	0	0	28
% Trucks	50.0	1.0	0	0	0	0	0	1.4	0	0	1.2	0	0	0	1.1

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Madison Street
 City/State : Wrentham, MA
 Weather : Cloudy

File Name : 696400S1
 Site Code : 69640001
 Start Date : 6/23/2018
 Page No : 4



Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM			04:00 PM			02:00 PM			02:30 PM						
+0 mins.	0	288	4	292	1	0	1	2	16	278	3	300	1	0	23	24
+15 mins.	2	303	3	308	2	1	2	5	15	305	0	322	0	0	17	17
+30 mins.	0	336	2	338	0	0	0	0	31	290	0	325	1	0	27	28
+45 mins.	0	335	0	335	3	1	1	5	15	248	3	269	1	0	16	17
Total Volume	2	1262	9	1273	6	2	4	12	77	1121	6	1216	3	0	83	86
% App. Total	0.2	99.1	0.7		50	16.7	33.3		6.3	92.2	0.5	1	3.5	0	96.5	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street : Madison Street
City/State : Wrentham, MA
Weather : Cloudy

File Name : 696400S1
Site Code : 69640001
Start Date : 6/23/2018
Page No : 1

Start Time	Groups Printed- Cars															
	Route 1 From North			Madison St From East			Route 1 From South			Madison St From West						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-TR	Left	Thru	Right	Int. Total		
02:00 PM	0	319	1	3	0	0	0	0	16	271	3	3	1	0	6	623
02:15 PM	1	264	1	0	0	1	1	15	305	0	2	0	0	0	9	598
02:30 PM	0	284	4	3	0	0	0	31	285	0	4	1	0	0	23	635
02:45 PM	1	302	3	3	0	0	0	15	245	3	3	0	0	0	17	592
Total	2	1169	9	9	0	1	1	77	1106	6	12	6	2	0	55	2448
03:00 PM	0	332	2	0	0	0	0	19	256	2	2	0	1	0	27	641
03:15 PM	0	331	0	2	0	1	1	15	231	2	2	0	1	0	16	601
03:30 PM	0	260	1	1	0	0	0	8	293	1	2	1	1	0	11	578
03:45 PM	1	280	0	2	0	1	1	12	223	1	0	1	1	0	14	535
Total	1	1203	3	5	0	2	2	54	1003	6	6	6	4	0	68	2355
04:00 PM	0	270	2	1	0	1	1	17	203	3	3	0	1	0	10	511
04:15 PM	1	297	0	2	1	2	2	12	218	0	1	0	0	0	6	540
04:30 PM	2	231	1	0	0	0	0	9	239	0	3	0	1	0	13	499
04:45 PM	2	217	3	3	1	1	1	17	230	0	1	0	0	0	6	481
Total	5	1015	6	6	2	4	4	55	890	3	8	3	2	0	35	2031
Grand Total	8	3387	18	20	2	7	7	186	2999	15	26	15	8	0	158	6834
Apprch %	0.2	99.2	0.5	69	6.9	24.1	24.1	5.8	93	0.5	0.8	0.5	4.8	0	95.2	
Total %	0.1	49.6	0.3	0.3	0	0.1	0.1	2.7	43.9	0.2	0.4	0.2	0.1	0	2.3	

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Madison Street
 City/State : Wrentham, MA
 Weather : Cloudy

File Name : 696400S1
 Site Code : 69640001
 Start Date : 6/23/2018
 Page No : 1

Start Time	Groups Printed- Trucks													
	Route 1 From North			Madison St From East			Route 1 From South			Madison St From West				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-TR	Left	Thru	Right	Int. Total
02:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	11
02:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:30 PM	0	4	0	0	0	0	0	5	0	0	0	0	0	9
02:45 PM	1	1	0	0	0	0	0	3	0	0	0	0	0	5
Total	1	13	0	0	0	0	0	15	0	0	0	0	0	29
03:00 PM	0	4	0	0	0	0	0	4	0	0	0	0	0	8
03:15 PM	0	4	0	0	0	0	0	2	0	0	0	0	0	6
03:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	0	3	0	0	0	0	0	1	0	0	0	0	1	5
Total	0	13	0	0	0	0	0	7	0	0	0	0	1	21
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	0	0	0	3	0	0	0	0	0	4
04:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	0	4
04:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	3
Total	0	6	0	0	0	0	0	7	0	0	0	0	0	13
Grand Total	1	32	0	0	0	0	0	29	0	0	0	0	1	63
Approch %	3	97	0	0	0	0	0	100	0	0	0	0	100	
Total %	1.6	50.8	0	0	0	0	0	46	0	0	0	0	1.6	

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Madison Street
 City/State : Wrentham, MA
 Weather : Cloudy

File Name : 696400S1
 Site Code : 69640001
 Start Date : 6/23/2018
 Page No : 1

Start Time	Groups Printed- Bikes, Peds											
	Route 1 From North			Madison St From East			Route 1 From South			Madison St From West		
	Left	Right	Peds	Left	Right	Peds	Left	Right	Peds	Left	Right	Peds
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	0	0	0	1	1
Approch %	0	0	0	0	0	0	0	0	0	0	0	100
Total %	0	0	0	0	0	0	0	0	0	0	0	50

50

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Madison Street
 City/State : Wrentham, MA
 Weather : Cloudy

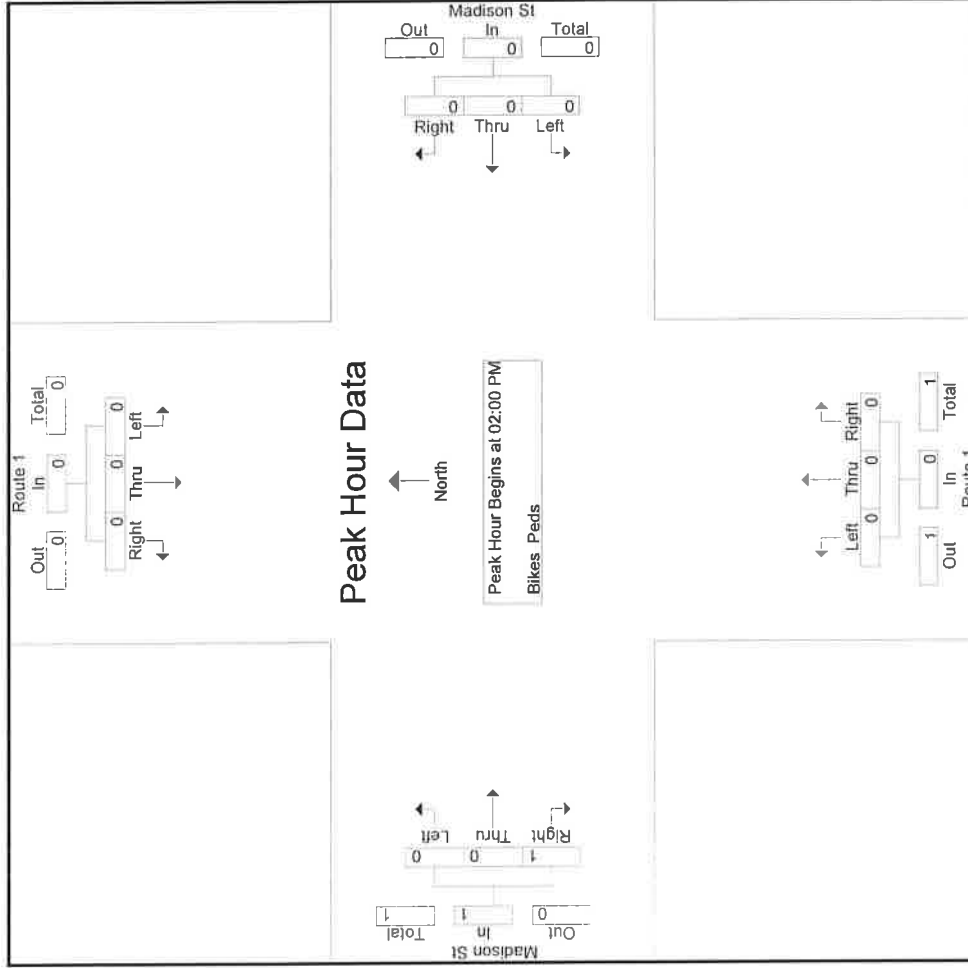
File Name : 696400S1
 Site Code : 69640001
 Start Date : 6/23/2018
 Page No : 2

Start Time	Route 1 From North			Madison St From East			Route 1 From South			Madison St From West			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
	App. Total			App. Total			App. Total			App. Total				
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 02:00 PM														
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street : Madison Street
City/State : Wrentham, MA
Weather : Cloudy

File Name : 696400S1
Site Code : 69640001
Start Date : 6/23/2018
Page No : 3



Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM			02:00 PM		
+0 mins.	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
+30 mins.	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	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Route 495 NB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S2
 Site Code : 69640002
 Start Date : 6/23/2018
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Route 1 From North			Route 495 NB Ramp From East			Route 1 From South			Route 495 NB Ramp From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
02:00 PM	0	262	66	0	0	118	0	180	75	0	0	89	790
02:15 PM	0	226	59	0	0	123	0	199	54	0	0	108	769
02:30 PM	0	230	84	0	0	132	0	186	58	0	0	120	810
02:45 PM	0	264	68	0	0	102	0	172	62	0	0	110	778
Total	0	982	277	0	0	475	0	737	249	0	0	427	3147
03:00 PM	0	305	55	0	0	114	0	168	58	0	0	100	800
03:15 PM	0	290	71	0	0	85	0	165	78	0	0	97	786
03:30 PM	0	212	60	0	0	112	0	195	56	0	0	96	731
03:45 PM	0	239	66	0	0	85	0	148	74	0	0	106	718
Total	0	1046	252	0	0	396	0	676	266	0	0	399	3035
04:00 PM	0	220	66	0	0	67	0	163	82	0	0	97	695
04:15 PM	0	234	68	0	0	74	0	157	63	0	0	83	679
04:30 PM	0	200	52	0	0	92	0	168	64	0	0	104	680
04:45 PM	0	179	52	0	0	99	0	152	47	0	0	100	629
Total	0	833	238	0	0	332	0	640	256	0	0	384	2683
Grand Total	0	2861	767	0	0	1203	0	2053	771	0	0	1210	8865
Apprch %	0	78.9	21.1	0	0	100	0	72.7	27.3	0	0	100	
Total %	0	32.3	8.7	0	0	13.6	0	23.2	8.7	0	0	13.6	
Cars	0	2840	755	0	0	1195	0	2032	763	0	0	1204	8789
% Cars	0	99.3	98.4	0	0	99.3	0	99	99	0	0	99.5	99.1
Trucks	0	21	12	0	0	8	0	21	8	0	0	6	76

Accurate Counts
978-664-2565

% Trucks | 0 | 0.7 | 1.6 | 0 | 0 | 0.7 | 0 | 1 | 1 | 0 | 0 | 0.5 | 0.9

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Route 495 NB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S2
 Site Code : 69640002
 Start Date : 6/23/2018
 Page No : 3

Start Time	Route 1 From North				Route 495 NB Ramp From East				Route 1 From South				Route 495 NB Ramp From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
	02:30 PM	0	230	84	314	0	0	132	132	0	186	58	244	0	0	0		120
02:45 PM	0	264	68	332	0	0	102	102	0	172	62	234	0	0	0	110	110	778
03:00 PM	0	305	55	360	0	0	114	114	0	168	58	226	0	0	0	100	100	800
03:15 PM	0	290	71	361	0	0	85	85	0	165	78	243	0	0	0	97	97	786
Total Volume	0	1089	278	1367	0	0	433	433	0	691	256	947	0	0	0	427	427	3174
% App. Total	0	79.7	20.3		0	0	100		0	73	27		0	0	0	100		
PHF	.000	.893	.827	.947	.000	.000	.820	.820	.000	.929	.821	.970	.000	.000	.000	.890	.890	.980
Cars	0	1082	272	1354	0	0	429	429	0	681	252	933	0	0	0	425	425	3141
% Cars	0	99.4	97.8	99.0	0	0	99.1	99.1	0	98.6	98.4	98.5	0	0	0	99.5	99.5	99.0
Trucks	0	7	6	13	0	0	4	4	0	10	4	14	0	0	0	2	2	33
% Trucks	0	0.6	2.2	1.0	0	0	0.9	0.9	0	1.4	1.6	1.5	0	0	0	0.5	0.5	1.0

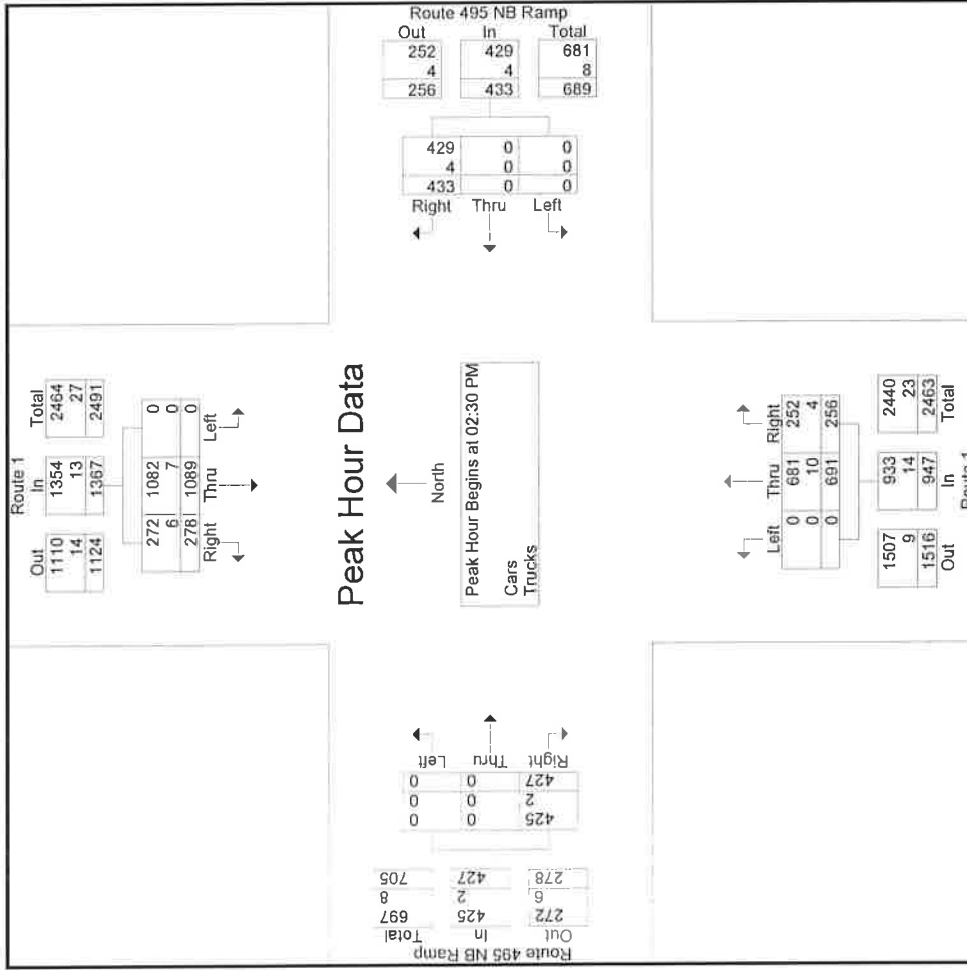
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:30 PM

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Route 495 NB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S2
 Site Code : 69640002
 Start Date : 6/23/2018
 Page No : 4



Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM		02:00 PM		02:00 PM		02:00 PM		02:15 PM			
+0 mins.	0	230	84	314	0	118	118	0	180	0	108	108
+15 mins.	0	264	68	332	0	123	123	0	199	0	120	120
+30 mins.	0	305	55	360	0	132	132	0	186	0	110	110
+45 mins.	0	290	71	361	0	102	102	0	172	0	100	100
Total Volume	0	1089	278	1367	0	475	475	0	737	0	438	438
% App. Total	0	79.7	20.3		0	100	100	0	74.7	0	100	100

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Route 495 NB Ramps
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S2
Site Code : 69640002
Start Date : 6/23/2018
Page No : 6

Groups Printed- Cars

Start Time	Route 1 From North			Route 495 NB Ramp From East			Route 1 From South			Route 495 NB Ramp From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
02:00 PM	0	259	65	0	0	117	0	174	74	0	0	88	777
02:15 PM	0	223	58	0	0	123	0	199	54	0	0	108	765
02:30 PM	0	230	80	0	0	131	0	182	58	0	0	120	801
02:45 PM	0	264	67	0	0	100	0	171	62	0	0	109	773
Total	0	976	270	0	0	471	0	726	248	0	0	425	3116
03:00 PM	0	301	55	0	0	114	0	164	57	0	0	100	791
03:15 PM	0	287	70	0	0	84	0	164	75	0	0	96	776
03:30 PM	0	211	59	0	0	112	0	195	56	0	0	95	728
03:45 PM	0	236	65	0	0	85	0	147	74	0	0	105	712
Total	0	1035	249	0	0	395	0	670	262	0	0	396	3007
04:00 PM	0	218	66	0	0	67	0	163	81	0	0	96	691
04:15 PM	0	234	67	0	0	73	0	155	62	0	0	83	674
04:30 PM	0	199	52	0	0	90	0	167	64	0	0	104	676
04:45 PM	0	178	51	0	0	99	0	151	46	0	0	100	625
Total	0	829	236	0	0	329	0	636	253	0	0	383	2666
Grand Total	0	2840	755	0	0	1195	0	2032	763	0	0	1204	8789
Apprch %	0	79	21	0	0	100	0	72.7	27.3	0	0	100	
Total %	0	32.3	8.6	0	0	13.6	0	23.1	8.7	0	0	13.7	

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Route 495 NB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S2
 Site Code : 69640002
 Start Date : 6/23/2018
 Page No : 10

Groups Printed- Trucks

Start Time	Route 1 From North			Route 495 NB Ramp From East			Route 1 From South			Route 495 NB Ramp From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
02:00 PM	0	3	1	0	0	1	0	6	1	0	0	1	13
02:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	4
02:30 PM	0	0	4	0	0	1	0	4	0	0	0	0	9
02:45 PM	0	0	1	0	0	2	0	1	0	0	0	1	5
Total	0	6	7	0	0	4	0	11	1	0	0	2	31
03:00 PM	0	4	0	0	0	0	0	4	1	0	0	0	9
03:15 PM	0	3	1	0	0	1	0	1	3	0	0	1	10
03:30 PM	0	1	1	0	0	0	0	0	0	0	0	1	3
03:45 PM	0	3	1	0	0	0	0	1	0	0	0	1	6
Total	0	11	3	0	0	1	0	6	4	0	0	3	28
04:00 PM	0	2	0	0	0	0	0	0	1	0	0	1	4
04:15 PM	0	0	1	0	0	1	0	2	1	0	0	0	5
04:30 PM	0	1	0	0	0	2	0	1	0	0	0	0	4
04:45 PM	0	1	1	0	0	0	0	1	1	0	0	0	4
Total	0	4	2	0	0	3	0	4	3	0	0	1	17
Grand Total	0	21	12	0	0	8	0	21	8	0	0	6	76
Apprch %	0	63.6	36.4	0	0	100	0	72.4	27.6	0	0	100	
Total %	0	27.6	15.8	0	0	10.5	0	27.6	10.5	0	0	7.9	

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Route 495 NB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

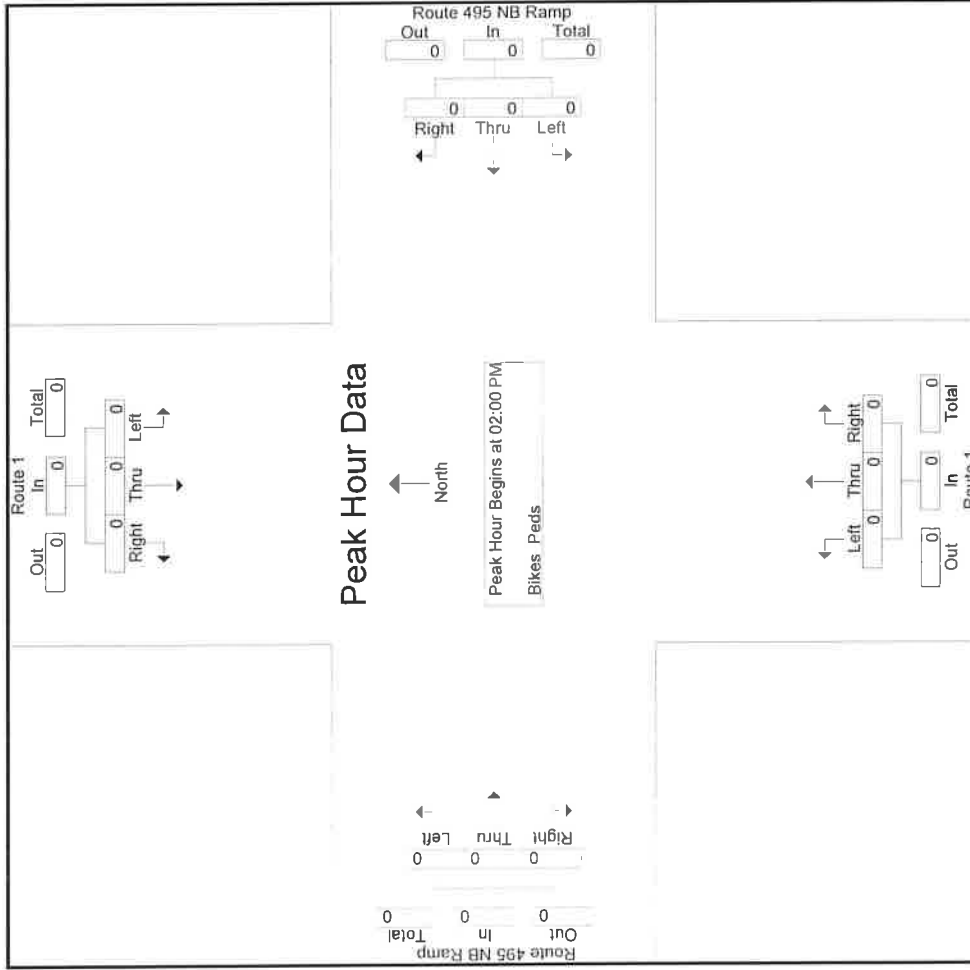
File Name : 696400S2
 Site Code : 69640002
 Start Date : 6/23/2018
 Page No : 15

Start Time	Route 1 From North			Route 495 NB Ramp From East			Route 1 From South			Route 495 NB Ramp From West			Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:00 PM													
02:00 PM :	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM :	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM :	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM :	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	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

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Route 495 NB Ramps
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S2
Site Code : 69640002
Start Date : 6/23/2018
Page No : 16



Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM			02:00 PM		
+0 mins.	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
+30 mins.	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
Total Volume	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

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Route 495 SB Ramps
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S3
Site Code : 69640003
Start Date : 6/23/2018
Page No : 1

Start Time	Groups Printed- Cars - Trucks												
	Route 1 From North			Route 495 SB Ramp From East			Route 1 From South			Route 495 SB Ramp From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
02:00 PM	0	236	119	0	0	76	0	182	93	0	0	74	780
02:15 PM	0	246	88	0	0	58	0	193	108	0	0	82	775
02:30 PM	0	231	107	0	0	68	0	180	96	0	0	67	749
02:45 PM	0	272	112	0	0	50	0	181	86	0	0	76	777
Total	0	985	426	0	0	252	0	736	383	0	0	299	3081
03:00 PM	0	265	146	0	0	43	0	187	108	0	0	79	828
03:15 PM	0	252	130	0	0	53	0	185	112	0	0	69	801
03:30 PM	0	191	122	0	0	66	0	185	123	0	0	74	761
03:45 PM	0	222	111	0	0	49	0	171	99	0	0	75	727
Total	0	930	509	0	0	211	0	728	442	0	0	297	3117
04:00 PM	0	228	103	0	0	42	0	200	100	0	0	63	736
04:15 PM	0	220	95	0	0	52	0	173	97	0	0	68	705
04:30 PM	0	227	79	0	0	54	0	176	102	0	0	69	707
04:45 PM	0	201	83	0	0	46	0	156	74	0	0	74	634
Total	0	876	360	0	0	194	0	705	373	0	0	274	2782
Grand Total	0	2791	1295	0	0	657	0	2169	1198	0	0	870	8960
Approch %	0	68.3	31.7	0	0	100	0	64.4	35.6	0	0	100	
Total %	0	31.1	14.4	0	0	7.3	0	24.2	13.3	0	0	9.7	
Cars	0	2774	1285	0	0	651	0	2145	1195	0	0	865	8915
% Cars	0	99.4	99.2	0	0	99.1	0	98.9	99.7	0	0	99.4	99.3
Trucks	0	17	10	0	0	6	0	24	3	0	0	5	65

Accurate Counts
978-664-2565

% Trucks | 0 | 0.6 | 0.8 | 0 | 0.9 | 0 | 1.1 | 0.3 | 0 | 0 | 0.6 | 0.7

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Route 495 SB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S3
 Site Code : 69640003
 Start Date : 6/23/2018
 Page No : 3

Start Time	Route 1 From North				Route 495 SB Ramp From East				Route 1 From South				Route 495 SB Ramp From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
	02:45 PM	0	272	112	384	0	0	50	50	0	181	86	267	0	0	76	
03:00 PM	0	265	146	411	0	0	43	43	0	187	108	295	0	0	79	79	828
03:15 PM	0	252	130	382	0	0	53	53	0	185	112	297	0	0	69	69	801
03:30 PM	0	191	122	313	0	0	66	66	0	185	123	308	0	0	74	74	761
Total Volume	0	980	510	1490	0	0	212	212	0	738	429	1167	0	0	298	298	3167
% App. Total	0	65.8	34.2		0	0	100		0	63.2	36.8		0	0	100		
PHF	.000	.901	.873	.906	.000	.000	.803	.803	.000	.987	.872	.947	.000	.000	.943	.943	.956
Cars	0	972	507	1479	0	0	210	210	0	729	427	1156	0	0	296	296	3141
% Cars	0	99.2	99.4	99.3	0	0	99.1	99.1	0	98.8	99.5	99.1	0	0	99.3	99.3	99.2
Trucks	0	8	3	11	0	0	2	2	0	9	2	11	0	0	2	2	26
% Trucks	0	0.8	0.6	0.7	0	0	0.9	0.9	0	1.2	0.5	0.9	0	0	0.7	0.7	0.8

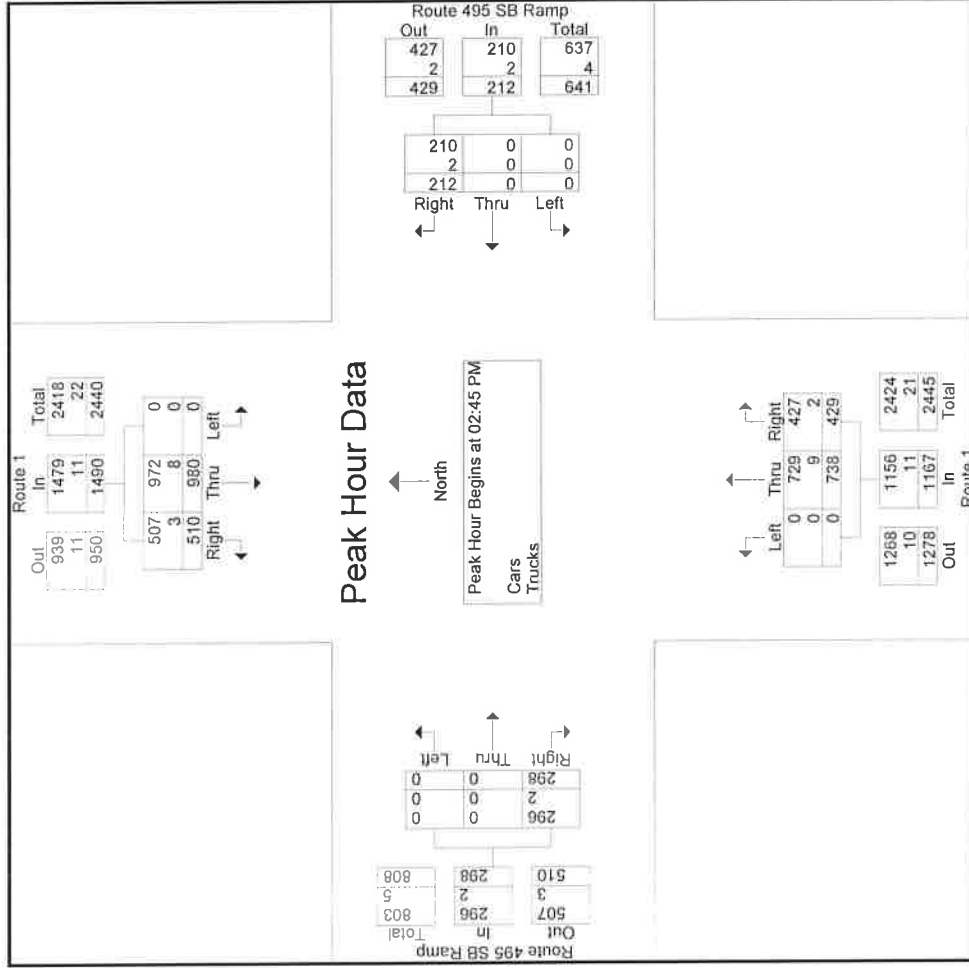
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:45 PM

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Route 495 SB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S3
 Site Code : 69640003
 Start Date : 6/23/2018
 Page No : 4



Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM	02:00 PM	03:15 PM	02:15 PM
+0 mins.	0	231	107	338
+15 mins.	0	272	112	384
+30 mins.	0	265	146	411
+45 mins.	0	252	130	382
Total Volume	0	1020	495	1515
% App. Total	0	67.3	32.7	

Accurate Counts

978-664-2565

N/S Street: Route 1
 E/W Street: Route 495 SB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S3
 Site Code : 69640003
 Start Date : 6/23/2018
 Page No : 6

Start Time	Groups Printed- Cars												Int. Total
	Route 1 From North			Route 495 SB Ramp From East			Route 1 From South			Route 495 SB Ramp From West			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
02:00 PM	0	234	117	0	0	74	0	177	93	0	0	72	767
02:15 PM	0	243	88	0	0	58	0	193	107	0	0	82	771
02:30 PM	0	231	107	0	0	68	0	176	96	0	0	67	745
02:45 PM	0	271	112	0	0	50	0	180	85	0	0	76	774
Total	0	979	424	0	0	250	0	726	381	0	0	297	3057
03:00 PM	0	264	143	0	0	42	0	183	107	0	0	79	818
03:15 PM	0	248	130	0	0	53	0	181	112	0	0	68	792
03:30 PM	0	189	122	0	0	65	0	185	123	0	0	73	757
03:45 PM	0	220	109	0	0	49	0	170	99	0	0	75	722
Total	0	921	504	0	0	209	0	719	441	0	0	295	3089
04:00 PM	0	227	101	0	0	42	0	199	100	0	0	62	731
04:15 PM	0	220	95	0	0	51	0	171	97	0	0	68	702
04:30 PM	0	226	79	0	0	54	0	175	102	0	0	69	705
04:45 PM	0	201	82	0	0	45	0	155	74	0	0	74	631
Total	0	874	357	0	0	192	0	700	373	0	0	273	2769
Grand Total	0	2774	1285	0	0	651	0	2145	1195	0	0	865	8915
Approch %	0	68.3	31.7	0	0	100	0	64.2	35.8	0	0	100	
Total %	0	31.1	14.4	0	0	7.3	0	24.1	13.4	0	0	9.7	

Accurate Counts

978-664-2565

N/S Street: Route 1
 E/W Street: Route 495 SB Ramps
 City/State: Plainville, MA
 Weather: Cloudy

File Name: 696400S3
 Site Code: 69640003
 Start Date: 6/23/2018
 Page No: 10

Groups Printed- Trucks

Start Time	Route 1 From North			Route 495 SB Ramp From East			Route 1 From South			Route 495 SB Ramp From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
02:00 PM	0	2	2	0	0	2	0	5	0	0	0	2	13
02:15 PM	0	3	0	0	0	0	0	0	1	0	0	0	4
02:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
02:45 PM	0	1	0	0	0	0	0	1	1	0	0	0	3
Total	0	6	2	0	0	2	0	10	2	0	0	2	24
03:00 PM	0	1	3	0	0	1	0	4	1	0	0	0	10
03:15 PM	0	4	0	0	0	0	0	4	0	0	0	1	9
03:30 PM	0	2	0	0	0	1	0	0	0	0	0	1	4
03:45 PM	0	2	2	0	0	0	0	1	0	0	0	0	5
Total	0	9	5	0	0	2	0	9	1	0	0	2	28
04:00 PM	0	1	2	0	0	0	0	1	0	0	0	1	5
04:15 PM	0	0	0	0	0	1	0	2	0	0	0	0	3
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	0	1	0	0	1	0	1	0	0	0	0	3
Total	0	2	3	0	0	2	0	5	0	0	0	1	13
Grand Total	0	17	10	0	0	6	0	24	3	0	0	5	65
Approch %	0	63	37	0	0	100	0	88.9	11.1	0	0	100	
Total %	0	26.2	15.4	0	0	9.2	0	36.9	4.6	0	0	7.7	

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Route 495 SB Ramps
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S3
 Site Code : 69640003
 Start Date : 6/23/2018
 Page No : 14

Start Time	Groups Printed- Bikes Peds															
	Route 1 From North			Route 495 SB Ramp From East			Route 1 From South			Route 495 SB Ramp From West						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %																0

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Plainridge Park Casino
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S4
 Site Code : 69640004
 Start Date : 6/23/2018
 Page No : 1

Groups Printed- Cars - Trucks

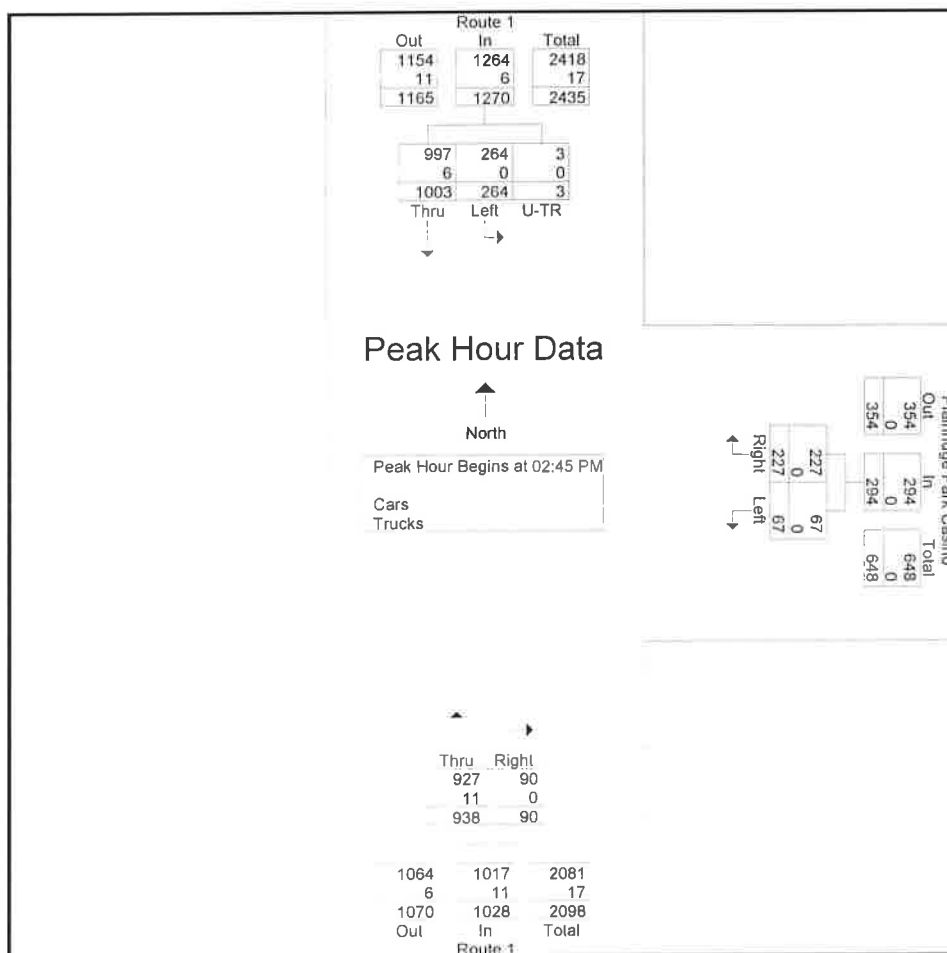
Start Time	Route 1 From North			Plainridge Park Casino From East		Route 1 From South		Int. Total
	Left	Thru	U-TR	Left	Right	Thru	Right	
02:00 PM	59	262	0	14	50	224	17	626
02:15 PM	57	244	1	5	43	251	26	627
02:30 PM	81	235	2	6	48	229	16	617
02:45 PM	60	265	2	10	38	227	26	628
Total	257	1006	5	35	179	931	85	2498
03:00 PM	69	294	1	12	64	232	22	694
03:15 PM	64	223	0	16	50	256	19	628
03:30 PM	71	221	0	29	75	223	23	642
03:45 PM	59	236	0	22	74	213	16	620
Total	263	974	1	79	263	924	80	2584
04:00 PM	44	235	0	21	63	233	12	608
04:15 PM	59	238	0	13	62	220	22	614
04:30 PM	49	227	0	21	48	220	31	596
04:45 PM	57	229	0	13	48	173	24	544
Total	209	929	0	68	221	846	89	2362
Grand Total	729	2909	6	182	663	2701	254	7444
Apprch %	20	79.8	0.2	21.5	78.5	91.4	8.6	
Total %	9.8	39.1	0.1	2.4	8.9	36.3	3.4	
Cars	729	2891	6	182	663	2674	254	7399
% Cars	100	99.4	100	100	100	99	100	99.4
Trucks	0	18	0	0	0	27	0	45
% Trucks	0	0.6	0	0	0	1	0	0.6

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Plainridge Park Casino
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S4
Site Code : 69640004
Start Date : 6/23/2018
Page No : 2

Start Time	Route 1 From North				Plainridge Park Casino From East			Route 1 From South			Int. Total
	Left	Thru	U-TR	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:45 PM											
02:45 PM	60	265	2	327	10	38	48	227	26	253	628
03:00 PM	69	294	1	364	12	64	76	232	22	254	694
03:15 PM	64	223	0	287	16	50	66	256	19	275	628
03:30 PM	71	221	0	292	29	75	104	223	23	246	642
Total Volume	264	1003	3	1270	67	227	294	938	90	1028	2592
% App. Total	20.8	79	0.2		22.8	77.2		91.2	8.8		
PHF	.930	.853	.375	.872	.578	.757	.707	.916	.865	.935	.934
Cars	264	997	3	1264	67	227	294	927	90	1017	2575
% Cars	100	99.4	100	99.5	100	100	100	98.8	100	98.9	99.3
Trucks	0	6	0	6	0	0	0	11	0	11	17
% Trucks	0	0.6	0	0.5	0	0	0	1.2	0	1.1	0.7



Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Plainridge Park Casino
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S4
Site Code : 69640004
Start Date : 6/23/2018
Page No : 1

Groups Printed- Cars

Start Time	Route 1 From North			Plainridge Park Casino From East		Route 1 From South		Int. Total
	Left	Thru	U-TR	Left	Right	Thru	Right	
02:00 PM	59	259	0	14	50	219	17	618
02:15 PM	57	241	1	5	43	250	26	623
02:30 PM	81	235	2	6	48	225	16	613
02:45 PM	60	264	2	10	38	222	26	622
Total	257	999	5	35	179	916	85	2476
03:00 PM	69	293	1	12	64	229	22	690
03:15 PM	64	221	0	16	50	253	19	623
03:30 PM	71	219	0	29	75	223	23	640
03:45 PM	59	234	0	22	74	213	16	618
Total	263	967	1	79	263	918	80	2571
04:00 PM	44	234	0	21	63	232	12	606
04:15 PM	59	238	0	13	62	218	22	612
04:30 PM	49	226	0	21	48	218	31	593
04:45 PM	57	227	0	13	48	172	24	541
Total	209	925	0	68	221	840	89	2352
Grand Total	729	2891	6	182	663	2674	254	7399
Apprch %	20.1	79.7	0.2	21.5	78.5	91.3	8.7	
Total %	9.9	39.1	0.1	2.5	9	36.1	3.4	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Plainridge Park Casino
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S4
Site Code : 69640004
Start Date : 6/23/2018
Page No : 1

Groups Printed- Trucks

Start Time	Route 1 From North			Plainridge Park Casino From East		Route 1 From South		Int. Total
	Left	Thru	U-TR	Left	Right	Thru	Right	
02:00 PM	0	3	0	0	0	5	0	8
02:15 PM	0	3	0	0	0	1	0	4
02:30 PM	0	0	0	0	0	4	0	4
02:45 PM	0	1	0	0	0	5	0	6
Total	0	7	0	0	0	15	0	22
03:00 PM	0	1	0	0	0	3	0	4
03:15 PM	0	2	0	0	0	3	0	5
03:30 PM	0	2	0	0	0	0	0	2
03:45 PM	0	2	0	0	0	0	0	2
Total	0	7	0	0	0	6	0	13
04:00 PM	0	1	0	0	0	1	0	2
04:15 PM	0	0	0	0	0	2	0	2
04:30 PM	0	1	0	0	0	2	0	3
04:45 PM	0	2	0	0	0	1	0	3
Total	0	4	0	0	0	6	0	10
Grand Total	0	18	0	0	0	27	0	45
Apprch %	0	100	0	0	0	100	0	
Total %	0	40	0	0	0	60	0	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Plainridge Park Casino
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S4
Site Code : 69640004
Start Date : 6/23/2018
Page No : 1

Groups Printed- Bikes Peds

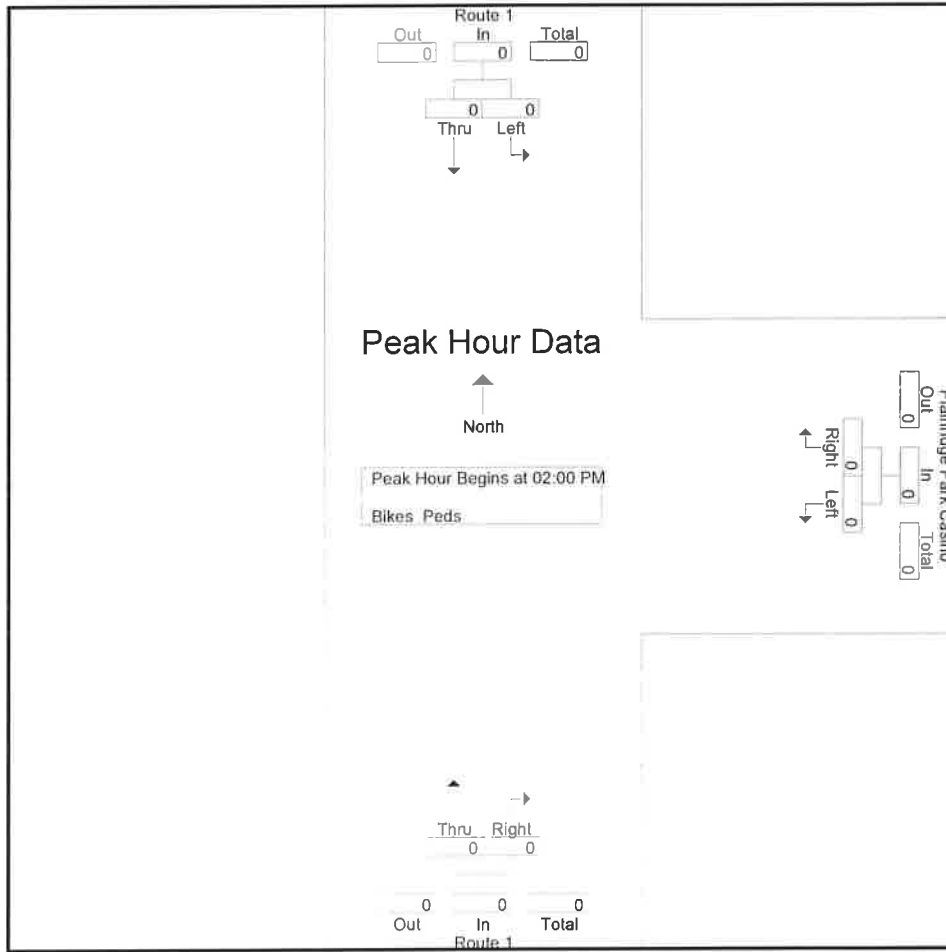
Start Time	Route 1 From North			Plainridge Park Casino From East			Route 1 From South			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Plainridge Park Casino
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S4
Site Code : 69640004
Start Date : 6/23/2018
Page No : 2

Start Time	Route 1 From North			Plainridge Park Casino From East			Route 1 From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Taunton Street Ramp
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S5
Site Code : 69640005
Start Date : 6/23/2018
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Taunton St From North		Taunton St From South		Taunton St Ramp From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
02:00 PM	190	91	0	0	0	0	281
02:15 PM	195	69	0	0	0	0	264
02:30 PM	157	73	0	0	0	0	230
02:45 PM	194	80	0	0	0	0	274
Total	736	313	0	0	0	0	1049
03:00 PM	212	80	0	0	0	0	292
03:15 PM	186	50	0	0	0	0	236
03:30 PM	182	70	0	0	0	0	252
03:45 PM	170	96	0	0	0	0	266
Total	750	296	0	0	0	0	1046
04:00 PM	181	76	0	0	0	0	257
04:15 PM	186	60	0	0	0	0	246
04:30 PM	169	77	0	0	0	0	246
04:45 PM	169	74	0	0	0	0	243
Total	705	287	0	0	0	0	992
Grand Total	2191	896	0	0	0	0	3087
Apprch %	71	29	0	0	0	0	
Total %	71	29	0	0	0	0	
Cars	2171	893	0	0	0	0	3064
% Cars	99.1	99.7	0	0	0	0	99.3
Trucks	20	3	0	0	0	0	23
% Trucks	0.9	0.3	0	0	0	0	0.7

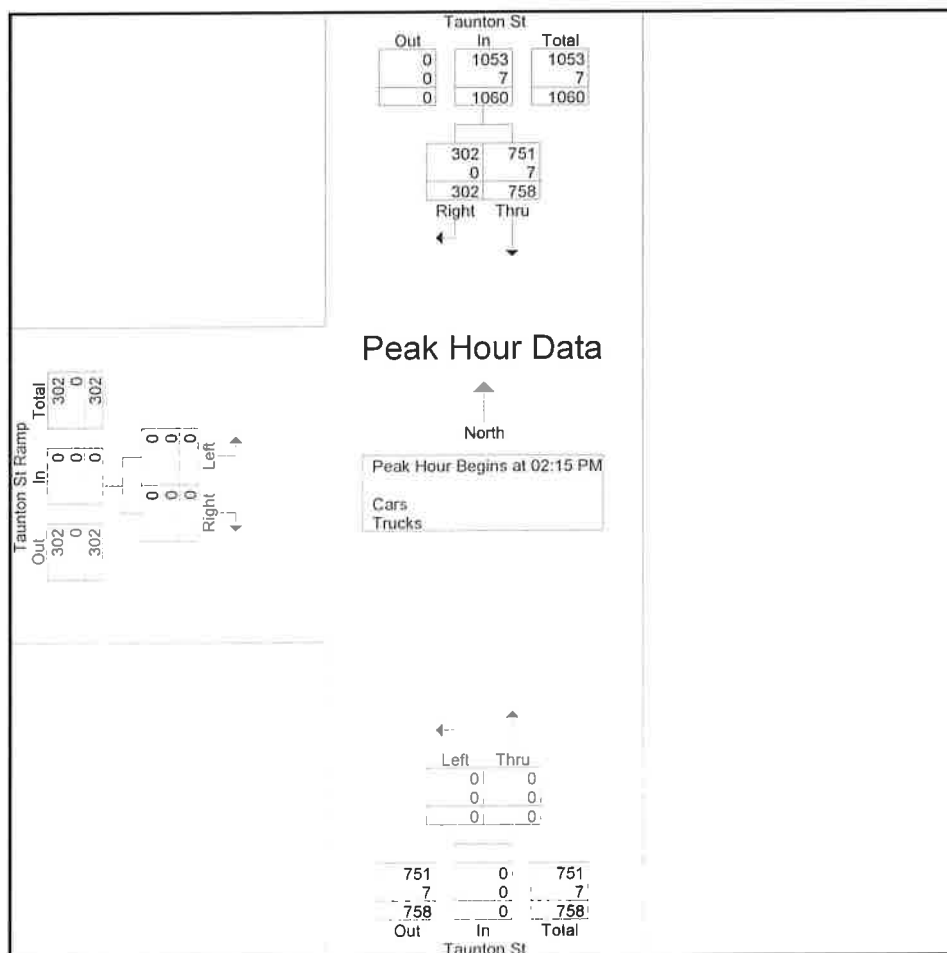
Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Taunton Street Ramp
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S5
 Site Code : 69640005
 Start Date : 6/23/2018
 Page No : 2

Start Time	Taunton St From North			Taunton St From South			Taunton St Ramp From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:15 PM										
02:15 PM	195	69	264	0	0	0	0	0	0	264
02:30 PM	157	73	230	0	0	0	0	0	0	230
02:45 PM	194	80	274	0	0	0	0	0	0	274
03:00 PM	212	80	292	0	0	0	0	0	0	292
Total Volume	758	302	1060	0	0	0	0	0	0	1060
% App. Total	71.5	28.5		0	0		0	0		
PHF	.894	.944	.908	.000	.000	.000	.000	.000	.000	.908
Cars	751	302	1053	0	0	0	0	0	0	1053
% Cars	99.1	100	99.3	0	0	0	0	0	0	99.3
Trucks	7	0	7	0	0	0	0	0	0	7
% Trucks	0.9	0	0.7	0	0	0	0	0	0	0.7



Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Taunton Street Ramp
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S5
Site Code : 69640005
Start Date : 6/23/2018
Page No : 4

Groups Printed- Cars

Start Time	Taunton St From North		Taunton St From South		Taunton St Ramp From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
02:00 PM	189	89	0	0	0	0	278
02:15 PM	191	69	0	0	0	0	260
02:30 PM	157	73	0	0	0	0	230
02:45 PM	192	80	0	0	0	0	272
Total	729	311	0	0	0	0	1040
03:00 PM	211	80	0	0	0	0	291
03:15 PM	185	49	0	0	0	0	234
03:30 PM	180	70	0	0	0	0	250
03:45 PM	167	96	0	0	0	0	263
Total	743	295	0	0	0	0	1038
04:00 PM	178	76	0	0	0	0	254
04:15 PM	186	60	0	0	0	0	246
04:30 PM	168	77	0	0	0	0	245
04:45 PM	167	74	0	0	0	0	241
Total	699	287	0	0	0	0	986
Grand Total	2171	893	0	0	0	0	3064
Apprch %	70.9	29.1	0	0	0	0	
Total %	70.9	29.1	0	0	0	0	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Taunton Street Ramp
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S5
Site Code : 69640005
Start Date : 6/23/2018
Page No : 7

Groups Printed- Trucks

Start Time	Taunton St From North		Taunton St From South		Taunton St Ramp From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
02:00 PM	1	2	0	0	0	0	3
02:15 PM	4	0	0	0	0	0	4
02:30 PM	0	0	0	0	0	0	0
02:45 PM	2	0	0	0	0	0	2
Total	7	2	0	0	0	0	9
03:00 PM	1	0	0	0	0	0	1
03:15 PM	1	1	0	0	0	0	2
03:30 PM	2	0	0	0	0	0	2
03:45 PM	3	0	0	0	0	0	3
Total	7	1	0	0	0	0	8
04:00 PM	3	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	0	0	1
04:45 PM	2	0	0	0	0	0	2
Total	6	0	0	0	0	0	6
Grand Total	20	3	0	0	0	0	23
Apprch %	87	13	0	0	0	0	
Total %	87	13	0	0	0	0	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Taunton Street Ramp
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S5
Site Code : 69640005
Start Date : 6/23/2018
Page No : 10

Groups Printed- Bikes Peds

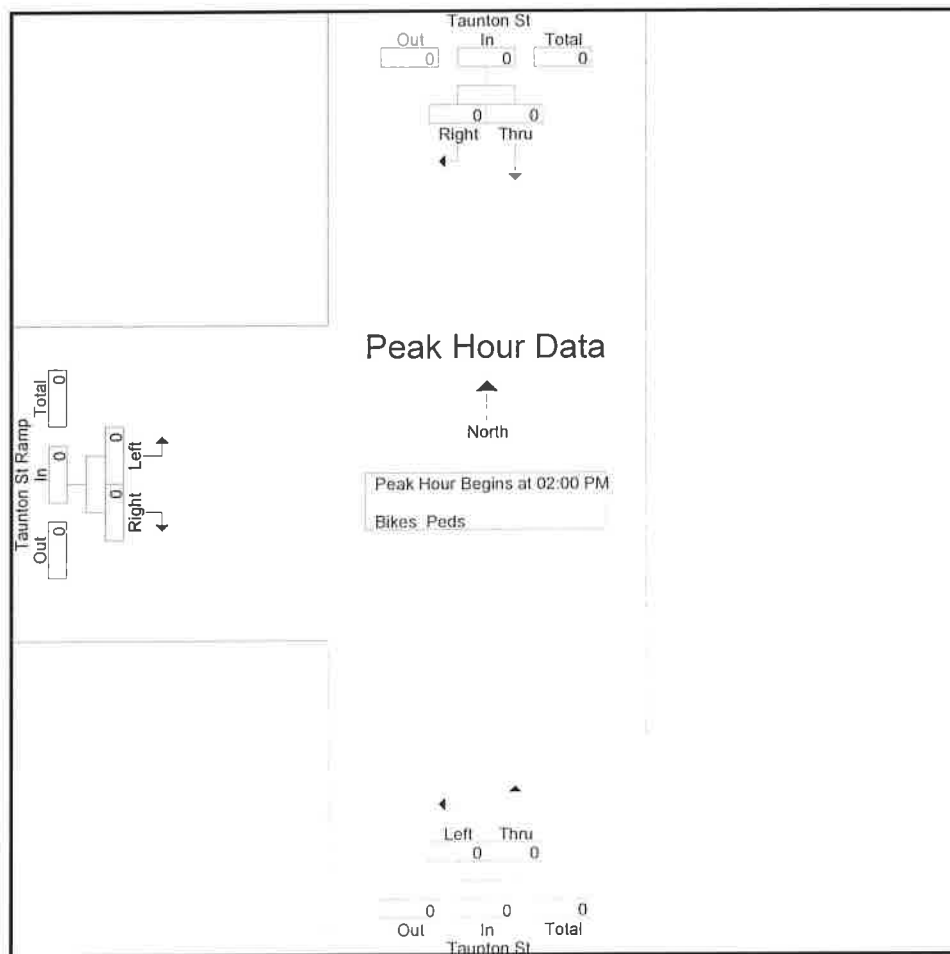
Start Time	Taunton St From North			Taunton St From South			Taunton St Ramp From West			Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds			
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street: Taunton Street Ramp
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S5
Site Code : 69640005
Start Date : 6/23/2018
Page No : 11

Start Time	Taunton St From North			Taunton St From South			Taunton St Ramp From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts
978-664-2565

N/S Street : Jughandle
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S6
Site Code : 69640006
Start Date : 6/23/2018
Page No : 1

Groups Printed- Cars - Trucks

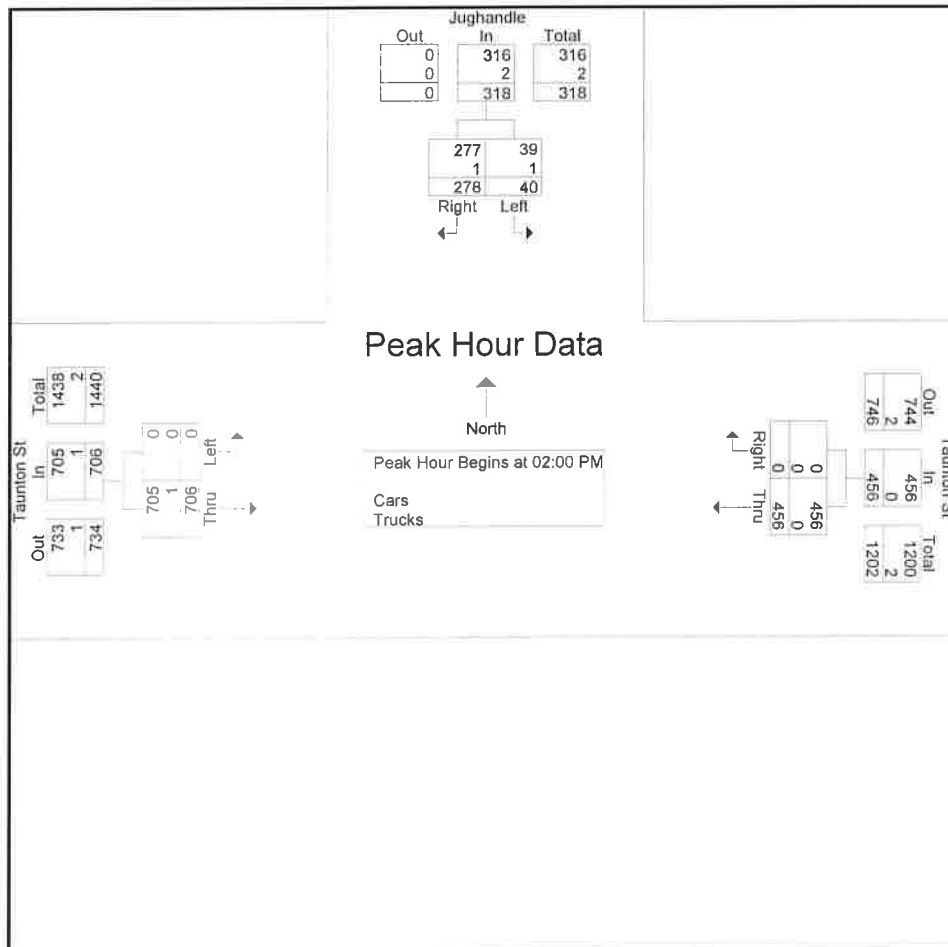
Start Time	Jughandle From North		Taunton St From East		Taunton St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
02:00 PM	16	73	112	0	0	187	388
02:15 PM	10	62	122	0	0	179	373
02:30 PM	7	60	116	0	0	184	367
02:45 PM	7	83	106	0	0	156	352
Total	40	278	456	0	0	706	1480
03:00 PM	11	58	92	0	0	166	327
03:15 PM	7	59	100	0	0	215	381
03:30 PM	3	57	115	0	0	166	341
03:45 PM	6	88	123	0	0	167	384
Total	27	262	430	0	0	714	1433
04:00 PM	4	70	89	0	0	202	365
04:15 PM	6	60	96	0	0	144	306
04:30 PM	4	77	83	0	0	147	311
04:45 PM	3	73	77	0	0	148	301
Total	17	280	345	0	0	641	1283
Grand Total	84	820	1231	0	0	2061	4196
Apprch %	9.3	90.7	100	0	0	100	
Total %	2	19.5	29.3	0	0	49.1	
Cars	83	818	1231	0	0	2059	4191
% Cars	98.8	99.8	100	0	0	99.9	99.9
Trucks	1	2	0	0	0	2	5
% Trucks	1.2	0.2	0	0	0	0.1	0.1

Accurate Counts
978-664-2565

N/S Street : Jughandle
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S6
Site Code : 69640006
Start Date : 6/23/2018
Page No : 2

Start Time	Jughandle From North			Taunton St From East			Taunton St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	16	73	89	112	0	112	0	187	187	388
02:15 PM	10	62	72	122	0	122	0	179	179	373
02:30 PM	7	60	67	116	0	116	0	184	184	367
02:45 PM	7	83	90	106	0	106	0	156	156	352
Total Volume	40	278	318	456	0	456	0	706	706	1480
% App. Total	12.6	87.4		100	0		0	100		
PHF	.625	.837	.883	.934	.000	.934	.000	.944	.944	.954
Cars	39	277	316	456	0	456	0	705	705	1477
% Cars	97.5	99.6	99.4	100	0	100	0	99.9	99.9	99.8
Trucks	1	1	2	0	0	0	0	1	1	3
% Trucks	2.5	0.4	0.6	0	0	0	0	0.1	0.1	0.2



Accurate Counts
978-664-2565

N/S Street : Jughandle
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S6
Site Code : 69640006
Start Date : 6/23/2018
Page No : 4

Groups Printed- Cars

Start Time	Jughandle From North		Taunton St From East		Taunton St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
02:00 PM	16	73	112	0	0	187	388
02:15 PM	9	61	122	0	0	179	371
02:30 PM	7	60	116	0	0	184	367
02:45 PM	7	83	106	0	0	155	351
Total	39	277	456	0	0	705	1477
03:00 PM	11	58	92	0	0	166	327
03:15 PM	7	58	100	0	0	215	380
03:30 PM	3	57	115	0	0	166	341
03:45 PM	6	88	123	0	0	167	384
Total	27	261	430	0	0	714	1432
04:00 PM	4	70	89	0	0	202	365
04:15 PM	6	60	96	0	0	144	306
04:30 PM	4	77	83	0	0	147	311
04:45 PM	3	73	77	0	0	147	300
Total	17	280	345	0	0	640	1282
Grand Total	83	818	1231	0	0	2059	4191
Apprch %	9.2	90.8	100	0	0	100	
Total %	2	19.5	29.4	0	0	49.1	

Accurate Counts
978-664-2565

N/S Street : Jughandle
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S6
Site Code : 69640006
Start Date : 6/23/2018
Page No : 7

Groups Printed- Trucks

Start Time	Jughandle From North		Taunton St From East		Taunton St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
02:00 PM	0	0	0	0	0	0	0
02:15 PM	1	1	0	0	0	0	2
02:30 PM	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	1	1
Total	1	1	0	0	0	1	3
03:00 PM	0	0	0	0	0	0	0
03:15 PM	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	1
Total	0	0	0	0	0	1	1
Grand Total	1	2	0	0	0	2	5
Apprch %	33.3	66.7	0	0	0	100	
Total %	20	40	0	0	0	40	

Accurate Counts
978-664-2565

N/S Street : Jughandle
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S6
Site Code : 69640006
Start Date : 6/23/2018
Page No : 10

Groups Printed- Bikes Peds

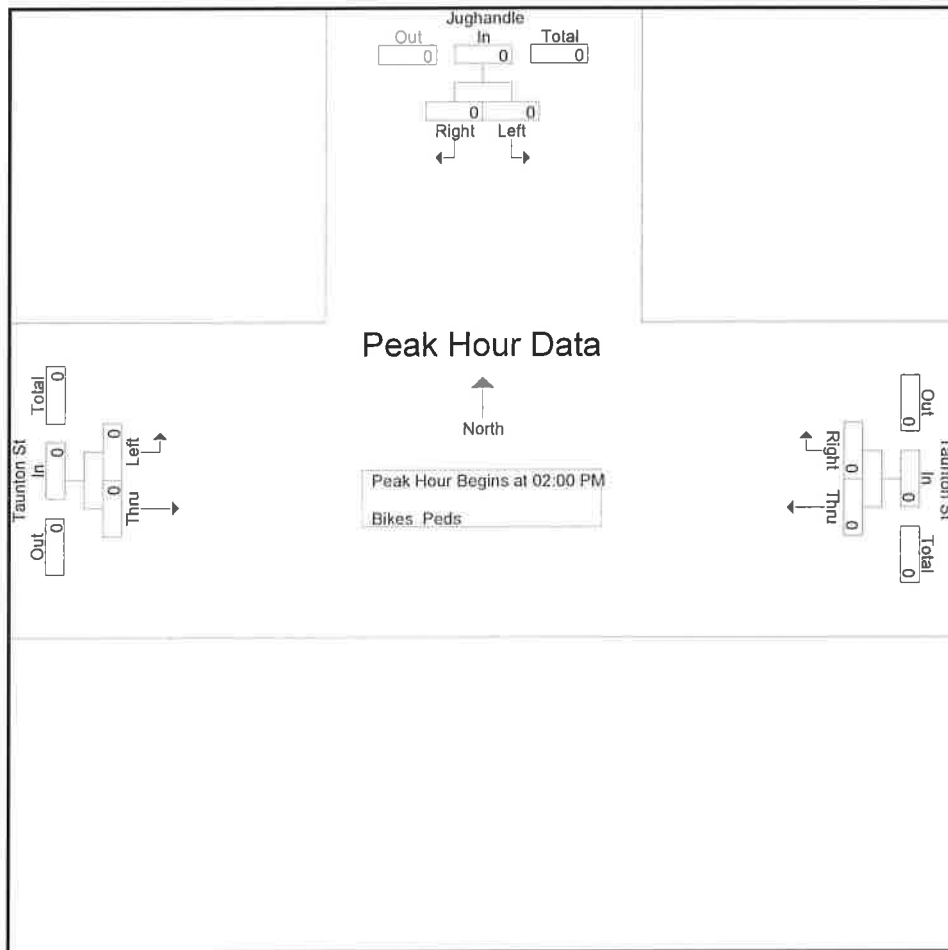
Start Time	Jughandle From North			Taunton St From East			Taunton St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds			
02:00 PM	0	0	0	0	0	1	0	0	0	1	0	1
02:15 PM	0	0	0	0	0	1	0	0	0	1	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	2	0	0	0	2	0	2
03:45 PM	0	0	0	0	0	1	0	0	0	1	0	1
Total	0	0	0	0	0	3	0	0	0	3	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	0	2
Grand Total	0	0	0	0	0	7	0	0	0	7	0	7
Apprch %	0	0		0	0		0	0				
Total %										100	0	

Accurate Counts
978-664-2565

N/S Street : Jughandle
E/W Street: Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S6
Site Code : 69640006
Start Date : 6/23/2018
Page No : 11

Start Time	Jughandle From North			Taunton St From East			Taunton St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Taunton Street
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S7
 Site Code : 69640007
 Start Date : 6/23/2018
 Page No : 1

Start Time	Groups Printed- Cars - Trucks																					
	Route 1 From North				Taunton St From East				Route 1 From South				Taunton St From West									
	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Int. Total	
02:00 PM	82	97	0	4	24	83	70		39	107	14	0	76	94	52		742					
02:15 PM	67	119	0	3	9	71	61		35	128	17	0	60	86	30		686					
02:30 PM	63	113	0	4	16	79	75		36	98	10	0	67	84	48		693					
02:45 PM	70	121	0	1	15	60	60		35	126	16	0	57	64	40		665					
Total	282	450	0	12	64	293	266		145	459	57	0	260	328	170		2786					
03:00 PM	69	130	0	0	17	68	66		37	104	18	0	71	80	47		707					
03:15 PM	65	125	0	1	14	60	57		32	127	18	0	87	70	45		701					
03:30 PM	66	104	0	6	9	83	69		38	107	15	0	63	65	39		664					
03:45 PM	67	107	0	3	12	74	51		34	101	12	0	60	71	36		628					
Total	267	466	0	10	52	285	243		141	439	63	0	281	286	167		2700					
04:00 PM	69	117	0	2	17	69	66		28	100	7	1	66	89	38		669					
04:15 PM	66	112	0	1	10	52	65		38	120	10	0	57	60	40		631					
04:30 PM	68	96	0	2	9	62	62		26	119	14	0	52	69	37		616					
04:45 PM	55	113	0	1	16	40	57		26	95	17	0	52	58	30		560					
Total	258	438	0	6	52	223	250		118	434	48	1	227	276	145		2476					
Grand Total	807	1354	0	28	168	801	759		404	1332	168	1	768	890	482		7962					
Approch %	36.9	61.9	0	1.3	9.7	46.4	43.9		21.2	69.9	8.8	0.1	35.9	41.6	22.5							
Total %	10.1	17	0	0.4	2.1	10.1	9.5		5.1	16.7	2.1	0	9.6	11.2	6.1							
Cars	797	1348	0	28	168	801	749		404	1323	168	1	765	890	482		7924					
% Cars	98.8	99.6	0	100	100	100	98.7		100	99.3	100	100	99.6	100	100		99.5					
Trucks	10	6	0	0	0	0	10		0	9	0	0	3	0	0		38					

Accurate Counts
978-664-2565

% Trucks | 1.2 | 0.4 | 0 | 0 | 0 | 0 | 1.3 | 0 | 0.7 | 0 | 0 | 0.4 | 0 | 0.5

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street: Taunton Street
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S7
 Site Code : 69640007
 Start Date : 6/23/2018
 Page No : 3

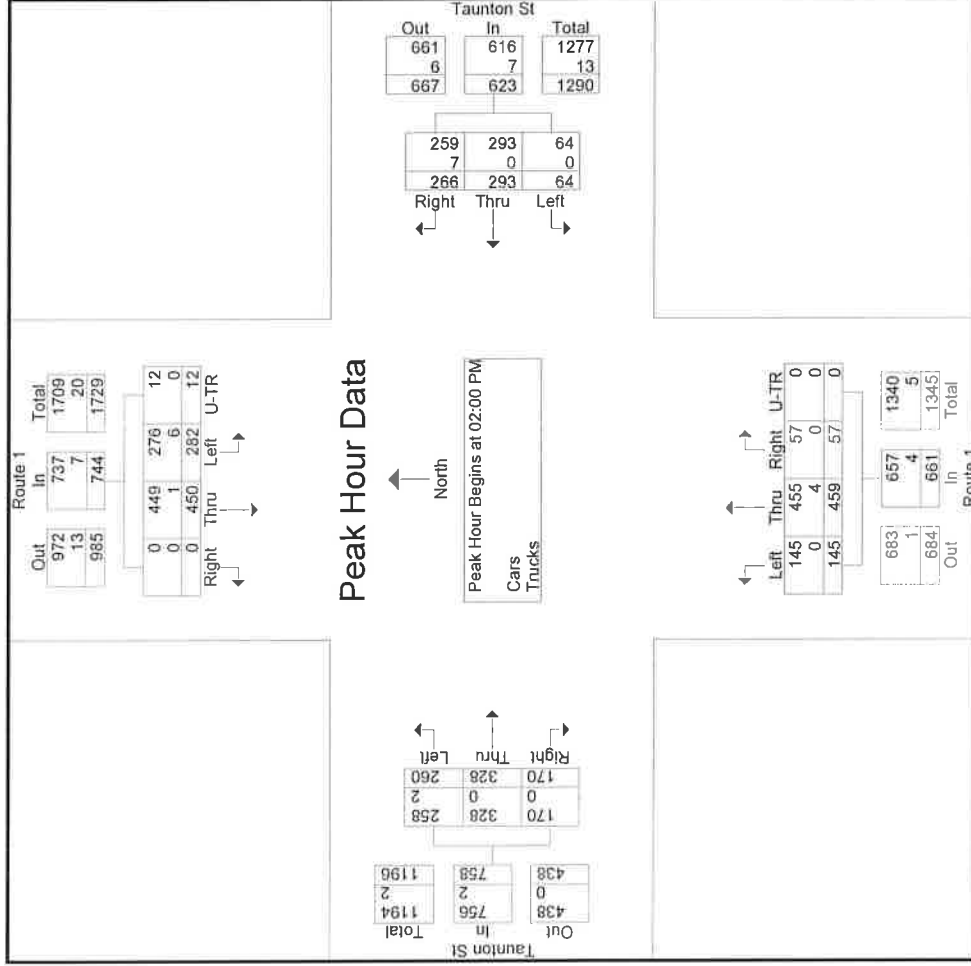
Start Time	Route 1 From North				Taunton St From East				Route 1 From South				Taunton St From West				Int. Total	
	Left	Thru	Right	U-TR	Left	Thru	Right	App. Total	Left	Thru	Right	U-TR	Left	Thru	Right	App. Total		
	App. Total				App. Total				App. Total				App. Total					
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 02:00 PM																		
02:00 PM	82	97	0	4	24	83	70	177	39	107	14	0	160	76	94	52	222	742
02:15 PM	67	119	0	3	9	71	61	141	35	128	17	0	180	60	86	30	176	686
02:30 PM	63	113	0	4	16	79	75	170	36	98	10	0	144	67	84	48	199	693
02:45 PM	70	121	0	1	15	60	60	135	35	126	16	0	177	57	64	40	161	665
Total Volume	282	450	0	12	64	293	266	623	145	459	57	0	661	260	328	170	758	2786
% App. Total	37.9	60.5	0	1.6	10.3	47	42.7		21.9	69.4	8.6	0		34.3	43.3	22.4		
PHF	.860	.930	.000	.750	.667	.883	.887	.880	.929	.896	.838	.000	.918	.855	.872	.817	.854	.939
Cars	276	449	0	12	64	293	259	616	145	455	57	0	657	258	328	170	756	2766
% Cars	97.9	99.8	0	100	100	100	97.4	98.9	100	99.1	100	0	99.4	99.2	100	100	99.7	99.3
Trucks	6	1	0	0	0	0	7	7	0	4	0	0	4	2	0	0	2	20
% Trucks	2.1	0.2	0	0	0	0	2.6	1.1	0	0.9	0	0	0.6	0.8	0	0	0.3	0.7

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Taunton Street
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S7
 Site Code : 69640007
 Start Date : 6/23/2018
 Page No : 4



Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM			02:45 PM			02:00 PM									
+0 mins.	63	113	0	4	180	24	83	70	177	35	126	16	0	67	84	199
+15 mins.	70	121	0	1	192	9	71	61	141	37	104	18	0	57	64	161
+30 mins.	69	130	0	0	199	16	79	75	170	32	127	18	0	71	80	198
+45 mins.	65	125	0	1	191	15	60	60	135	38	107	15	0	87	70	202
Total Volume	267	489	0	6	762	64	293	266	623	142	464	67	0	282	298	760
% App. Total	35	64.2	0	0.8	10.3	47	42.7	21.1	68.9	10	37.1	39.2	23.7			

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Taunton Street
 City/State : Plainville, MA
 Weather : Cloudy

File Name : 696400S7
 Site Code : 69640007
 Start Date : 6/23/2018
 Page No : 1

Groups Printed- Cars

Start Time	Route 1 From North			Taunton St From East			Route 1 From South			Taunton St From West			Int. Total		
	Left	Thru	Right	U-TR	Left	Thru	Right	Left	Thru	Right	U-TR	Left		Thru	Right
02:00 PM	81	97	0	4	24	83	68	39	106	14	0	75	94	52	737
02:15 PM	63	118	0	3	9	71	61	35	126	17	0	60	86	30	679
02:30 PM	63	113	0	4	16	79	71	36	98	10	0	67	84	48	689
02:45 PM	69	121	0	1	15	60	59	35	125	16	0	56	64	40	661
Total	276	449	0	12	64	293	259	145	455	57	0	258	328	170	2766
03:00 PM	68	130	0	0	17	68	65	37	103	18	0	71	80	47	704
03:15 PM	65	124	0	1	14	60	57	32	126	18	0	87	70	45	699
03:30 PM	66	102	0	6	9	83	69	38	107	15	0	63	65	39	662
03:45 PM	66	106	0	3	12	74	51	34	101	12	0	60	71	36	626
Total	265	462	0	10	52	285	242	141	437	63	0	281	286	167	2691
04:00 PM	68	117	0	2	17	69	66	28	99	7	1	66	89	38	667
04:15 PM	66	112	0	1	10	52	63	38	120	10	0	57	60	40	629
04:30 PM	67	96	0	2	9	62	62	26	117	14	0	52	69	37	613
04:45 PM	55	112	0	1	16	40	57	26	95	17	0	51	58	30	558
Total	256	437	0	6	52	223	248	118	431	48	1	226	276	145	2467
Grand Total	797	1348	0	28	168	801	749	404	1323	168	1	765	890	482	7924
Approch % :	36.7	62	0	1.3	9.8	46.6	43.6	21.3	69.8	8.9	0.1	35.8	41.6	22.6	
Total % :	10.1	17	0	0.4	2.1	10.1	9.5	5.1	16.7	2.1	0	9.7	11.2	6.1	

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street : Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S7
Site Code : 69640007
Start Date : 6/23/2018
Page No : 1

Groups Printed- Trucks

Start Time	Route 1 From North			Taunton St From East			Route 1 From South			Taunton St From West			Int. Total		
	Left	Thru	Right	U-TR	Left	Thru	Right	Left	Thru	Right	U-TR	Left		Thru	Right
02:00 PM	1	0	0	0	0	0	2	0	1	0	0	1	0	0	5
02:15 PM	4	1	0	0	0	0	0	0	2	0	0	0	0	0	7
02:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
02:45 PM	1	0	0	0	0	0	1	0	1	0	0	1	0	0	4
Total	6	1	0	0	0	0	7	0	4	0	0	2	0	0	20
03:00 PM	1	0	0	0	0	0	1	0	1	0	0	0	0	0	3
03:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
03:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	4	0	0	0	0	1	0	2	0	0	0	0	0	9
04:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:30 PM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	2	1	0	0	0	0	2	0	3	0	0	1	0	0	9
Grand Total	10	6	0	0	0	0	10	0	9	0	0	3	0	0	38
Apprch %	62.5	37.5	0	0	0	0	100	0	100	0	0	100	0	0	
Total %	26.3	15.8	0	0	0	0	26.3	0	23.7	0	0	7.9	0	0	

Accurate Counts

978-664-2565

N/S Street : Route 1
 E/W Street : Taunton Street
 City/State : Plainville, MA
 Weather : Cloudy

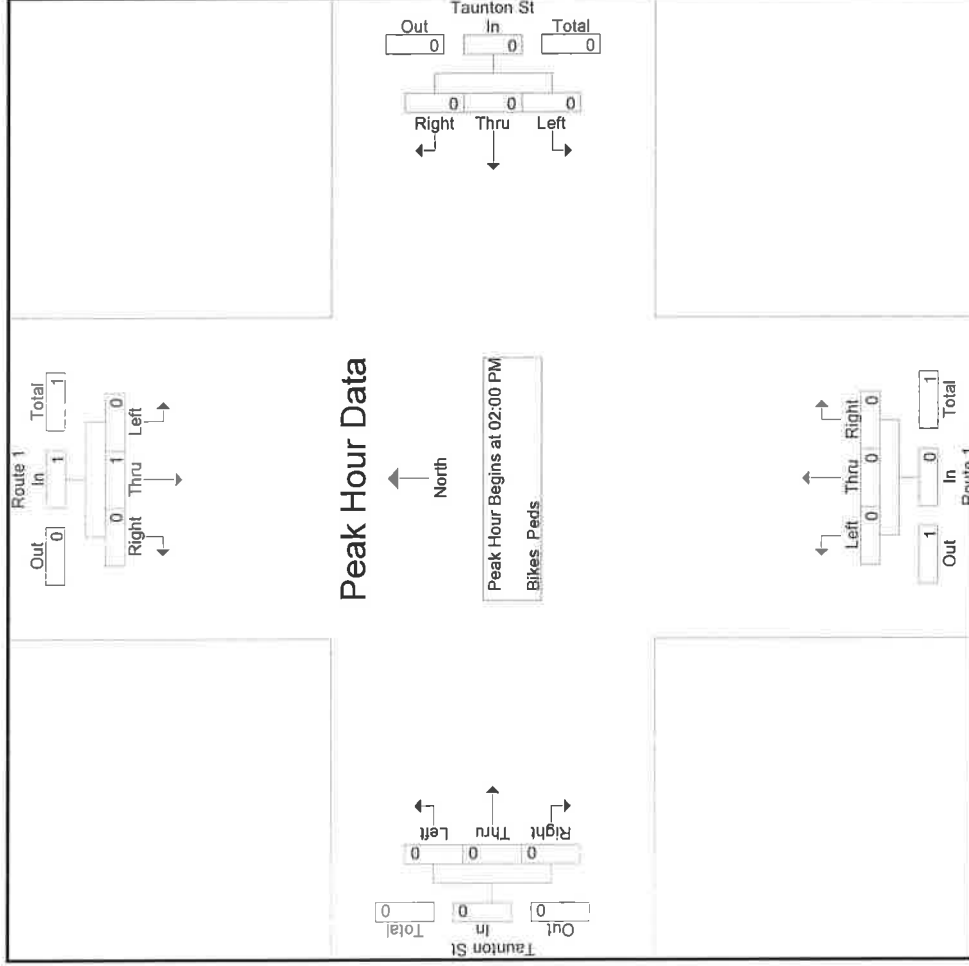
File Name : 696400S7
 Site Code : 69640007
 Start Date : 6/23/2018
 Page No : 1

Start Time	Groups Printed- Bikes Peds																	
	Route 1 From North			Taunton St From East			Route 1 From South			Taunton St From West								
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
02:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	3
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	5
Approch %	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	100	0	0	0	0	0	0	0	0	0	0	0	0	80	80	20	20

Accurate Counts
978-664-2565

N/S Street : Route 1
E/W Street : Taunton Street
City/State : Plainville, MA
Weather : Cloudy

File Name : 696400S7
Site Code : 69640007
Start Date : 6/23/2018
Page No : 3



Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM		02:00 PM		02:00 PM		02:00 PM	
+0 mins.	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0

PROJECT SITE AUTOMATIC TRAFFIC RECORDER COUNT DATA

Accurate Counts

Location : Plainridge Park Casino Driveway
 Location : East of Route 1
 City/State: Plainville, MA

978-664-2565

69640001

Start Time	6/17/2018 Sun	Out		Hour Totals		In		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		79	59			22	73				
12:15		58	80			11	80				
12:30		42	51			17	91				
12:45		59	64	238	254	13	100	63	344	301	598
01:00		45	62			8	96				
01:15		40	49			6	77				
01:30		32	64			9	93				
01:45		37	68	154	243	4	76	27	342	181	585
02:00		27	65			4	83				
02:15		33	85			5	82				
02:30		21	71			6	94				
02:45		17	80	98	301	2	86	17	345	115	646
03:00		18	63			2	76				
03:15		17	78			4	86				
03:30		12	99			4	74				
03:45		11	85	58	325	4	58	14	294	72	619
04:00		8	89			5	48				
04:15		8	89			4	61				
04:30		12	78			1	56				
04:45		9	79	37	335	4	47	14	212	51	547
05:00		8	87			2	53				
05:15		6	78			8	38				
05:30		6	77			13	40				
05:45		6	69	26	311	11	57	34	188	60	499
06:00		9	91			15	49				
06:15		6	52			9	50				
06:30		12	66			25	57				
06:45		12	70	39	279	20	49	69	205	108	484
07:00		8	79			21	35				
07:15		15	82			27	56				
07:30		9	62			20	44				
07:45		16	70	48	293	30	30	98	165	146	458
08:00		6	64			31	40				
08:15		20	56			28	26				
08:30		14	49			34	27				
08:45		20	43	60	212	25	33	118	126	178	338
09:00		17	62			29	22				
09:15		13	39			41	29				
09:30		18	43			41	26				
09:45		20	37	68	181	59	16	170	93	238	274
10:00		17	42			59	24				
10:15		19	41			74	19				
10:30		14	38			94	24				
10:45		35	38	85	159	100	21	327	88	412	247
11:00		38	34			96	19				
11:15		55	39			86	12				
11:30		65	30			102	12				
11:45		75	26	233	129	94	10	378	53	611	182
Total		1144	3022			1329	2455			2473	5477
Percent		27.5%	72.5%			35.1%	64.9%			31.1%	68.9%

Accurate Counts

Location : Plainridge Park Casino Driveway
 Location : East of Route 1
 City/State: Plainville, MA

978-664-2565

69640001

Start Time	6/18/2018 Mon	Out		Hour Totals		In		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		40	37			9	79				
12:15		27	42			6	69				
12:30		23	45			7	72				
12:45		17	46	107	170	8	72	30	292	137	462
01:00		14	46			2	57				
01:15		11	50			6	69				
01:30		16	54			1	63				
01:45		17	51	58	201	3	53	12	242	70	443
02:00		10	56			2	61				
02:15		9	51			1	67				
02:30		8	69			2	69				
02:45		5	42	32	218	1	67	6	264	38	482
03:00		7	60			2	51				
03:15		8	62			2	73				
03:30		7	78			2	47				
03:45		6	38	28	238	6	58	12	229	40	467
04:00		5	57			3	50				
04:15		4	53			4	39				
04:30		9	57			5	27				
04:45		6	58	24	225	0	40	12	156	36	381
05:00		6	63			1	42				
05:15		3	42			4	29				
05:30		6	64			6	27				
05:45		0	66	15	235	11	40	22	138	37	373
06:00		8	64			12	35				
06:15		10	62			16	46				
06:30		10	73			14	30				
06:45		8	47	36	246	26	39	68	150	104	396
07:00		9	55			20	22				
07:15		12	49			20	33				
07:30		10	99			14	29				
07:45		11	79	42	282	17	24	71	108	113	390
08:00		4	54			12	29				
08:15		15	52			21	18				
08:30		18	42			20	21				
08:45		10	26	47	174	33	17	86	85	133	259
09:00		10	30			34	19				
09:15		13	27			31	9				
09:30		12	32			49	13				
09:45		15	23	50	112	31	14	145	55	195	167
10:00		15	21			49	13				
10:15		22	28			47	14				
10:30		23	33			51	6				
10:45		32	30	92	112	72	14	219	47	311	159
11:00		25	26			75	8				
11:15		34	19			60	13				
11:30		30	27			68	16				
11:45		38	15	127	87	70	5	273	42	400	129
Total		658	2300			956	1808			1614	4108
Percent		22.2%	77.8%			34.6%	65.4%			28.2%	71.8%

Accurate Counts

Location : Plainridge Park Casino Driveway
 Location : East of Route 1
 City/State: Plainville, MA

978-664-2565

69640001

Start Time	6/19/2018 Tue	Out		Hour Totals		In		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	30			5	55				
12:15		18	28			9	71				
12:30		12	38			1	80				
12:45		8	48	55	144	4	61	19	267	74	411
01:00		8	53			1	73				
01:15		8	52			3	51				
01:30		9	51			3	61				
01:45		7	62	32	218	3	71	10	256	42	474
02:00		6	67			2	57				
02:15		7	56			1	65				
02:30		10	76			3	77				
02:45		7	46	30	245	3	67	9	266	39	511
03:00		4	64			1	55				
03:15		4	64			5	54				
03:30		7	79			3	76				
03:45		3	69	18	276	3	58	12	243	30	519
04:00		5	55			4	55				
04:15		6	46			3	57				
04:30		1	56			1	52				
04:45		0	65	12	222	4	39	12	203	24	425
05:00		3	69			3	39				
05:15		2	64			5	32				
05:30		2	42			5	59				
05:45		4	66	11	241	16	36	29	166	40	407
06:00		9	63			13	35				
06:15		10	78			10	38				
06:30		7	57			23	35				
06:45		11	58	37	256	15	46	61	154	98	410
07:00		4	92			18	35				
07:15		13	103			14	38				
07:30		8	68			26	29				
07:45		17	47	42	310	16	32	74	134	116	444
08:00		14	48			15	28				
08:15		12	47			27	29				
08:30		11	31			30	37				
08:45		11	42	48	168	37	29	109	123	157	291
09:00		13	46			36	21				
09:15		17	29			54	14				
09:30		21	45			48	35				
09:45		18	42	69	162	44	19	182	89	251	251
10:00		23	27			45	13				
10:15		17	41			42	17				
10:30		24	25			64	22				
10:45		34	31	98	124	54	20	205	72	303	196
11:00		43	28			78	15				
11:15		24	28			57	15				
11:30		33	30			66	21				
11:45		39	25	139	111	52	10	253	61	392	172
Total		591	2477			975	2034			1566	4511
Percent		19.3%	80.7%			32.4%	67.6%			25.8%	74.2%

Accurate Counts

Location : Plainridge Park Casino Driveway
 Location : East of Route 1
 City/State: Plainville, MA

978-664-2565

69640001

Start Time	6/20/2018 Wed	Out		Hour Totals		In		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	34			8	63				
12:15		16	31			8	61				
12:30		22	29			7	50				
12:45		17	33	73	127	6	52	29	226	102	353
01:00		16	42			2	49				
01:15		25	44			5	48				
01:30		14	43			2	58				
01:45		7	40	62	169	2	52	11	207	73	376
02:00		12	28			3	39				
02:15		10	49			3	48				
02:30		8	60			3	54				
02:45		13	60	43	197	7	56	16	197	59	394
03:00		3	58			3	63				
03:15		5	62			1	54				
03:30		9	54			3	54				
03:45		8	61	25	235	2	55	9	226	34	461
04:00		3	74			1	46				
04:15		5	44			2	53				
04:30		3	44			4	35				
04:45		3	55	14	217	1	42	8	176	22	393
05:00		3	55			3	40				
05:15		1	66			8	38				
05:30		1	47			12	33				
05:45		4	51	9	219	9	38	32	149	41	368
06:00		6	64			13	44				
06:15		13	31			18	30				
06:30		6	33			16	38				
06:45		6	39	31	167	11	45	58	157	89	324
07:00		14	43			25	26				
07:15		15	39			15	33				
07:30		11	41			16	30				
07:45		19	39	59	162	22	28	78	117	137	279
08:00		7	50			16	33				
08:15		12	44			24	25				
08:30		16	44			23	19				
08:45		12	39	47	177	31	25	94	102	141	279
09:00		8	54			35	45				
09:15		15	42			24	27				
09:30		15	42			28	25				
09:45		24	27	62	165	46	15	133	112	195	277
10:00		22	26			40	12				
10:15		24	49			38	21				
10:30		16	45			60	24				
10:45		36	35	98	155	68	19	206	76	304	231
11:00		20	34			42	11				
11:15		31	31			38	14				
11:30		21	33			66	16				
11:45		37	24	109	122	40	4	186	45	295	167
Total		632	2112			860	1790			1492	3902
Percent		23.0%	77.0%			32.5%	67.5%			27.7%	72.3%

Accurate Counts

Location : Plainridge Park Casino Driveway
 Location : East of Route 1
 City/State: Plainville, MA

978-664-2565

69640001

Start Time	6/21/2018 Thu	Out		Hour Totals		In		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		27	43			7	78				
12:15		27	47			4	83				
12:30		29	40			8	69				
12:45		9	42	92	172	2	63	21	293	113	465
01:00		9	47			3	55				
01:15		12	54			3	79				
01:30		11	60			1	78				
01:45		8	61	40	222	2	70	9	282	49	504
02:00		8	72			4	90				
02:15		8	57			1	63				
02:30		6	54			6	72				
02:45		11	64	33	247	8	64	19	289	52	536
03:00		11	87			3	58				
03:15		10	52			3	62				
03:30		7	66			4	93				
03:45		8	66	36	271	4	72	14	285	50	556
04:00		3	53			1	55				
04:15		5	57			1	53				
04:30		3	82			0	64				
04:45		1	51	12	243	1	54	3	226	15	469
05:00		4	63			3	44				
05:15		1	72			4	58				
05:30		1	71			8	67				
05:45		1	58	7	264	9	51	24	220	31	484
06:00		7	68			19	54				
06:15		5	84			18	39				
06:30		16	83			22	60				
06:45		11	71	39	306	20	75	79	228	118	534
07:00		12	57			12	52				
07:15		14	96			14	50				
07:30		11	104			13	42				
07:45		12	69	49	326	27	46	66	190	115	516
08:00		17	61			27	44				
08:15		16	49			33	34				
08:30		13	52			25	37				
08:45		13	44	59	206	31	29	116	144	175	350
09:00		16	76			31	29				
09:15		25	64			45	21				
09:30		10	48			37	23				
09:45		16	56	67	244	47	25	160	98	227	342
10:00		20	57			57	30				
10:15		22	43			44	26				
10:30		30	44			64	22				
10:45		21	48	93	192	58	14	223	92	316	284
11:00		26	57			67	13				
11:15		31	52			65	18				
11:30		44	33			89	17				
11:45		51	32	152	174	83	6	304	54	456	228
Total		679	2867			1038	2401			1717	5268
Percent		19.1%	80.9%			30.2%	69.8%			24.6%	75.4%

Accurate Counts

Location : Plainridge Park Casino Driveway
 Location : East of Route 1
 City/State: Plainville, MA

978-664-2565

69640001

Start Time	6/22/2018 Fri	Out		Hour Totals		In		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		31	51			3	88				
12:15		23	57			9	86				
12:30		19	48			8	97				
12:45		31	60	104	216	4	84	24	355	128	571
01:00		13	65			4	72				
01:15		13	56			1	76				
01:30		15	66			3	86				
01:45		11	68	52	255	1	76	9	310	61	565
02:00		8	63			4	86				
02:15		16	76			3	87				
02:30		12	64			5	88				
02:45		8	66	44	269	2	87	14	348	58	617
03:00		5	71			0	82				
03:15		5	75			4	72				
03:30		6	83			4	93				
03:45		8	70	24	299	3	84	11	331	35	630
04:00		4	64			3	78				
04:15		7	75			1	93				
04:30		4	82			3	71				
04:45		3	74	18	295	8	64	15	306	33	601
05:00		6	67			5	66				
05:15		3	65			7	68				
05:30		7	95			13	92				
05:45		5	79	21	306	16	86	41	312	62	618
06:00		10	69			15	76				
06:15		15	80			29	94				
06:30		9	89			19	95				
06:45		19	80	53	318	30	92	93	357	146	675
07:00		5	133			24	74				
07:15		17	117			26	81				
07:30		12	92			21	89				
07:45		12	82	46	424	17	88	88	332	134	756
08:00		23	70			27	64				
08:15		21	78			37	63				
08:30		12	73			23	60				
08:45		21	75	77	296	43	78	130	265	207	561
09:00		20	90			29	49				
09:15		13	79			42	34				
09:30		17	90			55	37				
09:45		29	59	79	318	60	42	186	162	265	480
10:00		23	76			53	36				
10:15		33	94			60	30				
10:30		19	69			70	29				
10:45		39	67	114	306	76	27	259	122	373	428
11:00		41	67			81	24				
11:15		43	79			84	26				
11:30		30	74			84	21				
11:45		58	54	172	274	82	12	331	83	503	357
Total		804	3576			1201	3283			2005	6859
Percent		18.4%	81.6%			26.8%	73.2%			22.6%	77.4%

Accurate Counts

Location : Plainridge Park Casino Driveway
 Location : East of Route 1
 City/State: Plainville, MA

978-664-2565

69640001

Start Time	6/23/2018 Sat	Out		Hour Totals		In		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		79	55			22	89				
12:15		79	48			18	87				
12:30		53	51			12	87				
12:45		48	50	259	204	6	68	58	331	317	535
01:00		43	56			11	71				
01:15		39	47			9	82				
01:30		25	67			7	84				
01:45		34	50	141	220	2	91	29	328	170	548
02:00		27	65			4	77				
02:15		18	48			6	84				
02:30		22	57			7	99				
02:45		7	51	74	221	5	85	22	345	96	566
03:00		12	72			4	90				
03:15		17	69			3	86				
03:30		22	102			5	95				
03:45		10	100	61	343	5	78	17	349	78	692
04:00		14	86			4	57				
04:15		9	76			3	77				
04:30		5	76			4	86				
04:45		7	65	35	303	2	77	13	297	48	600
05:00		5	91			4	74				
05:15		9	101			1	83				
05:30		6	87			12	80				
05:45		4	74	24	353	8	72	25	309	49	662
06:00		6	79			15	72				
06:15		11	67			23	66				
06:30		10	70			18	95				
06:45		13	65	40	281	19	64	75	297	115	578
07:00		7	93			30	89				
07:15		19	85			23	65				
07:30		10	84			15	93				
07:45		12	65	48	327	36	68	104	315	152	642
08:00		21	64			27	69				
08:15		27	82			28	56				
08:30		20	65			38	56				
08:45		15	58	83	269	32	51	125	232	208	501
09:00		26	96			44	52				
09:15		19	105			42	40				
09:30		28	74			55	50				
09:45		27	86	100	361	48	42	189	184	289	545
10:00		20	72			67	36				
10:15		23	92			49	42				
10:30		41	80			72	31				
10:45		31	79	115	323	66	25	254	134	369	457
11:00		38	75			90	14				
11:15		52	71			76	24				
11:30		40	81			102	16				
11:45		58	52	188	279	100	27	368	81	556	360
Total		1168	3484			1279	3202			2447	6686
Percent		25.1%	74.9%			28.5%	71.5%			26.8%	73.2%
Grand Total		5676	19838			7638	16973			13314	36811
Percent		22.2%	77.8%			31.0%	69.0%			26.6%	73.4%

ADT ADT 7,269 AADT 7,269

Accurate Counts

978-664-2565

Location : Plainridge Park Casino Driveway
 Location : East of Route 1
 City/State: Plainville, MA

69640001

Start Time	6/11/2018		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	238	63
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	154	27
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	98	17
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	58	14
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	37	14
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	26	34
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	39	69
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	48	98
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	60	118
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	68	170
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	85	327
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	233	378
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	254	344
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	243	342
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	301	345
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	325	294
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	335	212
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	311	188
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	279	205
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	293	165
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	212	126
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	181	93
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	159	88
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	129	53
Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	4166	3784	
Day	0	0	0	0	0	0	0	0	0	0	0	0	0	7950	7950	
AM Peak Vol.	-	-	-	-	-	-	-	-	-	-	-	-	-	00:00	11:00	11:00
PM Peak Vol.	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	14:00	14:00
	-	-	-	-	-	-	-	-	-	-	-	-	-	335	345	345

SEASONAL ADJUSTMENT DATA

To Date: (mm/dd/yyyy)
 Abnormal Counts: Include in Graph/Report
 Volume Speed Class Gap WIM MEPDG Bulk Reports Admin
Volume Data
 Dynamic Graph Seasonal Pattern Hourly Pattern Day of Week Pattern
 Monthly Pattern



Local ID: 6647
 Located On: WASHINGTON STREET
 Direction: 2-WAY
 Count: 18446 (2015)
 NB Count: 9186 (2015)
 SB Count: 9259 (2015)
[View Detail](#)

Map data ©2016 Google 50 m

Report a map error

2015 BASELINE TRAFFIC-VOLUME NETWORKS

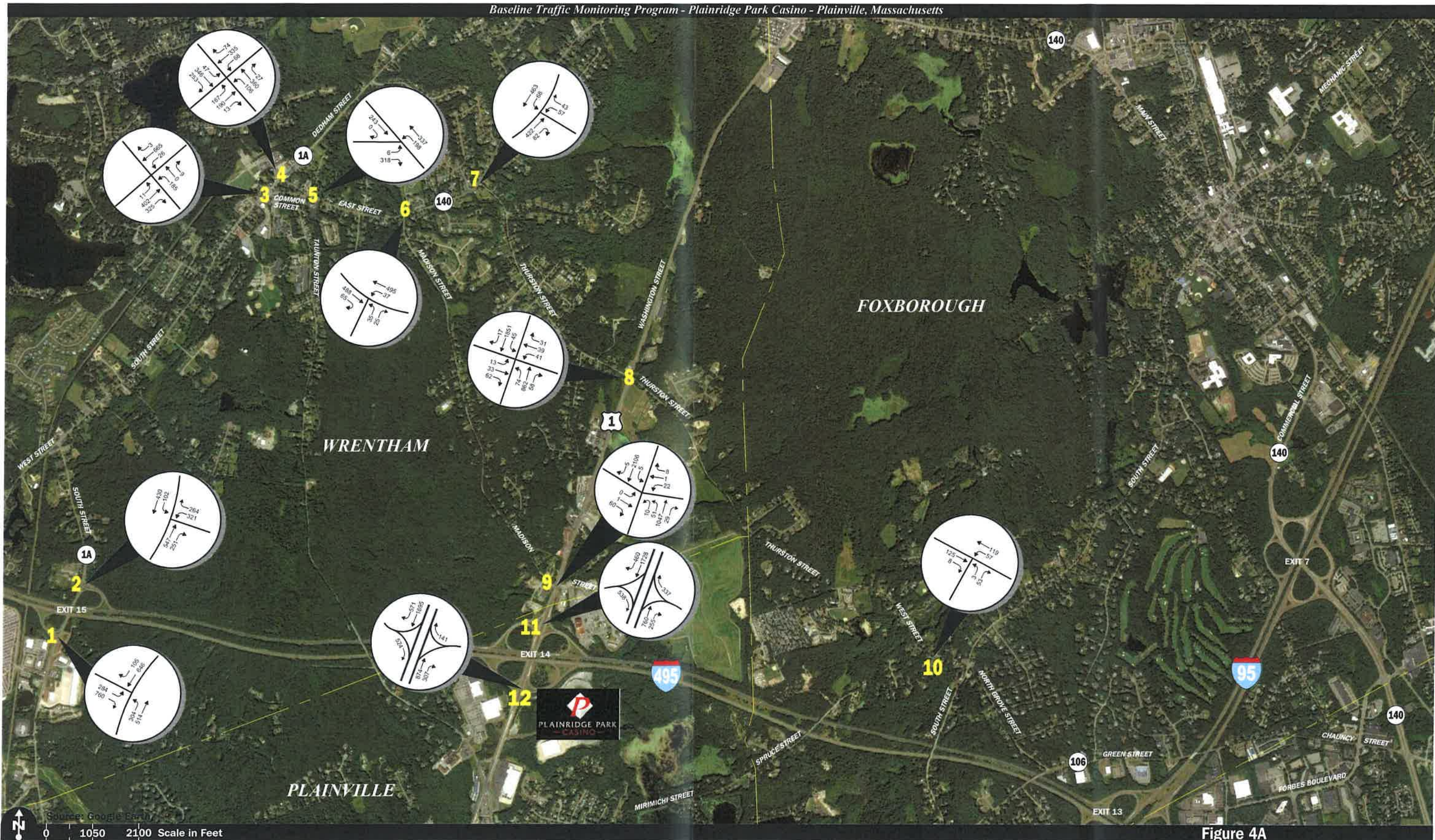


Figure 4A
 2015 Baseline
 Friday Evening
 Peak Hour Traffic Volumes
 Average-Month Conditions

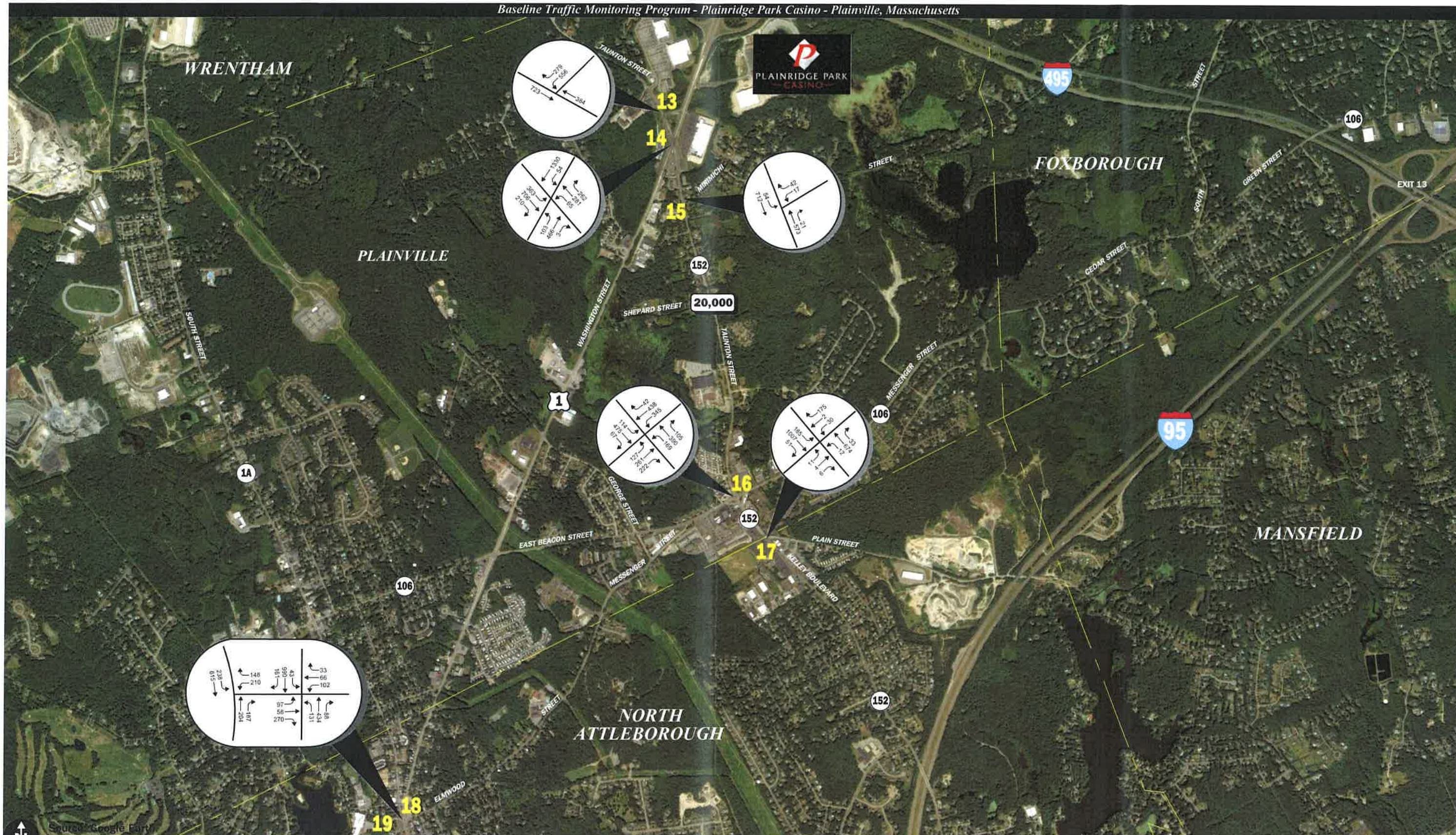


Figure 4B
 2015 Baseline
 Friday Evening
 Peak Hour Traffic Volumes
 Average-Month Conditions

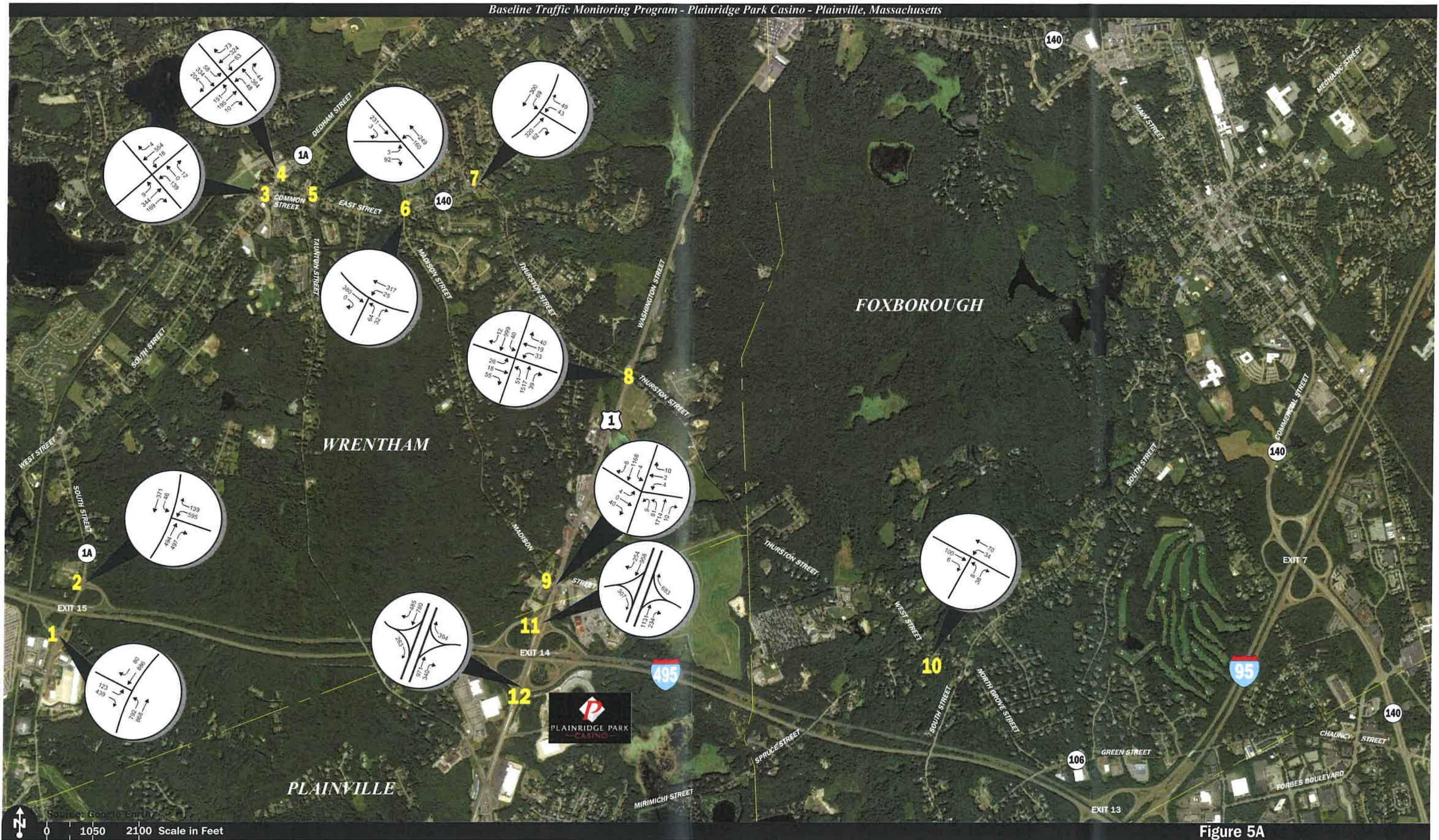


Figure 5A
 2015 Baseline
 Saturday Afternoon
 Peak Hour Traffic Volumes
 Average-Month Conditions

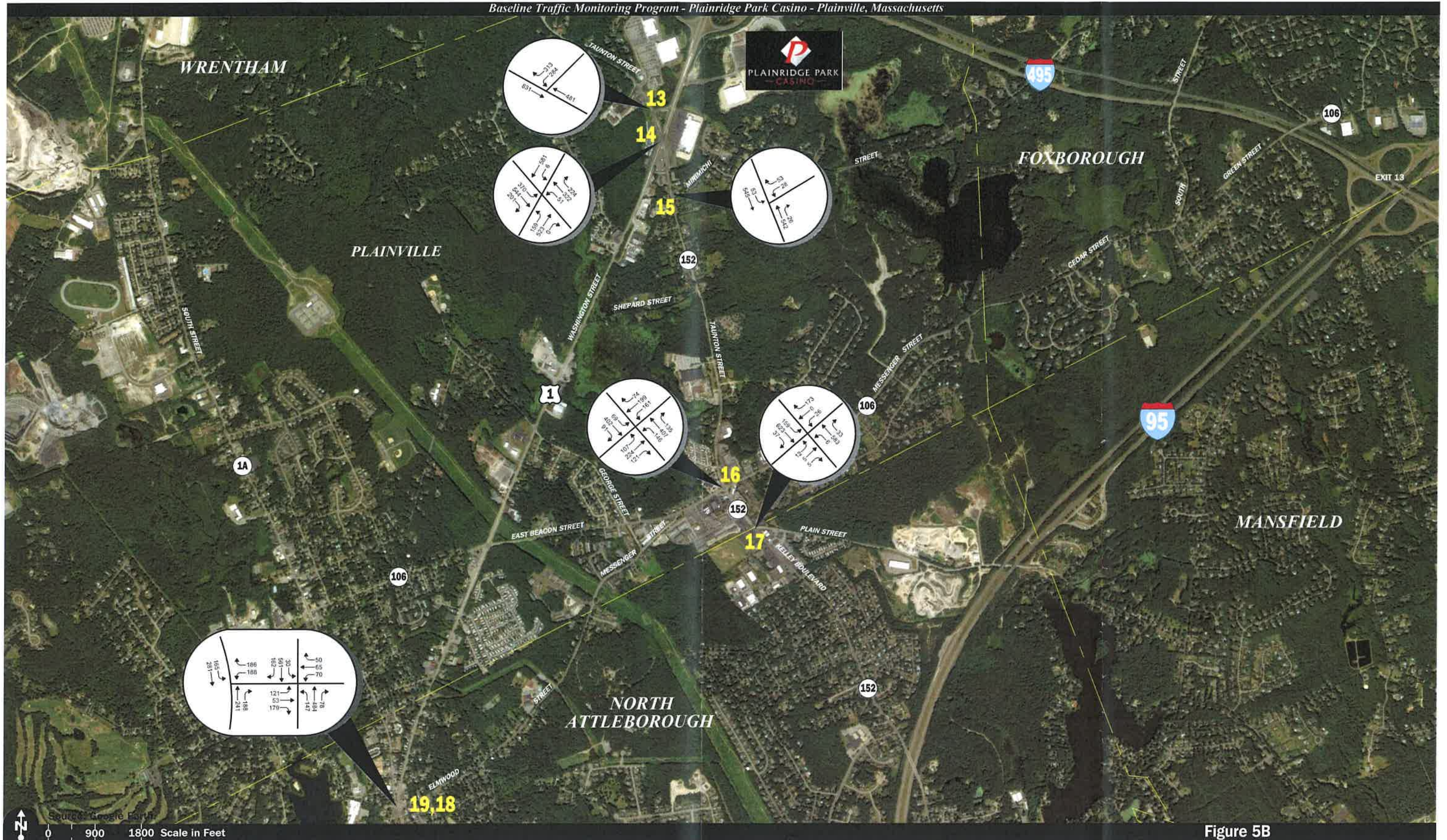


Figure 5B

2015 Baseline
Saturday Afternoon
Peak Hour Traffic Volumes
Average-Month Conditions

MASSDOT CRASH RATE WORKSHEETS

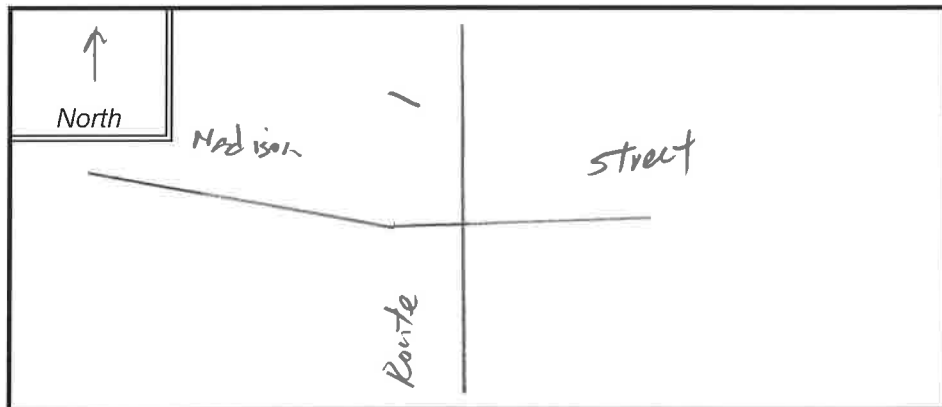
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Wrentham COUNT DATE : Jun-18
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 1
 MINOR STREET(S) : Madison 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 (PM) :	1,319	1,805	67	19		3,210

" K " FACTOR :

0.090

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

35,667

TOTAL # OF CRASHES :

28

OF YEARS :

5

AVERAGE # OF CRASHES PER YEAR (A) :

5.60

CRASH RATE CALCULATION :

0.43

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

Comments : Below MassDOT District 5 crash rate

Project Title & Date: 2018 MassDOT Traffic Monitoring Program

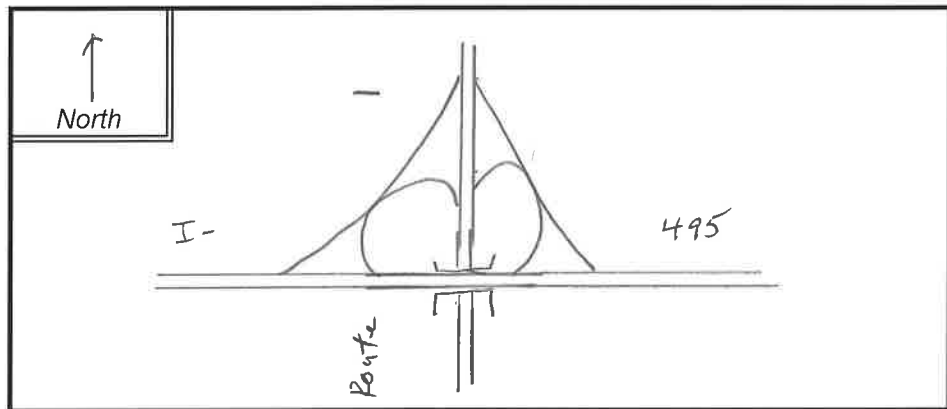
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Plainville COUNT DATE : Jun-18
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 1
 MINOR STREET(S) : I-495 NB Ramps

**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 (PM) :	1,107	1,864	518	511		4,000

" K " FACTOR :

0.090	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	44,444
--------------	--	---------------

TOTAL # OF CRASHES :

12	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR (A) :	2.40
----	--------------	---	---------------------------------------	-------------

CRASH RATE CALCULATION :

0.15

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

Comments : Below MassDOT District 5 crash rate

Project Title & Date: 2018 MassDOT Traffic Monitoring Program

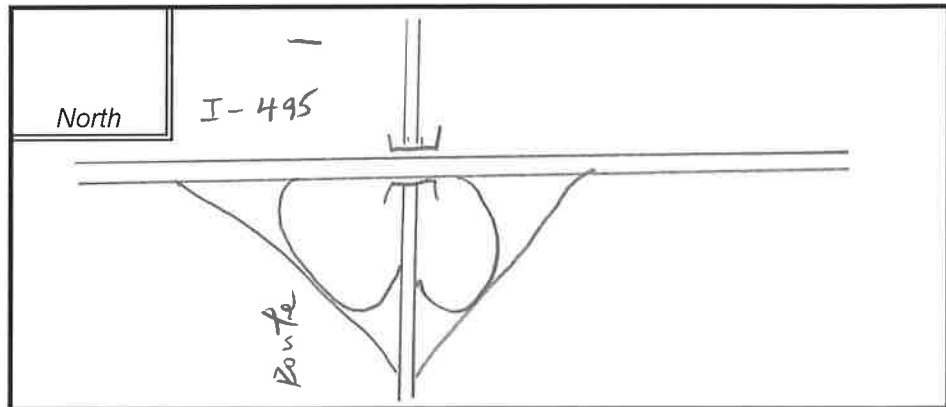
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Plainville COUNT DATE : Jun-18
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 1
 MINOR STREET(S) : I-495 SB Ramps

**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 (PM) :	1,129	1,977	378	321		3,805

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

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

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

Comments : Below MassDOT District 5 crash rate
 Project Title & Date : 2018 MassDOT Traffic Monitoring Program

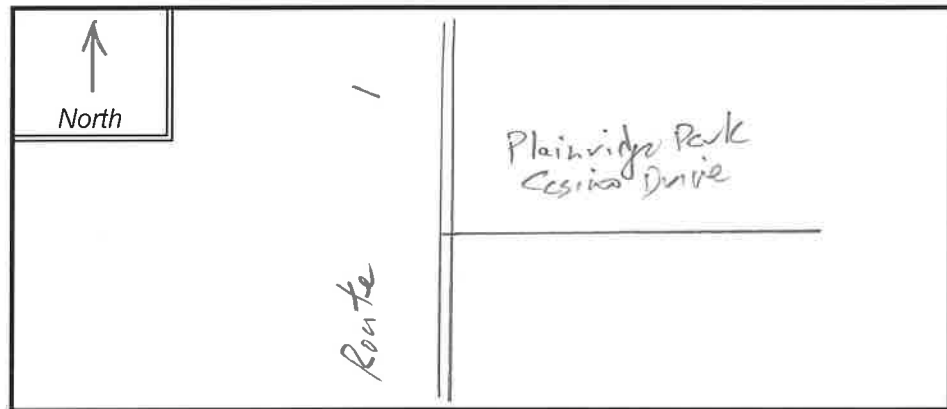
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Plainville COUNT DATE : Jun-18
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 1
 MINOR STREET(S) : Plainridge Park Casino Drive

**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 (PM) :	1,027	1,781		223		3,031

" K " FACTOR :

0.090	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	33,678
--------------	---	---------------

TOTAL # OF CRASHES :

10	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR (A) :	2.00
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CRASH RATE CALCULATION :

0.16

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

Comments : below MassDOT District 5 crash rate

Project Title & Date: 2018 MassDOT Traffic Monitoring Program

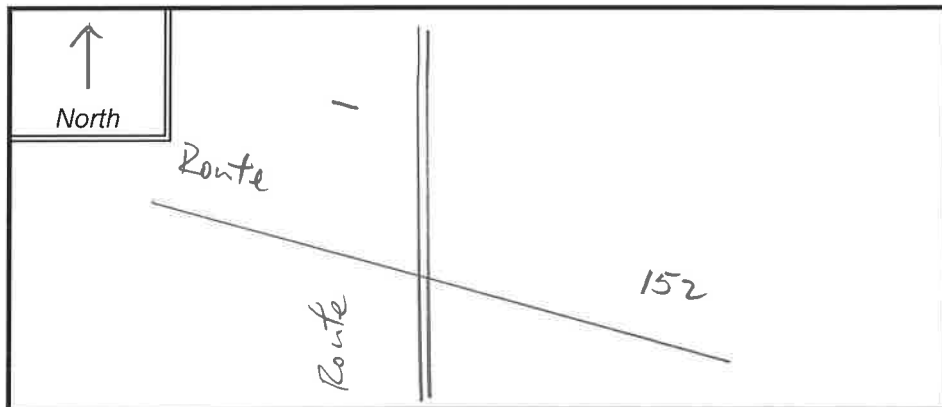
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Plainville COUNT DATE : Jun-18
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 1
 MINOR STREET(S) : Route 152

**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 (PM) :	725	1,410	668	666		3,469

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

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

CRASH RATE CALCULATION :

0.94

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

Comments : Above MassDOT District 5 crash rate

Project Title & Date : 2018 MassDOT Traffic Monitoring Program

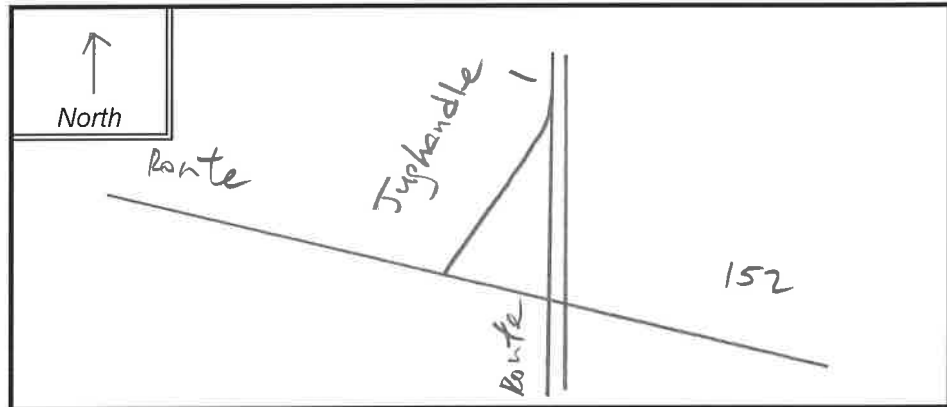
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Plainville COUNT DATE : Jun-18
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 152
 MINOR STREET(S) : Route 1 JugHandle

**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 (PM) :		282	651	411		1,344

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

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

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

Comments : Below MassDOT District 5 crash rate
 Project Title & Date: 2018 MassDOT Traffic Monitoring Program

Top Crash Locations

Madison St, Wrentham, MA, 020 X

Show search results for Madison St, ...

Legend

Crash Clusters

- Top 200 Intersection Cluster 2013-2015
- 2013-2015 HSIP Cluster
- 2006-2015 HSIP Bicycle Cluster
- 2006-2015 HSIP Pedestrian Cluster



0.2mi

-71.28642039 Degrees

CAPACITY ANALYSIS WORKSHEETS

Route 1 at Madison Street (Wrentham)
Route 1 at the Plainridge Park Casino Drive (Plainville)
Route 1 at the I-495 Northbound Ramps (Plainville)
Route 1 at the I-495 Southbound Ramps (Plainville)
Route 1 at the I-495 Southbound Off-Ramp (Plainville)
Route 152 at Route 1 Southbound Jughandle (Plainville)
Route 1 at Route 152 (Plainville)

Route 1 at Madison Street (Wrentham)

2018 Weekday Evening Peak Hour - Average-Month Conditions

9: Route 1 & Madison Street

8/14/2018

Intersection

Int Delay, s/veh 8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	0	60	10	2	7	4	63	1245	7	1	1790	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	7	0	63	11	2	7	4	66	1311	7	1	1884	15

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	2691	3353	949	2399	3356	659	1449	1899	0	0	1318	0	0
Stage 1	1894	1894	-	1455	1455	-	-	-	-	-	-	-	-
Stage 2	797	1459	-	944	1901	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	6.5	6.9	6.4	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4	3.3	2.5	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	11	8	261	18	8	411	174	318	-	-	531	-	-
Stage 1	74	119	-	139	197	-	-	-	-	-	-	-	-
Stage 2	351	196	-	286	118	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	9	8	261	14	8	411	294	294	-	-	531	-	-
Mov Cap-2 Maneuver	9	8	-	14	8	-	-	-	-	-	-	-	-
Stage 1	74	119	-	139	197	-	-	-	-	-	-	-	-
Stage 2	341	196	-	216	118	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	237.7	\$ 506.1	1.1	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	294	-	-	66	19	531	-	-
HCM Lane V/C Ratio	0.24	-	-	1.069	1.053	0.002	-	-
HCM Control Delay (s)	21.1	-	-	237.7	\$ 506.1	11.8	-	-
HCM Lane LOS	C	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-	5.4	2.8	0	-	-

Notes

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

2018 Saturday Afternoon Peak Hour - Average-Month Conditions
 9: Route 1 & Madison Street

8/13/2018

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	0	78	8	0	1	85	971	7	2	1204	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	3	0	81	8	0	1	89	1011	7	2	1254	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1946	2459	631	1823	2459	509	1263	0	0	1019	0	0
Stage 1	1263	1263	-	1192	1192	-	-	-	-	-	-	-
Stage 2	683	1196	-	631	1267	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	40	31	429	49	31	515	557	-	-	689	-	-
Stage 1	183	243	-	202	263	-	-	-	-	-	-	-
Stage 2	410	262	-	440	242	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	35	26	429	35	26	515	557	-	-	689	-	-
Mov Cap-2 Maneuver	35	26	-	35	26	-	-	-	-	-	-	-
Stage 1	154	242	-	170	221	-	-	-	-	-	-	-
Stage 2	344	220	-	356	241	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.4	124.4	1	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	557	-	-	303	39	689	-	-
HCM Lane V/C Ratio	0.159	-	-	0.278	0.24	0.003	-	-
HCM Control Delay (s)	12.7	-	-	21.4	124.4	10.2	-	-
HCM Lane LOS	B	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	1.1	0.8	0	-	-

Route 1 at the I-495 Northbound Ramps (Plainville)

Phone:
E-mail:

Fax:

Merge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Weekday Evening Peak
 Freeway/Dir of Travel: Route 1 NB
 Junction: I-495 NB Off-Ramp to Rte 1 NB
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	808	vph	

On Ramp Data

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	511	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	299	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	500	ft	

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	808	511	299	vph
Peak-hour factor, PHF	0.96	0.96	0.96	
Peak 15-min volume, v15	210	133	78	v
Trucks and buses	2	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	%
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.990	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	850	538	315	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
 EQ
 P = 1.000 Using Equation 0
 FM
 $v_{12} = v_{F \text{ FM}} = 850 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v	1388	4500	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 850	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v	1388	4600	No
R12			

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 12.9 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.302	
	S	
Space mean speed in ramp influence area,	S = 51.1	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 51.1	mph

Phone:
E-mail:

Fax:

Merge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Saturday Afternoon Peak
 Freeway/Dir of Travel: Route 1 NB
 Junction: I-495 NB Off-Ramp to Rte 1 NB
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	55.0	mph
Volume on freeway	655	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	408	vph
Length of first accel/decel lane	500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	242	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	500	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	655	408	242	vph
Peak-hour factor, PHF	0.98	0.98	0.98	
Peak 15-min volume, v15	167	104	62	v
Trucks and buses	1	1	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.995	0.995	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	672	418	249	pcph

Estimation of V12 Merge Areas

$$L = \text{(Equation 13-6 or 13-7)}$$

$$EQ$$

$$P = 1.000 \text{ Using Equation } 0$$

$$FM$$

$$v_{12} = v_F (P_{FM}) = 672 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v _{FO}	1090	4500	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	
Is v ₃ or v _{av34} > 1.5 v ₁₂ / 2		No	
If yes, v _{12A} = 672		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v _{R12}	1090	4600	No

Level of Service Determination (if not F)

$$\text{Density, } D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 10.6 \text{ pc/mi/ln}$$

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.298	
Space mean speed in ramp influence area,	S _R = 51.1	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 51.1	mph

Phone:
E-mail:

Fax:

Diverge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Weekday Evening Peak
 Freeway/Dir of Travel: Route 1 NB
 Junction: I-495 SB On-Ramp
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1129	vph	

Off Ramp Data

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	343	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	321	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	500	ft	

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1129	343	321	vph
Peak-hour factor, PHF	0.96	0.96	0.96	
Peak 15-min volume, v15	294	89	84	v
Trucks and buses	2	1	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.990	0.995	0.976	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1188	359	343	pcph

Estimation of V12 Diverge Areas

$$L = \text{(Equation 13-12 or 13-13)}$$

$$EQ$$

$$P = 1.000 \text{ Using Equation } 0$$

$$FD$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 1188 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	1188	4500	No
$v_{FO} = v_{FO} - v_{FR}$	829	4500	No
v_R	359	2000	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1188$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1188	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 10.0 - \text{pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	$D = 0.460$	
Space mean speed in ramp influence area,	$S_R = 49.0$	mph
Space mean speed in outer lanes,	$S_0 = \text{N/A}$	mph
Space mean speed for all vehicles,	$S = 49.0$	mph

Phone:
E-mail:

Fax:

Diverge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Saturday Afternoon Peak
 Freeway/Dir of Travel: Route 1 NB
 Junction: I-495 SB On-Ramp
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	697	vph	

Off Ramp Data

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	200	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	405	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	500	ft	

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	697	200	405	vph
Peak-hour factor, PHF	0.96	0.96	0.96	
Peak 15-min volume, v15	182	52	105	v
Trucks and buses	1	1	1	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.995	0.995	0.995	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	730	209	424	pcph

Estimation of V12 Diverge Areas

$$L = \text{(Equation 13-12 or 13-13)}$$

$$EQ$$

$$P = 1.000 \text{ Using Equation } 0$$

$$FD$$

$$v_{12} = v_R + (v_F - v_R) P = 730 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	730	4500	No
$v_{FO} = v_F - v_R$	521	4500	No
v_R	209	2000	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 730$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	730	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 6.0 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	$D = 0.447$	
Space mean speed in ramp influence area,	$S_R = 49.2$	mph
Space mean speed in outer lanes,	$S_0 = \text{N/A}$	mph
Space mean speed for all vehicles,	$S = 49.2$	mph

Phone:
E-mail:

Fax:

Merge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Weekday Evening Peak
 Freeway/Dir of Travel: Route 1 NB
 Junction: I-495 SB Off-Ramp to Rte 1 NB
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	786	vph	

On Ramp Data

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	321	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	343	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	500	ft	

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	786	321	343	vph
Peak-hour factor, PHF	0.96	0.96	0.96	
Peak 15-min volume, v15	205	84	89	v
Trucks and buses	1	1	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.995	0.995	0.985	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	823	336	363	pcph

Estimation of V12 Merge Areas

$$L = \text{(Equation 13-6 or 13-7)}$$

$$EQ$$

$$P = 1.000 \text{ Using Equation } 0$$

$$FM$$

$$v_{12} = v_F (P_{FM}) = 823 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v _{FO}	1159	4500	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	
Is v ₃ or v _{av34} > 1.5 v ₁₂ / 2		No	
If yes, v _{12A} = 823		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v _{R12}	1159	4600	No

Level of Service Determination (if not F)

$$\text{Density, } D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 11.2 \text{ pc/mi/ln}$$

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.298	
Space mean speed in ramp influence area,	S _R = 51.1	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 51.1	mph

Phone:
E-mail:

Fax:

Merge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Saturday Afternoon Peak
 Freeway/Dir of Travel: Route 1 NB
 Junction: I-495 SB Off-Ramp to Rte 1 NB
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	55.0	mph
Volume on freeway	697	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	200	vph
Length of first accel/decel lane	500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	405	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	500	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	697	200	405	vph
Peak-hour factor, PHF	0.95	0.76	0.95	
Peak 15-min volume, v15	183	66	107	v
Trucks and buses	0	1	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	1.000	0.995	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	734	264	426	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_{F \text{ FM}} = 734 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v _{FO}	998	4500	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	
Is v ₃ or v _{av34} > 1.5 v ₁₂ / 2		No	
If yes, v _{12A} = 734		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v _{R12}	998	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 10.0+$ pc/mi/ln
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.297	
Space mean speed in ramp influence area,	S _R = 51.1	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 51.1	mph

Phone:
E-mail:

Fax:

Diverge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Weekday Evening Peak
 Freeway/Dir of Travel: Route 1 NB
 Junction: I-495 NB On-Ramp
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	55.0	mph
Volume on freeway	1107	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	291	vph
Length of first accel/decel lane	500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	511	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	500	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1107	291	511	vph
Peak-hour factor, PHF	0.96	0.96	0.96	
Peak 15-min volume, v15	288	76	133	v
Trucks and buses	2	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.990	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1165	306	538	pcph

Estimation of V12 Diverge Areas

$$L = \text{(Equation 13-12 or 13-13)}$$

$$EQ$$

$$P = 1.000 \text{ Using Equation } 0$$

$$FD$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 1165 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	1165	4500	No
$v_{FO} = v_{FO} - v_R$	859	4500	No
v_R	306	2000	No
$v_3 \text{ or } v_3$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_3 > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_3 > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1165$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1165	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 9.8 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	$D = 0.456$	
Space mean speed in ramp influence area,	$S_R = 49.1$	mph
Space mean speed in outer lanes,	$S_0 = \text{N/A}$	mph
Space mean speed for all vehicles,	$S = 49.1$	mph

Phone:
E-mail:

Fax:

Diverge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Saturday Afternoon Peak
 Freeway/Dir of Travel: Route 1 NB
 Junction: I-495 NB On-Ramp
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	897	vph	

Off Ramp Data

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	242	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	408	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	500	ft	

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	897	242	408	vph
Peak-hour factor, PHF	0.98	0.98	0.98	
Peak 15-min volume, v15	229	62	104	v
Trucks and buses	1	1	1	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.995	0.995	0.995	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	920	248	418	pcph

Estimation of V12 Diverge Areas

$$L = \text{(Equation 13-12 or 13-13)}$$

$$EQ$$

$$P = 1.000 \text{ Using Equation } 0$$

$$FD$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 920 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_{F1}$	920	4500	No
$v_{12} = v_{FO} - v_R$	672	4500	No
v_R	248	2000	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 920$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	920	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 7.7 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	$D = 0.450$	
Space mean speed in ramp influence area,	$S_R = 49.1$	mph
Space mean speed in outer lanes,	$S_0 = \text{N/A}$	mph
Space mean speed for all vehicles,	$S = 49.1$	mph

Route 1 at the I-495 Southbound Ramps (Plainville)

Phone:
E-mail:

Fax:

Diverge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Weekday Evening Peak
 Freeway/Dir of Travel: Route 1 SB
 Junction: I-495 NB On-Ramp
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1864	vph	

Off Ramp Data

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	405	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	518	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	500	ft	

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1864	405	518	vph
Peak-hour factor, PHF	0.96	0.96	0.96	
Peak 15-min volume, v15	485	105	135	v
Trucks and buses	2	3	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.990	0.985	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1961	428	540	pcph

Estimation of V12 Diverge Areas

$$L = \text{(Equation 13-12 or 13-13)}$$

$$EQ$$

$$P = 1.000 \text{ Using Equation } 0$$

$$FD$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 1961 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	1961	4500	No
$v_{FO} = v_F - v_R$	1533	4500	No
v_R	428	2000	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1961$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1961	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 16.6 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D_S = 0.467$	
Space mean speed in ramp influence area,	$S_R = 48.9$	mph
Space mean speed in outer lanes,	$S_0 = \text{N/A}$	mph
Space mean speed for all vehicles,	$S = 48.9$	mph

Phone:
E-mail:

Fax:

Diverge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Saturday Afternoon Peak
 Freeway/Dir of Travel: Route 1 SB
 Junction: I-495 NB On-Ramp
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1300	vph	

Off Ramp Data

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	262	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	403	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	500	ft	

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1300	262	403	vph
Peak-hour factor, PHF	0.98	0.98	0.98	
Peak 15-min volume, v15	332	67	103	v
Trucks and buses	1	1	1	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.995	0.995	0.995	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1333	269	413	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 1333 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	1333	4500	No
$v_{FO} = v_F - v_R$	1064	4500	No
v_R	269	2000	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1333$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1333	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 11.2 \text{ pc/mi/ln}$
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.452	
Space mean speed in ramp influence area,	S = 49.1	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 49.1	mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone:
E-mail:

Fax:

Merge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Weekday Evening Peak
 Freeway/Dir of Travel: Route 1 SB
 Junction: I-495 NB Off-Ramp to Route 1 S
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	55.0	mph
Volume on freeway	1459	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	518	vph
Length of first accel/decel lane	500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	405	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	500	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1459	518	405	vph
Peak-hour factor, PHF	0.96	0.96	0.96	
Peak 15-min volume, v15	380	135	105	v
Trucks and buses	3	0	1	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.985	1.000	0.995	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1543	540	424	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
 EQ
 P = 1.000 Using Equation 0
 FM
 $v_{12} = v_{F \text{ FM}} = 1543 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v _{FO}	2083	4500	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	
Is v ₃ or v _{av34} > 1.5 v ₁₂ / 2		No	
If yes, v _{12A} = 1543		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v _{R12}	2083	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 18.3 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.317	
Space mean speed in ramp influence area,	S _R = 50.9	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 50.9	mph

Phone:
E-mail:

Fax:

Merge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Saturday Afternoon Peak
 Freeway/Dir of Travel: Route 1 SB
 Junction: I-495 NB Off-Ramp to Route 1 S
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1038	vph	

On Ramp Data

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	403	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	262	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	500	ft	

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1038	403	262	vph
Peak-hour factor, PHF	0.98	0.98	0.98	
Peak 15-min volume, v15	265	103	67	v
Trucks and buses	1	0	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.995	1.000	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1064	411	270	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 1064 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v _{FO}	1475	4500	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	
Is v ₃ or v _{av34} > 1.5 v ₁₂ / 2		No	
If yes, v _{12A} = 1064		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v _{R12}	1475	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 13.7 \text{ pc/mi/ln}$
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.303	
Space mean speed in ramp influence area,	S _R = 51.1	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 51.1	mph

Phone:
E-mail:

Fax:

Diverge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Weekday Evening Peak
 Freeway/Dir of Travel: Route 1 SB
 Junction: I-495 SB On-Ramp
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1977	vph	

Off Ramp Data

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	574	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	378	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	Off		
Distance to adjacent ramp	500	ft	

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1977	574	378	vph
Peak-hour factor, PHF	0.96	0.96	0.96	
Peak 15-min volume, v15	515	149	98	v
Trucks and buses	1	2	1	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.995	0.990	0.995	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2070	604	396	pcph

Estimation of V12 Diverge Areas

$$L = \text{(Equation 13-12 or 13-13)}$$

$$EQ$$

$$P = 1.000 \text{ Using Equation } 0$$

$$FD$$

$$v_{12} = v_R + (v_F - v_R) P = 2070 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2070	4500	No
$v_{12} = v_{12} - v_{12}$	1466	4500	No
v_{12}	604	2000	No
v_{12} or v_{12}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_{12} or v_{12} > 2700 pc/h?		No	
Is v_{12} or v_{12} > 1.5 $v_{12} / 2$		No	
If yes, $v_{12A} = 2070$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2070	4400	No

Level of Service Determination (if not F)

$$\text{Density, } D = 4.252 + 0.0086 v_{12} - 0.009 L = 17.6 \text{ pc/mi/ln}$$

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D = 0.482$	
Space mean speed in ramp influence area,	$S_R = 48.7$	mph
Space mean speed in outer lanes,	$S_0 = \text{N/A}$	mph
Space mean speed for all vehicles,	$S = 48.7$	mph

Phone:
E-mail:

Fax:

Diverge Analysis

Analyst: BG
 Agency/Co.: VAI
 Date performed: 8/14/2018
 Analysis time period: Saturday Afternoon Peak
 Freeway/Dir of Travel: Route 1 SB
 Junction: I-495 SB On-Ramp
 Jurisdiction: MassDOT
 Analysis Year: 2018
 Description: Plainridge Park Casino - 2018 Traffic Monitoring

Freeway Data

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1441	vph	

Off Ramp Data

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	481	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	281	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	500	ft	

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1441	481	281	vph
Peak-hour factor, PHF	0.96	0.96	0.96	
Peak 15-min volume, v15	375	125	73	v
Trucks and buses	1	1	1	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.995	0.995	0.995	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1509	504	294	pcph

Estimation of V12 Diverge Areas

$$L = \text{(Equation 13-12 or 13-13)}$$

$$EQ$$

$$P = 1.000 \text{ Using Equation } 0$$

$$FD$$

$$v_{12} = v_R + (v_F - v_R) P = 1509 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	1509	4500	No
$v_{FO} = v_F - v_R$	1005	4500	No
v_R	504	2000	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1509$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1509	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 12.7 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D = 0.473$	
Space mean speed in ramp influence area,	$S_R = 48.8$	mph
Space mean speed in outer lanes,	$S_0 = \text{N/A}$	mph
Space mean speed for all vehicles,	$S = 48.8$	mph

Route 1 at the I-495 Southbound Off-Ramp (Plainville)







2018 Weekday Evening Peak Hour - Average-Month Conditions
 12: Route 1 & I-495 SB Off-Ramp

8/14/2018

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑	↑
Volume (vph)	0	378	0	0	1403	574
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			400
Storage Lanes	0	2	0			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	2842	0	3539	3610	1599
Flt Permitted						
Satd. Flow (perm)	0	2842	0	3539	3610	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		83				595
Link Speed (mph)	30			30	30	
Link Distance (ft)	773			1072	830	
Travel Time (s)	17.6			24.4	18.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	2%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	394	0	0	1461	598
Turn Type		Prot			NA	Free
Protected Phases		4		2	6	
Permitted Phases		4				Free
Detector Phase		4		2	6	
Switch Phase						
Minimum Initial (s)		4.0		4.0	4.0	
Minimum Split (s)		22.0		22.0	22.0	
Total Split (s)		26.0		54.0	54.0	
Total Split (%)		32.5%		67.5%	67.5%	
Yellow Time (s)		4.0		4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	-2.0	
Total Lost Time (s)		4.0		4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		None		C-Max	C-Max	
Act Effct Green (s)		16.2			55.8	80.0
Actuated g/C Ratio		0.20			0.70	1.00
v/c Ratio		0.61			0.58	0.37
Control Delay		26.5			7.9	0.7
Queue Delay		0.0			0.0	0.0
Total Delay		26.5			7.9	0.7
LOS		C			A	A
Approach Delay					5.8	
Approach LOS					A	
Queue Length 50th (ft)		80			163	0
Queue Length 95th (ft)		119			268	0
Internal Link Dist (ft)	693			992	750	
Turn Bay Length (ft)						400
Base Capacity (vph)		841			2516	1599
Starvation Cap Reductn		0			0	0

2018 Weekday Evening Peak Hour - Average-Month Conditions
 12: Route 1 & I-495 SB Off-Ramp

8/14/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Spillback Cap Reductn		0			0	0
Storage Cap Reductn		0			0	0
Reduced v/c Ratio		0.47			0.58	0.37

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 78 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 9.1




Intersection LOS: A

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 12: Route 1 & I-495 SB Off-Ramp

 Ø2 (R)	 Ø4
54 s	26 s
 Ø6 (R)	
54 s	

2018 Saturday Afternoon Peak Hour - Average-Month Conditions
 12: Route 1 & I-495 SB Off-Ramp

8/13/2018

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑	↑
Volume (vph)	0	281	0	0	960	481
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			500
Storage Lanes	0	2	0			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	2814	0	3610	3574	1599
Flt Permitted						
Satd. Flow (perm)	0	2814	0	3610	3574	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		189				501
Link Speed (mph)	30			30	30	
Link Distance (ft)	540			1061	1010	
Travel Time (s)	12.3			24.1	23.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	293	0	0	1000	501
Turn Type		Prot			NA	Free
Protected Phases		4		2	6	
Permitted Phases		4				Free
Detector Phase		4		2	6	
Switch Phase						
Minimum Initial (s)		4.0		4.0	4.0	
Minimum Split (s)		24.0		22.0	22.0	
Total Split (s)		26.0		44.0	44.0	
Total Split (%)		37.1%		62.9%	62.9%	
Yellow Time (s)		4.0		4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	-2.0	
Total Lost Time (s)		4.0		4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		None		C-Max	C-Max	
Act Effct Green (s)		10.4			51.6	70.0
Actuated g/C Ratio		0.15			0.74	1.00
v/c Ratio		0.51			0.38	0.31
Control Delay		13.1			4.2	0.5
Queue Delay		0.0			0.0	0.0
Total Delay		13.1			4.2	0.5
LOS		B			A	A
Approach Delay					2.9	
Approach LOS					A	
Queue Length 50th (ft)		22			61	0
Queue Length 95th (ft)		55			112	0
Internal Link Dist (ft)	460			981	930	
Turn Bay Length (ft)						500
Base Capacity (vph)		1014			2633	1599
Starvation Cap Reductn		0			0	0

2018 Saturday Afternoon Peak Hour - Average-Month Conditions
 12: Route 1 & I-495 SB Off-Ramp

8/13/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Spillback Cap Reductn		0			0	0
Storage Cap Reductn		0			0	0
Reduced v/c Ratio		0.29			0.38	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 4.6
 Intersection Capacity Utilization 43.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A













Splits and Phases: 12: Route 1 & I-495 SB Off-Ramp

↑ Ø2 (R) 44 s	↘ Ø4 26 s
↓ Ø6 (R) 44 s	

Route 1 at the Plainridge Park Casino Drive (Plainville)

2018 Weekday Evening Peak Hour - Average-Month Conditions
 20: Route 1 & Plainridge Park Casino Drive

8/14/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	65	158	970	57	154	1627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		275	700	
Storage Lanes	1	2		1	1	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1805	2842	3574	1615	1805	3610
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	2842	3574	1615	1805	3610
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		66		61		
Link Speed (mph)	30		30			30
Link Distance (ft)	848		836			1072
Travel Time (s)	19.3		19.0			24.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	168	1032	61	164	1731
Turn Type	Prot	pm+ov	NA	Free	Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8		Free		
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	22.0	10.0	22.0		10.0	22.0
Total Split (s)	22.0	21.0	37.0		21.0	58.0
Total Split (%)	27.5%	26.3%	46.3%		26.3%	72.5%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	10.5	26.6	45.4	80.0	14.5	64.6
Actuated g/C Ratio	0.13	0.33	0.57	1.00	0.18	0.81
v/c Ratio	0.29	0.17	0.51	0.04	0.50	0.59
Control Delay	33.9	9.6	13.6	0.0	34.5	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	9.6	13.6	0.0	34.5	3.5
LOS	C	A	B	A	C	A
Approach Delay	16.6		12.9			6.2
Approach LOS	B		B			A
Queue Length 50th (ft)	32	18	163	0	76	110
Queue Length 95th (ft)	66	34	270	0	127	134
Internal Link Dist (ft)	768		756			992
Turn Bay Length (ft)		200		275	700	
Base Capacity (vph)	406	1092	2026	1615	392	2916
Starvation Cap Reductn	0	0	0	0	0	0

2018 Weekday Evening Peak Hour - Average-Month Conditions
 20: Route 1 & Plainridge Park Casino Drive

8/14/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.15	0.51	0.04	0.42	0.59

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 9.2
 Intersection Capacity Utilization 55.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 20: Route 1 & Plainridge Park Casino Drive

ø1	ø2 (R)		
21 s	37 s		
ø6 (R)		ø8	
58 s		22 s	

2018 Saturday Afternoon Peak Hour - Average-Month Conditions
 20: Route 1 & Plainridge Park Casino Drive

8/13/2018

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖↖	↑↑	↗	↘	↑↑
Volume (vph)	63	214	888	85	252	989
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		275	700	
Storage Lanes	1	2		1	1	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1805	2842	3574	1615	1805	3574
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	2842	3574	1615	1805	3574
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		51		91		
Link Speed (mph)	30		30			30
Link Distance (ft)	714		636			1072
Travel Time (s)	16.2		14.5			24.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	230	955	91	271	1063
Turn Type	Prot	pm+ov	NA	Free	Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8		Free		
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	22.0	10.0	22.0		10.0	22.0
Total Split (s)	21.0	20.0	29.0		20.0	49.0
Total Split (%)	30.0%	28.6%	41.4%		28.6%	70.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	10.0	26.1	35.9	70.0	17.0	58.4
Actuated g/C Ratio	0.14	0.37	0.51	1.00	0.24	0.83
v/c Ratio	0.26	0.21	0.52	0.06	0.62	0.36
Control Delay	28.5	9.8	15.4	0.1	32.7	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	9.8	15.4	0.1	32.7	2.6
LOS	C	A	B	A	C	A
Approach Delay	14.1		14.1			8.8
Approach LOS	B		B			A
Queue Length 50th (ft)	27	24	160	0	113	60
Queue Length 95th (ft)	58	38	253	0	176	90
Internal Link Dist (ft)	634		556			992
Turn Bay Length (ft)		200		275	700	
Base Capacity (vph)	438	1130	1830	1615	461	2982
Starvation Cap Reductn	0	0	0	0	0	0

2018 Saturday Afternoon Peak Hour - Average-Month Conditions

20: Route 1 & Plainridge Park Casino Drive

8/13/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.20	0.52	0.06	0.59	0.36

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 11.4

Intersection LOS: B

Intersection Capacity Utilization 52.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 20: Route 1 & Plainridge Park Casino Drive

ø1	ø2 (R)	
20 s	29 s	
ø6 (R)		ø8
49 s		21 s

Route 152 at Route 1 Southbound JugHandle (Plainville)

2018 Weekday Evening Peak Hour - Average-Month Conditions
 13: Route 152 & Rte 1 SB Off-Ramp

8/14/2018

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑	↑
Volume (vph)	0	651	411	0	17	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3610	3610	0	3502	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	3610	3610	0	3502	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						268
Link Speed (mph)		30	30		30	
Link Distance (ft)		1170	571		628	
Travel Time (s)		26.6	13.0		14.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	658	415	0	17	268
Turn Type		NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phase		4	8		6	6
Switch Phase						
Minimum Initial (s)		4.0	4.0		4.0	4.0
Minimum Split (s)		22.0	22.0		22.0	22.0
Total Split (s)		70.0	70.0		30.0	30.0
Total Split (%)		70.0%	70.0%		30.0%	30.0%
Yellow Time (s)		4.0	4.0		4.0	4.0
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		-2.0	-2.0		-2.0	-2.0
Total Lost Time (s)		4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Max	C-Max		None	None
Act Effct Green (s)		81.8	81.8		10.2	10.2
Actuated g/C Ratio		0.82	0.82		0.10	0.10
v/c Ratio		0.22	0.14		0.05	0.66
Control Delay		2.5	0.6		38.4	13.5
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		2.5	0.6		38.4	13.5
LOS		A	A		D	B
Approach Delay		2.5	0.6		15.0	
Approach LOS		A	A		B	
Queue Length 50th (ft)		29	0		5	0
Queue Length 95th (ft)		72	17		14	70
Internal Link Dist (ft)		1090	491		548	
Turn Bay Length (ft)						
Base Capacity (vph)		2954	2954		910	618
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		0.22	0.14		0.02	0.43

2018 Weekday Evening Peak Hour - Average-Month Conditions
 13: Route 152 & Rte 1 SB Off-Ramp

8/14/2018

Intersection Summary







Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 4.5
 Intersection Capacity Utilization 34.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 13: Route 152 & Rte 1 SB Off-Ramp

2018 Saturday Afternoon Peak Hour - Average-Month Conditions
 13: Route 152 & Rte 1 SB Off-Ramp

8/13/2018

						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑	↑↑		↖↗	↖
Volume (vph)	0	676	425	0	38	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3610	3610	0	3400	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	3610	3610	0	3400	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						276
Link Speed (mph)		30	30		30	
Link Distance (ft)		1170	571		628	
Travel Time (s)		26.6	13.0		14.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	712	447	0	40	276
Turn Type		NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phase		4	8		6	6
Switch Phase						
Minimum Initial (s)		4.0	4.0		4.0	4.0
Minimum Split (s)		22.0	22.0		22.0	22.0
Total Split (s)		40.0	40.0		40.0	40.0
Total Split (%)		50.0%	50.0%		50.0%	50.0%
Yellow Time (s)		4.0	4.0		4.0	4.0
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		-2.0	-2.0		-2.0	-2.0
Total Lost Time (s)		4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Max	C-Max		None	None
Act Effct Green (s)		61.9	61.9		10.1	10.1
Actuated g/C Ratio		0.77	0.77		0.13	0.13
v/c Ratio		0.26	0.16		0.09	0.62
Control Delay		3.1	11.3		29.6	10.7
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		3.1	11.3		29.6	10.7
LOS		A	B		C	B
Approach Delay		3.1	11.3		13.1	
Approach LOS		A	B		B	
Queue Length 50th (ft)		34	87		9	0
Queue Length 95th (ft)		79	120		21	60
Internal Link Dist (ft)		1090	491		548	
Turn Bay Length (ft)						
Base Capacity (vph)		2791	2791		1530	878
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		0.26	0.16		0.03	0.31

2018 Saturday Afternoon Peak Hour - Average-Month Conditions
 13: Route 152 & Rte 1 SB Off-Ramp


8/13/2018

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 47 (59%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 7.7
 Intersection Capacity Utilization 34.6%
 Analysis Period (min): 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 13: Route 152 & Rte 1 SB Off-Ramp

 40 s	→ 04 (R)
	40 s
40 s	← 08 (R)
	40 s

Route 1 at Route 152 (Plainville)

2018 Weekday Evening Peak Hour - Average-Month Conditions
 14: Route 1 & Route 152/Route 152

8/14/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	174	260	234	66	269	331	4	142	518	61	4	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	14	12	11	12	11	12	10	12	12
Storage Length (ft)	300		180	245		245		245		210		250
Storage Lanes	2		1	1		2		1		1		1
Taper Length (ft)	25			25				25				25
Satd. Flow (prot)	3467	3610	1507	1925	3610	2720	0	1745	3610	1507	0	1805
Flt Permitted	0.950			0.950				0.950				0.950
Satd. Flow (perm)	3467	3610	1507	1925	3610	2720	0	1745	3610	1507	0	1805
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			244			345				295		
Link Speed (mph)		30			30				30			
Link Distance (ft)		571			329				2907			
Travel Time (s)		13.0			7.5				66.1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	271	244	69	280	345	0	152	540	64	0	415
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Free	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases			4			8				Free		
Detector Phase	7	4	4	3	8	8	5	5	2		1	1
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	10.0	18.0	18.0	10.0	16.0	16.0	10.0	10.0	20.0		10.0	10.0
Total Split (s)	13.0	19.0	19.0	13.0	19.0	19.0	16.0	16.0	27.0		41.0	41.0
Total Split (%)	13.0%	19.0%	19.0%	13.0%	19.0%	19.0%	16.0%	16.0%	27.0%		41.0%	41.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0			-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	C-Max		None	None
Act Effct Green (s)	9.0	16.6	16.6	9.0	14.2	14.2		12.0	30.8	100.0		30.0
Actuated g/C Ratio	0.09	0.17	0.17	0.09	0.14	0.14		0.12	0.31	1.00		0.30
v/c Ratio	0.58	0.45	0.54	0.40	0.55	0.51		0.73	0.49	0.04		0.77
Control Delay	62.8	46.7	16.6	50.2	44.1	7.1		63.4	31.5	0.0		41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		10.0
Total Delay	62.8	46.7	16.6	50.2	44.1	7.1		63.4	31.5	0.0		51.2
LOS	E	D	B	D	D	A		E	C	A		D
Approach Delay		40.3			26.3				35.3			
Approach LOS		D			C				D			
Queue Length 50th (ft)	64	77	0	42	87	0		95	149	0		238
Queue Length 95th (ft)	101	142	119	86	130	42		#190	222	0		316
Internal Link Dist (ft)		491			249				2827			
Turn Bay Length (ft)	300		180	245		245		245		210		250
Base Capacity (vph)	312	610	457	178	541	701		209	1112	1507		667

2018 Weekday Evening Peak Hour - Average-Month Conditions
 14: Route 1 & Route 152/Route 152

8/14/2018

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	
Volume (vph)	1011	0
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Satd. Flow (prot)	3610	0
Flt Permitted		
Satd. Flow (perm)	3610	0
Right Turn on Red		Yes
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	282	
Travel Time (s)	6.4	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1053	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	4.0	
Minimum Split (s)	20.0	
Total Split (s)	52.0	
Total Split (%)	52.0%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	-2.0	
Total Lost Time (s)	4.0	
Lead/Lag	Lead	
Lead-Lag Optimize?		
Recall Mode	C-Max	
Act Effct Green (s)	48.8	
Actuated g/C Ratio	0.49	
v/c Ratio	0.60	
Control Delay	20.5	
Queue Delay	44.6	
Total Delay	65.1	
LOS	E	
Approach Delay	61.2	
Approach LOS	E	
Queue Length 50th (ft)	250	
Queue Length 95th (ft)	315	
Internal Link Dist (ft)	202	
Turn Bay Length (ft)		
Base Capacity (vph)	1761	

2018 Weekday Evening Peak Hour - Average-Month Conditions
 14: Route 1 & Route 152/Route 152

8/14/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0		219
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0		0
Reduced v/c Ratio	0.58	0.44	0.53	0.39	0.52	0.49		0.73	0.49	0.04		0.93

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 45.0
 Intersection LOS: D
 Intersection Capacity Utilization 67.5%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
























Splits and Phases: 14: Route 1 & Route 152/Route 152

ϕ1	ϕ2 (R)	ϕ4	ϕ3
41 s	27 s	19 s	13 s
ϕ6 (R)	ϕ5	ϕ7	ϕ8
52 s	16 s	13 s	19 s

2018 Saturday Afternoon Peak Hour - Average-Month Conditions

14: Route 1 & Route 152/Route 152

8/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	245	309	160	60	285	251	140	477	54	11	266	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	14	12	11	11	12	10	12	12	12
Storage Length (ft)	300		180	245		245	245		210		250	
Storage Lanes	2		1	1		2	1		1		1	
Taper Length (ft)	25			25			25				25	
Satd. Flow (prot)	3502	3574	1507	1925	3610	2668	1745	3574	1507	0	1805	3539
Flt Permitted	0.950			0.950			0.950				0.950	
Satd. Flow (perm)	3502	3574	1507	1925	3610	2668	1745	3574	1507	0	1805	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			205			267			368			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		571			329			2907				282
Travel Time (s)		13.0			7.5			66.1				6.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	0%	3%	0%	1%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	329	170	64	303	267	149	507	57	0	295	505
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	Prot	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases			4			8			Free			
Detector Phase	7	4	4	3	8	8	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0	18.0	18.0	10.0	16.0	16.0	10.0	20.0		10.0	10.0	20.0
Total Split (s)	15.0	22.0	22.0	12.0	19.0	19.0	17.0	23.0		23.0	23.0	29.0
Total Split (%)	18.8%	27.5%	27.5%	15.0%	23.8%	23.8%	21.3%	28.8%		28.8%	28.8%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max		None	None	C-Max
Act Effct Green (s)	10.8	17.7	17.7	9.1	13.6	13.6	13.0	21.8	80.0		17.8	26.6
Actuated g/C Ratio	0.14	0.22	0.22	0.11	0.17	0.17	0.16	0.27	1.00		0.22	0.33
v/c Ratio	0.55	0.42	0.35	0.29	0.49	0.39	0.53	0.52	0.04		0.74	0.43
Control Delay	34.6	26.9	6.0	36.5	32.7	5.9	38.2	27.9	0.1		40.8	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		2.5	0.6
Total Delay	34.6	26.9	6.0	36.5	32.7	5.9	38.2	27.9	0.1		43.4	23.3
LOS	C	C	A	D	C	A	D	C	A		D	C
Approach Delay		24.9			21.8			27.9				30.7
Approach LOS		C			C			C				C
Queue Length 50th (ft)	64	78	0	29	71	0	69	118	0		134	105
Queue Length 95th (ft)	101	114	51	68	110	32	127	168	0		#226	150
Internal Link Dist (ft)		491			249			2827				202
Turn Bay Length (ft)	300		180	245		245	245		210		250	
Base Capacity (vph)	481	865	519	220	676	717	283	973	1507		429	1174

2018 Saturday Afternoon Peak Hour - Average-Month Conditions
 14: Route 1 & Route 152/Route 152

8/13/2018

Lane Group	SBR
↙	
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

2018 Saturday Afternoon Peak Hour - Average-Month Conditions

14: Route 1 & Route 152/Route 152

8/13/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		57	327
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.54	0.38	0.33	0.29	0.45	0.37	0.53	0.52	0.04		0.79	0.60

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 26.5 Intersection LOS: C
 Intersection Capacity Utilization 57.6% ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Route 1 & Route 152/Route 152

φ1	φ2 (R)	φ4	φ3
23 s	23 s	22 s	12 s
φ6 (R)	φ5	φ7	φ8
29 s	17 s	15 s	19 s