# APPENDIX

Traffic Count and Vehicle Speed Data
Crash Rate Worksheets
Sight Line Plan and Profile
Traffic Growth and Background Development Worksheets
Trip Generation Worksheets
Capacity Analysis Methodology and Worksheets
Old South Road Conceptual Improvement Plan

# Traffic Count and Vehicle Speed Data

S: Nobadeer Farm Road
E/W: Milestone Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 A
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Milestone Road From East | | | Nobadeer Famr Road From South | | | Milestone Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | Right | Left | U-Turn | Right | Thru | U-Turn | Int. Total |
| 08:00 AM | 63 | 18 | 0 | 32 | 41 | 0 | 34 | 55 | 0 | 243 |
| 08:15 AM | 65 | 31 | 0 | 38 | 39 | 0 | 26 | 44 | 0 | 243 |
| 08:30 AM | 84 | 25 | 0 | 30 | 52 | 0 | 36 | 47 | 0 | 274 |
| 08:45 AM | 67 | 31 | 0 | 30 | 41 | 0 | 47 | 60 | 0 | 276 |
| Total | 279 | 105 | 0 | 130 | 173 | 0 | 143 | 206 | 0 | 1036 |
| 09:00 AM | 55 | 24 | 0 | 36 | 49 | 0 | 39 | 49 | 0 | 252 |
| 09:15 AM | 68 | 27 | 0 | 26 | 32 | 0 | 36 | 50 | 0 | 239 |
| 09:30 AM | 60 | 23 | 0 | 45 | 36 | 0 | 22 | 70 | 0 | 256 |
| 09:45 AM | 56 | 19 | 0 | 25 | 22 | 0 | 30 | 55 | 0 | 207 |
| Total | 239 | 93 | 0 | 132 | 139 | 0 | 127 | 224 | 0 | 954 |
| 10:00 AM | 77 | 25 | 0 | 37 | 31 | 0 | 26 | 57 | 0 | 253 |
| 10:15 AM | 69 | 33 | 0 | 36 | 36 | 0 | 22 | 50 | 0 | 246 |
| 10:30 AM | 60 | 21 | 0 | 24 | 35 | 0 | 18 | 60 | 0 | 218 |
| 10:45 AM | 73 | 24 | 0 | 25 | 13 | 0 | 27 | 67 | 0 | 229 |
| Total | 279 | 103 | 0 | 122 | 115 | 0 | 93 | 234 | 0 | 946 |
| Grand Total | 797 | 301 | 0 | 384 | 427 | 0 | 363 | 664 | 0 | 2936 |
| Apprch % | 72.6 | 27.4 | 0 | 47.3 | 52.7 | 0 | 35.3 | 64.7 | 0 | |
| Total % | 27.1 | 10.3 | 0 | 13.1 | 14.5 | 0 | 12.4 | 22.6 | 0 | |
| Cars | 731 | 268 | 0 | 338 | 383 | 0 | 338 | 584 | 0 | 2642 |
| % Cars | 91.7 | 89 | 0 | 88 | 89.7 | 0 | 93.1 | 88 | 0 | 90 |
| Heavy Vehicles | 66 | 33 | 0 | 46 | 44 | 0 | 25 | 80 | 0 | 294 |
| % Heavy Vehicles | 8.3 | 11 | 0 | 12 | 10.3 | 0 | 6.9 | 12 | 0 | 10 |

| | Milestone Road From East | | | | Nobadeer Famr Road From South | | | | Milestone Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | App. Total | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Int. Total |

Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08:15 AM | 65 | **31** | 0 | 96 | **38** | 39 | 0 | 77 | 26 | 44 | 0 | 70 | 243 |
| 08:30 AM | **84** | 25 | 0 | **109** | 30 | **52** | 0 | 82 | 36 | 47 | 0 | 83 | 274 |
| 08:45 AM | 67 | 31 | 0 | 98 | 30 | 41 | 0 | 71 | **47** | **60** | 0 | **107** | **276** |
| 09:00 AM | 55 | 24 | 0 | 79 | 36 | 49 | 0 | **85** | 39 | 49 | 0 | 88 | 252 |
| Total Volume | 271 | 111 | 0 | 382 | 134 | 181 | 0 | 315 | 148 | 200 | 0 | 348 | 1045 |
| % App. Total | 70.9 | 29.1 | 0 | | 42.5 | 57.5 | 0 | | 42.5 | 57.5 | 0 | | |
| PHF | .807 | .895 | .000 | .876 | .882 | .870 | .000 | .926 | .787 | .833 | .000 | .813 | .947 |
| Cars | 249 | 100 | 0 | 349 | 119 | 168 | 0 | 287 | 142 | 178 | 0 | 320 | 956 |
| % Cars | 91.9 | 90.1 | 0 | 91.4 | 88.8 | 92.8 | 0 | 91.1 | 95.9 | 89.0 | 0 | 92.0 | 91.5 |
| Heavy Vehicles | 22 | 11 | 0 | 33 | 15 | 13 | 0 | 28 | 6 | 22 | 0 | 28 | 89 |
| % Heavy Vehicles | 8.1 | 9.9 | 0 | 8.6 | 11.2 | 7.2 | 0 | 8.9 | 4.1 | 11.0 | 0 | 8.0 | 8.5 |

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Groups Printed- Peds and Bicycles

| | Milestone Road From East | | | Nobadeer Famr Road From South | | | Milestone Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | Right | Left | Peds | Right | Thru | Peds | Int. Total |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | |

| | Milestone Road From East | | | | Nobadeer Famr Road From South | | | | Milestone Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 09:45 AM | | | | | | | | | | | | | |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **3** | 0 | 0 | 0 | 0 | **3** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .250 |

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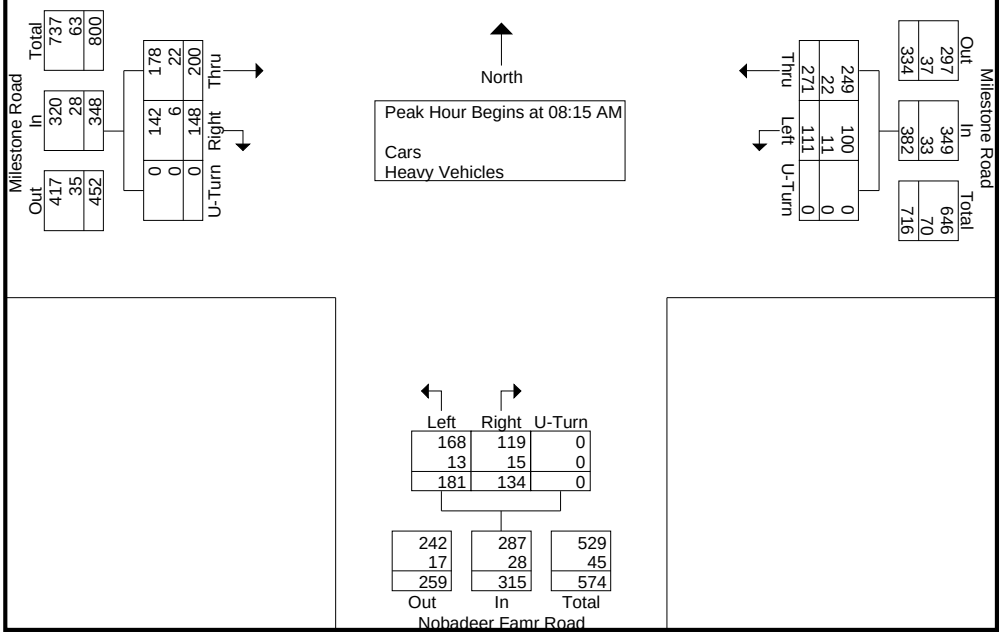
| | Milestone Road From East | | | | Nobadeer Famr Road From South | | | | Milestone Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | App. Total | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | |
| 08:15 AM | 65 | **31** | 0 | 96 | **38** | 39 | 0 | 77 | 26 | 44 | 0 | 70 | 243 |
| 08:30 AM | **84** | 25 | 0 | **109** | 30 | **52** | 0 | 82 | 36 | 47 | 0 | 83 | 274 |
| 08:45 AM | 67 | 31 | 0 | 98 | 30 | 41 | 0 | 71 | **47** | **60** | 0 | **107** | **276** |
| 09:00 AM | 55 | 24 | 0 | 79 | 36 | 49 | 0 | **85** | 39 | 49 | 0 | 88 | 252 |
| Total Volume | 271 | 111 | 0 | 382 | 134 | 181 | 0 | 315 | 148 | 200 | 0 | 348 | 1045 |
| % App. Total | 70.9 | 29.1 | 0 | | 42.5 | 57.5 | 0 | | 42.5 | 57.5 | 0 | | |
| PHF | .807 | .895 | .000 | .876 | .882 | .870 | .000 | .926 | .787 | .833 | .000 | .813 | .947 |
| Cars | 249 | 100 | 0 | 349 | 119 | 168 | 0 | 287 | 142 | 178 | 0 | 320 | 956 |
| % Cars | 91.9 | 90.1 | 0 | 91.4 | 88.8 | 92.8 | 0 | 91.1 | 95.9 | 89.0 | 0 | 92.0 | 91.5 |
| Heavy Vehicles | 22 | 11 | 0 | 33 | 15 | 13 | 0 | 28 | 6 | 22 | 0 | 28 | 89 |
| % Heavy Vehicles | 8.1 | 9.9 | 0 | 8.6 | 11.2 | 7.2 | 0 | 8.9 | 4.1 | 11.0 | 0 | 8.0 | 8.5 |

## Peak Hour Data



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Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Milestone Road From East | | | Nobadeer Farm Road From South | | | Milestone Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | Right | Left | U-Turn | Right | Thru | U-Turn | Int. Total |
| 03:00 PM | 52 | 29 | 0 | 43 | 37 | 0 | 32 | 55 | 0 | 248 |
| 03:15 PM | 67 | 22 | 0 | 25 | 37 | 0 | 31 | 72 | 0 | 254 |
| 03:30 PM | 84 | 18 | 0 | 39 | 27 | 0 | 28 | 76 | 0 | 272 |
| 03:45 PM | 77 | 35 | 0 | 27 | 35 | 0 | 33 | 66 | 0 | 273 |
| Total | 280 | 104 | 0 | 134 | 136 | 0 | 124 | 269 | 0 | 1047 |
| 04:00 PM | 75 | 20 | 0 | 40 | 36 | 0 | 43 | 63 | 0 | 277 |
| 04:15 PM | 78 | 19 | 0 | 40 | 31 | 0 | 32 | 75 | 0 | 275 |
| 04:30 PM | 67 | 37 | 0 | 29 | 41 | 0 | 37 | 73 | 0 | 284 |
| 04:45 PM | 79 | 30 | 0 | 22 | 23 | 0 | 38 | 70 | 0 | 262 |
| Total | 299 | 106 | 0 | 131 | 131 | 0 | 150 | 281 | 0 | 1098 |
| 05:00 PM | 57 | 26 | 0 | 29 | 34 | 0 | 34 | 81 | 0 | 261 |
| 05:15 PM | 73 | 16 | 0 | 32 | 30 | 0 | 20 | 64 | 0 | 235 |
| 05:30 PM | 68 | 22 | 0 | 27 | 12 | 0 | 15 | 72 | 0 | 216 |
| 05:45 PM | 55 | 12 | 0 | 19 | 13 | 0 | 17 | 70 | 0 | 186 |
| Total | 253 | 76 | 0 | 107 | 89 | 0 | 86 | 287 | 0 | 898 |
| Grand Total | 832 | 286 | 0 | 372 | 356 | 0 | 360 | 837 | 0 | 3043 |
| Apprch % | 74.4 | 25.6 | 0 | 51.1 | 48.9 | 0 | 30.1 | 69.9 | 0 | |
| Total % | 27.3 | 9.4 | 0 | 12.2 | 11.7 | 0 | 11.8 | 27.5 | 0 | |
| Cars | 805 | 264 | 0 | 348 | 337 | 0 | 332 | 807 | 0 | 2893 |
| % Cars | 96.8 | 92.3 | 0 | 93.5 | 94.7 | 0 | 92.2 | 96.4 | 0 | 95.1 |
| Heavy Vehicles | 27 | 22 | 0 | 24 | 19 | 0 | 28 | 30 | 0 | 150 |
| % Heavy Vehicles | 3.2 | 7.7 | 0 | 6.5 | 5.3 | 0 | 7.8 | 3.6 | 0 | 4.9 |

| | Milestone Road From East | | | | Nobadeer Farm Road From South | | | | Milestone Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | App. Total | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:45 PM | | | | | | | | | | | | | |
| 03:45 PM | 77 | 35 | 0 | **112** | 27 | 35 | 0 | 62 | 33 | 66 | 0 | 99 | 273 |
| 04:00 PM | 75 | 20 | 0 | 95 | **40** | 36 | 0 | **76** | **43** | 63 | 0 | 106 | 277 |
| 04:15 PM | **78** | 19 | 0 | 97 | 40 | 31 | 0 | 71 | 32 | **75** | 0 | 107 | 275 |
| 04:30 PM | 67 | **37** | 0 | 104 | 29 | **41** | 0 | 70 | 37 | 73 | 0 | **110** | **284** |
| Total Volume | 297 | 111 | 0 | 408 | 136 | 143 | 0 | 279 | 145 | 277 | 0 | 422 | 1109 |
| % App. Total | 72.8 | 27.2 | 0 | | 48.7 | 51.3 | 0 | | 34.4 | 65.6 | 0 | | |
| PHF | .952 | .750 | .000 | .911 | .850 | .872 | .000 | .918 | .843 | .923 | .000 | .959 | .976 |
| Cars | 293 | 106 | 0 | 399 | 131 | 137 | 0 | 268 | 133 | 269 | 0 | 402 | 1069 |
| % Cars | 98.7 | 95.5 | 0 | 97.8 | 96.3 | 95.8 | 0 | 96.1 | 91.7 | 97.1 | 0 | 95.3 | 96.4 |
| Heavy Vehicles | 4 | 5 | 0 | 9 | 5 | 6 | 0 | 11 | 12 | 8 | 0 | 20 | 40 |
| % Heavy Vehicles | 1.3 | 4.5 | 0 | 2.2 | 3.7 | 4.2 | 0 | 3.9 | 8.3 | 2.9 | 0 | 4.7 | 3.6 |

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Groups Printed- Peds and Bicycles

| | Milestone Road From East | | | Nobadeer Farm Road From South | | | Milestone Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | Right | Left | Peds | Right | Thru | Peds | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | | | | | | | | | | |

| | Milestone Road From East | | | | Nobadeer Farm Road From South | | | | Milestone Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | |
| 03:00 PM | 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 |
| 03:30 PM | 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 |
| 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 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

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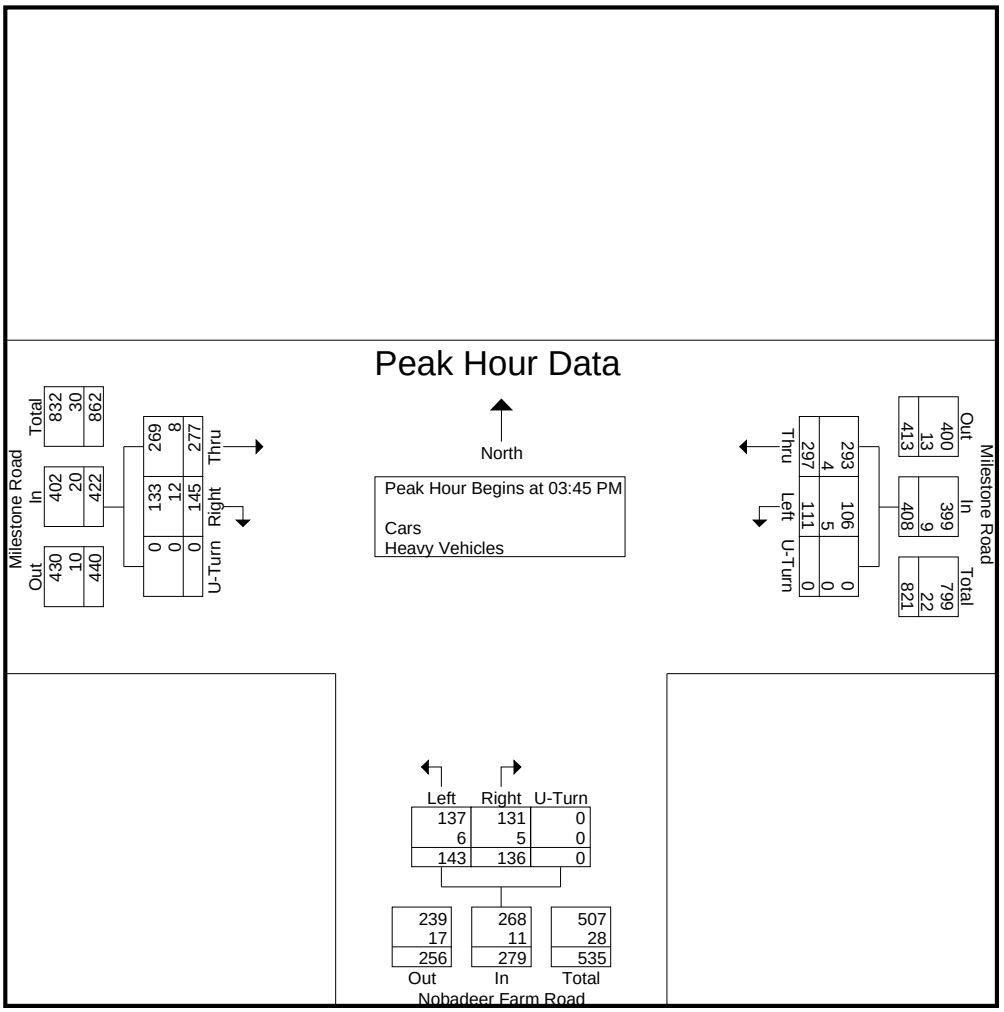
| | Milestone Road From East | | | | Nobadeer Farm Road From South | | | | Milestone Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | App. Total | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:45 PM | | | | | | | | | | | | | |
| 03:45 PM | 77 | 35 | 0 | **112** | 27 | 35 | 0 | 62 | 33 | 66 | 0 | 99 | 273 |
| 04:00 PM | 75 | 20 | 0 | 95 | **40** | 36 | 0 | **76** | **43** | 63 | 0 | 106 | 277 |
| 04:15 PM | **78** | 19 | 0 | 97 | 40 | 31 | 0 | 71 | 32 | **75** | 0 | 107 | 275 |
| 04:30 PM | 67 | **37** | 0 | 104 | 29 | **41** | 0 | 70 | 37 | 73 | 0 | **110** | **284** |
| Total Volume | 297 | 111 | 0 | 408 | 136 | 143 | 0 | 279 | 145 | 277 | 0 | 422 | 1109 |
| % App. Total | 72.8 | 27.2 | 0 | | 48.7 | 51.3 | 0 | | 34.4 | 65.6 | 0 | | |
| PHF | .952 | .750 | .000 | .911 | .850 | .872 | .000 | .918 | .843 | .923 | .000 | .959 | .976 |
| Cars | 293 | 106 | 0 | 399 | 131 | 137 | 0 | 268 | 133 | 269 | 0 | 402 | 1069 |
| % Cars | 98.7 | 95.5 | 0 | 97.8 | 96.3 | 95.8 | 0 | 96.1 | 91.7 | 97.1 | 0 | 95.3 | 96.4 |
| Heavy Vehicles | 4 | 5 | 0 | 9 | 5 | 6 | 0 | 11 | 12 | 8 | 0 | 20 | 40 |
| % Heavy Vehicles | 1.3 | 4.5 | 0 | 2.2 | 3.7 | 4.2 | 0 | 3.9 | 8.3 | 2.9 | 0 | 4.7 | 3.6 |



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Groups Printed- Cars - Heavy Vehicles

| | Milestone Road From East | | | Nobadeer Farm Road From South | | | Milestone Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | Right | Left | U-Turn | Right | Thru | U-Turn | Int. Total |
| 11:00 AM | 65 | 24 | 0 | 22 | 16 | 0 | 19 | 67 | 0 | 213 |
| 11:15 AM | 83 | 18 | 0 | 27 | 21 | 0 | 17 | 60 | 0 | 226 |
| 11:30 AM | 71 | 25 | 0 | 24 | 25 | 0 | 23 | 76 | 0 | 244 |
| 11:45 AM | 60 | 22 | 0 | 19 | 33 | 0 | 29 | 90 | 0 | 253 |
| Total | 279 | 89 | 0 | 92 | 95 | 0 | 88 | 293 | 0 | 936 |
| 12:00 PM | 93 | 20 | 0 | 29 | 29 | 0 | 21 | 70 | 0 | 262 |
| 12:15 PM | 67 | 26 | 0 | 22 | 27 | 0 | 18 | 81 | 0 | 241 |
| 12:30 PM | 74 | 22 | 0 | 28 | 11 | 0 | 15 | 71 | 0 | 221 |
| 12:45 PM | 75 | 20 | 0 | 34 | 12 | 0 | 21 | 86 | 0 | 248 |
| Total | 309 | 88 | 0 | 113 | 79 | 0 | 75 | 308 | 0 | 972 |
| 01:00 PM | 67 | 20 | 0 | 22 | 16 | 0 | 10 | 61 | 0 | 196 |
| 01:15 PM | 80 | 25 | 0 | 15 | 16 | 0 | 16 | 73 | 0 | 225 |
| 01:30 PM | 70 | 21 | 0 | 33 | 21 | 0 | 14 | 67 | 0 | 226 |
| 01:45 PM | 55 | 28 | 0 | 25 | 15 | 0 | 16 | 66 | 0 | 205 |
| Total | 272 | 94 | 0 | 95 | 68 | 0 | 56 | 267 | 0 | 852 |
| Grand Total | 860 | 271 | 0 | 300 | 242 | 0 | 219 | 868 | 0 | 2760 |
| Apprch % | 76 | 24 | 0 | 55.4 | 44.6 | 0 | 20.1 | 79.9 | 0 | |
| Total % | 31.2 | 9.8 | 0 | 10.9 | 8.8 | 0 | 7.9 | 31.4 | 0 | |
| Cars | 845 | 261 | 0 | 290 | 235 | 0 | 213 | 853 | 0 | 2697 |
| % Cars | 98.3 | 96.3 | 0 | 96.7 | 97.1 | 0 | 97.3 | 98.3 | 0 | 97.7 |
| Heavy Vehicles | 15 | 10 | 0 | 10 | 7 | 0 | 6 | 15 | 0 | 63 |
| % Heavy Vehicles | 1.7 | 3.7 | 0 | 3.3 | 2.9 | 0 | 2.7 | 1.7 | 0 | 2.3 |

| | Milestone Road From East | | | | Nobadeer Farm Road From South | | | | Milestone Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | App. Total | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 AM | | | | | | | | | | | | | |
| 11:30 AM | 71 | 25 | 0 | 96 | 24 | 25 | 0 | 49 | 23 | 76 | 0 | 99 | 244 |
| 11:45 AM | 60 | 22 | 0 | 82 | 19 | **33** | 0 | 52 | **29** | **90** | 0 | **119** | 253 |
| 12:00 PM | **93** | 20 | 0 | **113** | **29** | 29 | 0 | **58** | 21 | 70 | 0 | 91 | **262** |
| 12:15 PM | 67 | **26** | 0 | 93 | 22 | 27 | 0 | 49 | 18 | 81 | 0 | 99 | 241 |
| Total Volume | 291 | 93 | 0 | 384 | 94 | 114 | 0 | 208 | 91 | 317 | 0 | 408 | 1000 |
| % App. Total | 75.8 | 24.2 | 0 | | 45.2 | 54.8 | 0 | | 22.3 | 77.7 | 0 | | |
| PHF | .782 | .894 | .000 | .850 | .810 | .864 | .000 | .897 | .784 | .881 | .000 | .857 | .954 |
| Cars | 286 | 88 | 0 | 374 | 93 | 109 | 0 | 202 | 89 | 309 | 0 | 398 | 974 |
| % Cars | 98.3 | 94.6 | 0 | 97.4 | 98.9 | 95.6 | 0 | 97.1 | 97.8 | 97.5 | 0 | 97.5 | 97.4 |
| Heavy Vehicles | 5 | 5 | 0 | 10 | 1 | 5 | 0 | 6 | 2 | 8 | 0 | 10 | 26 |
| % Heavy Vehicles | 1.7 | 5.4 | 0 | 2.6 | 1.1 | 4.4 | 0 | 2.9 | 2.2 | 2.5 | 0 | 2.5 | 2.6 |

S: Nobadeer Farm Road
E/W: Milestone Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 AAA
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Milestone Road From East | | | Nobadeer Farm Road From South | | | Milestone Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | Right | Left | Peds | Right | Thru | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 |
| 12:00 PM | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 9 |
| 12:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 7 |
| 12:30 PM | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 9 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| Total | 0 | 7 | 0 | 5 | 0 | 0 | 2 | 14 | 0 | 28 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 7 | 0 | 5 | 0 | 5 | 2 | 14 | 0 | 33 |
| Apprch % | 0 | 100 | 0 | 50 | 0 | 50 | 12.5 | 87.5 | 0 | |
| Total % | 0 | 21.2 | 0 | 15.2 | 0 | 15.2 | 6.1 | 42.4 | 0 | |

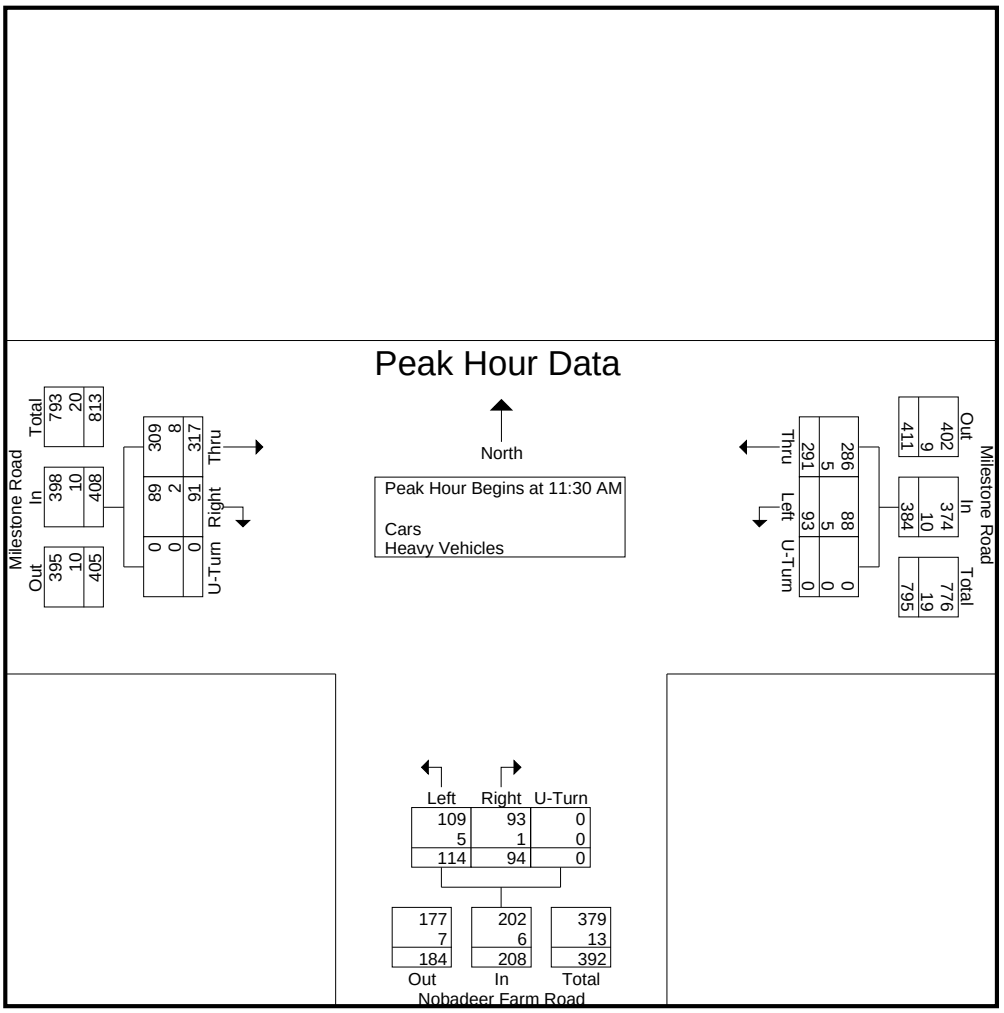
| | Milestone Road From East | | | | Nobadeer Farm Road From South | | | | Milestone Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | | |
| 12:00 PM | 0 | **3** | 0 | **3** | **3** | 0 | 0 | **3** | **1** | 2 | 0 | 3 | **9** |
| 12:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | **6** | 0 | **6** | 7 |
| 12:30 PM | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 5 | 9 |
| 12:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| Total Volume | 0 | 7 | 0 | 7 | 5 | 0 | 0 | 5 | 2 | 14 | 0 | 16 | 28 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 12.5 | 87.5 | 0 | | |
| PHF | .000 | .583 | .000 | .583 | .417 | .000 | .000 | .417 | .500 | .583 | .000 | .667 | .778 |

S: Nobadeer Farm Road
E/W: Milestone Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 AAA
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

| | Milestone Road From East | | | | Nobadeer Farm Road From South | | | | Milestone Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | App. Total | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 AM | | | | | | | | | | | | | |
| 11:30 AM | 71 | 25 | 0 | 96 | 24 | 25 | 0 | 49 | 23 | 76 | 0 | 99 | 244 |
| 11:45 AM | 60 | 22 | 0 | 82 | 19 | **33** | 0 | 52 | **29** | **90** | 0 | **119** | 253 |
| 12:00 PM | **93** | 20 | 0 | **113** | **29** | 29 | 0 | **58** | 21 | 70 | 0 | 91 | **262** |
| 12:15 PM | 67 | **26** | 0 | 93 | 22 | 27 | 0 | 49 | 18 | 81 | 0 | 99 | 241 |
| Total Volume | 291 | 93 | 0 | 384 | 94 | 114 | 0 | 208 | 91 | 317 | 0 | 408 | 1000 |
| % App. Total | 75.8 | 24.2 | 0 | | 45.2 | 54.8 | 0 | | 22.3 | 77.7 | 0 | | |
| PHF | .782 | .894 | .000 | .850 | .810 | .864 | .000 | .897 | .784 | .881 | .000 | .857 | .954 |
| Cars | 286 | 88 | 0 | 374 | 93 | 109 | 0 | 202 | 89 | 309 | 0 | 398 | 974 |
| % Cars | 98.3 | 94.6 | 0 | 97.4 | 98.9 | 95.6 | 0 | 97.1 | 97.8 | 97.5 | 0 | 97.5 | 97.4 |
| Heavy Vehicles | 5 | 5 | 0 | 10 | 1 | 5 | 0 | 6 | 2 | 8 | 0 | 10 | 26 |
| % Heavy Vehicles | 1.7 | 5.4 | 0 | 2.6 | 1.1 | 4.4 | 0 | 2.9 | 2.2 | 2.5 | 0 | 2.5 | 2.6 |



S: Nobadeer Farm Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 B
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Nobadeer Farm Road From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | Right | Thru | U-Turn | Thru | Left | U-Turn | Int. Total |
| 08:00 AM | 45 | 2 | 0 | 5 | 17 | 0 | 17 | 76 | 0 | 162 |
| 08:15 AM | 50 | 2 | 0 | 3 | 11 | 0 | 13 | 68 | 0 | 147 |
| 08:30 AM | 57 | 4 | 0 | 2 | 13 | 0 | 17 | 71 | 0 | 164 |
| 08:45 AM | 56 | 5 | 0 | 1 | 20 | 0 | 16 | 84 | 0 | 182 |
| Total | 208 | 13 | 0 | 11 | 61 | 0 | 63 | 299 | 0 | 655 |
| 09:00 AM | 73 | 4 | 0 | 6 | 10 | 0 | 14 | 80 | 0 | 187 |
| 09:15 AM | 53 | 5 | 0 | 5 | 16 | 0 | 20 | 55 | 0 | 154 |
| 09:30 AM | 40 | 2 | 0 | 9 | 18 | 0 | 16 | 53 | 0 | 138 |
| 09:45 AM | 44 | 8 | 0 | 0 | 14 | 0 | 13 | 49 | 0 | 128 |
| Total | 210 | 19 | 0 | 20 | 58 | 0 | 63 | 237 | 0 | 607 |
| 10:00 AM | 40 | 6 | 0 | 4 | 19 | 0 | 17 | 69 | 0 | 155 |
| 10:15 AM | 47 | 9 | 0 | 6 | 16 | 0 | 20 | 47 | 0 | 145 |
| 10:30 AM | 36 | 9 | 0 | 4 | 20 | 0 | 25 | 40 | 0 | 134 |
| 10:45 AM | 41 | 3 | 0 | 7 | 15 | 0 | 17 | 43 | 0 | 126 |
| Total | 164 | 27 | 0 | 21 | 70 | 0 | 79 | 199 | 0 | 560 |
| Grand Total | 582 | 59 | 0 | 52 | 189 | 0 | 205 | 735 | 0 | 1822 |
| Apprch % | 90.8 | 9.2 | 0 | 21.6 | 78.4 | 0 | 21.8 | 78.2 | 0 | |
| Total % | 31.9 | 3.2 | 0 | 2.9 | 10.4 | 0 | 11.3 | 40.3 | 0 | |
| Cars | 547 | 44 | 0 | 36 | 165 | 0 | 187 | 686 | 0 | 1665 |
| % Cars | 94 | 74.6 | 0 | 69.2 | 87.3 | 0 | 91.2 | 93.3 | 0 | 91.4 |
| Heavy Vehicles | 35 | 15 | 0 | 16 | 24 | 0 | 18 | 49 | 0 | 157 |
| % Heavy Vehicles | 6 | 25.4 | 0 | 30.8 | 12.7 | 0 | 8.8 | 6.7 | 0 | 8.6 |

| | Nobadeer Farm Road From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |

Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:30 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08:30 AM | 57 | 4 | 0 | 61 | 2 | 13 | 0 | 15 | 17 | 71 | 0 | 88 | 164 |
| 08:45 AM | 56 | **5** | 0 | 61 | 1 | **20** | 0 | **21** | 16 | **84** | 0 | **100** | 182 |
| 09:00 AM | **73** | 4 | 0 | **77** | **6** | 10 | 0 | 16 | 14 | 80 | 0 | 94 | **187** |
| 09:15 AM | 53 | 5 | 0 | 58 | 5 | 16 | 0 | 21 | **20** | 55 | 0 | 75 | 154 |
| Total Volume | 239 | 18 | 0 | 257 | 14 | 59 | 0 | 73 | 67 | 290 | 0 | 357 | 687 |
| % App. Total | 93 | 7 | 0 | | 19.2 | 80.8 | 0 | | 18.8 | 81.2 | 0 | | |
| PHF | .818 | .900 | .000 | .834 | .583 | .738 | .000 | .869 | .838 | .863 | .000 | .893 | .918 |
| Cars | 227 | 11 | 0 | 238 | 8 | 48 | 0 | 56 | 62 | 275 | 0 | 337 | 631 |
| % Cars | 95.0 | 61.1 | 0 | 92.6 | 57.1 | 81.4 | 0 | 76.7 | 92.5 | 94.8 | 0 | 94.4 | 91.8 |
| Heavy Vehicles | 12 | 7 | 0 | 19 | 6 | 11 | 0 | 17 | 5 | 15 | 0 | 20 | 56 |
| % Heavy Vehicles | 5.0 | 38.9 | 0 | 7.4 | 42.9 | 18.6 | 0 | 23.3 | 7.5 | 5.2 | 0 | 5.6 | 8.2 |

S: Nobadeer Farm Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 B
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Nobadeer Farm Road From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 1 | 10 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 09:30 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 7 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 5 |
| 10:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 7 |
| Grand Total | 4 | 0 | 4 | 0 | 1 | 2 | 2 | 10 | 1 | 24 |
| Apprch % | 50 | 0 | 50 | 0 | 33.3 | 66.7 | 15.4 | 76.9 | 7.7 | |
| Total % | 16.7 | 0 | 16.7 | 0 | 4.2 | 8.3 | 8.3 | 41.7 | 4.2 | |

| | Nobadeer Farm Road From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 1 | **1** | 2 | **4** |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 0 | **4** | 4 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | **2** | **2** | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 0 | 2 | 2 | 0 | 1 | 2 | 3 | 0 | 5 | 1 | 6 | 11 |
| % App. Total | 0 | 0 | 100 | | 0 | 33.3 | 66.7 | | 0 | 83.3 | 16.7 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .250 | .250 | .375 | .000 | .313 | .250 | .375 | .688 |

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Office: 508.481.3999 Fax: 508.545.1234
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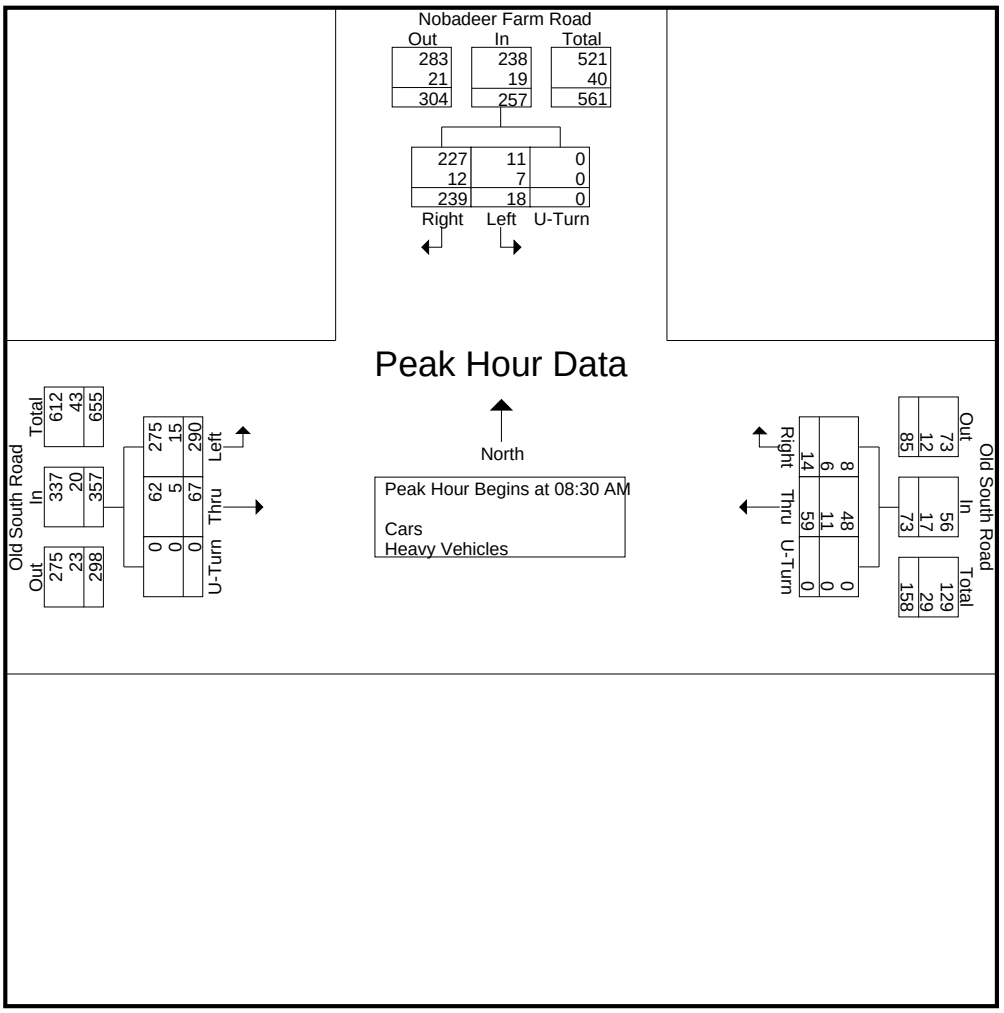
S: Nobadeer Farm Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

File Name : 143955 B
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Nobadeer Farm Road From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | |
| 08:30 AM | 57 | 4 | 0 | 61 | 2 | 13 | 0 | 15 | 17 | 71 | 0 | 88 | 164 |
| 08:45 AM | 56 | **5** | 0 | 61 | 1 | **20** | 0 | **21** | 16 | **84** | 0 | **100** | 182 |
| 09:00 AM | **73** | 4 | 0 | **77** | **6** | 10 | 0 | 16 | 14 | 80 | 0 | 94 | **187** |
| 09:15 AM | 53 | 5 | 0 | 58 | 5 | 16 | 0 | 21 | **20** | 55 | 0 | 75 | 154 |
| Total Volume | 239 | 18 | 0 | 257 | 14 | 59 | 0 | 73 | 67 | 290 | 0 | 357 | 687 |
| % App. Total | 93 | 7 | 0 | | 19.2 | 80.8 | 0 | | 18.8 | 81.2 | 0 | | |
| PHF | .818 | .900 | .000 | .834 | .583 | .738 | .000 | .869 | .838 | .863 | .000 | .893 | .918 |
| Cars | 227 | 11 | 0 | 238 | 8 | 48 | 0 | 56 | 62 | 275 | 0 | 337 | 631 |
| % Cars | 95.0 | 61.1 | 0 | 92.6 | 57.1 | 81.4 | 0 | 76.7 | 92.5 | 94.8 | 0 | 94.4 | 91.8 |
| Heavy Vehicles | 12 | 7 | 0 | 19 | 6 | 11 | 0 | 17 | 5 | 15 | 0 | 20 | 56 |
| % Heavy Vehicles | 5.0 | 38.9 | 0 | 7.4 | 42.9 | 18.6 | 0 | 23.3 | 7.5 | 5.2 | 0 | 5.6 | 8.2 |



S: Nobadeer Farm Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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Office: 508.481.3999 Fax: 508.545.1234
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File Name : 143955 BB
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Nobadeer Farm Road From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | Right | Thru | U-Turn | Thru | Left | U-Turn | Int. Total |
| 03:00 PM | 58 | 3 | 0 | 9 | 14 | 0 | 17 | 53 | 0 | 154 |
| 03:15 PM | 53 | 5 | 0 | 6 | 11 | 0 | 16 | 55 | 0 | 146 |
| 03:30 PM | 43 | 2 | 0 | 3 | 13 | 0 | 21 | 65 | 1 | 148 |
| 03:45 PM | 53 | 6 | 0 | 7 | 20 | 0 | 17 | 54 | 1 | 158 |
| Total | 207 | 16 | 0 | 25 | 58 | 0 | 71 | 227 | 2 | 606 |
| 04:00 PM | 56 | 6 | 0 | 5 | 25 | 0 | 25 | 64 | 0 | 181 |
| 04:15 PM | 58 | 3 | 0 | 3 | 19 | 0 | 17 | 58 | 0 | 158 |
| 04:30 PM | 59 | 3 | 0 | 2 | 19 | 0 | 16 | 56 | 0 | 155 |
| 04:45 PM | 71 | 4 | 0 | 4 | 15 | 0 | 21 | 52 | 0 | 167 |
| Total | 244 | 16 | 0 | 14 | 78 | 0 | 79 | 230 | 0 | 661 |
| 05:00 PM | 77 | 4 | 0 | 4 | 14 | 0 | 13 | 68 | 0 | 180 |
| 05:15 PM | 47 | 4 | 0 | 3 | 16 | 0 | 10 | 70 | 0 | 150 |
| 05:30 PM | 36 | 1 | 0 | 0 | 15 | 0 | 13 | 42 | 0 | 107 |
| 05:45 PM | 33 | 0 | 0 | 1 | 10 | 0 | 12 | 37 | 0 | 93 |
| Total | 193 | 9 | 0 | 8 | 55 | 0 | 48 | 217 | 0 | 530 |
| Grand Total | 644 | 41 | 0 | 47 | 191 | 0 | 198 | 674 | 2 | 1797 |
| Apprch % | 94 | 6 | 0 | 19.7 | 80.3 | 0 | 22.7 | 77.1 | 0.2 | |
| Total % | 35.8 | 2.3 | 0 | 2.6 | 10.6 | 0 | 11 | 37.5 | 0.1 | |
| Cars | 618 | 34 | 0 | 39 | 179 | 0 | 168 | 640 | 2 | 1680 |
| % Cars | 96 | 82.9 | 0 | 83 | 93.7 | 0 | 84.8 | 95 | 100 | 93.5 |
| Heavy Vehicles | 26 | 7 | 0 | 8 | 12 | 0 | 30 | 34 | 0 | 117 |
| % Heavy Vehicles | 4 | 17.1 | 0 | 17 | 6.3 | 0 | 15.2 | 5 | 0 | 6.5 |

| | Nobadeer Farm Road From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04:00 PM | 56 | **6** | 0 | 62 | **5** | **25** | 0 | **30** | **25** | **64** | 0 | **89** | **181** |
| 04:15 PM | 58 | 3 | 0 | 61 | 3 | 19 | 0 | 22 | 17 | 58 | 0 | 75 | 158 |
| 04:30 PM | 59 | 3 | 0 | 62 | 2 | 19 | 0 | 21 | 16 | 56 | 0 | 72 | 155 |
| 04:45 PM | **71** | 4 | 0 | **75** | 4 | 15 | 0 | 19 | 21 | 52 | 0 | 73 | 167 |
| Total Volume | 244 | 16 | 0 | 260 | 14 | 78 | 0 | 92 | 79 | 230 | 0 | 309 | 661 |
| % App. Total | 93.8 | 6.2 | 0 | | 15.2 | 84.8 | 0 | | 25.6 | 74.4 | 0 | | |
| PHF | .859 | .667 | .000 | .867 | .700 | .780 | .000 | .767 | .790 | .898 | .000 | .868 | .913 |
| Cars | 235 | 13 | 0 | 248 | 13 | 74 | 0 | 87 | 66 | 222 | 0 | 288 | 623 |
| % Cars | 96.3 | 81.3 | 0 | 95.4 | 92.9 | 94.9 | 0 | 94.6 | 83.5 | 96.5 | 0 | 93.2 | 94.3 |
| Heavy Vehicles | 9 | 3 | 0 | 12 | 1 | 4 | 0 | 5 | 13 | 8 | 0 | 21 | 38 |
| % Heavy Vehicles | 3.7 | 18.8 | 0 | 4.6 | 7.1 | 5.1 | 0 | 5.4 | 16.5 | 3.5 | 0 | 6.8 | 5.7 |

S: Nobadeer Farm Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

PRECISION DATA INDUSTRIES, LLC
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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143955 BB
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Nobadeer Farm Road From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 04:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| Total | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 7 |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 05:15 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 8 |
| Grand Total | 2 | 0 | 2 | 0 | 6 | 0 | 2 | 6 | 0 | 18 |
| Apprch % | 50 | 0 | 50 | 0 | 100 | 0 | 25 | 75 | 0 | |
| Total % | 11.1 | 0 | 11.1 | 0 | 33.3 | 0 | 11.1 | 33.3 | 0 | |

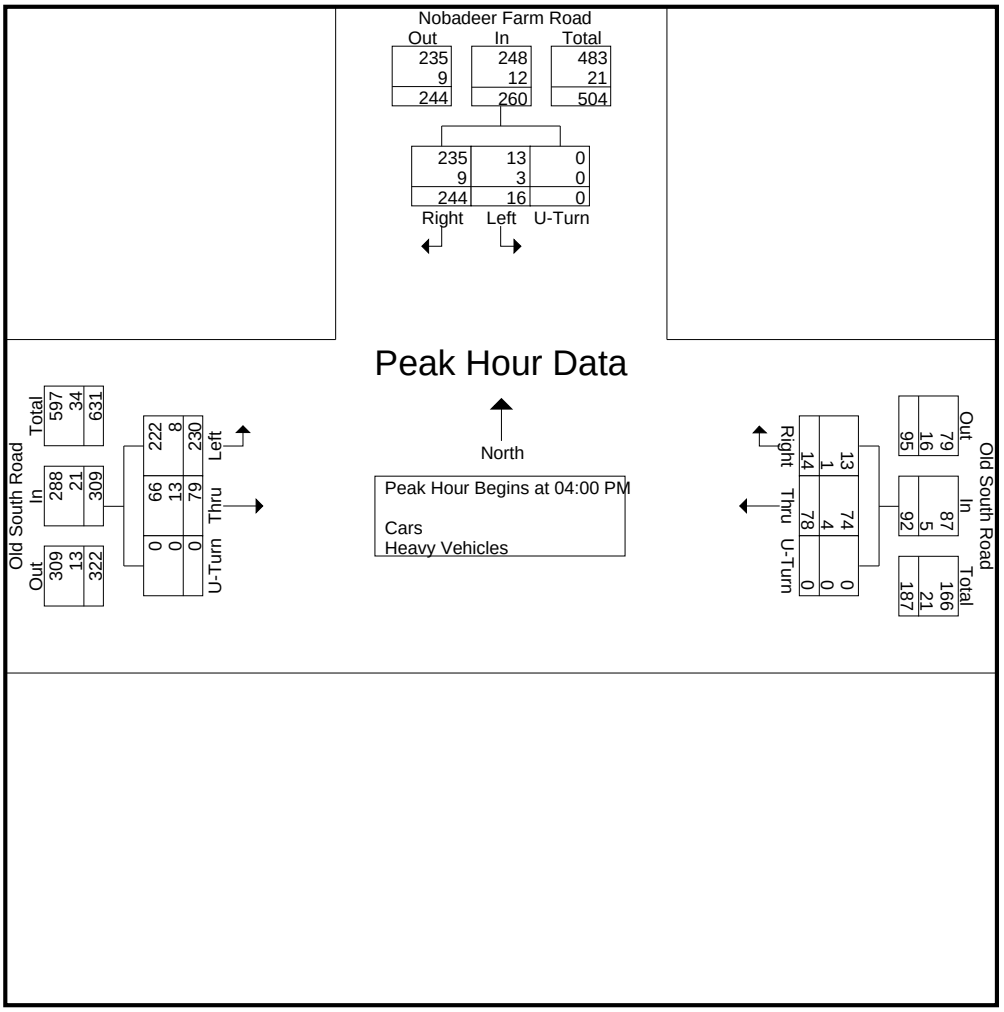
| | Nobadeer Farm Road From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 2 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 05:15 PM | 1 | 0 | 1 | **2** | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | **4** |
| Total Volume | 2 | 0 | 2 | 4 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 9 |
| % App. Total | 50 | 0 | 50 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .500 | .000 | .500 | .500 | .000 | .375 | .000 | .375 | .000 | .500 | .000 | .500 | .563 |

S: Nobadeer Farm Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 BB
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Nobadeer Farm Road From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | 56 | **6** | 0 | 62 | **5** | **25** | 0 | **30** | **25** | **64** | 0 | **89** | **181** |
| 04:15 PM | 58 | 3 | 0 | 61 | 3 | 19 | 0 | 22 | 17 | 58 | 0 | 75 | 158 |
| 04:30 PM | 59 | 3 | 0 | 62 | 2 | 19 | 0 | 21 | 16 | 56 | 0 | 72 | 155 |
| 04:45 PM | **71** | 4 | 0 | **75** | 4 | 15 | 0 | 19 | 21 | 52 | 0 | 73 | 167 |
| Total Volume | 244 | 16 | 0 | 260 | 14 | 78 | 0 | 92 | 79 | 230 | 0 | 309 | 661 |
| % App. Total | 93.8 | 6.2 | 0 | | 15.2 | 84.8 | 0 | | 25.6 | 74.4 | 0 | | |
| PHF | .859 | .667 | .000 | .867 | .700 | .780 | .000 | .767 | .790 | .898 | .000 | .868 | .913 |
| Cars | 235 | 13 | 0 | 248 | 13 | 74 | 0 | 87 | 66 | 222 | 0 | 288 | 623 |
| % Cars | 96.3 | 81.3 | 0 | 95.4 | 92.9 | 94.9 | 0 | 94.6 | 83.5 | 96.5 | 0 | 93.2 | 94.3 |
| Heavy Vehicles | 9 | 3 | 0 | 12 | 1 | 4 | 0 | 5 | 13 | 8 | 0 | 21 | 38 |
| % Heavy Vehicles | 3.7 | 18.8 | 0 | 4.6 | 7.1 | 5.1 | 0 | 5.4 | 16.5 | 3.5 | 0 | 6.8 | 5.7 |



S: Nobadeer Farm Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 BBB
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Nobadeer Farm Road From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | Right | Thru | U-Turn | Thru | Left | U-Turn | Int. Total |
| 11:00 AM | 38 | 2 | 0 | 4 | 14 | 0 | 12 | 36 | 0 | 106 |
| 11:15 AM | 42 | 5 | 0 | 4 | 11 | 0 | 11 | 52 | 0 | 125 |
| 11:30 AM | 44 | 5 | 0 | 4 | 20 | 0 | 12 | 47 | 0 | 132 |
| 11:45 AM | 47 | 7 | 0 | 3 | 10 | 0 | 11 | 41 | 0 | 119 |
| Total | 171 | 19 | 0 | 15 | 55 | 0 | 46 | 176 | 0 | 482 |
| 12:00 PM | 44 | 3 | 0 | 3 | 12 | 0 | 8 | 41 | 0 | 111 |
| 12:15 PM | 52 | 0 | 0 | 1 | 10 | 0 | 6 | 41 | 0 | 110 |
| 12:30 PM | 45 | 2 | 0 | 1 | 12 | 0 | 7 | 43 | 1 | 111 |
| 12:45 PM | 41 | 5 | 0 | 0 | 11 | 0 | 9 | 55 | 0 | 121 |
| Total | 182 | 10 | 0 | 5 | 45 | 0 | 30 | 180 | 1 | 453 |
| 01:00 PM | 37 | 4 | 0 | 3 | 11 | 0 | 7 | 39 | 0 | 101 |
| 01:15 PM | 57 | 1 | 0 | 0 | 3 | 0 | 4 | 37 | 0 | 102 |
| 01:30 PM | 40 | 2 | 0 | 3 | 3 | 0 | 11 | 51 | 0 | 110 |
| 01:45 PM | 39 | 0 | 0 | 2 | 9 | 0 | 7 | 38 | 0 | 95 |
| Total | 173 | 7 | 0 | 8 | 26 | 0 | 29 | 165 | 0 | 408 |
| Grand Total | 526 | 36 | 0 | 28 | 126 | 0 | 105 | 521 | 1 | 1343 |
| Apprch % | 93.6 | 6.4 | 0 | 18.2 | 81.8 | 0 | 16.7 | 83.1 | 0.2 | |
| Total % | 39.2 | 2.7 | 0 | 2.1 | 9.4 | 0 | 7.8 | 38.8 | 0.1 | |
| Cars | 508 | 33 | 0 | 26 | 117 | 0 | 96 | 503 | 1 | 1284 |
| % Cars | 96.6 | 91.7 | 0 | 92.9 | 92.9 | 0 | 91.4 | 96.5 | 100 | 95.6 |
| Heavy Vehicles | 18 | 3 | 0 | 2 | 9 | 0 | 9 | 18 | 0 | 59 |
| % Heavy Vehicles | 3.4 | 8.3 | 0 | 7.1 | 7.1 | 0 | 8.6 | 3.5 | 0 | 4.4 |

| | Nobadeer Farm Road From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | |
| 11:15 AM | 42 | 5 | 0 | 47 | **4** | 11 | 0 | 15 | 11 | **52** | 0 | **63** | 125 |
| 11:30 AM | 44 | 5 | 0 | 49 | 4 | **20** | 0 | **24** | **12** | 47 | 0 | 59 | **132** |
| 11:45 AM | **47** | **7** | 0 | **54** | 3 | 10 | 0 | 13 | 11 | 41 | 0 | 52 | 119 |
| 12:00 PM | 44 | 3 | 0 | 47 | 3 | 12 | 0 | 15 | 8 | 41 | 0 | 49 | 111 |
| Total Volume | 177 | 20 | 0 | 197 | 14 | 53 | 0 | 67 | 42 | 181 | 0 | 223 | 487 |
| % App. Total | 89.8 | 10.2 | 0 | | 20.9 | 79.1 | 0 | | 18.8 | 81.2 | 0 | | |
| PHF | .941 | .714 | .000 | .912 | .875 | .663 | .000 | .698 | .875 | .870 | .000 | .885 | .922 |
| Cars | 172 | 18 | 0 | 190 | 13 | 49 | 0 | 62 | 36 | 170 | 0 | 206 | 458 |
| % Cars | 97.2 | 90.0 | 0 | 96.4 | 92.9 | 92.5 | 0 | 92.5 | 85.7 | 93.9 | 0 | 92.4 | 94.0 |
| Heavy Vehicles | 5 | 2 | 0 | 7 | 1 | 4 | 0 | 5 | 6 | 11 | 0 | 17 | 29 |
| % Heavy Vehicles | 2.8 | 10.0 | 0 | 3.6 | 7.1 | 7.5 | 0 | 7.5 | 14.3 | 6.1 | 0 | 7.6 | 6.0 |

S: Nobadeer Farm Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 BBB
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Nobadeer Farm Road From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 4 |
| 11:45 AM | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 6 |
| Total | 3 | 0 | 4 | 0 | 1 | 0 | 1 | 2 | 0 | 11 |
| 12:00 PM | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 12:15 PM | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 12:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 8 |
| 01:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 01:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 7 |
| Grand Total | 4 | 0 | 9 | 0 | 4 | 0 | 3 | 5 | 1 | 26 |
| Apprch % | 30.8 | 0 | 69.2 | 0 | 100 | 0 | 33.3 | 55.6 | 11.1 | |
| Total % | 15.4 | 0 | 34.6 | 0 | 15.4 | 0 | 11.5 | 19.2 | 3.8 | |

| | Nobadeer Farm Road From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 AM | | | | | | | | | | | | | |
| 11:30 AM | **1** | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | **2** | 4 |
| 11:45 AM | 1 | 0 | **3** | **4** | 0 | **1** | 0 | **1** | 0 | 1 | 0 | 1 | **6** |
| 12:00 PM | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 12:15 PM | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 2 | 0 | 9 | 11 | 0 | 2 | 0 | 2 | 2 | 2 | 0 | 4 | 17 |
| % App. Total | 18.2 | 0 | 81.8 | | 0 | 100 | 0 | | 50 | 50 | 0 | | |
| PHF | .500 | .000 | .750 | .688 | .000 | .500 | .000 | .500 | .500 | .500 | .000 | .500 | .708 |

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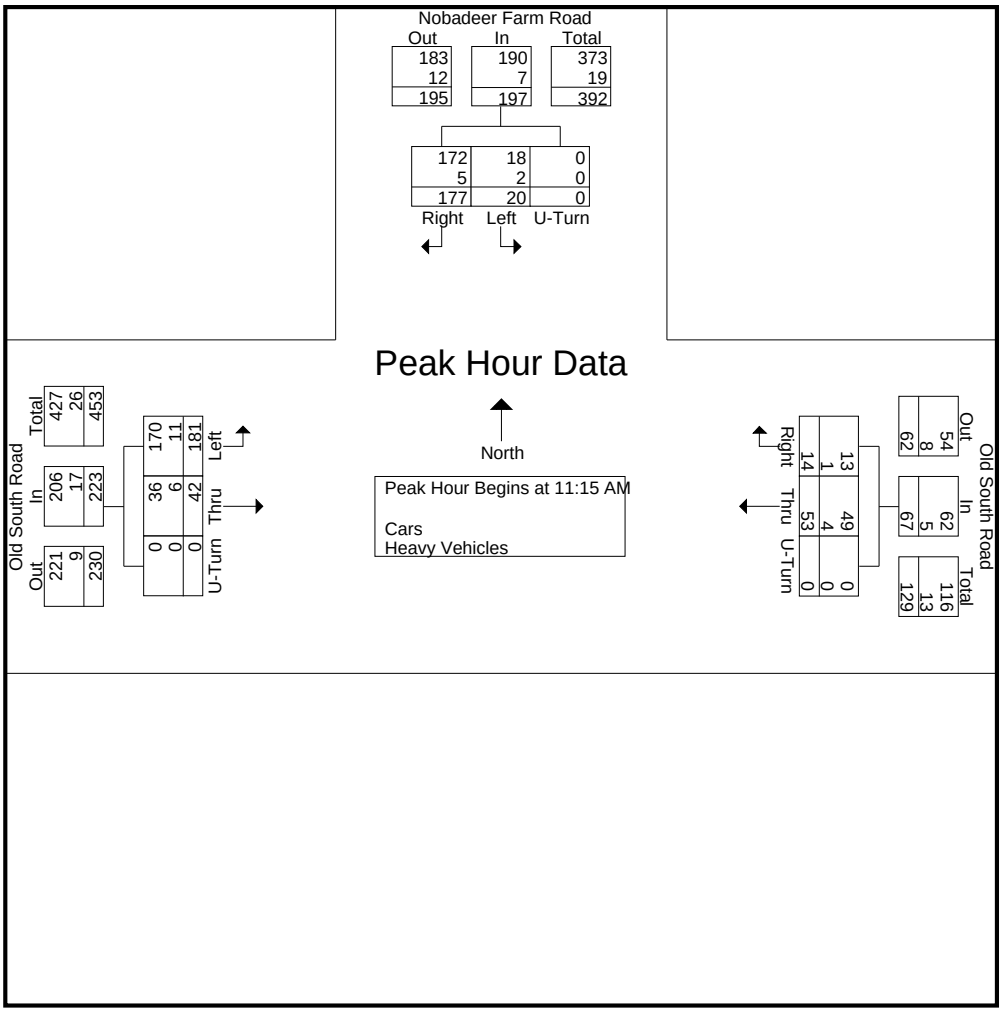
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

S: Nobadeer Farm Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

File Name : 143955 BBB
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

| | Nobadeer Farm Road From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | |
| 11:15 AM | 42 | 5 | 0 | 47 | **4** | 11 | 0 | 15 | 11 | **52** | 0 | **63** | 125 |
| 11:30 AM | 44 | 5 | 0 | 49 | 4 | **20** | 0 | **24** | **12** | 47 | 0 | 59 | **132** |
| 11:45 AM | **47** | **7** | 0 | **54** | 3 | 10 | 0 | 13 | 11 | 41 | 0 | 52 | 119 |
| 12:00 PM | 44 | 3 | 0 | 47 | 3 | 12 | 0 | 15 | 8 | 41 | 0 | 49 | 111 |
| Total Volume | 177 | 20 | 0 | 197 | 14 | 53 | 0 | 67 | 42 | 181 | 0 | 223 | 487 |
| % App. Total | 89.8 | 10.2 | 0 | | 20.9 | 79.1 | 0 | | 18.8 | 81.2 | 0 | | |
| PHF | .941 | .714 | .000 | .912 | .875 | .663 | .000 | .698 | .875 | .870 | .000 | .885 | .922 |
| Cars | 172 | 18 | 0 | 190 | 13 | 49 | 0 | 62 | 36 | 170 | 0 | 206 | 458 |
| % Cars | 97.2 | 90.0 | 0 | 96.4 | 92.9 | 92.5 | 0 | 92.5 | 85.7 | 93.9 | 0 | 92.4 | 94.0 |
| Heavy Vehicles | 5 | 2 | 0 | 7 | 1 | 4 | 0 | 5 | 6 | 11 | 0 | 17 | 29 |
| % Heavy Vehicles | 2.8 | 10.0 | 0 | 3.6 | 7.1 | 7.5 | 0 | 7.5 | 14.3 | 6.1 | 0 | 7.6 | 6.0 |



N/S: Macy's Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 C
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Macy's Lane From North | | | | Old South Road From East | | | | Macy's Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 08:00 AM | 6 | 3 | 0 | 0 | 2 | 46 | 19 | 0 | 28 | 0 | 57 | 0 | 35 | 63 | 6 | 0 | 265 |
| 08:15 AM | 11 | 0 | 1 | 0 | 0 | 42 | 22 | 0 | 20 | 1 | 38 | 0 | 46 | 70 | 3 | 0 | 254 |
| 08:30 AM | 9 | 2 | 1 | 0 | 2 | 42 | 29 | 0 | 28 | 2 | 51 | 0 | 52 | 63 | 5 | 0 | 286 |
| 08:45 AM | 7 | 1 | 3 | 0 | 0 | 49 | 29 | 0 | 27 | 0 | 52 | 0 | 58 | 71 | 4 | 0 | 301 |
| Total | 33 | 6 | 5 | 0 | 4 | 179 | 99 | 0 | 103 | 3 | 198 | 0 | 191 | 267 | 18 | 0 | 1106 |
| 09:00 AM | 2 | 0 | 3 | 0 | 1 | 72 | 16 | 0 | 31 | 1 | 74 | 0 | 42 | 59 | 4 | 0 | 305 |
| 09:15 AM | 6 | 0 | 3 | 0 | 3 | 51 | 16 | 0 | 19 | 0 | 52 | 0 | 39 | 54 | 7 | 0 | 250 |
| 09:30 AM | 5 | 1 | 4 | 0 | 1 | 50 | 10 | 0 | 16 | 1 | 42 | 0 | 51 | 50 | 3 | 0 | 234 |
| 09:45 AM | 7 | 2 | 0 | 0 | 3 | 38 | 20 | 0 | 21 | 1 | 59 | 3 | 49 | 42 | 6 | 0 | 251 |
| Total | 20 | 3 | 10 | 0 | 8 | 211 | 62 | 0 | 87 | 3 | 227 | 3 | 181 | 205 | 20 | 0 | 1040 |
| 10:00 AM | 5 | 1 | 1 | 0 | 2 | 39 | 20 | 0 | 23 | 0 | 45 | 0 | 44 | 65 | 6 | 0 | 251 |
| 10:15 AM | 2 | 0 | 0 | 0 | 4 | 51 | 11 | 0 | 21 | 1 | 32 | 0 | 32 | 53 | 1 | 0 | 208 |
| 10:30 AM | 10 | 4 | 1 | 0 | 3 | 43 | 16 | 0 | 17 | 1 | 31 | 0 | 41 | 47 | 6 | 0 | 220 |
| 10:45 AM | 4 | 1 | 3 | 0 | 3 | 38 | 11 | 0 | 17 | 2 | 43 | 0 | 38 | 48 | 6 | 0 | 214 |
| Total | 21 | 6 | 5 | 0 | 12 | 171 | 58 | 0 | 78 | 4 | 151 | 0 | 155 | 213 | 19 | 0 | 893 |
| Grand Total | 74 | 15 | 20 | 0 | 24 | 561 | 219 | 0 | 268 | 10 | 576 | 3 | 527 | 685 | 57 | 0 | 3039 |
| Apprch % | 67.9 | 13.8 | 18.3 | 0 | 3 | 69.8 | 27.2 | 0 | 31.3 | 1.2 | 67.2 | 0.4 | 41.5 | 54 | 4.5 | 0 | |
| Total % | 2.4 | 0.5 | 0.7 | 0 | 0.8 | 18.5 | 7.2 | 0 | 8.8 | 0.3 | 19 | 0.1 | 17.3 | 22.5 | 1.9 | 0 | |
| Cars | 70 | 12 | 20 | 0 | 23 | 512 | 207 | 0 | 257 | 9 | 546 | 3 | 498 | 628 | 53 | 0 | 2838 |
| % Cars | 94.6 | 80 | 100 | 0 | 95.8 | 91.3 | 94.5 | 0 | 95.9 | 90 | 94.8 | 100 | 94.5 | 91.7 | 93 | 0 | 93.4 |
| Heavy Vehicles | 4 | 3 | 0 | 0 | 1 | 49 | 12 | 0 | 11 | 1 | 30 | 0 | 29 | 57 | 4 | 0 | 201 |
| % Heavy Vehicles | 5.4 | 20 | 0 | 0 | 4.2 | 8.7 | 5.5 | 0 | 4.1 | 10 | 5.2 | 0 | 5.5 | 8.3 | 7 | 0 | 6.6 |

| | Macy's Lane From North | | | | | Old South Road From East | | | | | Macy's Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | **11** | 0 | 1 | 0 | **12** | 0 | 42 | 22 | 0 | 64 | 20 | 1 | 38 | 0 | 59 | 46 | 70 | 3 | 0 | 119 | 254 |
| 08:30 AM | 9 | **2** | 1 | 0 | 12 | **2** | 42 | **29** | 0 | 73 | 28 | **2** | 51 | 0 | 81 | 52 | 63 | **5** | 0 | 120 | 286 |
| 08:45 AM | 7 | 1 | **3** | 0 | 11 | 0 | 49 | 29 | 0 | 78 | 27 | 0 | 52 | 0 | 79 | **58** | **71** | 4 | 0 | **133** | 301 |
| 09:00 AM | 2 | 0 | 3 | 0 | 5 | 1 | **72** | 16 | 0 | **89** | **31** | 1 | **74** | 0 | **106** | 42 | 59 | 4 | 0 | 105 | **305** |
| Total Volume | 29 | 3 | 8 | 0 | 40 | 3 | 205 | 96 | 0 | 304 | 106 | 4 | 215 | 0 | 325 | 198 | 263 | 16 | 0 | 477 | 1146 |
| % App. Total | 72.5 | 7.5 | 20 | 0 | | 1 | 67.4 | 31.6 | 0 | | 32.6 | 1.2 | 66.2 | 0 | | 41.5 | 55.1 | 3.4 | 0 | | |
| PHF | .659 | .375 | .667 | .000 | .833 | .375 | .712 | .828 | .000 | .854 | .855 | .500 | .726 | .000 | .767 | .853 | .926 | .800 | .000 | .897 | .939 |
| Cars | 27 | 2 | 8 | 0 | 37 | 3 | 185 | 93 | 0 | 281 | 102 | 3 | 207 | 0 | 312 | 189 | 246 | 16 | 0 | 451 | 1081 |
| % Cars | 93.1 | 66.7 | 100 | 0 | 92.5 | 100 | 90.2 | 96.9 | 0 | 92.4 | 96.2 | 75.0 | 96.3 | 0 | 96.0 | 95.5 | 93.5 | 100 | 0 | 94.5 | 94.3 |
| Heavy Vehicles | 2 | 1 | 0 | 0 | 3 | 0 | 20 | 3 | 0 | 23 | 4 | 1 | 8 | 0 | 13 | 9 | 17 | 0 | 0 | 26 | 65 |
| % Heavy Vehicles | 6.9 | 33.3 | 0 | 0 | 7.5 | 0 | 9.8 | 3.1 | 0 | 7.6 | 3.8 | 25.0 | 3.7 | 0 | 4.0 | 4.5 | 6.5 | 0 | 0 | 5.5 | 5.7 |

N/S: Macy's Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

PRECISION DATA INDUSTRIES, LLC
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File Name : 143955 C
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Macy's Lane From North | | | | Old South Road From East | | | | Macy's Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 08:00 AM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:15 AM | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:30 AM | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 08:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 1 | 2 | 7 | 4 | 0 | 0 | 8 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 09:00 AM | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 13 |
| 09:15 AM | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 09:30 AM | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 09:45 AM | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| Total | 0 | 0 | 2 | 27 | 0 | 0 | 0 | 12 | 0 | 4 | 0 | 1 | 0 | 4 | 0 | 0 | 50 |
| 10:00 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 10:15 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| Grand Total | 0 | 1 | 4 | 40 | 4 | 0 | 0 | 24 | 1 | 9 | 0 | 2 | 0 | 4 | 0 | 0 | 89 |
| Apprch % | 0 | 2.2 | 8.9 | 88.9 | 14.3 | 0 | 0 | 85.7 | 8.3 | 75 | 0 | 16.7 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 1.1 | 4.5 | 44.9 | 4.5 | 0 | 0 | 27 | 1.1 | 10.1 | 0 | 2.2 | 0 | 4.5 | 0 | 0 | |

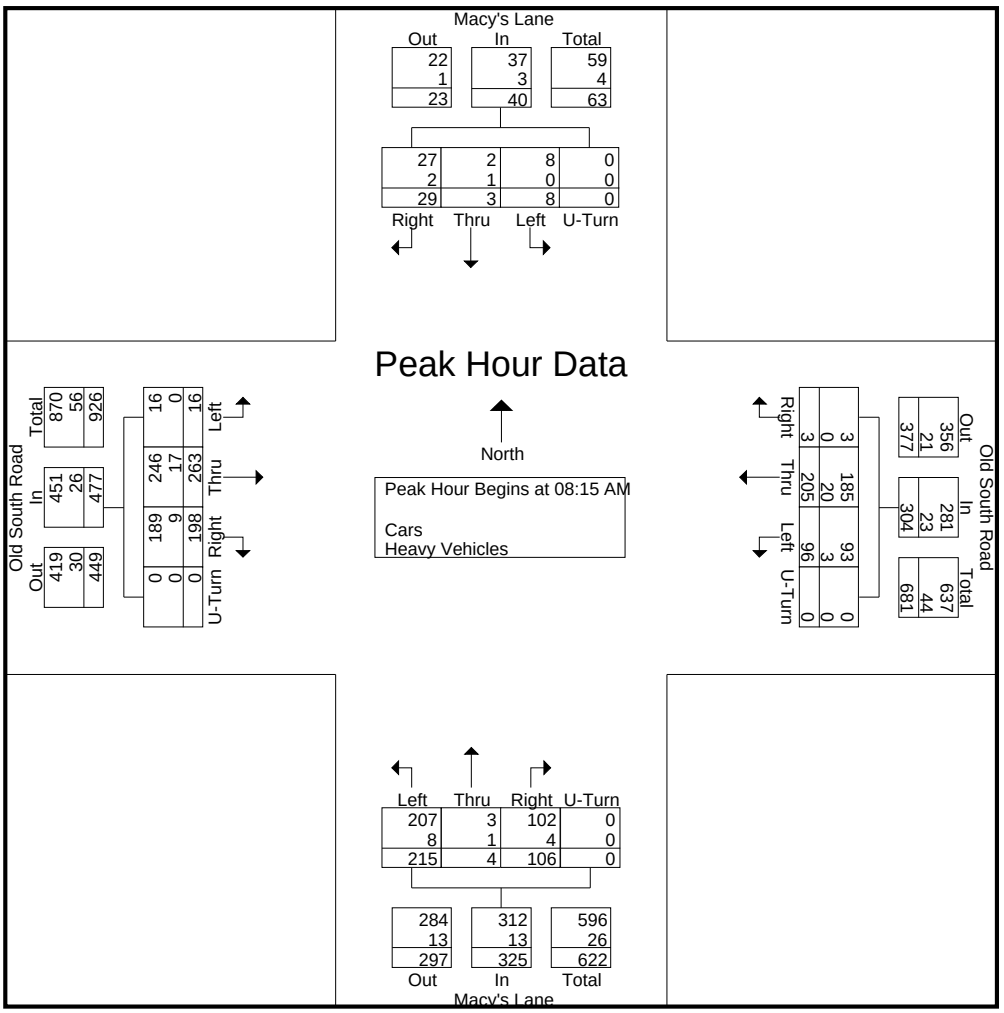
| | Macy's Lane From North | | | | | Old South Road From East | | | | | Macy's Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 09:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 09:00 AM | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | **4** | **4** | 0 | 1 | 0 | 0 | 1 | 0 | **2** | 0 | 0 | **2** | 13 |
| 09:15 AM | 0 | 0 | 0 | **8** | **8** | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:30 AM | 0 | 0 | **2** | 6 | 8 | 0 | 0 | 0 | 3 | 3 | 0 | **2** | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | **14** |
| 09:45 AM | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 |
| Total Volume | 0 | 0 | 2 | 27 | 29 | 0 | 0 | 0 | 12 | 12 | 0 | 4 | 0 | 1 | 5 | 0 | 4 | 0 | 0 | 4 | 50 |
| % App. Total | 0 | 0 | 6.9 | 93.1 | | 0 | 0 | 0 | 100 | | 0 | 80 | 0 | 20 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .250 | .844 | .906 | .000 | .000 | .000 | .750 | .750 | .000 | .500 | .000 | .250 | .625 | .000 | .500 | .000 | .000 | .500 | .893 |

N/S: Macy's Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 C
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Macy's Lane From North | | | | | Old South Road From East | | | | | Macy's Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | **11** | 0 | 1 | 0 | **12** | 0 | 42 | 22 | 0 | 64 | 20 | 1 | 38 | 0 | 59 | 46 | 70 | 3 | 0 | 119 | 254 |
| 08:30 AM | 9 | **2** | 1 | 0 | 12 | **2** | 42 | **29** | 0 | 73 | 28 | **2** | 51 | 0 | 81 | 52 | 63 | **5** | 0 | 120 | 286 |
| 08:45 AM | 7 | 1 | **3** | 0 | 11 | 0 | 49 | 29 | 0 | 78 | 27 | 0 | 52 | 0 | 79 | **58** | **71** | 4 | 0 | **133** | 301 |
| 09:00 AM | 2 | 0 | 3 | 0 | 5 | 1 | **72** | 16 | 0 | **89** | **31** | 1 | **74** | 0 | **106** | 42 | 59 | 4 | 0 | 105 | **305** |
| Total Volume | 29 | 3 | 8 | 0 | 40 | 3 | 205 | 96 | 0 | 304 | 106 | 4 | 215 | 0 | 325 | 198 | 263 | 16 | 0 | 477 | 1146 |
| % App. Total | 72.5 | 7.5 | 20 | 0 | | 1 | 67.4 | 31.6 | 0 | | 32.6 | 1.2 | 66.2 | 0 | | 41.5 | 55.1 | 3.4 | 0 | | |
| PHF | .659 | .375 | .667 | .000 | .833 | .375 | .712 | .828 | .000 | .854 | .855 | .500 | .726 | .000 | .767 | .853 | .926 | .800 | .000 | .897 | .939 |
| Cars | 27 | 2 | 8 | 0 | 37 | 3 | 185 | 93 | 0 | 281 | 102 | 3 | 207 | 0 | 312 | 189 | 246 | 16 | 0 | 451 | 1081 |
| % Cars | 93.1 | 66.7 | 100 | 0 | 92.5 | 100 | 90.2 | 96.9 | 0 | 92.4 | 96.2 | 75.0 | 96.3 | 0 | 96.0 | 95.5 | 93.5 | 100 | 0 | 94.5 | 94.3 |
| Heavy Vehicles | 2 | 1 | 0 | 0 | 3 | 0 | 20 | 3 | 0 | 23 | 4 | 1 | 8 | 0 | 13 | 9 | 17 | 0 | 0 | 26 | 65 |
| % Heavy Vehicles | 6.9 | 33.3 | 0 | 0 | 7.5 | 0 | 9.8 | 3.1 | 0 | 7.6 | 3.8 | 25.0 | 3.7 | 0 | 4.0 | 4.5 | 6.5 | 0 | 0 | 5.5 | 5.7 |



N/S: Macy's Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 CC
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Macy's Lane From North | | | | Old South Road From East | | | | Macy's Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 03:00 PM | 7 | 0 | 2 | 0 | 4 | 54 | 24 | 0 | 21 | 2 | 49 | 0 | 35 | 56 | 7 | 0 | 261 |
| 03:15 PM | 10 | 1 | 3 | 0 | 3 | 50 | 18 | 0 | 18 | 0 | 31 | 0 | 40 | 61 | 6 | 0 | 241 |
| 03:30 PM | 3 | 3 | 1 | 0 | 3 | 44 | 19 | 0 | 17 | 0 | 30 | 0 | 46 | 67 | 7 | 0 | 240 |
| 03:45 PM | 5 | 0 | 0 | 0 | 1 | 52 | 23 | 0 | 18 | 0 | 40 | 0 | 41 | 60 | 10 | 0 | 250 |
| Total | 25 | 4 | 6 | 0 | 11 | 200 | 84 | 0 | 74 | 2 | 150 | 0 | 162 | 244 | 30 | 0 | 992 |
| 04:00 PM | 11 | 0 | 2 | 0 | 3 | 64 | 18 | 0 | 24 | 2 | 48 | 0 | 38 | 66 | 9 | 0 | 285 |
| 04:15 PM | 6 | 0 | 2 | 0 | 7 | 54 | 19 | 0 | 21 | 1 | 48 | 0 | 52 | 58 | 4 | 0 | 272 |
| 04:30 PM | 6 | 2 | 1 | 0 | 4 | 57 | 20 | 0 | 18 | 4 | 53 | 0 | 55 | 66 | 10 | 0 | 296 |
| 04:45 PM | 6 | 3 | 1 | 0 | 5 | 63 | 26 | 0 | 19 | 0 | 40 | 0 | 48 | 57 | 6 | 0 | 274 |
| Total | 29 | 5 | 6 | 0 | 19 | 238 | 83 | 0 | 82 | 7 | 189 | 0 | 193 | 247 | 29 | 0 | 1127 |
| 05:00 PM | 12 | 3 | 0 | 0 | 6 | 81 | 21 | 0 | 25 | 1 | 47 | 0 | 51 | 58 | 13 | 0 | 318 |
| 05:15 PM | 9 | 2 | 1 | 0 | 4 | 50 | 21 | 0 | 20 | 3 | 32 | 0 | 50 | 68 | 11 | 0 | 271 |
| 05:30 PM | 11 | 1 | 2 | 0 | 1 | 45 | 18 | 0 | 21 | 1 | 46 | 0 | 59 | 44 | 11 | 0 | 260 |
| 05:45 PM | 3 | 2 | 2 | 0 | 0 | 35 | 22 | 0 | 15 | 3 | 37 | 0 | 46 | 44 | 3 | 0 | 212 |
| Total | 35 | 8 | 5 | 0 | 11 | 211 | 82 | 0 | 81 | 8 | 162 | 0 | 206 | 214 | 38 | 0 | 1061 |
| Grand Total | 89 | 17 | 17 | 0 | 41 | 649 | 249 | 0 | 237 | 17 | 501 | 0 | 561 | 705 | 97 | 0 | 3180 |
| Apprch % | 72.4 | 13.8 | 13.8 | 0 | 4.4 | 69.1 | 26.5 | 0 | 31.4 | 2.3 | 66.4 | 0 | 41.2 | 51.7 | 7.1 | 0 | |
| Total % | 2.8 | 0.5 | 0.5 | 0 | 1.3 | 20.4 | 7.8 | 0 | 7.5 | 0.5 | 15.8 | 0 | 17.6 | 22.2 | 3.1 | 0 | |
| Cars | 88 | 17 | 17 | 0 | 40 | 622 | 240 | 0 | 225 | 17 | 486 | 0 | 537 | 643 | 95 | 0 | 3027 |
| % Cars | 98.9 | 100 | 100 | 0 | 97.6 | 95.8 | 96.4 | 0 | 94.9 | 100 | 97 | 0 | 95.7 | 91.2 | 97.9 | 0 | 95.2 |
| Heavy Vehicles | 1 | 0 | 0 | 0 | 1 | 27 | 9 | 0 | 12 | 0 | 15 | 0 | 24 | 62 | 2 | 0 | 153 |
| % Heavy Vehicles | 1.1 | 0 | 0 | 0 | 2.4 | 4.2 | 3.6 | 0 | 5.1 | 0 | 3 | 0 | 4.3 | 8.8 | 2.1 | 0 | 4.8 |

| | Macy's Lane From North | | | | | Old South Road From East | | | | | Macy's Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 6 | 0 | **2** | 0 | 8 | **7** | 54 | 19 | 0 | 80 | 21 | 1 | 48 | 0 | 70 | 52 | 58 | 4 | 0 | 114 | 272 |
| 04:30 PM | 6 | 2 | 1 | 0 | 9 | 4 | 57 | 20 | 0 | 81 | 18 | **4** | **53** | 0 | **75** | **55** | **66** | 10 | 0 | **131** | 296 |
| 04:45 PM | 6 | **3** | 1 | 0 | 10 | 5 | 63 | **26** | 0 | 94 | 19 | 0 | 40 | 0 | 59 | 48 | 57 | 6 | 0 | 111 | 274 |
| 05:00 PM | **12** | 3 | 0 | 0 | **15** | 6 | **81** | 21 | 0 | **108** | **25** | 1 | 47 | 0 | 73 | 51 | 58 | **13** | 0 | 122 | **318** |
| Total Volume | 30 | 8 | 4 | 0 | 42 | 22 | 255 | 86 | 0 | 363 | 83 | 6 | 188 | 0 | 277 | 206 | 239 | 33 | 0 | 478 | 1160 |
| % App. Total | 71.4 | 19 | 9.5 | 0 | | 6.1 | 70.2 | 23.7 | 0 | | 30 | 2.2 | 67.9 | 0 | | 43.1 | 50 | 6.9 | 0 | | |
| PHF | .625 | .667 | .500 | .000 | .700 | .786 | .787 | .827 | .000 | .840 | .830 | .375 | .887 | .000 | .923 | .936 | .905 | .635 | .000 | .912 | .912 |
| Cars | 29 | 8 | 4 | 0 | 41 | 22 | 243 | 86 | 0 | 351 | 80 | 6 | 183 | 0 | 269 | 199 | 218 | 33 | 0 | 450 | 1111 |
| % Cars | 96.7 | 100 | 100 | 0 | 97.6 | 100 | 95.3 | 100 | 0 | 96.7 | 96.4 | 100 | 97.3 | 0 | 97.1 | 96.6 | 91.2 | 100 | 0 | 94.1 | 95.8 |
| Heavy Vehicles | 1 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 12 | 3 | 0 | 5 | 0 | 8 | 7 | 21 | 0 | 0 | 28 | 49 |
| % Heavy Vehicles | 3.3 | 0 | 0 | 0 | 2.4 | 0 | 4.7 | 0 | 0 | 3.3 | 3.6 | 0 | 2.7 | 0 | 2.9 | 3.4 | 8.8 | 0 | 0 | 5.9 | 4.2 |

N/S: Macy's Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 CC
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Macy's Lane From North | | | | Old South Road From East | | | | Macy's Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 03:15 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 |
| 03:30 PM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:45 PM | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| Total | 0 | 0 | 1 | 15 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 27 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:30 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 05:00 PM | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:15 PM | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:30 PM | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Grand Total | 0 | 0 | 1 | 25 | 13 | 0 | 0 | 24 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | 70 |
| Apprch % | 0 | 0 | 3.8 | 96.2 | 35.1 | 0 | 0 | 64.9 | 0 | 33.3 | 0 | 66.7 | 0 | 0 | 0 | 100 | |
| Total % | 0 | 0 | 1.4 | 35.7 | 18.6 | 0 | 0 | 34.3 | 0 | 1.4 | 0 | 2.9 | 0 | 0 | 0 | 5.7 | |

| | Macy's Lane From North | | | | | Old South Road From East | | | | | Macy's Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | **9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 04:30 PM | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:45 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:00 PM | 0 | 0 | 0 | **4** | **4** | **4** | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total Volume | 0 | 0 | 0 | 8 | 8 | 4 | 0 | 0 | 17 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| % App. Total | 0 | 0 | 0 | 100 | | 19 | 0 | 0 | 81 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .500 | .500 | .250 | .000 | .000 | .472 | .583 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .806 |

N/S: Macy's Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

PRECISION DATA INDUSTRIES, LLC
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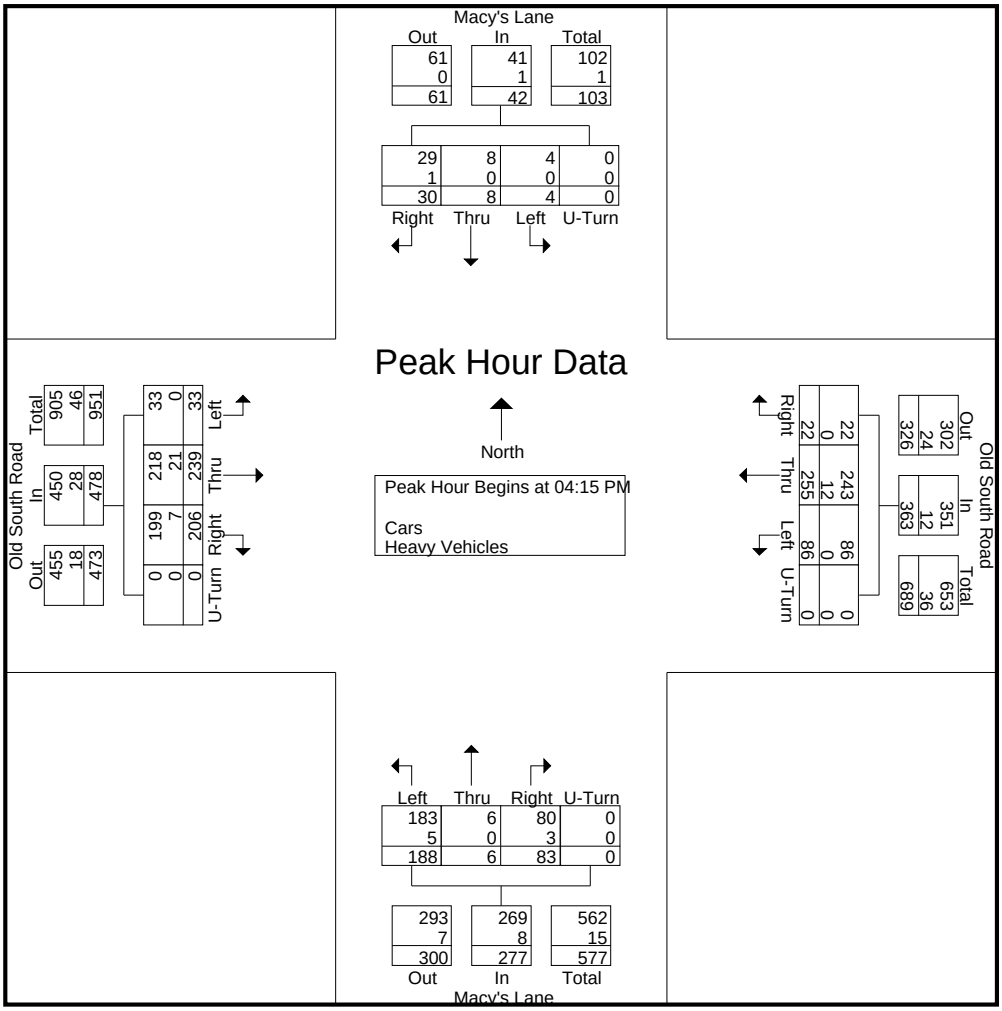
| | Macy's Lane From North | | | | | Old South Road From East | | | | | Macy's Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 6 | 0 | **2** | 0 | 8 | **7** | 54 | 19 | 0 | 80 | 21 | 1 | 48 | 0 | 70 | 52 | 58 | 4 | 0 | 114 | 272 |
| 04:30 PM | 6 | 2 | 1 | 0 | 9 | 4 | 57 | 20 | 0 | 81 | 18 | **4** | **53** | 0 | **75** | **55** | **66** | 10 | 0 | **131** | 296 |
| 04:45 PM | 6 | **3** | 1 | 0 | 10 | 5 | 63 | **26** | 0 | 94 | 19 | 0 | 40 | 0 | 59 | 48 | 57 | 6 | 0 | 111 | 274 |
| 05:00 PM | **12** | 3 | 0 | 0 | **15** | 6 | **81** | 21 | 0 | **108** | **25** | 1 | 47 | 0 | 73 | 51 | 58 | **13** | 0 | 122 | **318** |
| Total Volume | 30 | 8 | 4 | 0 | 42 | 22 | 255 | 86 | 0 | 363 | 83 | 6 | 188 | 0 | 277 | 206 | 239 | 33 | 0 | 478 | 1160 |
| % App. Total | 71.4 | 19 | 9.5 | 0 | | 6.1 | 70.2 | 23.7 | 0 | | 30 | 2.2 | 67.9 | 0 | | 43.1 | 50 | 6.9 | 0 | | |
| PHF | .625 | .667 | .500 | .000 | .700 | .786 | .787 | .827 | .000 | .840 | .830 | .375 | .887 | .000 | .923 | .936 | .905 | .635 | .000 | .912 | .912 |
| Cars | 29 | 8 | 4 | 0 | 41 | 22 | 243 | 86 | 0 | 351 | 80 | 6 | 183 | 0 | 269 | 199 | 218 | 33 | 0 | 450 | 1111 |
| % Cars | 96.7 | 100 | 100 | 0 | 97.6 | 100 | 95.3 | 100 | 0 | 96.7 | 96.4 | 100 | 97.3 | 0 | 97.1 | 96.6 | 91.2 | 100 | 0 | 94.1 | 95.8 |
| Heavy Vehicles | 1 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 12 | 3 | 0 | 5 | 0 | 8 | 7 | 21 | 0 | 0 | 28 | 49 |
| % Heavy Vehicles | 3.3 | 0 | 0 | 0 | 2.4 | 0 | 4.7 | 0 | 0 | 3.3 | 3.6 | 0 | 2.7 | 0 | 2.9 | 3.4 | 8.8 | 0 | 0 | 5.9 | 4.2 |



N/S: Macy's Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 CCC
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Macy's Lane From North | | | | Old South Road From East | | | | Macy's Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 11:00 AM | 1 | 1 | 1 | 0 | 1 | 49 | 19 | 0 | 16 | 1 | 65 | 0 | 59 | 41 | 6 | 0 | 260 |
| 11:15 AM | 6 | 1 | 0 | 0 | 1 | 39 | 19 | 0 | 23 | 2 | 39 | 0 | 38 | 45 | 5 | 0 | 218 |
| 11:30 AM | 4 | 1 | 0 | 0 | 2 | 50 | 21 | 0 | 17 | 1 | 64 | 0 | 47 | 52 | 4 | 0 | 263 |
| 11:45 AM | 6 | 1 | 0 | 0 | 3 | 46 | 23 | 0 | 18 | 4 | 45 | 0 | 52 | 46 | 4 | 0 | 248 |
| Total | 17 | 4 | 1 | 0 | 7 | 184 | 82 | 0 | 74 | 8 | 213 | 0 | 196 | 184 | 19 | 0 | 989 |
| 12:00 PM | 4 | 1 | 0 | 0 | 3 | 44 | 26 | 0 | 18 | 6 | 46 | 0 | 51 | 47 | 0 | 0 | 246 |
| 12:15 PM | 6 | 2 | 1 | 0 | 2 | 40 | 21 | 0 | 18 | 0 | 42 | 0 | 49 | 27 | 11 | 0 | 219 |
| 12:30 PM | 2 | 2 | 0 | 0 | 0 | 40 | 27 | 0 | 19 | 0 | 65 | 1 | 51 | 41 | 6 | 0 | 254 |
| 12:45 PM | 9 | 0 | 3 | 0 | 2 | 31 | 19 | 0 | 12 | 1 | 54 | 1 | 44 | 62 | 5 | 0 | 243 |
| Total | 21 | 5 | 4 | 0 | 7 | 155 | 93 | 0 | 67 | 7 | 207 | 2 | 195 | 177 | 22 | 0 | 962 |
| 01:00 PM | 4 | 1 | 1 | 0 | 2 | 41 | 13 | 0 | 16 | 2 | 43 | 0 | 41 | 32 | 4 | 0 | 200 |
| 01:15 PM | 4 | 2 | 1 | 0 | 4 | 42 | 23 | 0 | 9 | 2 | 46 | 0 | 49 | 38 | 9 | 0 | 229 |
| 01:30 PM | 6 | 2 | 2 | 0 | 2 | 24 | 23 | 0 | 24 | 0 | 54 | 0 | 70 | 42 | 5 | 0 | 254 |
| 01:45 PM | 2 | 1 | 2 | 0 | 2 | 24 | 26 | 0 | 15 | 1 | 55 | 0 | 68 | 32 | 7 | 0 | 235 |
| Total | 16 | 6 | 6 | 0 | 10 | 131 | 85 | 0 | 64 | 5 | 198 | 0 | 228 | 144 | 25 | 0 | 918 |
| Grand Total | 54 | 15 | 11 | 0 | 24 | 470 | 260 | 0 | 205 | 20 | 618 | 2 | 619 | 505 | 66 | 0 | 2869 |
| Apprch % | 67.5 | 18.8 | 13.8 | 0 | 3.2 | 62.3 | 34.5 | 0 | 24.3 | 2.4 | 73.1 | 0.2 | 52 | 42.4 | 5.5 | 0 | |
| Total % | 1.9 | 0.5 | 0.4 | 0 | 0.8 | 16.4 | 9.1 | 0 | 7.1 | 0.7 | 21.5 | 0.1 | 21.6 | 17.6 | 2.3 | 0 | |
| Cars | 52 | 15 | 9 | 0 | 21 | 448 | 255 | 0 | 203 | 20 | 604 | 1 | 606 | 477 | 62 | 0 | 2773 |
| % Cars | 96.3 | 100 | 81.8 | 0 | 87.5 | 95.3 | 98.1 | 0 | 99 | 100 | 97.7 | 50 | 97.9 | 94.5 | 93.9 | 0 | 96.7 |
| Heavy Vehicles | 2 | 0 | 2 | 0 | 3 | 22 | 5 | 0 | 2 | 0 | 14 | 1 | 13 | 28 | 4 | 0 | 96 |
| % Heavy Vehicles | 3.7 | 0 | 18.2 | 0 | 12.5 | 4.7 | 1.9 | 0 | 1 | 0 | 2.3 | 50 | 2.1 | 5.5 | 6.1 | 0 | 3.3 |

| | Macy's Lane From North | | | | | Old South Road From East | | | | | Macy's Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 1 | **1** | **1** | 0 | 3 | 1 | 49 | 19 | 0 | 69 | 16 | 1 | **65** | 0 | **82** | **59** | 41 | **6** | 0 | **106** | 260 |
| 11:15 AM | **6** | 1 | 0 | 0 | **7** | 1 | 39 | 19 | 0 | 59 | **23** | 2 | 39 | 0 | 64 | 38 | 45 | 5 | 0 | 88 | 218 |
| 11:30 AM | 4 | 1 | 0 | 0 | 5 | 2 | **50** | 21 | 0 | **73** | 17 | 1 | 64 | 0 | 82 | 47 | **52** | 4 | 0 | 103 | **263** |
| 11:45 AM | 6 | 1 | 0 | 0 | 7 | **3** | 46 | **23** | 0 | 72 | 18 | **4** | 45 | 0 | 67 | 52 | 46 | 4 | 0 | 102 | 248 |
| Total Volume | 17 | 4 | 1 | 0 | 22 | 7 | 184 | 82 | 0 | 273 | 74 | 8 | 213 | 0 | 295 | 196 | 184 | 19 | 0 | 399 | 989 |
| % App. Total | 77.3 | 18.2 | 4.5 | 0 | | 2.6 | 67.4 | 30 | 0 | | 25.1 | 2.7 | 72.2 | 0 | | 49.1 | 46.1 | 4.8 | 0 | | |
| PHF | .708 | 1.00 | .250 | .000 | .786 | .583 | .920 | .891 | .000 | .935 | .804 | .500 | .819 | .000 | .899 | .831 | .885 | .792 | .000 | .941 | .940 |
| Cars | 15 | 4 | 0 | 0 | 19 | 6 | 176 | 81 | 0 | 263 | 73 | 8 | 209 | 0 | 290 | 192 | 176 | 18 | 0 | 386 | 958 |
| % Cars | 88.2 | 100 | 0 | 0 | 86.4 | 85.7 | 95.7 | 98.8 | 0 | 96.3 | 98.6 | 100 | 98.1 | 0 | 98.3 | 98.0 | 95.7 | 94.7 | 0 | 96.7 | 96.9 |
| Heavy Vehicles | 2 | 0 | 1 | 0 | 3 | 1 | 8 | 1 | 0 | 10 | 1 | 0 | 4 | 0 | 5 | 4 | 8 | 1 | 0 | 13 | 31 |
| % Heavy Vehicles | 11.8 | 0 | 100 | 0 | 13.6 | 14.3 | 4.3 | 1.2 | 0 | 3.7 | 1.4 | 0 | 1.9 | 0 | 1.7 | 2.0 | 4.3 | 5.3 | 0 | 3.3 | 3.1 |

N/S: Macy's Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 CCC
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Macy's Lane From North | | | | Old South Road From East | | | | Macy's Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| 11:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:30 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 23 |
| 12:00 PM | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 01:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Grand Total | 0 | 0 | 1 | 24 | 0 | 1 | 0 | 37 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 72 |
| Apprch % | 0 | 0 | 4 | 96 | 0 | 2.6 | 0 | 97.4 | 28.6 | 42.9 | 0 | 28.6 | 0 | 0 | 0 | 100 | |
| Total % | 0 | 0 | 1.4 | 33.3 | 0 | 1.4 | 0 | 51.4 | 2.8 | 4.2 | 0 | 2.8 | 0 | 0 | 0 | 2.8 | |

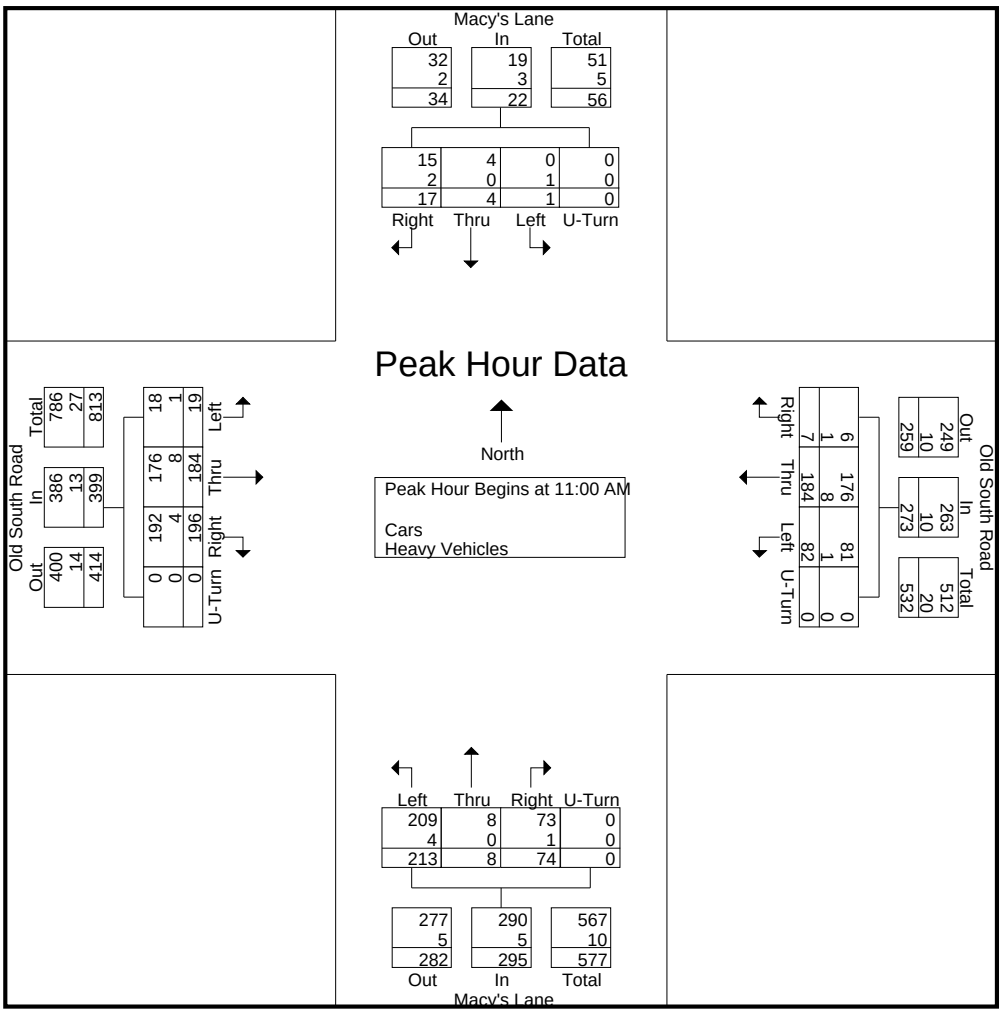
| | Macy's Lane From North | | | | | Old South Road From East | | | | | Macy's Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:30 AM | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 AM | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 PM | 0 | 0 | **1** | **5** | **6** | 0 | 0 | 0 | 4 | 4 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **11** |
| 12:15 PM | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | **5** | **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total Volume | 0 | 0 | 1 | 17 | 18 | 0 | 0 | 0 | 14 | 14 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 35 |
| % App. Total | 0 | 0 | 5.6 | 94.4 | | 0 | 0 | 0 | 100 | | 0 | 33.3 | 0 | 66.7 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .250 | .850 | .750 | .000 | .000 | .000 | .700 | .700 | .000 | .250 | .000 | .250 | .375 | .000 | .000 | .000 | .000 | .000 | .795 |

N/S: Macy's Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 CCC
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

| | Macy's Lane From North | | | | | Old South Road From East | | | | | Macy's Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 1 | **1** | **1** | 0 | 3 | 1 | 49 | 19 | 0 | 69 | 16 | 1 | **65** | 0 | **82** | **59** | 41 | **6** | 0 | **106** | 260 |
| 11:15 AM | **6** | 1 | 0 | 0 | **7** | 1 | 39 | 19 | 0 | 59 | **23** | 2 | 39 | 0 | 64 | 38 | 45 | 5 | 0 | 88 | 218 |
| 11:30 AM | 4 | 1 | 0 | 0 | 5 | 2 | **50** | 21 | 0 | **73** | 17 | 1 | 64 | 0 | 82 | 47 | **52** | 4 | 0 | 103 | **263** |
| 11:45 AM | 6 | 1 | 0 | 0 | 7 | **3** | 46 | **23** | 0 | 72 | 18 | **4** | 45 | 0 | 67 | 52 | 46 | 4 | 0 | 102 | 248 |
| Total Volume | 17 | 4 | 1 | 0 | 22 | 7 | 184 | 82 | 0 | 273 | 74 | 8 | 213 | 0 | 295 | 196 | 184 | 19 | 0 | 399 | 989 |
| % App. Total | 77.3 | 18.2 | 4.5 | 0 | | 2.6 | 67.4 | 30 | 0 | | 25.1 | 2.7 | 72.2 | 0 | | 49.1 | 46.1 | 4.8 | 0 | | |
| PHF | .708 | 1.00 | .250 | .000 | .786 | .583 | .920 | .891 | .000 | .935 | .804 | .500 | .819 | .000 | .899 | .831 | .885 | .792 | .000 | .941 | .940 |
| Cars | 15 | 4 | 0 | 0 | 19 | 6 | 176 | 81 | 0 | 263 | 73 | 8 | 209 | 0 | 290 | 192 | 176 | 18 | 0 | 386 | 958 |
| % Cars | 88.2 | 100 | 0 | 0 | 86.4 | 85.7 | 95.7 | 98.8 | 0 | 96.3 | 98.6 | 100 | 98.1 | 0 | 98.3 | 98.0 | 95.7 | 94.7 | 0 | 96.7 | 96.9 |
| Heavy Vehicles | 2 | 0 | 1 | 0 | 3 | 1 | 8 | 1 | 0 | 10 | 1 | 0 | 4 | 0 | 5 | 4 | 8 | 1 | 0 | 13 | 31 |
| % Heavy Vehicles | 11.8 | 0 | 100 | 0 | 13.6 | 14.3 | 4.3 | 1.2 | 0 | 3.7 | 1.4 | 0 | 1.9 | 0 | 1.7 | 2.0 | 4.3 | 5.3 | 0 | 3.3 | 3.1 |



N/S: Goldfinch Drive/ Gregien Avenue
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 D
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Goldfinch Drive From North | | | | Old South Road From East | | | | Gregien Avenue From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 08:00 AM | 10 | 2 | 3 | 0 | 0 | 122 | 3 | 0 | 4 | 0 | 17 | 0 | 13 | 91 | 1 | 0 | 266 |
| 08:15 AM | 16 | 1 | 6 | 0 | 0 | 116 | 1 | 0 | 14 | 0 | 12 | 0 | 9 | 125 | 0 | 0 | 300 |
| 08:30 AM | 11 | 2 | 3 | 0 | 0 | 101 | 3 | 0 | 9 | 0 | 8 | 0 | 8 | 120 | 0 | 0 | 265 |
| 08:45 AM | 21 | 0 | 9 | 0 | 0 | 120 | 5 | 0 | 4 | 0 | 12 | 0 | 8 | 141 | 0 | 0 | 320 |
| Total | 58 | 5 | 21 | 0 | 0 | 459 | 12 | 0 | 31 | 0 | 49 | 0 | 38 | 477 | 1 | 0 | 1151 |
| 09:00 AM | 14 | 1 | 3 | 0 | 0 | 145 | 4 | 0 | 4 | 0 | 11 | 0 | 8 | 106 | 0 | 0 | 296 |
| 09:15 AM | 19 | 0 | 1 | 0 | 0 | 114 | 2 | 0 | 10 | 0 | 12 | 0 | 12 | 112 | 0 | 0 | 282 |
| 09:30 AM | 22 | 0 | 2 | 0 | 0 | 98 | 4 | 0 | 4 | 0 | 14 | 0 | 15 | 110 | 0 | 0 | 269 |
| 09:45 AM | 12 | 1 | 3 | 0 | 1 | 110 | 4 | 0 | 4 | 0 | 9 | 0 | 14 | 120 | 0 | 0 | 278 |
| Total | 67 | 2 | 9 | 0 | 1 | 467 | 14 | 0 | 22 | 0 | 46 | 0 | 49 | 448 | 0 | 0 | 1125 |
| 10:00 AM | 16 | 0 | 3 | 0 | 0 | 90 | 3 | 0 | 8 | 0 | 5 | 0 | 5 | 126 | 0 | 0 | 256 |
| 10:15 AM | 9 | 0 | 0 | 0 | 0 | 82 | 3 | 0 | 0 | 0 | 16 | 0 | 9 | 97 | 0 | 0 | 216 |
| 10:30 AM | 20 | 0 | 2 | 0 | 0 | 93 | 1 | 0 | 2 | 0 | 5 | 0 | 5 | 116 | 0 | 0 | 244 |
| 10:45 AM | 15 | 0 | 6 | 0 | 0 | 87 | 3 | 0 | 4 | 0 | 7 | 0 | 12 | 94 | 0 | 0 | 228 |
| Total | 60 | 0 | 11 | 0 | 0 | 352 | 10 | 0 | 14 | 0 | 33 | 0 | 31 | 433 | 0 | 0 | 944 |
| Grand Total | 185 | 7 | 41 | 0 | 1 | 1278 | 36 | 0 | 67 | 0 | 128 | 0 | 118 | 1358 | 1 | 0 | 3220 |
| Apprch % | 79.4 | 3 | 17.6 | 0 | 0.1 | 97.2 | 2.7 | 0 | 34.4 | 0 | 65.6 | 0 | 8 | 91.9 | 0.1 | 0 | |
| Total % | 5.7 | 0.2 | 1.3 | 0 | 0 | 39.7 | 1.1 | 0 | 2.1 | 0 | 4 | 0 | 3.7 | 42.2 | 0 | 0 | |
| Cars | 178 | 6 | 37 | 0 | 1 | 1194 | 29 | 0 | 52 | 0 | 104 | 0 | 105 | 1280 | 1 | 0 | 2987 |
| % Cars | 96.2 | 85.7 | 90.2 | 0 | 100 | 93.4 | 80.6 | 0 | 77.6 | 0 | 81.2 | 0 | 89 | 94.3 | 100 | 0 | 92.8 |
| Heavy Vehicles | 7 | 1 | 4 | 0 | 0 | 84 | 7 | 0 | 15 | 0 | 24 | 0 | 13 | 78 | 0 | 0 | 233 |
| % Heavy Vehicles | 3.8 | 14.3 | 9.8 | 0 | 0 | 6.6 | 19.4 | 0 | 22.4 | 0 | 18.8 | 0 | 11 | 5.7 | 0 | 0 | 7.2 |

| | Goldfinch Drive From North | | | | | Old South Road From East | | | | | Gregien Avenue From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 16 | 1 | 6 | 0 | 23 | 0 | 116 | 1 | 0 | 117 | **14** | 0 | **12** | 0 | **26** | **9** | 125 | 0 | 0 | 134 | 300 |
| 08:30 AM | 11 | **2** | 3 | 0 | 16 | 0 | 101 | 3 | 0 | 104 | 9 | 0 | 8 | 0 | 17 | 8 | 120 | 0 | 0 | 128 | 265 |
| 08:45 AM | **21** | 0 | **9** | 0 | **30** | 0 | 120 | **5** | 0 | 125 | 4 | 0 | 12 | 0 | 16 | 8 | **141** | 0 | 0 | **149** | **320** |
| 09:00 AM | 14 | 1 | 3 | 0 | 18 | 0 | **145** | 4 | 0 | **149** | 4 | 0 | 11 | 0 | 15 | 8 | 106 | 0 | 0 | 114 | 296 |
| Total Volume | 62 | 4 | 21 | 0 | 87 | 0 | 482 | 13 | 0 | 495 | 31 | 0 | 43 | 0 | 74 | 33 | 492 | 0 | 0 | 525 | 1181 |
| % App. Total | 71.3 | 4.6 | 24.1 | 0 | | 0 | 97.4 | 2.6 | 0 | | 41.9 | 0 | 58.1 | 0 | | 6.3 | 93.7 | 0 | 0 | | |
| PHF | .738 | .500 | .583 | .000 | .725 | .000 | .831 | .650 | .000 | .831 | .554 | .000 | .896 | .000 | .712 | .917 | .872 | .000 | .000 | .881 | .923 |
| Cars | 60 | 3 | 20 | 0 | 83 | 0 | 450 | 12 | 0 | 462 | 24 | 0 | 31 | 0 | 55 | 31 | 471 | 0 | 0 | 502 | 1102 |
| % Cars | 96.8 | 75.0 | 95.2 | 0 | 95.4 | 0 | 93.4 | 92.3 | 0 | 93.3 | 77.4 | 0 | 72.1 | 0 | 74.3 | 93.9 | 95.7 | 0 | 0 | 95.6 | 93.3 |
| Heavy Vehicles | 2 | 1 | 1 | 0 | 4 | 0 | 32 | 1 | 0 | 33 | 7 | 0 | 12 | 0 | 19 | 2 | 21 | 0 | 0 | 23 | 79 |
| % Heavy Vehicles | 3.2 | 25.0 | 4.8 | 0 | 4.6 | 0 | 6.6 | 7.7 | 0 | 6.7 | 22.6 | 0 | 27.9 | 0 | 25.7 | 6.1 | 4.3 | 0 | 0 | 4.4 | 6.7 |

N/S: Goldfinch Drive/ Gregien Avenue
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File Name : 143955 D
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Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Goldfinch Drive From North | | | | Old South Road From East | | | | Gregien Avenue From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 08:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 AM | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:30 AM | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:45 AM | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 09:00 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 09:15 AM | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 09:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:45 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 18 |
| 10:00 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:45 AM | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Grand Total | 0 | 5 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 49 |
| Apprch % | 0 | 11.6 | 0 | 88.4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 10.2 | 0 | 77.6 | 0 | 0 | 0 | 0 | 0 | 10.2 | 0 | 0 | 0 | 2 | 0 | 0 | |

| | Goldfinch Drive From North | | | | | Old South Road From East | | | | | Gregien Avenue From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:30 AM | 0 | **3** | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:45 AM | 0 | 1 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:00 AM | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 3 |
| 09:15 AM | 0 | 0 | 0 | **6** | **6** | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **7** |
| Total Volume | 0 | 4 | 0 | 14 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 20 |
| % App. Total | 0 | 22.2 | 0 | 77.8 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .333 | .000 | .583 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .250 | .714 |

N/S: Goldfinch Drive/ Gregien Avenue
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
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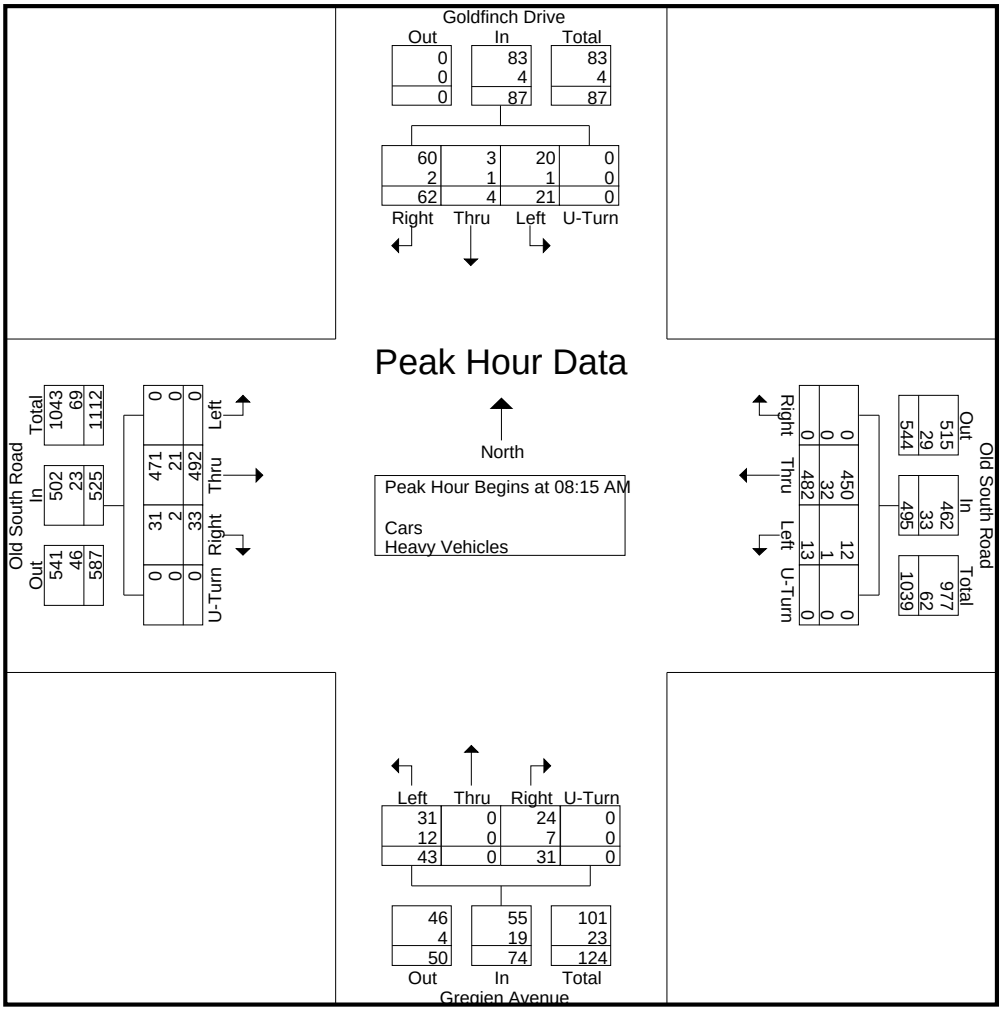
File Name : 143955 D
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Goldfinch Drive From North | | | | | Old South Road From East | | | | | Gregien Avenue From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 16 | 1 | 6 | 0 | 23 | 0 | 116 | 1 | 0 | 117 | **14** | 0 | **12** | 0 | **26** | **9** | 125 | 0 | 0 | 134 | 300 |
| 08:30 AM | 11 | **2** | 3 | 0 | 16 | 0 | 101 | 3 | 0 | 104 | 9 | 0 | 8 | 0 | 17 | 8 | 120 | 0 | 0 | 128 | 265 |
| 08:45 AM | **21** | 0 | **9** | 0 | **30** | 0 | 120 | **5** | 0 | 125 | 4 | 0 | 12 | 0 | 16 | 8 | **141** | 0 | 0 | **149** | **320** |
| 09:00 AM | 14 | 1 | 3 | 0 | 18 | 0 | **145** | 4 | 0 | **149** | 4 | 0 | 11 | 0 | 15 | 8 | 106 | 0 | 0 | 114 | 296 |
| Total Volume | 62 | 4 | 21 | 0 | 87 | 0 | 482 | 13 | 0 | 495 | 31 | 0 | 43 | 0 | 74 | 33 | 492 | 0 | 0 | 525 | 1181 |
| % App. Total | 71.3 | 4.6 | 24.1 | 0 | | 0 | 97.4 | 2.6 | 0 | | 41.9 | 0 | 58.1 | 0 | | 6.3 | 93.7 | 0 | 0 | | |
| PHF | .738 | .500 | .583 | .000 | .725 | .000 | .831 | .650 | .000 | .831 | .554 | .000 | .896 | .000 | .712 | .917 | .872 | .000 | .000 | .881 | .923 |
| Cars | 60 | 3 | 20 | 0 | 83 | 0 | 450 | 12 | 0 | 462 | 24 | 0 | 31 | 0 | 55 | 31 | 471 | 0 | 0 | 502 | 1102 |
| % Cars | 96.8 | 75.0 | 95.2 | 0 | 95.4 | 0 | 93.4 | 92.3 | 0 | 93.3 | 77.4 | 0 | 72.1 | 0 | 74.3 | 93.9 | 95.7 | 0 | 0 | 95.6 | 93.3 |
| Heavy Vehicles | 2 | 1 | 1 | 0 | 4 | 0 | 32 | 1 | 0 | 33 | 7 | 0 | 12 | 0 | 19 | 2 | 21 | 0 | 0 | 23 | 79 |
| % Heavy Vehicles | 3.2 | 25.0 | 4.8 | 0 | 4.6 | 0 | 6.6 | 7.7 | 0 | 6.7 | 22.6 | 0 | 27.9 | 0 | 25.7 | 6.1 | 4.3 | 0 | 0 | 4.4 | 6.7 |



N/S: Goldfinch Drive/ Gregien Avenue
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 DD
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Goldfinch Drive From North | | | | Old South Road From East | | | | Gregien Avenue From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 03:00 PM | 5 | 0 | 3 | 0 | 0 | 101 | 4 | 0 | 2 | 0 | 11 | 0 | 9 | 118 | 0 | 0 | 253 |
| 03:15 PM | 15 | 0 | 3 | 0 | 0 | 98 | 0 | 0 | 3 | 0 | 12 | 0 | 11 | 126 | 0 | 0 | 268 |
| 03:30 PM | 10 | 3 | 9 | 0 | 0 | 76 | 1 | 0 | 6 | 0 | 10 | 0 | 12 | 121 | 0 | 0 | 248 |
| 03:45 PM | 19 | 0 | 7 | 0 | 0 | 96 | 2 | 0 | 12 | 0 | 6 | 0 | 18 | 135 | 0 | 0 | 295 |
| Total | 49 | 3 | 22 | 0 | 0 | 371 | 7 | 0 | 23 | 0 | 39 | 0 | 50 | 500 | 0 | 0 | 1064 |
| 04:00 PM | 12 | 0 | 3 | 0 | 0 | 109 | 6 | 0 | 7 | 0 | 9 | 0 | 21 | 131 | 0 | 0 | 298 |
| 04:15 PM | 7 | 1 | 3 | 0 | 0 | 109 | 5 | 0 | 2 | 0 | 14 | 0 | 12 | 146 | 0 | 0 | 299 |
| 04:30 PM | 12 | 0 | 1 | 0 | 0 | 121 | 5 | 0 | 11 | 0 | 17 | 0 | 9 | 151 | 0 | 0 | 327 |
| 04:45 PM | 9 | 0 | 6 | 0 | 0 | 116 | 6 | 0 | 3 | 0 | 13 | 0 | 21 | 158 | 0 | 0 | 332 |
| Total | 40 | 1 | 13 | 0 | 0 | 455 | 22 | 0 | 23 | 0 | 53 | 0 | 63 | 586 | 0 | 0 | 1256 |
| 05:00 PM | 7 | 0 | 3 | 0 | 0 | 149 | 4 | 0 | 6 | 0 | 7 | 0 | 21 | 152 | 0 | 0 | 349 |
| 05:15 PM | 13 | 1 | 7 | 0 | 0 | 110 | 5 | 0 | 8 | 0 | 11 | 0 | 16 | 142 | 0 | 0 | 313 |
| 05:30 PM | 15 | 1 | 3 | 0 | 0 | 115 | 3 | 0 | 4 | 0 | 9 | 0 | 9 | 137 | 0 | 0 | 296 |
| 05:45 PM | 15 | 0 | 1 | 0 | 0 | 79 | 2 | 0 | 2 | 0 | 8 | 0 | 8 | 116 | 0 | 0 | 231 |
| Total | 50 | 2 | 14 | 0 | 0 | 453 | 14 | 0 | 20 | 0 | 35 | 0 | 54 | 547 | 0 | 0 | 1189 |
| Grand Total | 139 | 6 | 49 | 0 | 0 | 1279 | 43 | 0 | 66 | 0 | 127 | 0 | 167 | 1633 | 0 | 0 | 3509 |
| Apprch % | 71.6 | 3.1 | 25.3 | 0 | 0 | 96.7 | 3.3 | 0 | 34.2 | 0 | 65.8 | 0 | 9.3 | 90.7 | 0 | 0 | |
| Total % | 4 | 0.2 | 1.4 | 0 | 0 | 36.4 | 1.2 | 0 | 1.9 | 0 | 3.6 | 0 | 4.8 | 46.5 | 0 | 0 | |
| Cars | 136 | 5 | 46 | 0 | 0 | 1246 | 37 | 0 | 57 | 0 | 117 | 0 | 138 | 1552 | 0 | 0 | 3334 |
| % Cars | 97.8 | 83.3 | 93.9 | 0 | 0 | 97.4 | 86 | 0 | 86.4 | 0 | 92.1 | 0 | 82.6 | 95 | 0 | 0 | 95 |
| Heavy Vehicles | 3 | 1 | 3 | 0 | 0 | 33 | 6 | 0 | 9 | 0 | 10 | 0 | 29 | 81 | 0 | 0 | 175 |
| % Heavy Vehicles | 2.2 | 16.7 | 6.1 | 0 | 0 | 2.6 | 14 | 0 | 13.6 | 0 | 7.9 | 0 | 17.4 | 5 | 0 | 0 | 5 |

| | Goldfinch Drive From North | | | | | Old South Road From East | | | | | Gregien Avenue From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 12 | 0 | 1 | 0 | 13 | 0 | 121 | 5 | 0 | 126 | **11** | 0 | **17** | 0 | **28** | 9 | 151 | 0 | 0 | 160 | 327 |
| 04:45 PM | 9 | 0 | 6 | 0 | 15 | 0 | 116 | **6** | 0 | 122 | 3 | 0 | 13 | 0 | 16 | **21** | **158** | 0 | 0 | **179** | 332 |
| 05:00 PM | 7 | 0 | 3 | 0 | 10 | 0 | **149** | 4 | 0 | **153** | 6 | 0 | 7 | 0 | 13 | 21 | 152 | 0 | 0 | 173 | **349** |
| 05:15 PM | **13** | **1** | **7** | 0 | **21** | 0 | 110 | 5 | 0 | 115 | 8 | 0 | 11 | 0 | 19 | 16 | 142 | 0 | 0 | 158 | 313 |
| Total Volume | 41 | 1 | 17 | 0 | 59 | 0 | 496 | 20 | 0 | 516 | 28 | 0 | 48 | 0 | 76 | 67 | 603 | 0 | 0 | 670 | 1321 |
| % App. Total | 69.5 | 1.7 | 28.8 | 0 | | 0 | 96.1 | 3.9 | 0 | | 36.8 | 0 | 63.2 | 0 | | 10 | 90 | 0 | 0 | | |
| PHF | .788 | .250 | .607 | .000 | .702 | .000 | .832 | .833 | .000 | .843 | .636 | .000 | .706 | .000 | .679 | .798 | .954 | .000 | .000 | .936 | .946 |
| Cars | 40 | 0 | 17 | 0 | 57 | 0 | 487 | 19 | 0 | 506 | 24 | 0 | 46 | 0 | 70 | 52 | 575 | 0 | 0 | 627 | 1260 |
| % Cars | 97.6 | 0 | 100 | 0 | 96.6 | 0 | 98.2 | 95.0 | 0 | 98.1 | 85.7 | 0 | 95.8 | 0 | 92.1 | 77.6 | 95.4 | 0 | 0 | 93.6 | 95.4 |
| Heavy Vehicles | 1 | 1 | 0 | 0 | 2 | 0 | 9 | 1 | 0 | 10 | 4 | 0 | 2 | 0 | 6 | 15 | 28 | 0 | 0 | 43 | 61 |
| % Heavy Vehicles | 2.4 | 100 | 0 | 0 | 3.4 | 0 | 1.8 | 5.0 | 0 | 1.9 | 14.3 | 0 | 4.2 | 0 | 7.9 | 22.4 | 4.6 | 0 | 0 | 6.4 | 4.6 |

N/S: Goldfinch Drive/ Gregien Avenue
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 DD
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Goldfinch Drive From North | | | | Old South Road From East | | | | Gregien Avenue From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 04:00 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:30 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| Grand Total | 0 | 3 | 0 | 11 | 0 | 1 | 0 | 2 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 29 |
| Apprch % | 0 | 21.4 | 0 | 78.6 | 0 | 33.3 | 0 | 66.7 | 0 | 100 | 0 | 0 | 0 | 50 | 0 | 50 | |
| Total % | 0 | 10.3 | 0 | 37.9 | 0 | 3.4 | 0 | 6.9 | 0 | 34.5 | 0 | 0 | 0 | 3.4 | 0 | 3.4 | |

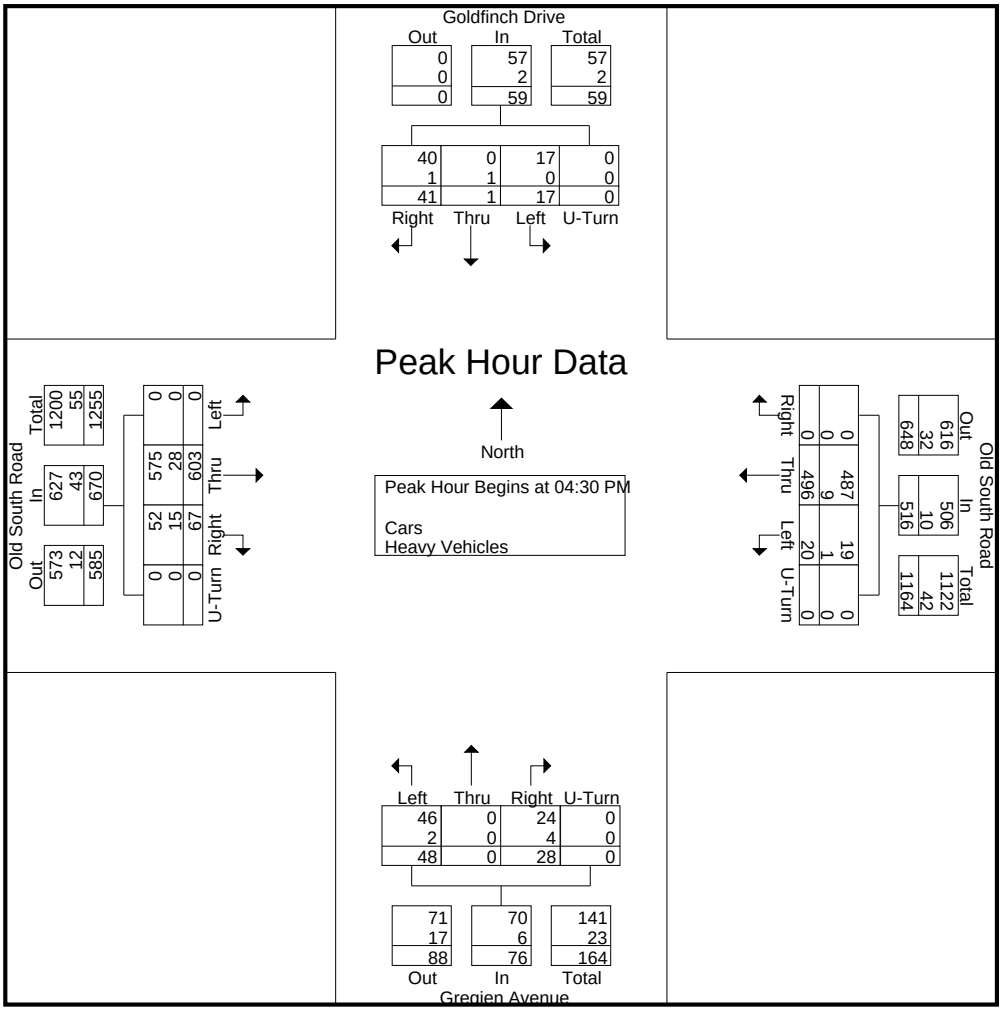
| | Goldfinch Drive From North | | | | | Old South Road From East | | | | | Gregien Avenue From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:45 PM | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 PM | 0 | **2** | 0 | 0 | 2 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:15 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:30 PM | 0 | 0 | 0 | **3** | **3** | 0 | 0 | 0 | **1** | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **6** |
| Total Volume | 0 | 2 | 0 | 6 | 8 | 0 | 1 | 0 | 1 | 2 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 16 |
| % App. Total | 0 | 25 | 0 | 75 | | 0 | 50 | 0 | 50 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .500 | .667 | .000 | .250 | .000 | .250 | .500 | .000 | .375 | .000 | .000 | .375 | .000 | .000 | .000 | .000 | .000 | .667 |

N/S: Goldfinch Drive/ Gregien Avenue
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 DD
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Goldfinch Drive From North | | | | | Old South Road From East | | | | | Gregien Avenue From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 12 | 0 | 1 | 0 | 13 | 0 | 121 | 5 | 0 | 126 | **11** | 0 | **17** | 0 | **28** | 9 | 151 | 0 | 0 | 160 | 327 |
| 04:45 PM | 9 | 0 | 6 | 0 | 15 | 0 | 116 | **6** | 0 | 122 | 3 | 0 | 13 | 0 | 16 | **21** | **158** | 0 | 0 | **179** | 332 |
| 05:00 PM | 7 | 0 | 3 | 0 | 10 | 0 | **149** | 4 | 0 | **153** | 6 | 0 | 7 | 0 | 13 | 21 | 152 | 0 | 0 | 173 | **349** |
| 05:15 PM | **13** | **1** | **7** | 0 | **21** | 0 | 110 | 5 | 0 | 115 | 8 | 0 | 11 | 0 | 19 | 16 | 142 | 0 | 0 | 158 | 313 |
| Total Volume | 41 | 1 | 17 | 0 | 59 | 0 | 496 | 20 | 0 | 516 | 28 | 0 | 48 | 0 | 76 | 67 | 603 | 0 | 0 | 670 | 1321 |
| % App. Total | 69.5 | 1.7 | 28.8 | 0 | | 0 | 96.1 | 3.9 | 0 | | 36.8 | 0 | 63.2 | 0 | | 10 | 90 | 0 | 0 | | |
| PHF | .788 | .250 | .607 | .000 | .702 | .000 | .832 | .833 | .000 | .843 | .636 | .000 | .706 | .000 | .679 | .798 | .954 | .000 | .000 | .936 | .946 |
| Cars | 40 | 0 | 17 | 0 | 57 | 0 | 487 | 19 | 0 | 506 | 24 | 0 | 46 | 0 | 70 | 52 | 575 | 0 | 0 | 627 | 1260 |
| % Cars | 97.6 | 0 | 100 | 0 | 96.6 | 0 | 98.2 | 95.0 | 0 | 98.1 | 85.7 | 0 | 95.8 | 0 | 92.1 | 77.6 | 95.4 | 0 | 0 | 93.6 | 95.4 |
| Heavy Vehicles | 1 | 1 | 0 | 0 | 2 | 0 | 9 | 1 | 0 | 10 | 4 | 0 | 2 | 0 | 6 | 15 | 28 | 0 | 0 | 43 | 61 |
| % Heavy Vehicles | 2.4 | 100 | 0 | 0 | 3.4 | 0 | 1.8 | 5.0 | 0 | 1.9 | 14.3 | 0 | 4.2 | 0 | 7.9 | 22.4 | 4.6 | 0 | 0 | 6.4 | 4.6 |



N/S: Goldfinch Drive/ Gregien Avenue
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City, State: Nantucket, MA
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Email: datarequests@pdillc.com

File Name : 143955 DDD
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Goldfinch Drive From North | | | | Old South Road From East | | | | Gregien Avenue From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 11:00 AM | 29 | 0 | 6 | 0 | 0 | 120 | 2 | 0 | 6 | 0 | 10 | 0 | 12 | 139 | 0 | 0 | 324 |
| 11:15 AM | 23 | 2 | 3 | 0 | 0 | 91 | 6 | 0 | 10 | 0 | 6 | 0 | 16 | 93 | 0 | 0 | 250 |
| 11:30 AM | 12 | 1 | 2 | 0 | 0 | 125 | 8 | 0 | 3 | 0 | 17 | 0 | 16 | 116 | 0 | 0 | 300 |
| 11:45 AM | 20 | 2 | 4 | 0 | 0 | 98 | 4 | 0 | 4 | 0 | 14 | 0 | 15 | 134 | 0 | 0 | 295 |
| Total | 84 | 5 | 15 | 0 | 0 | 434 | 20 | 0 | 23 | 0 | 47 | 0 | 59 | 482 | 0 | 0 | 1169 |
| 12:00 PM | 12 | 0 | 4 | 0 | 0 | 105 | 3 | 0 | 6 | 0 | 11 | 0 | 8 | 110 | 0 | 0 | 259 |
| 12:15 PM | 13 | 0 | 3 | 0 | 0 | 87 | 2 | 0 | 4 | 0 | 8 | 0 | 11 | 93 | 0 | 0 | 221 |
| 12:30 PM | 13 | 0 | 2 | 0 | 0 | 112 | 3 | 0 | 7 | 0 | 11 | 0 | 8 | 115 | 0 | 0 | 271 |
| 12:45 PM | 11 | 1 | 3 | 0 | 0 | 91 | 3 | 1 | 4 | 0 | 6 | 0 | 9 | 110 | 0 | 0 | 239 |
| Total | 49 | 1 | 12 | 0 | 0 | 395 | 11 | 1 | 21 | 0 | 36 | 0 | 36 | 428 | 0 | 0 | 990 |
| 01:00 PM | 22 | 0 | 1 | 0 | 0 | 91 | 2 | 0 | 4 | 0 | 11 | 0 | 6 | 102 | 0 | 0 | 239 |
| 01:15 PM | 16 | 0 | 5 | 0 | 0 | 90 | 2 | 0 | 0 | 0 | 11 | 0 | 6 | 129 | 0 | 0 | 259 |
| 01:30 PM | 10 | 0 | 5 | 0 | 0 | 79 | 4 | 0 | 3 | 0 | 4 | 0 | 8 | 122 | 0 | 0 | 235 |
| 01:45 PM | 13 | 0 | 6 | 0 | 0 | 86 | 3 | 0 | 2 | 0 | 5 | 0 | 7 | 113 | 0 | 0 | 235 |
| Total | 61 | 0 | 17 | 0 | 0 | 346 | 11 | 0 | 9 | 0 | 31 | 0 | 27 | 466 | 0 | 0 | 968 |
| Grand Total | 194 | 6 | 44 | 0 | 0 | 1175 | 42 | 1 | 53 | 0 | 114 | 0 | 122 | 1376 | 0 | 0 | 3127 |
| Apprch % | 79.5 | 2.5 | 18 | 0 | 0 | 96.5 | 3.4 | 0.1 | 31.7 | 0 | 68.3 | 0 | 8.1 | 91.9 | 0 | 0 | |
| Total % | 6.2 | 0.2 | 1.4 | 0 | 0 | 37.6 | 1.3 | 0 | 1.7 | 0 | 3.6 | 0 | 3.9 | 44 | 0 | 0 | |
| Cars | 190 | 6 | 44 | 0 | 0 | 1143 | 37 | 1 | 47 | 0 | 103 | 0 | 108 | 1332 | 0 | 0 | 3011 |
| % Cars | 97.9 | 100 | 100 | 0 | 0 | 97.3 | 88.1 | 100 | 88.7 | 0 | 90.4 | 0 | 88.5 | 96.8 | 0 | 0 | 96.3 |
| Heavy Vehicles | 4 | 0 | 0 | 0 | 0 | 32 | 5 | 0 | 6 | 0 | 11 | 0 | 14 | 44 | 0 | 0 | 116 |
| % Heavy Vehicles | 2.1 | 0 | 0 | 0 | 0 | 2.7 | 11.9 | 0 | 11.3 | 0 | 9.6 | 0 | 11.5 | 3.2 | 0 | 0 | 3.7 |

| | Goldfinch Drive From North | | | | | Old South Road From East | | | | | Gregien Avenue From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | **29** | 0 | **6** | 0 | **35** | 0 | 120 | 2 | 0 | 122 | 6 | 0 | 10 | 0 | 16 | 12 | **139** | 0 | 0 | **151** | **324** |
| 11:15 AM | 23 | **2** | 3 | 0 | 28 | 0 | 91 | 6 | 0 | 97 | **10** | 0 | 6 | 0 | 16 | **16** | 93 | 0 | 0 | 109 | 250 |
| 11:30 AM | 12 | 1 | 2 | 0 | 15 | 0 | **125** | **8** | 0 | **133** | 3 | 0 | **17** | 0 | **20** | 16 | 116 | 0 | 0 | 132 | 300 |
| 11:45 AM | 20 | 2 | 4 | 0 | 26 | 0 | 98 | 4 | 0 | 102 | 4 | 0 | 14 | 0 | 18 | 15 | 134 | 0 | 0 | 149 | 295 |
| Total Volume | 84 | 5 | 15 | 0 | 104 | 0 | 434 | 20 | 0 | 454 | 23 | 0 | 47 | 0 | 70 | 59 | 482 | 0 | 0 | 541 | 1169 |
| % App. Total | 80.8 | 4.8 | 14.4 | 0 | | 0 | 95.6 | 4.4 | 0 | | 32.9 | 0 | 67.1 | 0 | | 10.9 | 89.1 | 0 | 0 | | |
| PHF | .724 | .625 | .625 | .000 | .743 | .000 | .868 | .625 | .000 | .853 | .575 | .000 | .691 | .000 | .875 | .922 | .867 | .000 | .000 | .896 | .902 |
| Cars | 80 | 5 | 15 | 0 | 100 | 0 | 422 | 18 | 0 | 440 | 21 | 0 | 46 | 0 | 67 | 51 | 466 | 0 | 0 | 517 | 1124 |
| % Cars | 95.2 | 100 | 100 | 0 | 96.2 | 0 | 97.2 | 90.0 | 0 | 96.9 | 91.3 | 0 | 97.9 | 0 | 95.7 | 86.4 | 96.7 | 0 | 0 | 95.6 | 96.2 |
| Heavy Vehicles | 4 | 0 | 0 | 0 | 4 | 0 | 12 | 2 | 0 | 14 | 2 | 0 | 1 | 0 | 3 | 8 | 16 | 0 | 0 | 24 | 45 |
| % Heavy Vehicles | 4.8 | 0 | 0 | 0 | 3.8 | 0 | 2.8 | 10.0 | 0 | 3.1 | 8.7 | 0 | 2.1 | 0 | 4.3 | 13.6 | 3.3 | 0 | 0 | 4.4 | 3.8 |

N/S: Goldfinch Drive/ Gregien Avenue
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 DDD
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Goldfinch Drive From North | | | | Old South Road From East | | | | Gregien Avenue From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 AM | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 15 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 17 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 PM | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 12:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 13 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Grand Total | 0 | 1 | 0 | 24 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 36 |
| Apprch % | 0 | 4 | 0 | 96 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 75 | 25 | 0 | 0 | |
| Total % | 0 | 2.8 | 0 | 66.7 | 0 | 0 | 0 | 11.1 | 0 | 8.3 | 0 | 0 | 8.3 | 2.8 | 0 | 0 | |

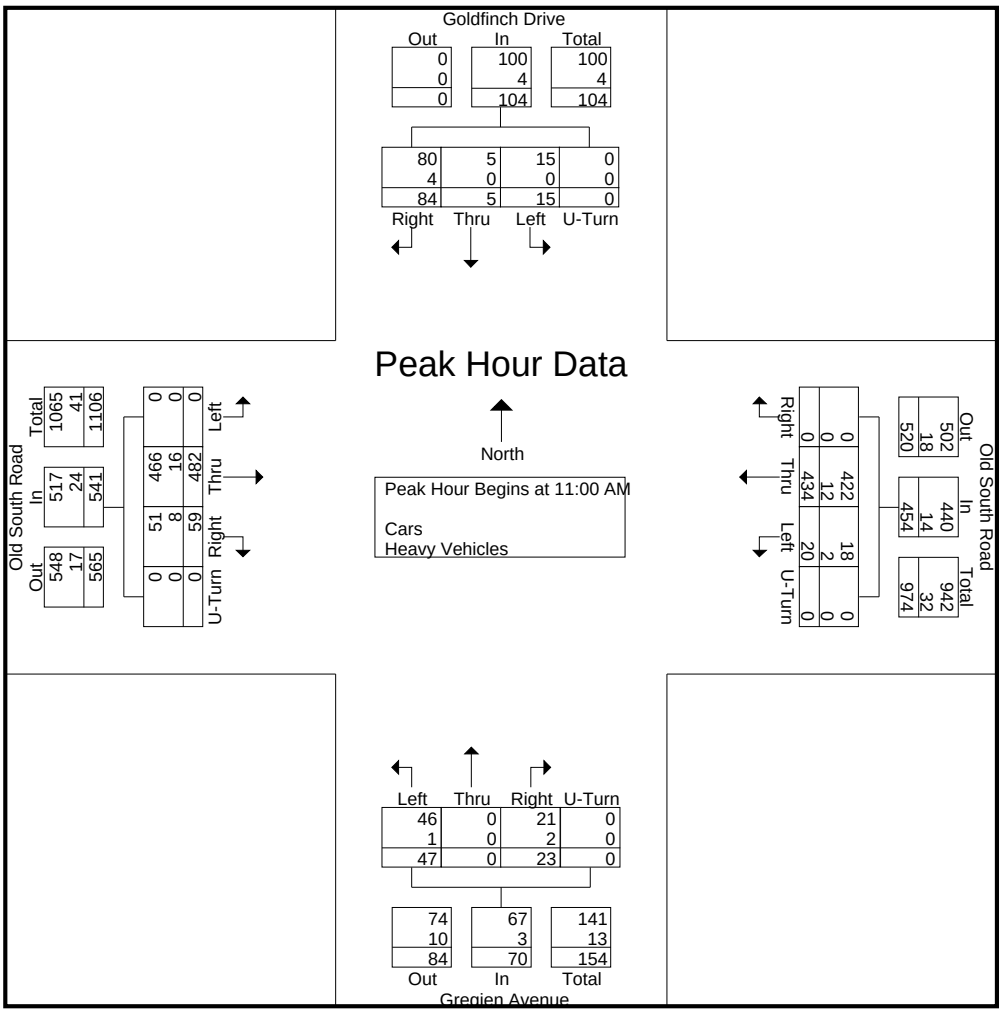
| | Goldfinch Drive From North | | | | | Old South Road From East | | | | | Gregien Avenue From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:15 PM | 0 | **1** | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 PM | 0 | 0 | 0 | **5** | **5** | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | **1** | **8** |
| 12:45 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 0 | 1 | 0 | 9 | 10 | 0 | 0 | 0 | 4 | 4 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 18 |
| % App. Total | 0 | 10 | 0 | 90 | | 0 | 0 | 0 | 100 | | 0 | 100 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .450 | .500 | .000 | .000 | .000 | .500 | .500 | .000 | .250 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .250 | .563 |

N/S: Goldfinch Drive/ Gregien Avenue
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 DDD
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

| | Goldfinch Drive From North | | | | | Old South Road From East | | | | | Gregien Avenue From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | **29** | 0 | **6** | 0 | **35** | 0 | 120 | 2 | 0 | 122 | 6 | 0 | 10 | 0 | 16 | 12 | **139** | 0 | 0 | **151** | **324** |
| 11:15 AM | 23 | **2** | 3 | 0 | 28 | 0 | 91 | 6 | 0 | 97 | **10** | 0 | 6 | 0 | 16 | **16** | 93 | 0 | 0 | 109 | 250 |
| 11:30 AM | 12 | 1 | 2 | 0 | 15 | 0 | **125** | **8** | 0 | **133** | 3 | 0 | **17** | 0 | **20** | 16 | 116 | 0 | 0 | 132 | 300 |
| 11:45 AM | 20 | 2 | 4 | 0 | 26 | 0 | 98 | 4 | 0 | 102 | 4 | 0 | 14 | 0 | 18 | 15 | 134 | 0 | 0 | 149 | 295 |
| Total Volume | 84 | 5 | 15 | 0 | 104 | 0 | 434 | 20 | 0 | 454 | 23 | 0 | 47 | 0 | 70 | 59 | 482 | 0 | 0 | 541 | 1169 |
| % App. Total | 80.8 | 4.8 | 14.4 | 0 | | 0 | 95.6 | 4.4 | 0 | | 32.9 | 0 | 67.1 | 0 | | 10.9 | 89.1 | 0 | 0 | | |
| PHF | .724 | .625 | .625 | .000 | .743 | .000 | .868 | .625 | .000 | .853 | .575 | .000 | .691 | .000 | .875 | .922 | .867 | .000 | .000 | .896 | .902 |
| Cars | 80 | 5 | 15 | 0 | 100 | 0 | 422 | 18 | 0 | 440 | 21 | 0 | 46 | 0 | 67 | 51 | 466 | 0 | 0 | 517 | 1124 |
| % Cars | 95.2 | 100 | 100 | 0 | 96.2 | 0 | 97.2 | 90.0 | 0 | 96.9 | 91.3 | 0 | 97.9 | 0 | 95.7 | 86.4 | 96.7 | 0 | 0 | 95.6 | 96.2 |
| Heavy Vehicles | 4 | 0 | 0 | 0 | 4 | 0 | 12 | 2 | 0 | 14 | 2 | 0 | 1 | 0 | 3 | 8 | 16 | 0 | 0 | 24 | 45 |
| % Heavy Vehicles | 4.8 | 0 | 0 | 0 | 3.8 | 0 | 2.8 | 10.0 | 0 | 3.1 | 8.7 | 0 | 2.1 | 0 | 4.3 | 13.6 | 3.3 | 0 | 0 | 4.4 | 3.8 |



N: Envy Tile Driveway
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 E
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Envy Tile Driveway From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | Right | Thru | U-Turn | Thru | Left | U-Turn | Int. Total |
| 08:00 AM | 4 | 0 | 0 | 0 | 153 | 0 | 107 | 1 | 0 | 265 |
| 08:15 AM | 6 | 0 | 0 | 0 | 145 | 0 | 135 | 0 | 0 | 286 |
| 08:30 AM | 2 | 0 | 0 | 0 | 124 | 0 | 128 | 1 | 0 | 255 |
| 08:45 AM | 2 | 0 | 0 | 0 | 152 | 0 | 149 | 2 | 0 | 305 |
| Total | 14 | 0 | 0 | 0 | 574 | 0 | 519 | 4 | 0 | 1111 |
| 09:00 AM | 2 | 0 | 0 | 0 | 167 | 0 | 118 | 1 | 0 | 288 |
| 09:15 AM | 1 | 1 | 0 | 2 | 145 | 0 | 120 | 1 | 0 | 270 |
| 09:30 AM | 3 | 2 | 0 | 0 | 132 | 0 | 124 | 3 | 0 | 264 |
| 09:45 AM | 4 | 3 | 0 | 1 | 133 | 0 | 130 | 2 | 0 | 273 |
| Total | 10 | 6 | 0 | 3 | 577 | 0 | 492 | 7 | 0 | 1095 |
| 10:00 AM | 6 | 3 | 0 | 0 | 110 | 0 | 127 | 2 | 0 | 248 |
| 10:15 AM | 3 | 0 | 0 | 1 | 107 | 0 | 109 | 2 | 0 | 222 |
| 10:30 AM | 0 | 0 | 0 | 1 | 116 | 0 | 121 | 2 | 0 | 240 |
| 10:45 AM | 6 | 0 | 0 | 0 | 106 | 0 | 107 | 7 | 0 | 226 |
| Total | 15 | 3 | 0 | 2 | 439 | 0 | 464 | 13 | 0 | 936 |
| Grand Total | 39 | 9 | 0 | 5 | 1590 | 0 | 1475 | 24 | 0 | 3142 |
| Apprch % | 81.2 | 18.8 | 0 | 0.3 | 99.7 | 0 | 98.4 | 1.6 | 0 | |
| Total % | 1.2 | 0.3 | 0 | 0.2 | 50.6 | 0 | 46.9 | 0.8 | 0 | |
| Cars | 37 | 9 | 0 | 5 | 1485 | 0 | 1379 | 24 | 0 | 2939 |
| % Cars | 94.9 | 100 | 0 | 100 | 93.4 | 0 | 93.5 | 100 | 0 | 93.5 |
| Heavy Vehicles | 2 | 0 | 0 | 0 | 105 | 0 | 96 | 0 | 0 | 203 |
| % Heavy Vehicles | 5.1 | 0 | 0 | 0 | 6.6 | 0 | 6.5 | 0 | 0 | 6.5 |

| | Envy Tile Driveway From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | |
| 08:15 AM | **6** | 0 | 0 | **6** | 0 | 145 | 0 | 145 | 135 | 0 | 0 | 135 | 286 |
| 08:30 AM | 2 | 0 | 0 | 2 | 0 | 124 | 0 | 124 | 128 | 1 | 0 | 129 | 255 |
| 08:45 AM | 2 | 0 | 0 | 2 | 0 | 152 | 0 | 152 | **149** | **2** | 0 | **151** | **305** |
| 09:00 AM | 2 | 0 | 0 | 2 | 0 | **167** | 0 | **167** | 118 | 1 | 0 | 119 | 288 |
| Total Volume | 12 | 0 | 0 | 12 | 0 | 588 | 0 | 588 | 530 | 4 | 0 | 534 | 1134 |
| % App. Total | 100 | 0 | 0 | | 0 | 100 | 0 | | 99.3 | 0.7 | 0 | | |
| PHF | .500 | .000 | .000 | .500 | .000 | .880 | .000 | .880 | .889 | .500 | .000 | .884 | .930 |
| Cars | 10 | 0 | 0 | 10 | 0 | 548 | 0 | 548 | 505 | 4 | 0 | 509 | 1067 |
| % Cars | 83.3 | 0 | 0 | 83.3 | 0 | 93.2 | 0 | 93.2 | 95.3 | 100 | 0 | 95.3 | 94.1 |
| Heavy Vehicles | 2 | 0 | 0 | 2 | 0 | 40 | 0 | 40 | 25 | 0 | 0 | 25 | 67 |
| % Heavy Vehicles | 16.7 | 0 | 0 | 16.7 | 0 | 6.8 | 0 | 6.8 | 4.7 | 0 | 0 | 4.7 | 5.9 |

N: Envy Tile Driveway
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 E
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Envy Tile Driveway From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 08:00 AM | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 9 |
| 08:15 AM | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 11 |
| 08:30 AM | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 9 |
| 08:45 AM | 0 | 0 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 15 |
| Total | 0 | 0 | 15 | 0 | 29 | 0 | 0 | 0 | 0 | 44 |
| 09:00 AM | 0 | 0 | 6 | 0 | 5 | 0 | 4 | 0 | 0 | 15 |
| 09:15 AM | 0 | 0 | 5 | 0 | 10 | 0 | 3 | 0 | 0 | 18 |
| 09:30 AM | 0 | 0 | 4 | 0 | 11 | 0 | 3 | 0 | 0 | 18 |
| 09:45 AM | 0 | 0 | 4 | 1 | 9 | 0 | 2 | 0 | 0 | 16 |
| Total | 0 | 0 | 19 | 1 | 35 | 0 | 12 | 0 | 0 | 67 |
| 10:00 AM | 0 | 0 | 12 | 0 | 15 | 0 | 6 | 0 | 0 | 33 |
| 10:15 AM | 0 | 0 | 8 | 0 | 13 | 0 | 1 | 0 | 0 | 22 |
| 10:30 AM | 0 | 0 | 13 | 0 | 12 | 0 | 12 | 0 | 0 | 37 |
| 10:45 AM | 0 | 1 | 18 | 0 | 7 | 0 | 4 | 0 | 0 | 30 |
| Total | 0 | 1 | 51 | 0 | 47 | 0 | 23 | 0 | 0 | 122 |
| Grand Total | 0 | 1 | 85 | 1 | 111 | 0 | 35 | 0 | 0 | 233 |
| Apprch % | 0 | 1.2 | 98.8 | 0.9 | 99.1 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 0.4 | 36.5 | 0.4 | 47.6 | 0 | 15 | 0 | 0 | |

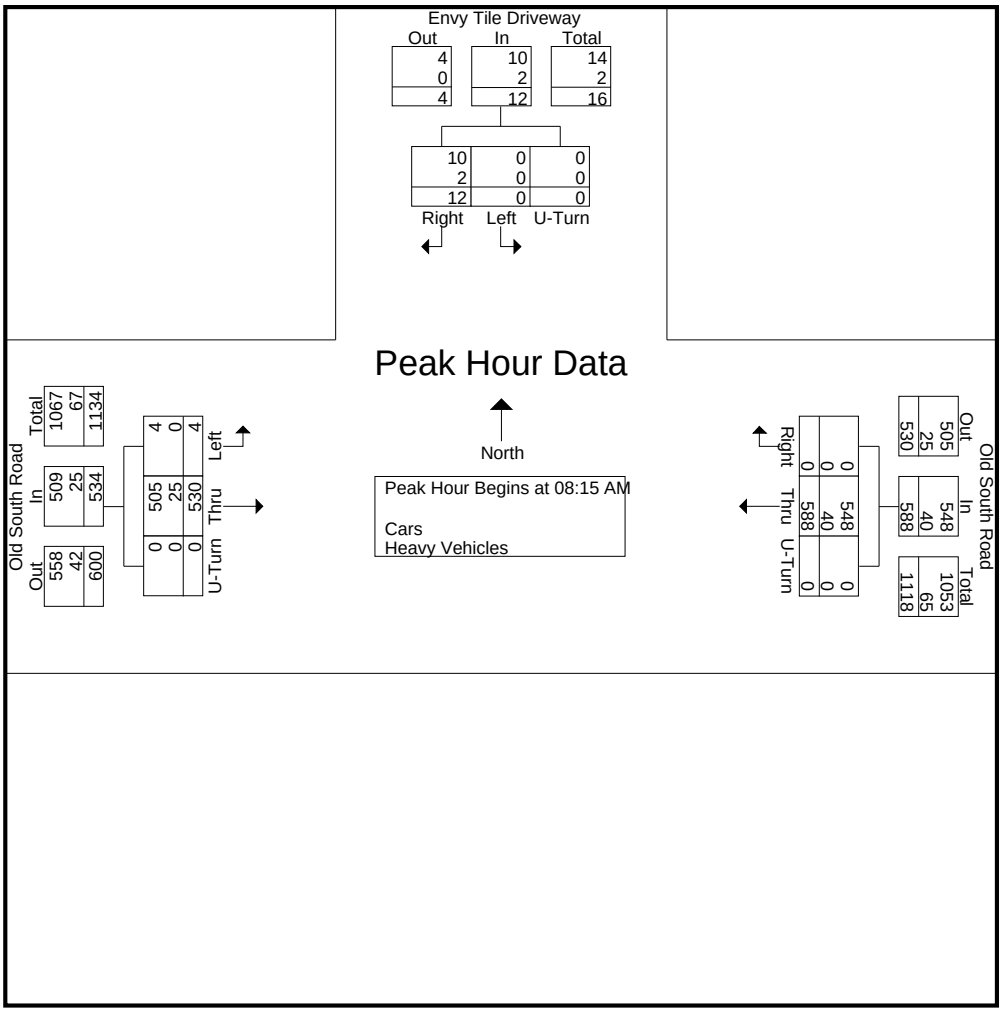
| | Envy Tile Driveway From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 10:00 AM | | | | | | | | | | | | | |
| 10:00 AM | 0 | 0 | 12 | 12 | 0 | **15** | 0 | **15** | 6 | 0 | 0 | 6 | 33 |
| 10:15 AM | 0 | 0 | 8 | 8 | 0 | 13 | 0 | 13 | 1 | 0 | 0 | 1 | 22 |
| 10:30 AM | 0 | 0 | 13 | 13 | 0 | 12 | 0 | 12 | **12** | 0 | 0 | **12** | **37** |
| 10:45 AM | 0 | **1** | **18** | **19** | 0 | 7 | 0 | 7 | 4 | 0 | 0 | 4 | 30 |
| Total Volume | 0 | 1 | 51 | 52 | 0 | 47 | 0 | 47 | 23 | 0 | 0 | 23 | 122 |
| % App. Total | 0 | 1.9 | 98.1 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .250 | .708 | .684 | .000 | .783 | .000 | .783 | .479 | .000 | .000 | .479 | .824 |

N: Envy Tile Driveway
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 E
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Envy Tile Driveway From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | |
| 08:15 AM | **6** | 0 | 0 | **6** | 0 | 145 | 0 | 145 | 135 | 0 | 0 | 135 | 286 |
| 08:30 AM | 2 | 0 | 0 | 2 | 0 | 124 | 0 | 124 | 128 | 1 | 0 | 129 | 255 |
| 08:45 AM | 2 | 0 | 0 | 2 | 0 | 152 | 0 | 152 | **149** | **2** | 0 | **151** | **305** |
| 09:00 AM | 2 | 0 | 0 | 2 | 0 | **167** | 0 | **167** | 118 | 1 | 0 | 119 | 288 |
| Total Volume | 12 | 0 | 0 | 12 | 0 | 588 | 0 | 588 | 530 | 4 | 0 | 534 | 1134 |
| % App. Total | 100 | 0 | 0 | | 0 | 100 | 0 | | 99.3 | 0.7 | 0 | | |
| PHF | .500 | .000 | .000 | .500 | .000 | .880 | .000 | .880 | .889 | .500 | .000 | .884 | .930 |
| Cars | 10 | 0 | 0 | 10 | 0 | 548 | 0 | 548 | 505 | 4 | 0 | 509 | 1067 |
| % Cars | 83.3 | 0 | 0 | 83.3 | 0 | 93.2 | 0 | 93.2 | 95.3 | 100 | 0 | 95.3 | 94.1 |
| Heavy Vehicles | 2 | 0 | 0 | 2 | 0 | 40 | 0 | 40 | 25 | 0 | 0 | 25 | 67 |
| % Heavy Vehicles | 16.7 | 0 | 0 | 16.7 | 0 | 6.8 | 0 | 6.8 | 4.7 | 0 | 0 | 4.7 | 5.9 |



N: Envy Tile Driveway
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 EE
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Envy Tile Driveway From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | Right | Thru | U-Turn | Thru | Left | U-Turn | Int. Total |
| 03:00 PM | 7 | 5 | 0 | 0 | 117 | 0 | 122 | 4 | 0 | 255 |
| 03:15 PM | 4 | 1 | 0 | 1 | 127 | 0 | 135 | 2 | 0 | 270 |
| 03:30 PM | 4 | 0 | 0 | 5 | 90 | 0 | 134 | 0 | 0 | 233 |
| 03:45 PM | 2 | 1 | 0 | 4 | 118 | 0 | 151 | 1 | 0 | 277 |
| Total | 17 | 7 | 0 | 10 | 452 | 0 | 542 | 7 | 0 | 1035 |
| 04:00 PM | 7 | 3 | 0 | 0 | 127 | 0 | 150 | 1 | 0 | 288 |
| 04:15 PM | 7 | 1 | 0 | 3 | 130 | 0 | 158 | 1 | 0 | 300 |
| 04:30 PM | 0 | 1 | 0 | 2 | 149 | 0 | 159 | 0 | 0 | 311 |
| 04:45 PM | 1 | 2 | 0 | 0 | 137 | 0 | 179 | 1 | 0 | 320 |
| Total | 15 | 7 | 0 | 5 | 543 | 0 | 646 | 3 | 0 | 1219 |
| 05:00 PM | 4 | 0 | 0 | 0 | 168 | 0 | 176 | 1 | 0 | 349 |
| 05:15 PM | 2 | 0 | 0 | 1 | 135 | 0 | 161 | 0 | 0 | 299 |
| 05:30 PM | 5 | 1 | 0 | 2 | 137 | 0 | 144 | 3 | 0 | 292 |
| 05:45 PM | 1 | 0 | 0 | 0 | 103 | 0 | 124 | 1 | 0 | 229 |
| Total | 12 | 1 | 0 | 3 | 543 | 0 | 605 | 5 | 0 | 1169 |
| Grand Total | 44 | 15 | 0 | 18 | 1538 | 0 | 1793 | 15 | 0 | 3423 |
| Apprch % | 74.6 | 25.4 | 0 | 1.2 | 98.8 | 0 | 99.2 | 0.8 | 0 | |
| Total % | 1.3 | 0.4 | 0 | 0.5 | 44.9 | 0 | 52.4 | 0.4 | 0 | |
| Cars | 42 | 15 | 0 | 17 | 1492 | 0 | 1673 | 15 | 0 | 3254 |
| % Cars | 95.5 | 100 | 0 | 94.4 | 97 | 0 | 93.3 | 100 | 0 | 95.1 |
| Heavy Vehicles | 2 | 0 | 0 | 1 | 46 | 0 | 120 | 0 | 0 | 169 |
| % Heavy Vehicles | 4.5 | 0 | 0 | 5.6 | 3 | 0 | 6.7 | 0 | 0 | 4.9 |

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

| | Envy Tile Driveway From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |
| 04:15 PM | **7** | 1 | 0 | **8** | **3** | 130 | 0 | 133 | 158 | **1** | 0 | 159 | 300 |
| 04:30 PM | 0 | 1 | 0 | 1 | 2 | 149 | 0 | 151 | 159 | 0 | 0 | 159 | 311 |
| 04:45 PM | 1 | **2** | 0 | 3 | 0 | 137 | 0 | 137 | **179** | 1 | 0 | **180** | 320 |
| 05:00 PM | 4 | 0 | 0 | 4 | 0 | **168** | 0 | **168** | 176 | 1 | 0 | 177 | **349** |
| Total Volume | 12 | 4 | 0 | 16 | 5 | 584 | 0 | 589 | 672 | 3 | 0 | 675 | 1280 |
| % App. Total | 75 | 25 | 0 | | 0.8 | 99.2 | 0 | | 99.6 | 0.4 | 0 | | |
| PHF | .429 | .500 | .000 | .500 | .417 | .869 | .000 | .876 | .939 | .750 | .000 | .938 | .917 |
| Cars | 12 | 4 | 0 | 16 | 5 | 570 | 0 | 575 | 636 | 3 | 0 | 639 | 1230 |
| % Cars | 100 | 100 | 0 | 100 | 100 | 97.6 | 0 | 97.6 | 94.6 | 100 | 0 | 94.7 | 96.1 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 36 | 0 | 0 | 36 | 50 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2.4 | 0 | 2.4 | 5.4 | 0 | 0 | 5.3 | 3.9 |

N: Envy Tile Driveway
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 EE
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Envy Tile Driveway From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 03:00 PM | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 6 |
| 03:15 PM | 0 | 0 | 3 | 0 | 2 | 0 | 21 | 0 | 1 | 27 |
| 03:30 PM | 1 | 0 | 3 | 1 | 6 | 0 | 8 | 0 | 0 | 19 |
| 03:45 PM | 2 | 0 | 1 | 1 | 7 | 0 | 8 | 0 | 0 | 19 |
| Total | 3 | 0 | 8 | 2 | 17 | 0 | 40 | 0 | 1 | 71 |
| 04:00 PM | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 8 |
| 04:15 PM | 0 | 0 | 1 | 0 | 3 | 0 | 5 | 0 | 0 | 9 |
| 04:30 PM | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 11 |
| 04:45 PM | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 0 | 1 | 1 | 26 | 0 | 8 | 0 | 0 | 36 |
| 05:00 PM | 0 | 1 | 0 | 0 | 5 | 0 | 9 | 0 | 0 | 15 |
| 05:15 PM | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 11 |
| 05:30 PM | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 10 |
| 05:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 |
| Total | 0 | 1 | 0 | 0 | 19 | 0 | 19 | 0 | 0 | 39 |
| Grand Total | 3 | 1 | 9 | 3 | 62 | 0 | 67 | 0 | 1 | 146 |
| Apprch % | 23.1 | 7.7 | 69.2 | 4.6 | 95.4 | 0 | 98.5 | 0 | 1.5 | |
| Total % | 2.1 | 0.7 | 6.2 | 2.1 | 42.5 | 0 | 45.9 | 0 | 0.7 | |

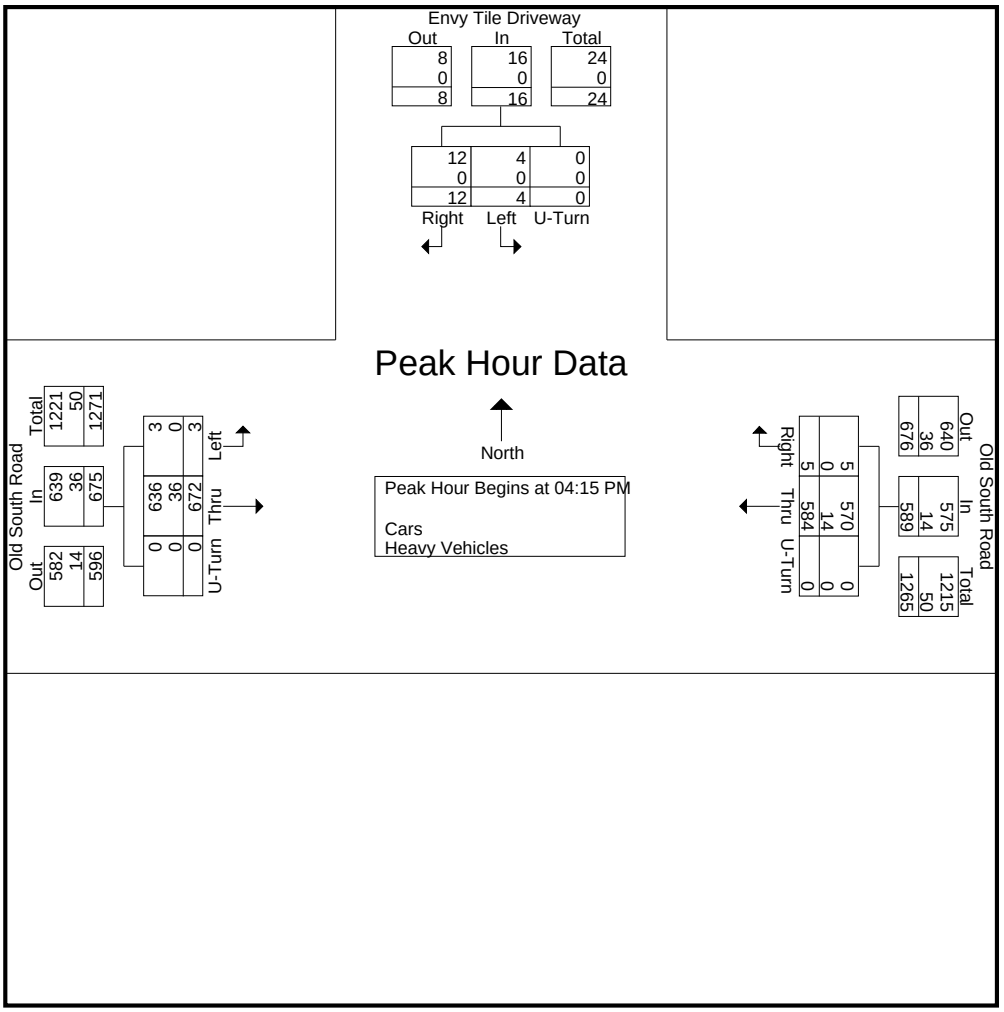
| | Envy Tile Driveway From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | | | | |
| 03:15 PM | 0 | 0 | **3** | 3 | 0 | 2 | 0 | 2 | **21** | 0 | **1** | **22** | **27** |
| 03:30 PM | 1 | 0 | 3 | **4** | **1** | 6 | 0 | 7 | 8 | 0 | 0 | 8 | 19 |
| 03:45 PM | **2** | 0 | 1 | 3 | 1 | 7 | 0 | **8** | 8 | 0 | 0 | 8 | 19 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | **8** | 0 | 8 | 0 | 0 | 0 | 0 | 8 |
| Total Volume | 3 | 0 | 7 | 10 | 2 | 23 | 0 | 25 | 37 | 0 | 1 | 38 | 73 |
| % App. Total | 30 | 0 | 70 | | 8 | 92 | 0 | | 97.4 | 0 | 2.6 | | |
| PHF | .375 | .000 | .583 | .625 | .500 | .719 | .000 | .781 | .440 | .000 | .250 | .432 | .676 |

N: Envy Tile Driveway
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 EE
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Envy Tile Driveway From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | |
| 04:15 PM | **7** | 1 | 0 | **8** | **3** | 130 | 0 | 133 | 158 | **1** | 0 | 159 | 300 |
| 04:30 PM | 0 | 1 | 0 | 1 | 2 | 149 | 0 | 151 | 159 | 0 | 0 | 159 | 311 |
| 04:45 PM | 1 | **2** | 0 | 3 | 0 | 137 | 0 | 137 | **179** | 1 | 0 | **180** | 320 |
| 05:00 PM | 4 | 0 | 0 | 4 | 0 | **168** | 0 | **168** | 176 | 1 | 0 | 177 | **349** |
| Total Volume | 12 | 4 | 0 | 16 | 5 | 584 | 0 | 589 | 672 | 3 | 0 | 675 | 1280 |
| % App. Total | 75 | 25 | 0 | | 0.8 | 99.2 | 0 | | 99.6 | 0.4 | 0 | | |
| PHF | .429 | .500 | .000 | .500 | .417 | .869 | .000 | .876 | .939 | .750 | .000 | .938 | .917 |
| Cars | 12 | 4 | 0 | 16 | 5 | 570 | 0 | 575 | 636 | 3 | 0 | 639 | 1230 |
| % Cars | 100 | 100 | 0 | 100 | 100 | 97.6 | 0 | 97.6 | 94.6 | 100 | 0 | 94.7 | 96.1 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 36 | 0 | 0 | 36 | 50 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2.4 | 0 | 2.4 | 5.4 | 0 | 0 | 5.3 | 3.9 |



N: Envy Tile Driveway
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 EEE
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Envy Tile Driveway From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | Right | Thru | U-Turn | Thru | Left | U-Turn | Int. Total |
| 11:00 AM | 4 | 4 | 0 | 2 | 126 | 0 | 136 | 2 | 0 | 274 |
| 11:15 AM | 0 | 1 | 0 | 2 | 122 | 0 | 133 | 1 | 0 | 259 |
| 11:30 AM | 4 | 3 | 0 | 2 | 143 | 0 | 139 | 1 | 0 | 292 |
| 11:45 AM | 1 | 2 | 0 | 1 | 127 | 0 | 134 | 3 | 0 | 268 |
| Total | 9 | 10 | 0 | 7 | 518 | 0 | 542 | 7 | 0 | 1093 |
| 12:00 PM | 1 | 2 | 0 | 2 | 127 | 0 | 165 | 2 | 0 | 299 |
| 12:15 PM | 6 | 3 | 0 | 1 | 153 | 0 | 174 | 6 | 0 | 343 |
| 12:30 PM | 4 | 3 | 0 | 0 | 159 | 0 | 159 | 4 | 0 | 329 |
| 12:45 PM | 3 | 2 | 0 | 0 | 134 | 0 | 154 | 3 | 0 | 296 |
| Total | 14 | 10 | 0 | 3 | 573 | 0 | 652 | 15 | 0 | 1267 |
| 01:00 PM | 7 | 1 | 0 | 1 | 138 | 0 | 154 | 2 | 0 | 303 |
| 01:15 PM | 7 | 2 | 0 | 0 | 141 | 0 | 126 | 3 | 0 | 279 |
| 01:30 PM | 2 | 3 | 0 | 1 | 112 | 0 | 121 | 3 | 0 | 242 |
| 01:45 PM | 3 | 1 | 0 | 2 | 137 | 0 | 137 | 4 | 0 | 284 |
| Total | 19 | 7 | 0 | 4 | 528 | 0 | 538 | 12 | 0 | 1108 |
| Grand Total | 42 | 27 | 0 | 14 | 1619 | 0 | 1732 | 34 | 0 | 3468 |
| Apprch % | 60.9 | 39.1 | 0 | 0.9 | 99.1 | 0 | 98.1 | 1.9 | 0 | |
| Total % | 1.2 | 0.8 | 0 | 0.4 | 46.7 | 0 | 49.9 | 1 | 0 | |
| Cars | 41 | 24 | 0 | 13 | 1539 | 0 | 1618 | 32 | 0 | 3267 |
| % Cars | 97.6 | 88.9 | 0 | 92.9 | 95.1 | 0 | 93.4 | 94.1 | 0 | 94.2 |
| Heavy Vehicles | 1 | 3 | 0 | 1 | 80 | 0 | 114 | 2 | 0 | 201 |
| % Heavy Vehicles | 2.4 | 11.1 | 0 | 7.1 | 4.9 | 0 | 6.6 | 5.9 | 0 | 5.8 |

| | Envy Tile Driveway From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |

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

Peak Hour for Entire Intersection Begins at 12:15 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:15 PM | 6 | **3** | 0 | **9** | **1** | 153 | 0 | 154 | **174** | **6** | 0 | **180** | **343** |
| 12:30 PM | 4 | 3 | 0 | 7 | 0 | **159** | 0 | **159** | 159 | 4 | 0 | 163 | 329 |
| 12:45 PM | 3 | 2 | 0 | 5 | 0 | 134 | 0 | 134 | 154 | 3 | 0 | 157 | 296 |
| 01:00 PM | **7** | 1 | 0 | 8 | 1 | 138 | 0 | 139 | 154 | 2 | 0 | 156 | 303 |
| Total Volume | 20 | 9 | 0 | 29 | 2 | 584 | 0 | 586 | 641 | 15 | 0 | 656 | 1271 |
| % App. Total | 69 | 31 | 0 | | 0.3 | 99.7 | 0 | | 97.7 | 2.3 | 0 | | |
| PHF | .714 | .750 | .000 | .806 | .500 | .918 | .000 | .921 | .921 | .625 | .000 | .911 | .926 |
| Cars | 20 | 7 | 0 | 27 | 2 | 564 | 0 | 566 | 601 | 15 | 0 | 616 | 1209 |
| % Cars | 100 | 77.8 | 0 | 93.1 | 100 | 96.6 | 0 | 96.6 | 93.8 | 100 | 0 | 93.9 | 95.1 |
| Heavy Vehicles | 0 | 2 | 0 | 2 | 0 | 20 | 0 | 20 | 40 | 0 | 0 | 40 | 62 |
| % Heavy Vehicles | 0 | 22.2 | 0 | 6.9 | 0 | 3.4 | 0 | 3.4 | 6.2 | 0 | 0 | 6.1 | 4.9 |

N: Envy Tile Driveway
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 EEE
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Envy Tile Driveway From North | | | Old South Road From East | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 1 | 0 | 6 | 0 | 4 | 0 | 0 | 11 |
| 11:15 AM | 0 | 0 | 2 | 0 | 7 | 0 | 3 | 0 | 1 | 13 |
| 11:30 AM | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 0 | 0 | 13 |
| 11:45 AM | 0 | 0 | 5 | 1 | 5 | 0 | 3 | 0 | 0 | 14 |
| Total | 0 | 0 | 9 | 1 | 24 | 0 | 16 | 0 | 1 | 51 |
| 12:00 PM | 0 | 0 | 4 | 0 | 4 | 0 | 5 | 0 | 0 | 13 |
| 12:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 10 |
| 12:30 PM | 1 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| 12:45 PM | 0 | 0 | 3 | 0 | 7 | 0 | 5 | 0 | 0 | 15 |
| Total | 1 | 0 | 12 | 0 | 15 | 0 | 18 | 0 | 0 | 46 |
| 01:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 01:15 PM | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 11 |
| 01:30 PM | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 01:45 PM | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 24 |
| Grand Total | 1 | 0 | 21 | 1 | 63 | 0 | 34 | 0 | 1 | 121 |
| Apprch % | 4.5 | 0 | 95.5 | 1.6 | 98.4 | 0 | 97.1 | 0 | 2.9 | |
| Total % | 0.8 | 0 | 17.4 | 0.8 | 52.1 | 0 | 28.1 | 0 | 0.8 | |

| | Envy Tile Driveway From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | |
| 11:15 AM | 0 | 0 | 2 | 2 | 0 | **7** | 0 | **7** | 3 | 0 | **1** | 4 | 13 |
| 11:30 AM | 0 | 0 | 1 | 1 | 0 | 6 | 0 | 6 | **6** | 0 | 0 | **6** | 13 |
| 11:45 AM | 0 | 0 | **5** | **5** | **1** | 5 | 0 | 6 | 3 | 0 | 0 | 3 | **14** |
| 12:00 PM | 0 | 0 | 4 | 4 | 0 | 4 | 0 | 4 | 5 | 0 | 0 | 5 | 13 |
| Total Volume | 0 | 0 | 12 | 12 | 1 | 22 | 0 | 23 | 17 | 0 | 1 | 18 | 53 |
| % App. Total | 0 | 0 | 100 | | 4.3 | 95.7 | 0 | | 94.4 | 0 | 5.6 | | |
| PHF | .000 | .000 | .600 | .600 | .250 | .786 | .000 | .821 | .708 | .000 | .250 | .750 | .946 |

N: Envy Tile Driveway
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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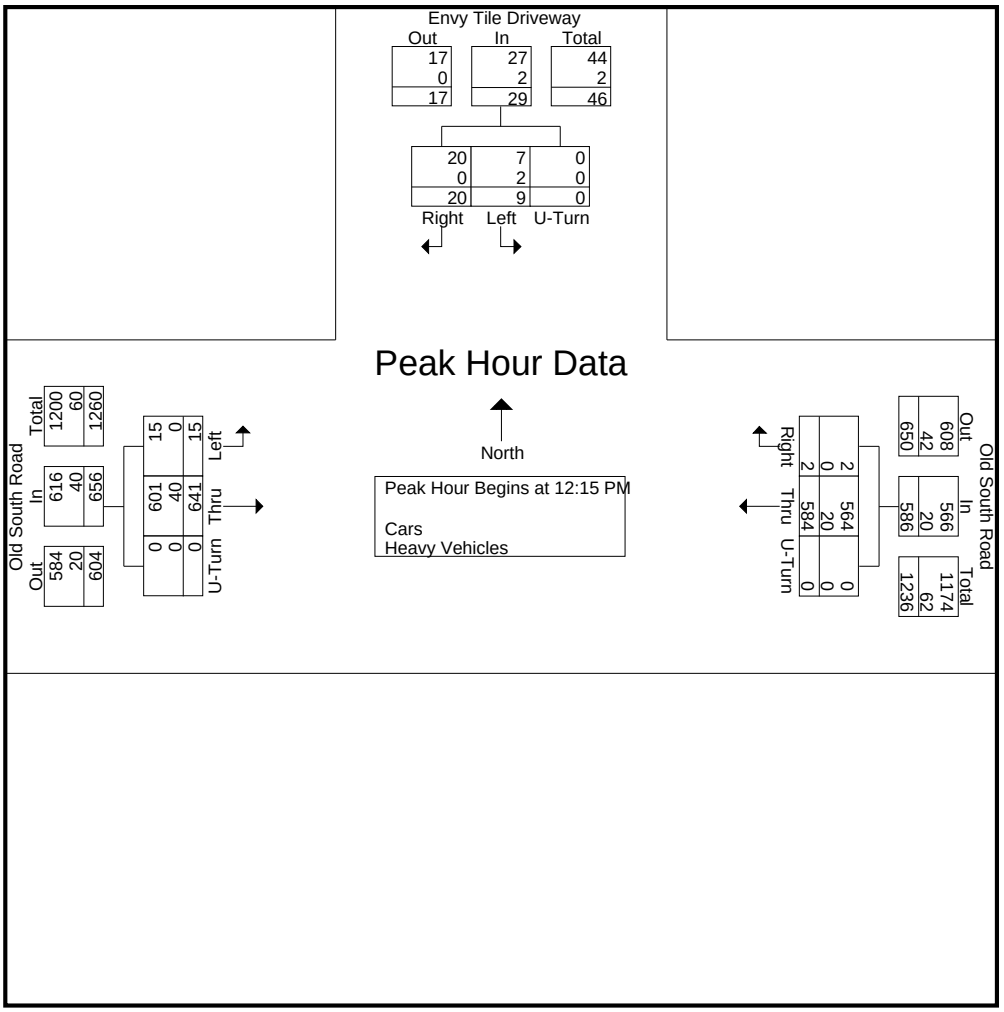
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143955 EEE
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

| | Envy Tile Driveway From North | | | | Old South Road From East | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:15 PM | | | | | | | | | | | | | |
| 12:15 PM | 6 | **3** | 0 | **9** | **1** | 153 | 0 | 154 | **174** | **6** | 0 | **180** | **343** |
| 12:30 PM | 4 | 3 | 0 | 7 | 0 | **159** | 0 | **159** | 159 | 4 | 0 | 163 | 329 |
| 12:45 PM | 3 | 2 | 0 | 5 | 0 | 134 | 0 | 134 | 154 | 3 | 0 | 157 | 296 |
| 01:00 PM | **7** | 1 | 0 | 8 | 1 | 138 | 0 | 139 | 154 | 2 | 0 | 156 | 303 |
| Total Volume | 20 | 9 | 0 | 29 | 2 | 584 | 0 | 586 | 641 | 15 | 0 | 656 | 1271 |
| % App. Total | 69 | 31 | 0 | | 0.3 | 99.7 | 0 | | 97.7 | 2.3 | 0 | | |
| PHF | .714 | .750 | .000 | .806 | .500 | .918 | .000 | .921 | .921 | .625 | .000 | .911 | .926 |
| Cars | 20 | 7 | 0 | 27 | 2 | 564 | 0 | 566 | 601 | 15 | 0 | 616 | 1209 |
| % Cars | 100 | 77.8 | 0 | 93.1 | 100 | 96.6 | 0 | 96.6 | 93.8 | 100 | 0 | 93.9 | 95.1 |
| Heavy Vehicles | 0 | 2 | 0 | 2 | 0 | 20 | 0 | 20 | 40 | 0 | 0 | 40 | 62 |
| % Heavy Vehicles | 0 | 22.2 | 0 | 6.9 | 0 | 3.4 | 0 | 3.4 | 6.2 | 0 | 0 | 6.1 | 4.9 |



N/S: Valero Garden/ Old South Market
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 F
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Valero Garden Center Driveway From North | | | | Old South Road From East | | | | Old South Market East Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 08:00 AM | 2 | 0 | 0 | 0 | 3 | 153 | 0 | 0 | 4 | 1 | 9 | 0 | 0 | 104 | 3 | 0 | 279 |
| 08:15 AM | 1 | 0 | 0 | 0 | 3 | 146 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 128 | 2 | 0 | 295 |
| 08:30 AM | 1 | 1 | 0 | 0 | 2 | 123 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 120 | 2 | 0 | 262 |
| 08:45 AM | 1 | 0 | 1 | 0 | 1 | 149 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 146 | 3 | 0 | 309 |
| Total | 5 | 1 | 1 | 0 | 9 | 571 | 1 | 0 | 22 | 1 | 26 | 0 | 0 | 498 | 10 | 0 | 1145 |
| 09:00 AM | 2 | 0 | 0 | 0 | 0 | 170 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 115 | 3 | 0 | 298 |
| 09:15 AM | 0 | 0 | 0 | 0 | 1 | 146 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 116 | 1 | 0 | 275 |
| 09:30 AM | 0 | 0 | 0 | 0 | 1 | 135 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 120 | 3 | 0 | 268 |
| 09:45 AM | 1 | 0 | 0 | 0 | 1 | 136 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 130 | 3 | 0 | 279 |
| Total | 3 | 0 | 0 | 0 | 3 | 587 | 0 | 0 | 19 | 0 | 17 | 0 | 0 | 481 | 10 | 0 | 1120 |
| 10:00 AM | 0 | 0 | 0 | 0 | 1 | 113 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 125 | 3 | 0 | 246 |
| 10:15 AM | 4 | 0 | 1 | 0 | 3 | 108 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 100 | 1 | 0 | 229 |
| 10:30 AM | 1 | 0 | 0 | 0 | 1 | 117 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 115 | 2 | 0 | 248 |
| 10:45 AM | 0 | 0 | 1 | 0 | 1 | 110 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 108 | 1 | 0 | 229 |
| Total | 5 | 0 | 2 | 0 | 6 | 448 | 0 | 0 | 23 | 0 | 13 | 0 | 0 | 448 | 7 | 0 | 952 |
| Grand Total | 13 | 1 | 3 | 0 | 18 | 1606 | 1 | 0 | 64 | 1 | 56 | 0 | 0 | 1427 | 27 | 0 | 3217 |
| Apprch % | 76.5 | 5.9 | 17.6 | 0 | 1.1 | 98.8 | 0.1 | 0 | 52.9 | 0.8 | 46.3 | 0 | 0 | 98.1 | 1.9 | 0 | |
| Total % | 0.4 | 0 | 0.1 | 0 | 0.6 | 49.9 | 0 | 0 | 2 | 0 | 1.7 | 0 | 0 | 44.4 | 0.8 | 0 | |
| Cars | 11 | 1 | 2 | 0 | 16 | 1496 | 1 | 0 | 58 | 1 | 51 | 0 | 0 | 1354 | 25 | 0 | 3016 |
| % Cars | 84.6 | 100 | 66.7 | 0 | 88.9 | 93.2 | 100 | 0 | 90.6 | 100 | 91.1 | 0 | 0 | 94.9 | 92.6 | 0 | 93.8 |
| Heavy Vehicles | 2 | 0 | 1 | 0 | 2 | 110 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 73 | 2 | 0 | 201 |
| % Heavy Vehicles | 15.4 | 0 | 33.3 | 0 | 11.1 | 6.8 | 0 | 0 | 9.4 | 0 | 8.9 | 0 | 0 | 5.1 | 7.4 | 0 | 6.2 |

| | Valero Garden Center Driveway From North | | | | | Old South Road From East | | | | | Old South Market East Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | **3** | 146 | 0 | 0 | 149 | 6 | 0 | **9** | 0 | **15** | 0 | 128 | 2 | 0 | 130 | 295 |
| 08:30 AM | 1 | **1** | 0 | 0 | **2** | 2 | 123 | 0 | 0 | 125 | **9** | 0 | 4 | 0 | 13 | 0 | 120 | 2 | 0 | 122 | 262 |
| 08:45 AM | 1 | 0 | **1** | 0 | 2 | 1 | 149 | **1** | 0 | 151 | 3 | 0 | 4 | 0 | 7 | 0 | **146** | **3** | 0 | **149** | **309** |
| 09:00 AM | **2** | 0 | 0 | 0 | 2 | 0 | **170** | 0 | 0 | **170** | 5 | 0 | 3 | 0 | 8 | 0 | 115 | 3 | 0 | 118 | 298 |
| Total Volume | 5 | 1 | 1 | 0 | 7 | 6 | 588 | 1 | 0 | 595 | 23 | 0 | 20 | 0 | 43 | 0 | 509 | 10 | 0 | 519 | 1164 |
| % App. Total | 71.4 | 14.3 | 14.3 | 0 | | 1 | 98.8 | 0.2 | 0 | | 53.5 | 0 | 46.5 | 0 | | 0 | 98.1 | 1.9 | 0 | | |
| PHF | .625 | .250 | .250 | .000 | .875 | .500 | .865 | .250 | .000 | .875 | .639 | .000 | .556 | .000 | .717 | .000 | .872 | .833 | .000 | .871 | .942 |
| Cars | 3 | 1 | 0 | 0 | 4 | 5 | 546 | 1 | 0 | 552 | 22 | 0 | 18 | 0 | 40 | 0 | 491 | 9 | 0 | 500 | 1096 |
| % Cars | 60.0 | 100 | 0 | 0 | 57.1 | 83.3 | 92.9 | 100 | 0 | 92.8 | 95.7 | 0 | 90.0 | 0 | 93.0 | 0 | 96.5 | 90.0 | 0 | 96.3 | 94.2 |
| Heavy Vehicles | 2 | 0 | 1 | 0 | 3 | 1 | 42 | 0 | 0 | 43 | 1 | 0 | 2 | 0 | 3 | 0 | 18 | 1 | 0 | 19 | 68 |
| % Heavy Vehicles | 40.0 | 0 | 100 | 0 | 42.9 | 16.7 | 7.1 | 0 | 0 | 7.2 | 4.3 | 0 | 10.0 | 0 | 7.0 | 0 | 3.5 | 10.0 | 0 | 3.7 | 5.8 |

N/S: Valero Garden/ Old South Market
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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File Name : 143955 F
Site Code : TBA
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Page No : 1

Groups Printed- Peds and Bicycles

| | Valero Garden Center Driveway From North | | | | Old South Road From East | | | | Old South Market East Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:15 AM | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:30 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:45 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:00 AM | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 14 |
| 10:15 AM | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 AM | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 AM | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Total | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 53 |
| Grand Total | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 70 |
| Apprch % | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | |
| Total % | 0 | 0 | 0 | 94.3 | 0 | 0 | 0 | 2.9 | 0 | 0 | 0 | 1.4 | 0 | 0 | 0 | 1.4 | |

| | Valero Garden Center Driveway From North | | | | | Old South Road From East | | | | | Old South Market East Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 10:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 10:00 AM | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | **1** | **1** | 14 |
| 10:15 AM | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 AM | 0 | 0 | 0 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 AM | 0 | 0 | 0 | **15** | **15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| Total Volume | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 53 |
| % App. Total | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .833 | .833 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .250 | .250 | .883 |

N/S: Valero Garden/ Old South Market
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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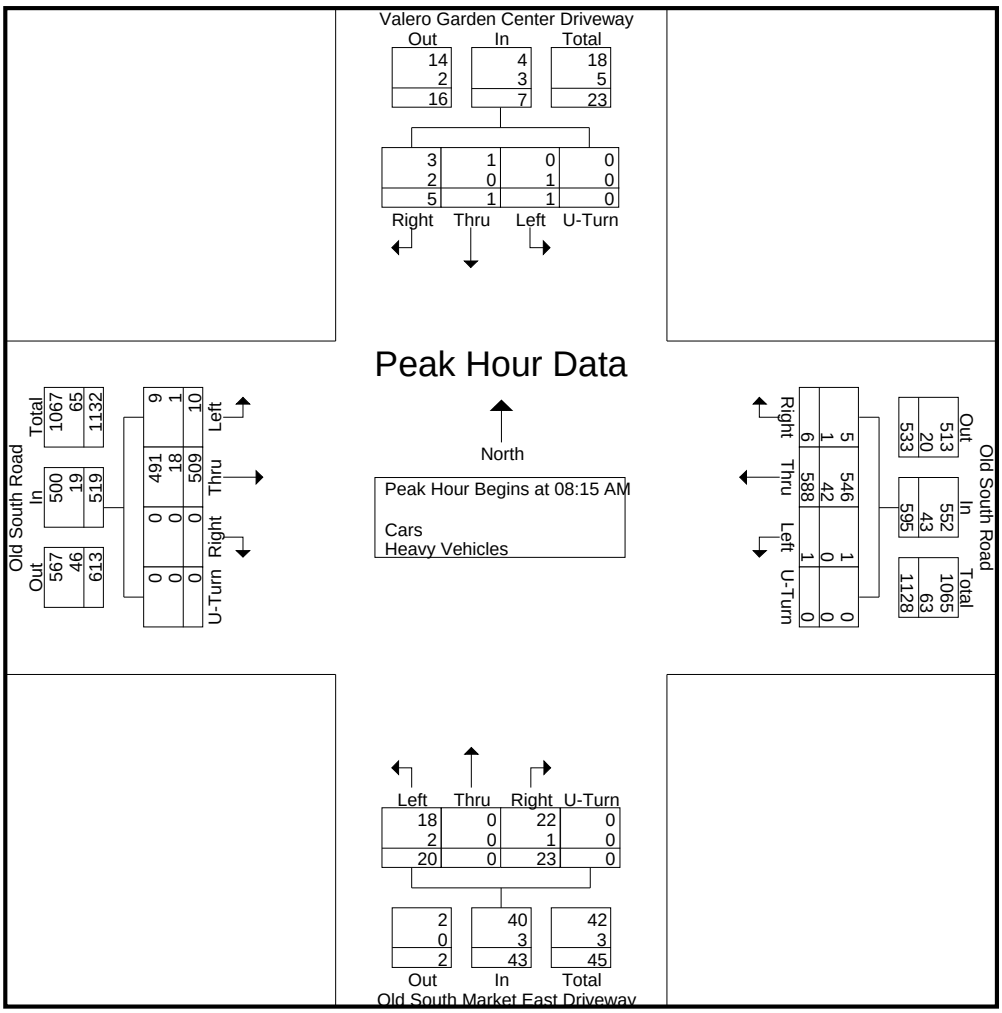
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143955 F
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Valero Garden Center Driveway From North | | | | | Old South Road From East | | | | | Old South Market East Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | **3** | 146 | 0 | 0 | 149 | 6 | 0 | **9** | 0 | **15** | 0 | 128 | 2 | 0 | 130 | 295 |
| 08:30 AM | 1 | **1** | 0 | 0 | **2** | 2 | 123 | 0 | 0 | 125 | **9** | 0 | 4 | 0 | 13 | 0 | 120 | 2 | 0 | 122 | 262 |
| 08:45 AM | 1 | 0 | **1** | 0 | 2 | 1 | 149 | **1** | 0 | 151 | 3 | 0 | 4 | 0 | 7 | 0 | **146** | **3** | 0 | **149** | **309** |
| 09:00 AM | **2** | 0 | 0 | 0 | 2 | 0 | **170** | 0 | 0 | **170** | 5 | 0 | 3 | 0 | 8 | 0 | 115 | 3 | 0 | 118 | 298 |
| Total Volume | 5 | 1 | 1 | 0 | 7 | 6 | 588 | 1 | 0 | 595 | 23 | 0 | 20 | 0 | 43 | 0 | 509 | 10 | 0 | 519 | 1164 |
| % App. Total | 71.4 | 14.3 | 14.3 | 0 | | 1 | 98.8 | 0.2 | 0 | | 53.5 | 0 | 46.5 | 0 | | 0 | 98.1 | 1.9 | 0 | | |
| PHF | .625 | .250 | .250 | .000 | .875 | .500 | .865 | .250 | .000 | .875 | .639 | .000 | .556 | .000 | .717 | .000 | .872 | .833 | .000 | .871 | .942 |
| Cars | 3 | 1 | 0 | 0 | 4 | 5 | 546 | 1 | 0 | 552 | 22 | 0 | 18 | 0 | 40 | 0 | 491 | 9 | 0 | 500 | 1096 |
| % Cars | 60.0 | 100 | 0 | 0 | 57.1 | 83.3 | 92.9 | 100 | 0 | 92.8 | 95.7 | 0 | 90.0 | 0 | 93.0 | 0 | 96.5 | 90.0 | 0 | 96.3 | 94.2 |
| Heavy Vehicles | 2 | 0 | 1 | 0 | 3 | 1 | 42 | 0 | 0 | 43 | 1 | 0 | 2 | 0 | 3 | 0 | 18 | 1 | 0 | 19 | 68 |
| % Heavy Vehicles | 40.0 | 0 | 100 | 0 | 42.9 | 16.7 | 7.1 | 0 | 0 | 7.2 | 4.3 | 0 | 10.0 | 0 | 7.0 | 0 | 3.5 | 10.0 | 0 | 3.7 | 5.8 |



N/S: Valero Garden/ Old South Market
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
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Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Valero Garden Center Driveway From North | | | | Old South Road From East | | | | Old South Market East Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 0 | 1 | 124 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 123 | 5 | 0 | 258 |
| 03:15 PM | 1 | 0 | 1 | 0 | 2 | 129 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 129 | 2 | 0 | 274 |
| 03:30 PM | 0 | 0 | 1 | 0 | 0 | 92 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 131 | 2 | 0 | 232 |
| 03:45 PM | 0 | 0 | 2 | 0 | 2 | 118 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 147 | 0 | 0 | 280 |
| Total | 1 | 0 | 4 | 0 | 5 | 463 | 1 | 0 | 15 | 1 | 15 | 0 | 0 | 530 | 9 | 0 | 1044 |
| 04:00 PM | 2 | 0 | 0 | 0 | 3 | 131 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 149 | 2 | 0 | 292 |
| 04:15 PM | 1 | 0 | 0 | 0 | 0 | 135 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 155 | 1 | 0 | 299 |
| 04:30 PM | 1 | 0 | 0 | 0 | 0 | 147 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 155 | 0 | 0 | 310 |
| 04:45 PM | 1 | 0 | 0 | 0 | 1 | 136 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 173 | 1 | 0 | 324 |
| Total | 5 | 0 | 0 | 0 | 4 | 549 | 2 | 0 | 15 | 0 | 14 | 0 | 0 | 632 | 4 | 0 | 1225 |
| 05:00 PM | 0 | 0 | 1 | 0 | 0 | 170 | 2 | 0 | 5 | 0 | 4 | 0 | 0 | 169 | 0 | 0 | 351 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 135 | 1 | 0 | 7 | 0 | 3 | 0 | 1 | 152 | 0 | 0 | 299 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 143 | 1 | 0 | 8 | 0 | 8 | 0 | 0 | 140 | 0 | 0 | 300 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 114 | 0 | 0 | 229 |
| Total | 0 | 0 | 1 | 0 | 0 | 552 | 4 | 0 | 29 | 0 | 17 | 0 | 1 | 575 | 0 | 0 | 1179 |
| Grand Total | 6 | 0 | 5 | 0 | 9 | 1564 | 7 | 0 | 59 | 1 | 46 | 0 | 1 | 1737 | 13 | 0 | 3448 |
| Apprch % | 54.5 | 0 | 45.5 | 0 | 0.6 | 99 | 0.4 | 0 | 55.7 | 0.9 | 43.4 | 0 | 0.1 | 99.2 | 0.7 | 0 | |
| Total % | 0.2 | 0 | 0.1 | 0 | 0.3 | 45.4 | 0.2 | 0 | 1.7 | 0 | 1.3 | 0 | 0 | 50.4 | 0.4 | 0 | |
| Cars | 5 | 0 | 5 | 0 | 8 | 1514 | 7 | 0 | 55 | 1 | 44 | 0 | 0 | 1631 | 12 | 0 | 3282 |
| % Cars | 83.3 | 0 | 100 | 0 | 88.9 | 96.8 | 100 | 0 | 93.2 | 100 | 95.7 | 0 | 0 | 93.9 | 92.3 | 0 | 95.2 |
| Heavy Vehicles | 1 | 0 | 0 | 0 | 1 | 50 | 0 | 0 | 4 | 0 | 2 | 0 | 1 | 106 | 1 | 0 | 166 |
| % Heavy Vehicles | 16.7 | 0 | 0 | 0 | 11.1 | 3.2 | 0 | 0 | 6.8 | 0 | 4.3 | 0 | 100 | 6.1 | 7.7 | 0 | 4.8 |

| | Valero Garden Center Driveway From North | | | | | Old South Road From East | | | | | Old South Market East Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | **1** | 0 | 0 | 0 | **1** | 0 | 135 | 1 | 0 | 136 | 4 | 0 | 2 | 0 | 6 | 0 | 155 | **1** | 0 | 156 | 299 |
| 04:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 147 | 0 | 0 | 147 | 4 | 0 | 3 | 0 | 7 | 0 | 155 | 0 | 0 | 155 | 310 |
| 04:45 PM | 1 | 0 | 0 | 0 | 1 | **1** | 136 | 0 | 0 | 137 | **5** | 0 | **7** | 0 | **12** | 0 | **173** | 1 | 0 | **174** | 324 |
| 05:00 PM | 0 | 0 | **1** | 0 | 1 | 0 | **170** | **2** | 0 | **172** | 5 | 0 | 4 | 0 | 9 | 0 | 169 | 0 | 0 | 169 | **351** |
| Total Volume | 3 | 0 | 1 | 0 | 4 | 1 | 588 | 3 | 0 | 592 | 18 | 0 | 16 | 0 | 34 | 0 | 652 | 2 | 0 | 654 | 1284 |
| % App. Total | 75 | 0 | 25 | 0 | | 0.2 | 99.3 | 0.5 | 0 | | 52.9 | 0 | 47.1 | 0 | | 0 | 99.7 | 0.3 | 0 | | |
| PHF | .750 | .000 | .250 | .000 | 1.00 | .250 | .865 | .375 | .000 | .860 | .900 | .000 | .571 | .000 | .708 | .000 | .942 | .500 | .000 | .940 | .915 |
| Cars | 3 | 0 | 1 | 0 | 4 | 1 | 574 | 3 | 0 | 578 | 16 | 0 | 15 | 0 | 31 | 0 | 620 | 2 | 0 | 622 | 1235 |
| % Cars | 100 | 0 | 100 | 0 | 100 | 100 | 97.6 | 100 | 0 | 97.6 | 88.9 | 0 | 93.8 | 0 | 91.2 | 0 | 95.1 | 100 | 0 | 95.1 | 96.2 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 2 | 0 | 1 | 0 | 3 | 0 | 32 | 0 | 0 | 32 | 49 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.4 | 0 | 0 | 2.4 | 11.1 | 0 | 6.3 | 0 | 8.8 | 0 | 4.9 | 0 | 0 | 4.9 | 3.8 |

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City, State: Nantucket, MA
Client: Ron Muller & Associates

PRECISION DATA INDUSTRIES, LLC
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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143955 FF
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Valero Garden Center Driveway From North | | | | Old South Road From East | | | | Old South Market East Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 03:15 PM | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 |
| 03:30 PM | 0 | 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 | 1 | 1 |
| Total | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 11 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Grand Total | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 22 |
| Apprch % | 0 | 0 | 0 | 100 | 0 | 66.7 | 0 | 33.3 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 100 | |
| Total % | 0 | 0 | 0 | 59.1 | 0 | 9.1 | 0 | 4.5 | 4.5 | 0 | 0 | 4.5 | 0 | 0 | 0 | 18.2 | |

| | Valero Garden Center Driveway From North | | | | | Old South Road From East | | | | | Old South Market East Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 1 | 1 | 3 |
| 03:15 PM | 0 | 0 | 0 | **4** | **4** | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | **7** |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 1 | 1 | 1 |
| Total Volume | 0 | 0 | 0 | 4 | 4 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 4 | 11 |
| % App. Total | 0 | 0 | 0 | 100 | | 0 | 50 | 0 | 50 | | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .250 | .250 | .000 | .250 | .000 | .250 | .500 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .500 | .500 | .393 |

N/S: Valero Garden/ Old South Market
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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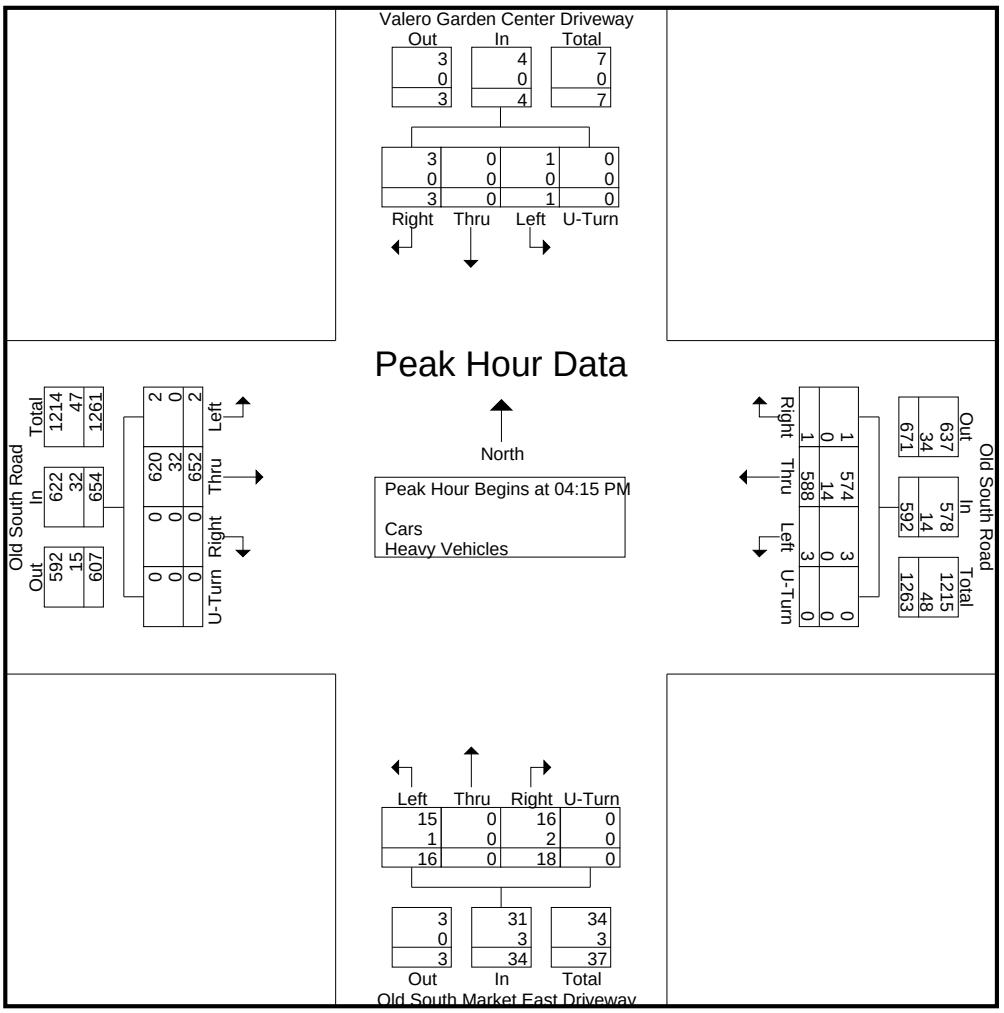
| | Valero Garden Center Driveway From North | | | | | Old South Road From East | | | | | Old South Market East Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | **1** | 0 | 0 | 0 | **1** | 0 | 135 | 1 | 0 | 136 | 4 | 0 | 2 | 0 | 6 | 0 | 155 | **1** | 0 | 156 | 299 |
| 04:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 147 | 0 | 0 | 147 | 4 | 0 | 3 | 0 | 7 | 0 | 155 | 0 | 0 | 155 | 310 |
| 04:45 PM | 1 | 0 | 0 | 0 | 1 | **1** | 136 | 0 | 0 | 137 | **5** | 0 | **7** | 0 | **12** | 0 | **173** | 1 | 0 | **174** | 324 |
| 05:00 PM | 0 | 0 | **1** | 0 | 1 | 0 | **170** | **2** | 0 | **172** | 5 | 0 | 4 | 0 | 9 | 0 | 169 | 0 | 0 | 169 | **351** |
| Total Volume | 3 | 0 | 1 | 0 | 4 | 1 | 588 | 3 | 0 | 592 | 18 | 0 | 16 | 0 | 34 | 0 | 652 | 2 | 0 | 654 | 1284 |
| % App. Total | 75 | 0 | 25 | 0 | | 0.2 | 99.3 | 0.5 | 0 | | 52.9 | 0 | 47.1 | 0 | | 0 | 99.7 | 0.3 | 0 | | |
| PHF | .750 | .000 | .250 | .000 | 1.00 | .250 | .865 | .375 | .000 | .860 | .900 | .000 | .571 | .000 | .708 | .000 | .942 | .500 | .000 | .940 | .915 |
| Cars | 3 | 0 | 1 | 0 | 4 | 1 | 574 | 3 | 0 | 578 | 16 | 0 | 15 | 0 | 31 | 0 | 620 | 2 | 0 | 622 | 1235 |
| % Cars | 100 | 0 | 100 | 0 | 100 | 100 | 97.6 | 100 | 0 | 97.6 | 88.9 | 0 | 93.8 | 0 | 91.2 | 0 | 95.1 | 100 | 0 | 95.1 | 96.2 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 2 | 0 | 1 | 0 | 3 | 0 | 32 | 0 | 0 | 32 | 49 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.4 | 0 | 0 | 2.4 | 11.1 | 0 | 6.3 | 0 | 8.8 | 0 | 4.9 | 0 | 0 | 4.9 | 3.8 |



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Site Code : TBA
Start Date : 7/26/2014
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Groups Printed- Cars - Heavy Vehicles

| | Valero Garden Center Driveway From North | | | | Old South Road From East | | | | Old South Market East Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 11:00 AM | 2 | 0 | 0 | 0 | 2 | 162 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 148 | 4 | 0 | 328 |
| 11:15 AM | 2 | 0 | 1 | 0 | 1 | 124 | 1 | 0 | 7 | 0 | 6 | 0 | 0 | 105 | 2 | 0 | 249 |
| 11:30 AM | 1 | 0 | 0 | 0 | 0 | 155 | 0 | 0 | 9 | 0 | 5 | 0 | 0 | 124 | 4 | 0 | 298 |
| 11:45 AM | 0 | 0 | 1 | 0 | 3 | 138 | 1 | 0 | 8 | 0 | 6 | 0 | 0 | 142 | 1 | 0 | 300 |
| Total | 5 | 0 | 2 | 0 | 6 | 579 | 2 | 0 | 30 | 0 | 21 | 0 | 0 | 519 | 11 | 0 | 1175 |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 129 | 1 | 0 | 7 | 0 | 7 | 0 | 0 | 112 | 1 | 0 | 258 |
| 12:15 PM | 3 | 0 | 0 | 0 | 1 | 111 | 0 | 0 | 9 | 0 | 10 | 0 | 0 | 94 | 4 | 0 | 232 |
| 12:30 PM | 0 | 0 | 0 | 0 | 1 | 138 | 1 | 0 | 4 | 0 | 2 | 0 | 1 | 126 | 0 | 0 | 273 |
| 12:45 PM | 0 | 0 | 0 | 0 | 1 | 111 | 0 | 0 | 7 | 1 | 6 | 0 | 0 | 108 | 2 | 0 | 236 |
| Total | 3 | 0 | 0 | 0 | 4 | 489 | 2 | 0 | 27 | 1 | 25 | 0 | 1 | 440 | 7 | 0 | 999 |
| 01:00 PM | 3 | 0 | 0 | 0 | 2 | 125 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 102 | 4 | 0 | 246 |
| 01:15 PM | 1 | 0 | 0 | 0 | 1 | 118 | 0 | 0 | 5 | 0 | 5 | 0 | 2 | 131 | 1 | 0 | 264 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 5 | 0 | 4 | 0 | 1 | 125 | 0 | 0 | 231 |
| 01:45 PM | 0 | 0 | 0 | 0 | 2 | 102 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 115 | 0 | 0 | 226 |
| Total | 4 | 0 | 0 | 0 | 5 | 441 | 0 | 0 | 21 | 0 | 15 | 0 | 3 | 473 | 5 | 0 | 967 |
| Grand Total | 12 | 0 | 2 | 0 | 15 | 1509 | 4 | 0 | 78 | 1 | 61 | 0 | 4 | 1432 | 23 | 0 | 3141 |
| Apprch % | 85.7 | 0 | 14.3 | 0 | 1 | 98.8 | 0.3 | 0 | 55.7 | 0.7 | 43.6 | 0 | 0.3 | 98.1 | 1.6 | 0 | |
| Total % | 0.4 | 0 | 0.1 | 0 | 0.5 | 48 | 0.1 | 0 | 2.5 | 0 | 1.9 | 0 | 0.1 | 45.6 | 0.7 | 0 | |
| Cars | 12 | 0 | 2 | 0 | 14 | 1460 | 4 | 0 | 74 | 1 | 58 | 0 | 4 | 1377 | 22 | 0 | 3028 |
| % Cars | 100 | 0 | 100 | 0 | 93.3 | 96.8 | 100 | 0 | 94.9 | 100 | 95.1 | 0 | 100 | 96.2 | 95.7 | 0 | 96.4 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 1 | 49 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 55 | 1 | 0 | 113 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 6.7 | 3.2 | 0 | 0 | 5.1 | 0 | 4.9 | 0 | 0 | 3.8 | 4.3 | 0 | 3.6 |

| | Valero Garden Center Driveway From North | | | | | Old South Road From East | | | | | Old South Market East Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | **2** | 0 | 0 | 0 | 2 | 2 | **162** | 0 | 0 | **164** | 6 | 0 | 4 | 0 | 10 | 0 | **148** | **4** | 0 | **152** | **328** |
| 11:15 AM | 2 | 0 | **1** | 0 | **3** | 1 | 124 | **1** | 0 | 126 | 7 | 0 | **6** | 0 | 13 | 0 | 105 | 2 | 0 | 107 | 249 |
| 11:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 155 | 0 | 0 | 155 | **9** | 0 | 5 | 0 | **14** | 0 | 124 | 4 | 0 | 128 | 298 |
| 11:45 AM | 0 | 0 | 1 | 0 | 1 | **3** | 138 | 1 | 0 | 142 | 8 | 0 | 6 | 0 | 14 | 0 | 142 | 1 | 0 | 143 | 300 |
| Total Volume | 5 | 0 | 2 | 0 | 7 | 6 | 579 | 2 | 0 | 587 | 30 | 0 | 21 | 0 | 51 | 0 | 519 | 11 | 0 | 530 | 1175 |
| % App. Total | 71.4 | 0 | 28.6 | 0 | | 1 | 98.6 | 0.3 | 0 | | 58.8 | 0 | 41.2 | 0 | | 0 | 97.9 | 2.1 | 0 | | |
| PHF | .625 | .000 | .500 | .000 | .583 | .500 | .894 | .500 | .000 | .895 | .833 | .000 | .875 | .000 | .911 | .000 | .877 | .688 | .000 | .872 | .896 |
| Cars | 5 | 0 | 2 | 0 | 7 | 6 | 561 | 2 | 0 | 569 | 28 | 0 | 20 | 0 | 48 | 0 | 496 | 10 | 0 | 506 | 1130 |
| % Cars | 100 | 0 | 100 | 0 | 100 | 100 | 96.9 | 100 | 0 | 96.9 | 93.3 | 0 | 95.2 | 0 | 94.1 | 0 | 95.6 | 90.9 | 0 | 95.5 | 96.2 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 2 | 0 | 1 | 0 | 3 | 0 | 23 | 1 | 0 | 24 | 45 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 3.1 | 0 | 0 | 3.1 | 6.7 | 0 | 4.8 | 0 | 5.9 | 0 | 4.4 | 9.1 | 0 | 4.5 | 3.8 |

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

File Name : 143955 FFF
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Valero Garden Center Driveway From North | | | | Old South Road From East | | | | Old South Market East Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 AM | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:15 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Grand Total | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| Apprch % | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 92.3 | 0 | 0 | 0 | 7.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | Valero Garden Center Driveway From North | | | | | Old South Road From East | | | | | Old South Market East Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 AM | 0 | 0 | 0 | **9** | **9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| % App. Total | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .361 | .361 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .361 |

N/S: Valero Garden/ Old South Market
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

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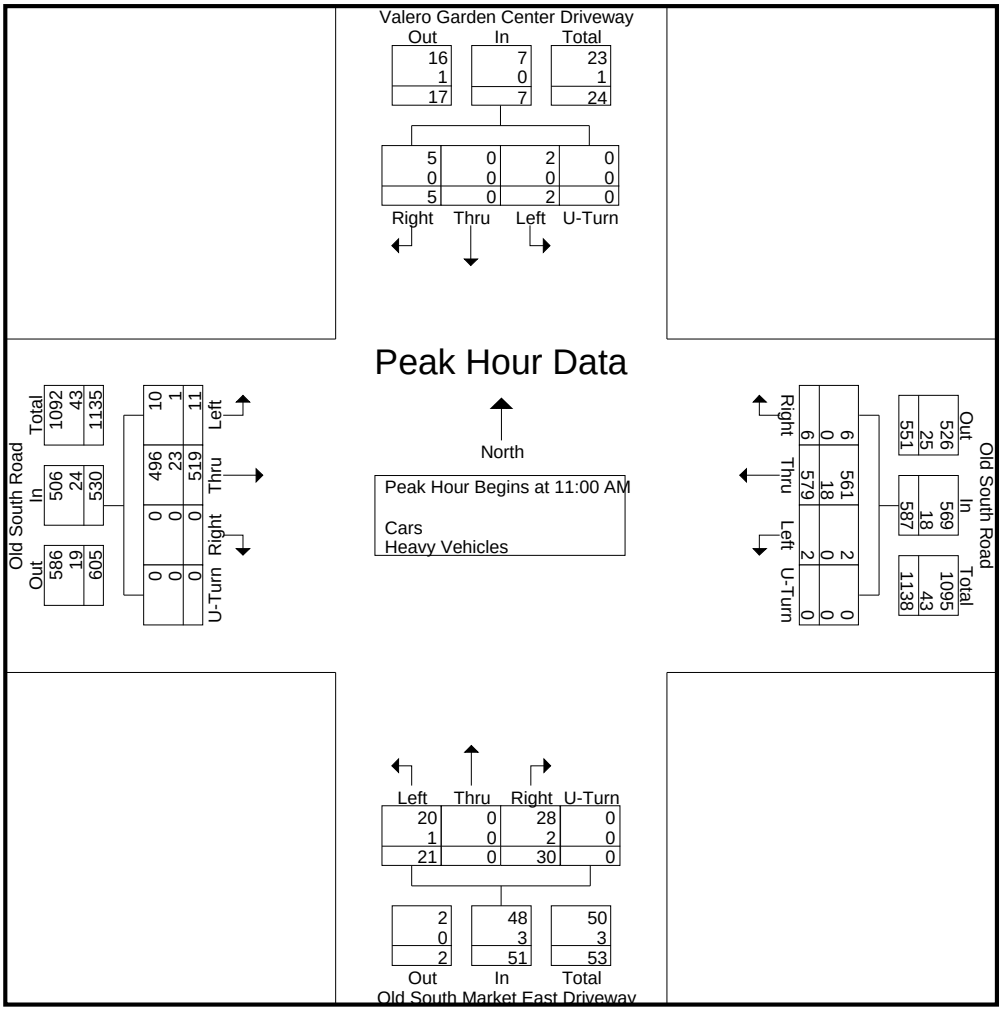
| | Valero Garden Center Driveway From North | | | | | Old South Road From East | | | | | Old South Market East Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | **2** | 0 | 0 | 0 | 2 | 2 | **162** | 0 | 0 | **164** | 6 | 0 | 4 | 0 | 10 | 0 | **148** | **4** | 0 | **152** | **328** |
| 11:15 AM | 2 | 0 | **1** | 0 | **3** | 1 | 124 | **1** | 0 | 126 | 7 | 0 | **6** | 0 | 13 | 0 | 105 | 2 | 0 | 107 | 249 |
| 11:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 155 | 0 | 0 | 155 | **9** | 0 | 5 | 0 | **14** | 0 | 124 | 4 | 0 | 128 | 298 |
| 11:45 AM | 0 | 0 | 1 | 0 | 1 | **3** | 138 | 1 | 0 | 142 | 8 | 0 | 6 | 0 | 14 | 0 | 142 | 1 | 0 | 143 | 300 |
| Total Volume | 5 | 0 | 2 | 0 | 7 | 6 | 579 | 2 | 0 | 587 | 30 | 0 | 21 | 0 | 51 | 0 | 519 | 11 | 0 | 530 | 1175 |
| % App. Total | 71.4 | 0 | 28.6 | 0 | | 1 | 98.6 | 0.3 | 0 | | 58.8 | 0 | 41.2 | 0 | | 0 | 97.9 | 2.1 | 0 | | |
| PHF | .625 | .000 | .500 | .000 | .583 | .500 | .894 | .500 | .000 | .895 | .833 | .000 | .875 | .000 | .911 | .000 | .877 | .688 | .000 | .872 | .896 |
| Cars | 5 | 0 | 2 | 0 | 7 | 6 | 561 | 2 | 0 | 569 | 28 | 0 | 20 | 0 | 48 | 0 | 496 | 10 | 0 | 506 | 1130 |
| % Cars | 100 | 0 | 100 | 0 | 100 | 100 | 96.9 | 100 | 0 | 96.9 | 93.3 | 0 | 95.2 | 0 | 94.1 | 0 | 95.6 | 90.9 | 0 | 95.5 | 96.2 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 2 | 0 | 1 | 0 | 3 | 0 | 23 | 1 | 0 | 24 | 45 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 3.1 | 0 | 0 | 3.1 | 6.7 | 0 | 4.8 | 0 | 5.9 | 0 | 4.4 | 9.1 | 0 | 4.5 | 3.8 |



N/S: Driveway/ Old South Market West Dr
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 G
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Driveway From North | | | | Old South Road From East | | | | Old South Market West Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 153 | 8 | 0 | 0 | 0 | 0 | 0 | 10 | 107 | 0 | 0 | 278 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 151 | 5 | 0 | 0 | 0 | 0 | 0 | 10 | 129 | 0 | 0 | 295 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 119 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 124 | 0 | 0 | 256 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 146 | 3 | 0 | 0 | 0 | 1 | 0 | 7 | 149 | 0 | 0 | 306 |
| Total | 0 | 0 | 0 | 0 | 0 | 569 | 20 | 0 | 0 | 0 | 1 | 0 | 36 | 509 | 0 | 0 | 1135 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 170 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 119 | 0 | 0 | 297 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 150 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 119 | 0 | 0 | 279 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 135 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 119 | 0 | 0 | 265 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 140 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 135 | 0 | 0 | 280 |
| Total | 0 | 0 | 0 | 0 | 0 | 595 | 13 | 0 | 0 | 0 | 0 | 0 | 21 | 492 | 0 | 0 | 1121 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 109 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 131 | 0 | 0 | 247 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 118 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 101 | 0 | 0 | 230 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 118 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 118 | 0 | 0 | 247 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 108 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 111 | 0 | 0 | 227 |
| Total | 0 | 0 | 0 | 0 | 0 | 453 | 12 | 0 | 0 | 0 | 0 | 0 | 25 | 461 | 0 | 0 | 951 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1617 | 45 | 0 | 0 | 0 | 1 | 0 | 82 | 1462 | 0 | 0 | 3207 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 97.3 | 2.7 | 0 | 0 | 0 | 100 | 0 | 5.3 | 94.7 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 50.4 | 1.4 | 0 | 0 | 0 | 0 | 0 | 2.6 | 45.6 | 0 | 0 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 1510 | 41 | 0 | 0 | 0 | 1 | 0 | 71 | 1372 | 0 | 0 | 2995 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 93.4 | 91.1 | 0 | 0 | 0 | 100 | 0 | 86.6 | 93.8 | 0 | 0 | 93.4 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 107 | 4 | 0 | 0 | 0 | 0 | 0 | 11 | 90 | 0 | 0 | 212 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 6.6 | 8.9 | 0 | 0 | 0 | 0 | 0 | 13.4 | 6.2 | 0 | 0 | 6.6 |

| | Driveway From North | | | | | Old South Road From East | | | | | Old South Market West Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 151 | **5** | 0 | 156 | 0 | 0 | 0 | 0 | 0 | **10** | 129 | 0 | 0 | 139 | 295 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 4 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 9 | 124 | 0 | 0 | 133 | 256 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 3 | 0 | 149 | 0 | 0 | **1** | 0 | **1** | 7 | **149** | 0 | 0 | **156** | **306** |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **170** | 4 | 0 | **174** | 0 | 0 | 0 | 0 | 0 | 4 | 119 | 0 | 0 | 123 | 297 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 586 | 16 | 0 | 602 | 0 | 0 | 1 | 0 | 1 | 30 | 521 | 0 | 0 | 551 | 1154 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 97.3 | 2.7 | 0 | | 0 | 0 | 100 | 0 | | 5.4 | 94.6 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .862 | .800 | .000 | .865 | .000 | .000 | .250 | .000 | .250 | .750 | .874 | .000 | .000 | .883 | .943 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 542 | 14 | 0 | 556 | 0 | 0 | 1 | 0 | 1 | 27 | 497 | 0 | 0 | 524 | 1081 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 92.5 | 87.5 | 0 | 92.4 | 0 | 0 | 100 | 0 | 100 | 90.0 | 95.4 | 0 | 0 | 95.1 | 93.7 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 2 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 0 | 27 | 73 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 7.5 | 12.5 | 0 | 7.6 | 0 | 0 | 0 | 0 | 0 | 10.0 | 4.6 | 0 | 0 | 4.9 | 6.3 |

N/S: Driveway/ Old South Market West Dr
E/W: Old South Road
City, State: Nantucket, MA
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File Name : 143955 G
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Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Driveway From North | | | | Old South Road From East | | | | Old South Market West Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 08:45 AM | 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 | 1 | 0 | 0 | 1 |
| 09:00 AM | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 09:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 09:30 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:45 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 17 |
| 10:00 AM | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 AM | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 11 |
| 10:30 AM | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 10:45 AM | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 51 |
| Grand Total | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 7 | 69 |
| Apprch % | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 11.1 | 11.1 | 0 | 77.8 | |
| Total % | 0 | 0 | 0 | 82.6 | 0 | 0 | 0 | 1.4 | 0 | 2.9 | 0 | 0 | 1.4 | 1.4 | 0 | 10.1 | |

| | Driveway From North | | | | | Old South Road From East | | | | | Old South Market West Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 10:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 10:00 AM | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:15 AM | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **4** | **5** | 11 |
| 10:30 AM | 0 | 0 | 0 | **16** | **16** | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | **18** |
| 10:45 AM | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total Volume | 0 | 0 | 0 | 43 | 43 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 6 | 51 |
| % App. Total | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 100 | | 0 | 100 | 0 | 0 | | 16.7 | 0 | 0 | 83.3 | | |
| PHF | .000 | .000 | .000 | .672 | .672 | .000 | .000 | .000 | .250 | .250 | .000 | .250 | .000 | .000 | .250 | .250 | .000 | .000 | .313 | .300 | .708 |

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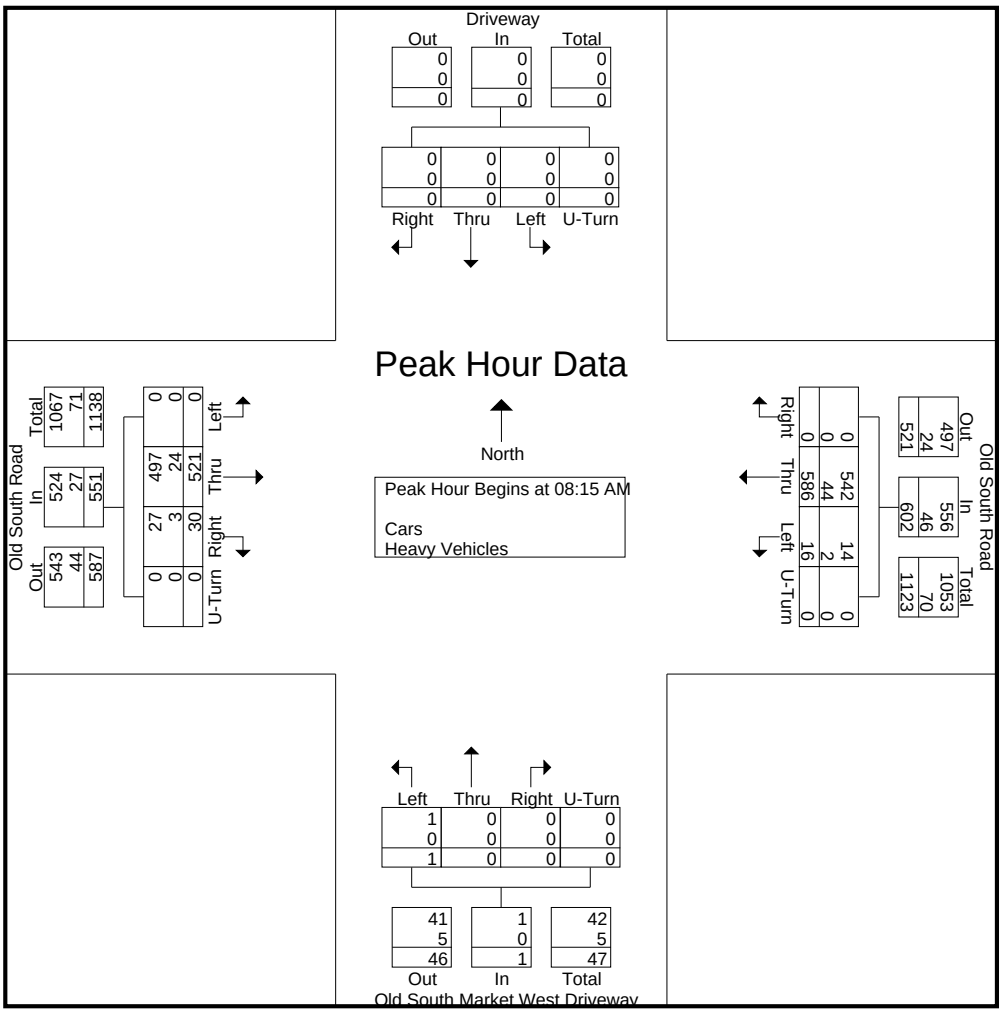
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 151 | **5** | 0 | 156 | 0 | 0 | 0 | 0 | 0 | **10** | 129 | 0 | 0 | 139 | 295 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 4 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 9 | 124 | 0 | 0 | 133 | 256 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 3 | 0 | 149 | 0 | 0 | **1** | 0 | **1** | 7 | **149** | 0 | 0 | **156** | **306** |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **170** | 4 | 0 | **174** | 0 | 0 | 0 | 0 | 0 | 4 | 119 | 0 | 0 | 123 | 297 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 586 | 16 | 0 | 602 | 0 | 0 | 1 | 0 | 1 | 30 | 521 | 0 | 0 | 551 | 1154 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 97.3 | 2.7 | 0 | | 0 | 0 | 100 | 0 | | 5.4 | 94.6 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .862 | .800 | .000 | .865 | .000 | .000 | .250 | .000 | .250 | .750 | .874 | .000 | .000 | .883 | .943 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 542 | 14 | 0 | 556 | 0 | 0 | 1 | 0 | 1 | 27 | 497 | 0 | 0 | 524 | 1081 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 92.5 | 87.5 | 0 | 92.4 | 0 | 0 | 100 | 0 | 100 | 90.0 | 95.4 | 0 | 0 | 95.1 | 93.7 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 2 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 0 | 27 | 73 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 7.5 | 12.5 | 0 | 7.6 | 0 | 0 | 0 | 0 | 0 | 10.0 | 4.6 | 0 | 0 | 4.9 | 6.3 |



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Groups Printed- Cars - Heavy Vehicles

| | Driveway From North | | | | Old South Road From East | | | | Old South Market West Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 122 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 129 | 0 | 0 | 263 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 132 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 132 | 0 | 0 | 271 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 134 | 0 | 0 | 233 |
| 03:45 PM | 1 | 0 | 0 | 0 | 0 | 120 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 146 | 0 | 0 | 276 |
| Total | 1 | 0 | 0 | 0 | 0 | 468 | 9 | 0 | 0 | 0 | 1 | 0 | 23 | 541 | 0 | 0 | 1043 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 133 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 150 | 0 | 0 | 290 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 138 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 159 | 0 | 0 | 302 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 149 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 156 | 0 | 0 | 315 |
| 04:45 PM | 1 | 0 | 0 | 0 | 0 | 144 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 173 | 1 | 0 | 329 |
| Total | 1 | 0 | 0 | 0 | 0 | 564 | 12 | 0 | 0 | 0 | 0 | 0 | 20 | 638 | 1 | 0 | 1236 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 164 | 6 | 0 | 0 | 0 | 1 | 0 | 7 | 173 | 1 | 0 | 352 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 133 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 154 | 1 | 0 | 299 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 144 | 5 | 0 | 2 | 0 | 0 | 0 | 8 | 139 | 0 | 0 | 298 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 103 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 115 | 0 | 0 | 227 |
| Total | 0 | 0 | 0 | 0 | 0 | 544 | 21 | 0 | 2 | 0 | 1 | 0 | 25 | 581 | 2 | 0 | 1176 |
| Grand Total | 2 | 0 | 0 | 0 | 0 | 1576 | 42 | 0 | 2 | 0 | 2 | 0 | 68 | 1760 | 3 | 0 | 3455 |
| Apprch % | 100 | 0 | 0 | 0 | 0 | 97.4 | 2.6 | 0 | 50 | 0 | 50 | 0 | 3.7 | 96.1 | 0.2 | 0 | |
| Total % | 0.1 | 0 | 0 | 0 | 0 | 45.6 | 1.2 | 0 | 0.1 | 0 | 0.1 | 0 | 2 | 50.9 | 0.1 | 0 | |
| Cars | 2 | 0 | 0 | 0 | 0 | 1538 | 40 | 0 | 2 | 0 | 2 | 0 | 65 | 1652 | 3 | 0 | 3304 |
| % Cars | 100 | 0 | 0 | 0 | 0 | 97.6 | 95.2 | 0 | 100 | 0 | 100 | 0 | 95.6 | 93.9 | 100 | 0 | 95.6 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 108 | 0 | 0 | 151 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2.4 | 4.8 | 0 | 0 | 0 | 0 | 0 | 4.4 | 6.1 | 0 | 0 | 4.4 |

| | Driveway From North | | | | | Old South Road From East | | | | | Old South Market West Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 1 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 4 | 159 | 0 | 0 | 163 | 302 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 5 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 5 | 156 | 0 | 0 | 161 | 315 |
| 04:45 PM | **1** | 0 | 0 | 0 | **1** | 0 | 144 | 4 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 6 | **173** | **1** | 0 | 180 | 329 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | **164** | **6** | 0 | **170** | 0 | 0 | **1** | 0 | **1** | **7** | 173 | 1 | 0 | **181** | **352** |
| Total Volume | 1 | 0 | 0 | 0 | 1 | 0 | 595 | 16 | 0 | 611 | 0 | 0 | 1 | 0 | 1 | 22 | 661 | 2 | 0 | 685 | 1298 |
| % App. Total | 100 | 0 | 0 | 0 | | 0 | 97.4 | 2.6 | 0 | | 0 | 0 | 100 | 0 | | 3.2 | 96.5 | 0.3 | 0 | | |
| PHF | .250 | .000 | .000 | .000 | .250 | .000 | .907 | .667 | .000 | .899 | .000 | .000 | .250 | .000 | .250 | .786 | .955 | .500 | .000 | .946 | .922 |
| Cars | 1 | 0 | 0 | 0 | 1 | 0 | 582 | 16 | 0 | 598 | 0 | 0 | 1 | 0 | 1 | 20 | 630 | 2 | 0 | 652 | 1252 |
| % Cars | 100 | 0 | 0 | 0 | 100 | 0 | 97.8 | 100 | 0 | 97.9 | 0 | 0 | 100 | 0 | 100 | 90.9 | 95.3 | 100 | 0 | 95.2 | 96.5 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 31 | 0 | 0 | 33 | 46 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 9.1 | 4.7 | 0 | 0 | 4.8 | 3.5 |

N/S: Driveway/ Old South Market West Dr
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 GG
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Driveway From North | | | | Old South Road From East | | | | Old South Market West Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| 03:15 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 03:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| Total | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 1 | 14 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 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 |
| 04:45 PM | 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 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 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 | 2 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 1 | 16 |
| Apprch % | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33.3 | 66.7 | 80 | 0 | 0 | 20 | |
| Total % | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 6.2 | 12.5 | 25 | 0 | 0 | 6.2 | |

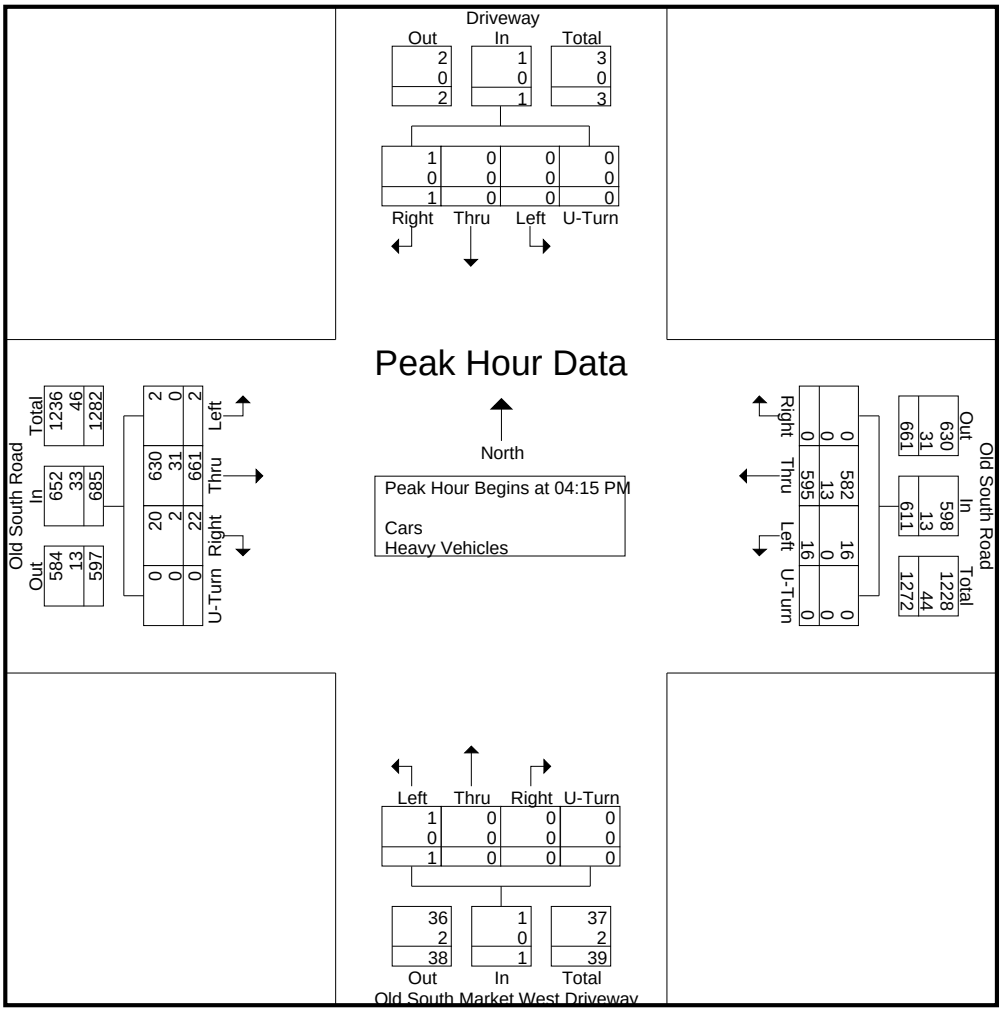
| | Driveway From North | | | | | Old South Road From East | | | | | Old South Market West Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 0 | 0 | **3** | 3 |
| 03:15 PM | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 0 | 0 | **4** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | **5** |
| 03:45 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 0 | **1** | 1 | 3 |
| Total Volume | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 1 | 5 | 14 |
| % App. Total | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | 0 | | 80 | 0 | 0 | 20 | | |
| PHF | .000 | .000 | .000 | .500 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .333 | .000 | .000 | .250 | .417 | .700 |

N/S: Driveway/ Old South Market West Dr
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 GG
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Driveway From North | | | | | Old South Road From East | | | | | Old South Market West Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 1 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 4 | 159 | 0 | 0 | 163 | 302 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 5 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 5 | 156 | 0 | 0 | 161 | 315 |
| 04:45 PM | **1** | 0 | 0 | 0 | **1** | 0 | 144 | 4 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 6 | **173** | **1** | 0 | 180 | 329 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | **164** | **6** | 0 | **170** | 0 | 0 | **1** | 0 | **1** | **7** | 173 | 1 | 0 | **181** | **352** |
| Total Volume | 1 | 0 | 0 | 0 | 1 | 0 | 595 | 16 | 0 | 611 | 0 | 0 | 1 | 0 | 1 | 22 | 661 | 2 | 0 | 685 | 1298 |
| % App. Total | 100 | 0 | 0 | 0 | | 0 | 97.4 | 2.6 | 0 | | 0 | 0 | 100 | 0 | | 3.2 | 96.5 | 0.3 | 0 | | |
| PHF | .250 | .000 | .000 | .000 | .250 | .000 | .907 | .667 | .000 | .899 | .000 | .000 | .250 | .000 | .250 | .786 | .955 | .500 | .000 | .946 | .922 |
| Cars | 1 | 0 | 0 | 0 | 1 | 0 | 582 | 16 | 0 | 598 | 0 | 0 | 1 | 0 | 1 | 20 | 630 | 2 | 0 | 652 | 1252 |
| % Cars | 100 | 0 | 0 | 0 | 100 | 0 | 97.8 | 100 | 0 | 97.9 | 0 | 0 | 100 | 0 | 100 | 90.9 | 95.3 | 100 | 0 | 95.2 | 96.5 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 31 | 0 | 0 | 33 | 46 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 9.1 | 4.7 | 0 | 0 | 4.8 | 3.5 |



N/S: Driveway/ Old South Market West Dr
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 GGG
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Driveway From North | | | | Old South Road From East | | | | Old South Market West Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 164 | 5 | 0 | 0 | 0 | 0 | 0 | 8 | 158 | 0 | 0 | 335 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 121 | 7 | 0 | 0 | 0 | 1 | 0 | 9 | 104 | 0 | 0 | 242 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 162 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 129 | 0 | 0 | 304 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 136 | 8 | 0 | 0 | 0 | 0 | 0 | 16 | 141 | 0 | 0 | 301 |
| Total | 0 | 0 | 0 | 0 | 0 | 583 | 23 | 0 | 0 | 0 | 1 | 0 | 43 | 532 | 0 | 0 | 1182 |
| 12:00 PM | 1 | 0 | 0 | 0 | 0 | 125 | 6 | 0 | 0 | 0 | 0 | 0 | 11 | 114 | 0 | 0 | 257 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 113 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 97 | 0 | 0 | 217 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 129 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 126 | 0 | 0 | 263 |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 104 | 6 | 0 | 0 | 0 | 1 | 0 | 8 | 110 | 0 | 0 | 230 |
| Total | 2 | 0 | 0 | 0 | 0 | 471 | 21 | 0 | 0 | 0 | 1 | 0 | 25 | 447 | 0 | 0 | 967 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 130 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 105 | 0 | 0 | 246 |
| 01:15 PM | 0 | 0 | 1 | 0 | 0 | 121 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 134 | 0 | 0 | 265 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 127 | 0 | 0 | 234 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 115 | 0 | 1 | 223 |
| Total | 0 | 0 | 1 | 0 | 0 | 448 | 14 | 0 | 0 | 0 | 0 | 0 | 23 | 481 | 0 | 1 | 968 |
| Grand Total | 2 | 0 | 1 | 0 | 0 | 1502 | 58 | 0 | 0 | 0 | 2 | 0 | 91 | 1460 | 0 | 1 | 3117 |
| Apprch % | 66.7 | 0 | 33.3 | 0 | 0 | 96.3 | 3.7 | 0 | 0 | 0 | 100 | 0 | 5.9 | 94.1 | 0 | 0.1 | |
| Total % | 0.1 | 0 | 0 | 0 | 0 | 48.2 | 1.9 | 0 | 0 | 0 | 0.1 | 0 | 2.9 | 46.8 | 0 | 0 | |
| Cars | 2 | 0 | 1 | 0 | 0 | 1450 | 53 | 0 | 0 | 0 | 2 | 0 | 87 | 1401 | 0 | 0 | 2996 |
| % Cars | 100 | 0 | 100 | 0 | 0 | 96.5 | 91.4 | 0 | 0 | 0 | 100 | 0 | 95.6 | 96 | 0 | 0 | 96.1 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 52 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 59 | 0 | 1 | 121 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 3.5 | 8.6 | 0 | 0 | 0 | 0 | 0 | 4.4 | 4 | 0 | 100 | 3.9 |

| | Driveway From North | | | | | Old South Road From East | | | | | Old South Market West Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **164** | 5 | 0 | **169** | 0 | 0 | 0 | 0 | 0 | 8 | **158** | 0 | 0 | **166** | **335** |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 7 | 0 | 128 | 0 | 0 | **1** | 0 | **1** | 9 | 104 | 0 | 0 | 113 | 242 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 3 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 10 | 129 | 0 | 0 | 139 | 304 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 136 | **8** | 0 | 144 | 0 | 0 | 0 | 0 | 0 | **16** | 141 | 0 | 0 | 157 | 301 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 583 | 23 | 0 | 606 | 0 | 0 | 1 | 0 | 1 | 43 | 532 | 0 | 0 | 575 | 1182 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 96.2 | 3.8 | 0 | | 0 | 0 | 100 | 0 | | 7.5 | 92.5 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .889 | .719 | .000 | .896 | .000 | .000 | .250 | .000 | .250 | .672 | .842 | .000 | .000 | .866 | .882 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 566 | 21 | 0 | 587 | 0 | 0 | 1 | 0 | 1 | 40 | 505 | 0 | 0 | 545 | 1133 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.1 | 91.3 | 0 | 96.9 | 0 | 0 | 100 | 0 | 100 | 93.0 | 94.9 | 0 | 0 | 94.8 | 95.9 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 3 | 27 | 0 | 0 | 30 | 49 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.9 | 8.7 | 0 | 3.1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 5.1 | 0 | 0 | 5.2 | 4.1 |

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City, State: Nantucket, MA
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Page No : 1

Groups Printed- Peds and Bicycles

| | Driveway From North | | | | Old South Road From East | | | | Old South Market West Driveway From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 11:15 AM | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 27 |
| 12:00 PM | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 10 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 13 |
| 01:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 |
| 01:15 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| 01:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 5 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 15 |
| Grand Total | 0 | 2 | 0 | 32 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 4 | 2 | 0 | 0 | 11 | 55 |
| Apprch % | 0 | 5.9 | 0 | 94.1 | 0 | 100 | 0 | 0 | 14.3 | 14.3 | 14.3 | 57.1 | 15.4 | 0 | 0 | 84.6 | |
| Total % | 0 | 3.6 | 0 | 58.2 | 0 | 1.8 | 0 | 0 | 1.8 | 1.8 | 1.8 | 7.3 | 3.6 | 0 | 0 | 20 | |

| | Driveway From North | | | | | Old South Road From East | | | | | Old South Market West Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | **10** | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:15 AM | 0 | **1** | 0 | 10 | **11** | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **13** |
| 11:30 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:45 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 1 | 0 | 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 27 |
| % App. Total | 0 | 4.3 | 0 | 95.7 | | 0 | 0 | 0 | 0 | | 0 | 25 | 25 | 50 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .550 | .523 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .250 | .500 | .000 | .000 | .000 | .000 | .000 | .519 |

N/S: Driveway/ Old South Market West Dr
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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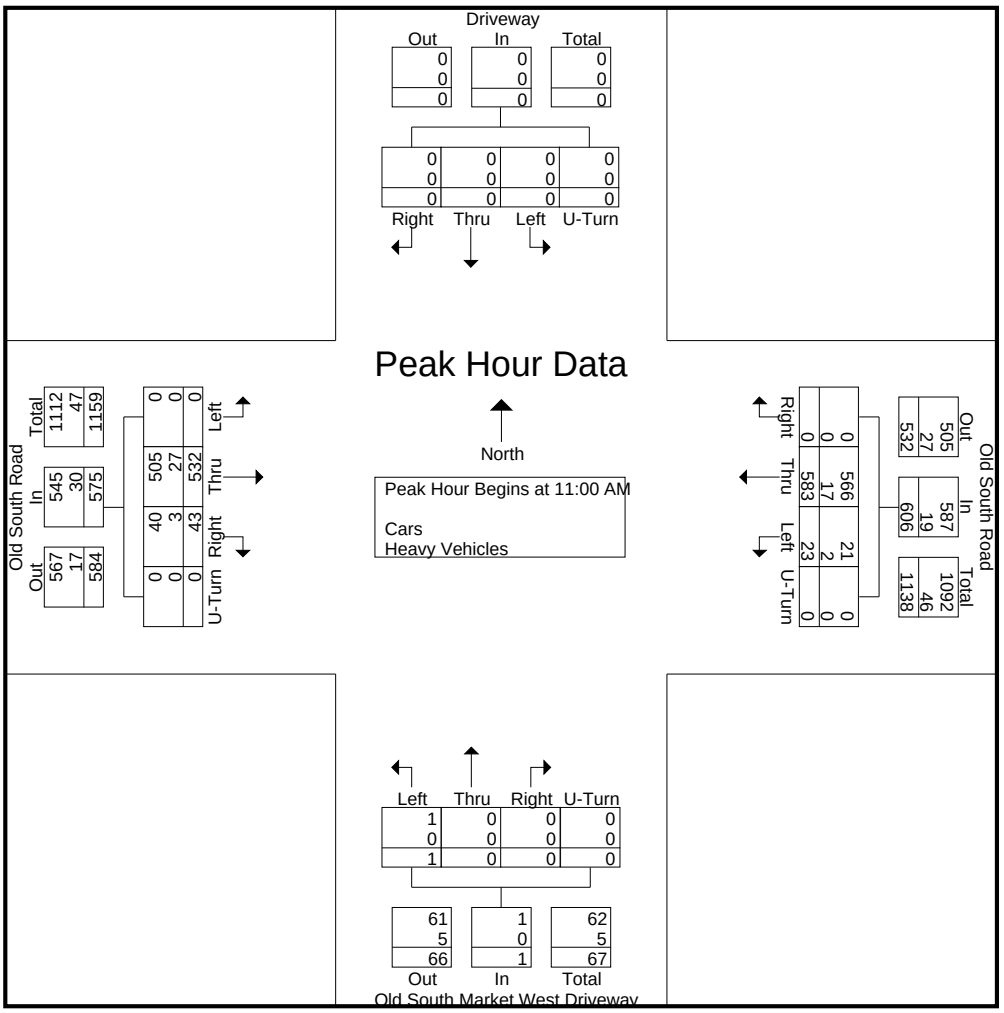
| | Driveway From North | | | | | Old South Road From East | | | | | Old South Market West Driveway From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **164** | 5 | 0 | **169** | 0 | 0 | 0 | 0 | 0 | 8 | **158** | 0 | 0 | **166** | **335** |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 7 | 0 | 128 | 0 | 0 | **1** | 0 | **1** | 9 | 104 | 0 | 0 | 113 | 242 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 3 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 10 | 129 | 0 | 0 | 139 | 304 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 136 | **8** | 0 | 144 | 0 | 0 | 0 | 0 | 0 | **16** | 141 | 0 | 0 | 157 | 301 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 583 | 23 | 0 | 606 | 0 | 0 | 1 | 0 | 1 | 43 | 532 | 0 | 0 | 575 | 1182 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 96.2 | 3.8 | 0 | | 0 | 0 | 100 | 0 | | 7.5 | 92.5 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .889 | .719 | .000 | .896 | .000 | .000 | .250 | .000 | .250 | .672 | .842 | .000 | .000 | .866 | .882 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 566 | 21 | 0 | 587 | 0 | 0 | 1 | 0 | 1 | 40 | 505 | 0 | 0 | 545 | 1133 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.1 | 91.3 | 0 | 96.9 | 0 | 0 | 100 | 0 | 100 | 93.0 | 94.9 | 0 | 0 | 94.8 | 95.9 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 3 | 27 | 0 | 0 | 30 | 49 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.9 | 8.7 | 0 | 3.1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 5.1 | 0 | 0 | 5.2 | 4.1 |



N/S: Nantucket Seafood/ Lovers Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 H
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Nantucket Seafood Driveway From North | | | | Old South Road From East | | | | Lovars Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 154 | 3 | 1 | 5 | 0 | 6 | 0 | 2 | 112 | 0 | 0 | 283 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 150 | 1 | 1 | 2 | 0 | 4 | 0 | 2 | 137 | 0 | 0 | 297 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 120 | 3 | 0 | 2 | 0 | 7 | 0 | 3 | 129 | 1 | 0 | 265 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 149 | 5 | 1 | 1 | 0 | 3 | 0 | 2 | 156 | 3 | 0 | 320 |
| Total | 0 | 0 | 0 | 0 | 0 | 573 | 12 | 3 | 10 | 0 | 20 | 0 | 9 | 534 | 4 | 0 | 1165 |
| 09:00 AM | 1 | 0 | 0 | 0 | 0 | 166 | 5 | 4 | 1 | 0 | 4 | 0 | 7 | 122 | 2 | 0 | 312 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 3 | 1 | 0 | 1 | 0 | 9 | 127 | 0 | 0 | 290 |
| 09:30 AM | 1 | 0 | 1 | 0 | 1 | 128 | 1 | 4 | 4 | 0 | 3 | 0 | 7 | 121 | 1 | 0 | 272 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 136 | 2 | 2 | 4 | 0 | 3 | 0 | 2 | 133 | 1 | 0 | 283 |
| Total | 2 | 0 | 1 | 0 | 1 | 579 | 8 | 13 | 10 | 0 | 11 | 0 | 25 | 503 | 4 | 0 | 1157 |
| 10:00 AM | 0 | 0 | 2 | 0 | 0 | 108 | 1 | 0 | 3 | 0 | 4 | 0 | 3 | 128 | 2 | 0 | 251 |
| 10:15 AM | 1 | 0 | 0 | 0 | 0 | 115 | 2 | 0 | 2 | 0 | 8 | 0 | 8 | 109 | 0 | 0 | 245 |
| 10:30 AM | 2 | 0 | 0 | 0 | 1 | 118 | 1 | 0 | 4 | 0 | 2 | 0 | 4 | 122 | 1 | 0 | 255 |
| 10:45 AM | 1 | 0 | 0 | 0 | 0 | 106 | 2 | 0 | 1 | 0 | 4 | 0 | 4 | 115 | 2 | 0 | 235 |
| Total | 4 | 0 | 2 | 0 | 1 | 447 | 6 | 0 | 10 | 0 | 18 | 0 | 19 | 474 | 5 | 0 | 986 |
| Grand Total | 6 | 0 | 3 | 0 | 2 | 1599 | 26 | 16 | 30 | 0 | 49 | 0 | 53 | 1511 | 13 | 0 | 3308 |
| Apprch % | 66.7 | 0 | 33.3 | 0 | 0.1 | 97.3 | 1.6 | 1 | 38 | 0 | 62 | 0 | 3.4 | 95.8 | 0.8 | 0 | |
| Total % | 0.2 | 0 | 0.1 | 0 | 0.1 | 48.3 | 0.8 | 0.5 | 0.9 | 0 | 1.5 | 0 | 1.6 | 45.7 | 0.4 | 0 | |
| Cars | 4 | 0 | 2 | 0 | 2 | 1497 | 25 | 11 | 27 | 0 | 44 | 0 | 50 | 1418 | 11 | 0 | 3091 |
| % Cars | 66.7 | 0 | 66.7 | 0 | 100 | 93.6 | 96.2 | 68.8 | 90 | 0 | 89.8 | 0 | 94.3 | 93.8 | 84.6 | 0 | 93.4 |
| Heavy Vehicles | 2 | 0 | 1 | 0 | 0 | 102 | 1 | 5 | 3 | 0 | 5 | 0 | 3 | 93 | 2 | 0 | 217 |
| % Heavy Vehicles | 33.3 | 0 | 33.3 | 0 | 0 | 6.4 | 3.8 | 31.2 | 10 | 0 | 10.2 | 0 | 5.7 | 6.2 | 15.4 | 0 | 6.6 |

| | Nantucket Seafood Driveway From North | | | | | Old South Road From East | | | | | Lovars Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 1 | 1 | 152 | **2** | 0 | 4 | 0 | 6 | 2 | 137 | 0 | 0 | 139 | 297 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 3 | 0 | 123 | 2 | 0 | **7** | 0 | **9** | 3 | 129 | 1 | 0 | 133 | 265 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 149 | **5** | 1 | 155 | 1 | 0 | 3 | 0 | 4 | 2 | **156** | **3** | 0 | **161** | **320** |
| 09:00 AM | **1** | 0 | 0 | 0 | **1** | 0 | **166** | 5 | **4** | **175** | 1 | 0 | 4 | 0 | 5 | **7** | 122 | 2 | 0 | 131 | 312 |
| Total Volume | 1 | 0 | 0 | 0 | 1 | 0 | 585 | 14 | 6 | 605 | 6 | 0 | 18 | 0 | 24 | 14 | 544 | 6 | 0 | 564 | 1194 |
| % App. Total | 100 | 0 | 0 | 0 | | 0 | 96.7 | 2.3 | 1 | | 25 | 0 | 75 | 0 | | 2.5 | 96.5 | 1.1 | 0 | | |
| PHF | .250 | .000 | .000 | .000 | .250 | .000 | .881 | .700 | .375 | .864 | .750 | .000 | .643 | .000 | .667 | .500 | .872 | .500 | .000 | .876 | .933 |
| Cars | 1 | 0 | 0 | 0 | 1 | 0 | 545 | 14 | 4 | 563 | 6 | 0 | 15 | 0 | 21 | 13 | 518 | 6 | 0 | 537 | 1122 |
| % Cars | 100 | 0 | 0 | 0 | 100 | 0 | 93.2 | 100 | 66.7 | 93.1 | 100 | 0 | 83.3 | 0 | 87.5 | 92.9 | 95.2 | 100 | 0 | 95.2 | 94.0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 2 | 42 | 0 | 0 | 3 | 0 | 3 | 1 | 26 | 0 | 0 | 27 | 72 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 6.8 | 0 | 33.3 | 6.9 | 0 | 0 | 16.7 | 0 | 12.5 | 7.1 | 4.8 | 0 | 0 | 4.8 | 6.0 |

N/S: Nantucket Seafood/ Lovers Lane
E/W: Old South Road
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Client: Ron Muller & Associates

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

File Name : 143955 H
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Nantucket Seafood Driveway From North | | | | Old South Road From East | | | | Lovars Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 08:00 AM | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 08:15 AM | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 17 |
| 08:30 AM | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 18 |
| 08:45 AM | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 21 |
| Total | 0 | 0 | 0 | 17 | 0 | 33 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 66 |
| 09:00 AM | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 09:15 AM | 0 | 0 | 0 | 7 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 09:30 AM | 0 | 0 | 0 | 7 | 0 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 09:45 AM | 0 | 0 | 0 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Total | 0 | 0 | 0 | 25 | 0 | 40 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 19 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 27 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 25 |
| 10:45 AM | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 |
| Total | 0 | 0 | 0 | 1 | 0 | 47 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 27 | 0 | 0 | 81 |
| Grand Total | 0 | 0 | 0 | 43 | 0 | 120 | 0 | 15 | 3 | 0 | 1 | 0 | 1 | 37 | 0 | 0 | 220 |
| Apprch % | 0 | 0 | 0 | 100 | 0 | 88.9 | 0 | 11.1 | 75 | 0 | 25 | 0 | 2.6 | 97.4 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 19.5 | 0 | 54.5 | 0 | 6.8 | 1.4 | 0 | 0.5 | 0 | 0.5 | 16.8 | 0 | 0 | |

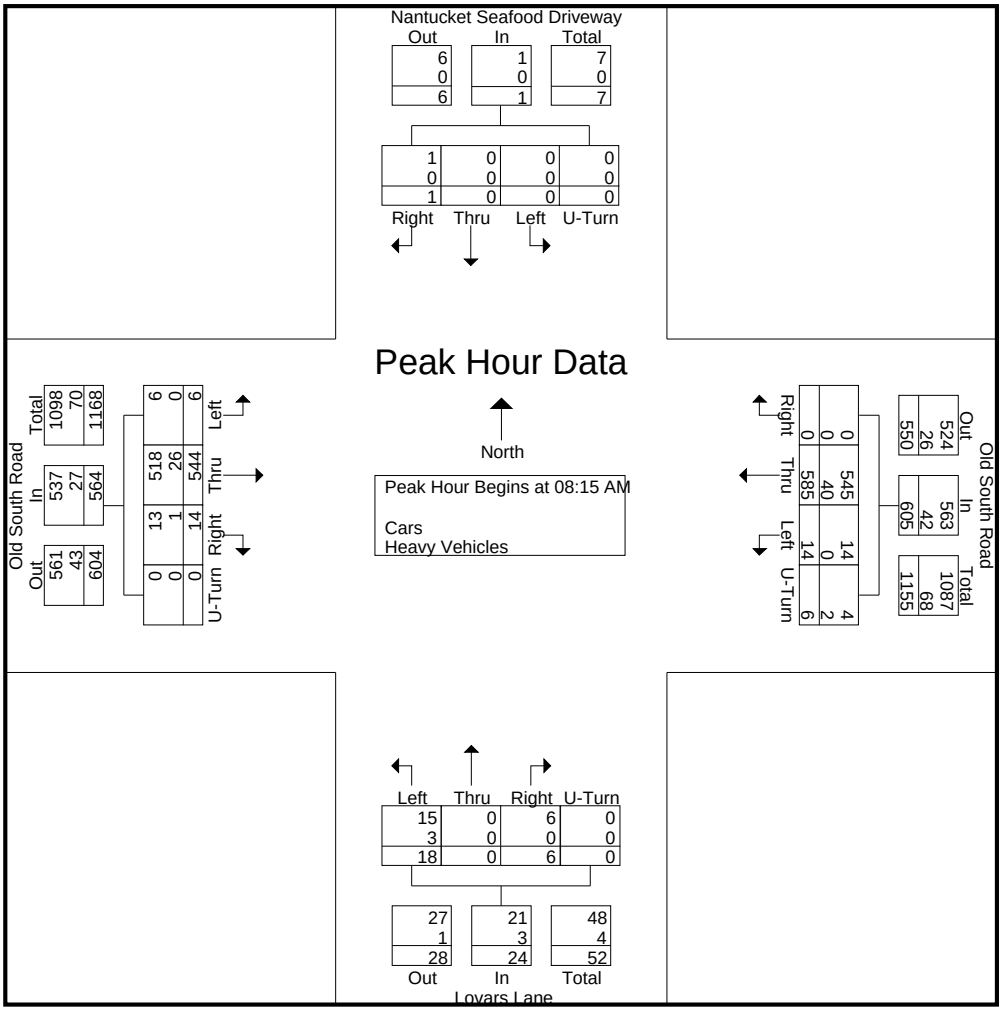
| | Nantucket Seafood Driveway From North | | | | | Old South Road From East | | | | | Lovars Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 09:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 09:30 AM | 0 | 0 | 0 | **7** | **7** | 0 | 15 | 0 | 3 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 09:45 AM | 0 | 0 | 0 | 5 | 5 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 0 | 0 | **6** | 19 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | **16** | 0 | **4** | **20** | 0 | 0 | **1** | 0 | **1** | 0 | 6 | 0 | 0 | 6 | **27** |
| Total Volume | 0 | 0 | 0 | 12 | 12 | 0 | 54 | 0 | 8 | 62 | 0 | 0 | 1 | 0 | 1 | 0 | 12 | 0 | 0 | 12 | 87 |
| % App. Total | 0 | 0 | 0 | 100 | | 0 | 87.1 | 0 | 12.9 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .429 | .429 | .000 | .844 | .000 | .500 | .775 | .000 | .000 | .250 | .000 | .250 | .000 | .500 | .000 | .000 | .500 | .806 |

N/S: Nantucket Seafood/ Lovers Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 H
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Nantucket Seafood Driveway From North | | | | | Old South Road From East | | | | | Lovars Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 1 | 1 | 152 | **2** | 0 | 4 | 0 | 6 | 2 | 137 | 0 | 0 | 139 | 297 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 3 | 0 | 123 | 2 | 0 | **7** | 0 | **9** | 3 | 129 | 1 | 0 | 133 | 265 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 149 | **5** | 1 | 155 | 1 | 0 | 3 | 0 | 4 | 2 | **156** | **3** | 0 | **161** | **320** |
| 09:00 AM | **1** | 0 | 0 | 0 | **1** | 0 | **166** | 5 | **4** | **175** | 1 | 0 | 4 | 0 | 5 | **7** | 122 | 2 | 0 | 131 | 312 |
| Total Volume | 1 | 0 | 0 | 0 | 1 | 0 | 585 | 14 | 6 | 605 | 6 | 0 | 18 | 0 | 24 | 14 | 544 | 6 | 0 | 564 | 1194 |
| % App. Total | 100 | 0 | 0 | 0 | | 0 | 96.7 | 2.3 | 1 | | 25 | 0 | 75 | 0 | | 2.5 | 96.5 | 1.1 | 0 | | |
| PHF | .250 | .000 | .000 | .000 | .250 | .000 | .881 | .700 | .375 | .864 | .750 | .000 | .643 | .000 | .667 | .500 | .872 | .500 | .000 | .876 | .933 |
| Cars | 1 | 0 | 0 | 0 | 1 | 0 | 545 | 14 | 4 | 563 | 6 | 0 | 15 | 0 | 21 | 13 | 518 | 6 | 0 | 537 | 1122 |
| % Cars | 100 | 0 | 0 | 0 | 100 | 0 | 93.2 | 100 | 66.7 | 93.1 | 100 | 0 | 83.3 | 0 | 87.5 | 92.9 | 95.2 | 100 | 0 | 95.2 | 94.0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 2 | 42 | 0 | 0 | 3 | 0 | 3 | 1 | 26 | 0 | 0 | 27 | 72 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 6.8 | 0 | 33.3 | 6.9 | 0 | 0 | 16.7 | 0 | 12.5 | 7.1 | 4.8 | 0 | 0 | 4.8 | 6.0 |



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File Name : 143955 HH
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Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Nantucket Seafood Driveway From North | | | | Old South Road From East | | | | Lovars Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 03:00 PM | 1 | 0 | 0 | 0 | 0 | 115 | 6 | 0 | 6 | 0 | 10 | 0 | 8 | 130 | 1 | 0 | 277 |
| 03:15 PM | 1 | 0 | 0 | 0 | 0 | 132 | 1 | 0 | 5 | 0 | 6 | 0 | 10 | 133 | 2 | 0 | 290 |
| 03:30 PM | 2 | 0 | 2 | 0 | 0 | 91 | 3 | 0 | 4 | 0 | 7 | 0 | 8 | 131 | 4 | 0 | 252 |
| 03:45 PM | 1 | 0 | 2 | 0 | 1 | 119 | 2 | 0 | 3 | 0 | 3 | 0 | 4 | 147 | 3 | 0 | 285 |
| Total | 5 | 0 | 4 | 0 | 1 | 457 | 12 | 0 | 18 | 0 | 26 | 0 | 30 | 541 | 10 | 0 | 1104 |
| 04:00 PM | 0 | 0 | 2 | 0 | 0 | 132 | 1 | 0 | 3 | 0 | 4 | 0 | 1 | 150 | 1 | 0 | 294 |
| 04:15 PM | 0 | 0 | 1 | 0 | 0 | 133 | 4 | 0 | 5 | 0 | 12 | 0 | 9 | 155 | 2 | 0 | 321 |
| 04:30 PM | 1 | 0 | 3 | 0 | 1 | 142 | 5 | 2 | 7 | 1 | 7 | 0 | 9 | 150 | 9 | 0 | 337 |
| 04:45 PM | 0 | 0 | 2 | 0 | 0 | 136 | 7 | 3 | 4 | 0 | 6 | 0 | 13 | 175 | 2 | 0 | 348 |
| Total | 1 | 0 | 8 | 0 | 1 | 543 | 17 | 5 | 19 | 1 | 29 | 0 | 32 | 630 | 14 | 0 | 1300 |
| 05:00 PM | 3 | 0 | 1 | 0 | 3 | 157 | 9 | 0 | 8 | 0 | 10 | 0 | 12 | 171 | 2 | 0 | 376 |
| 05:15 PM | 5 | 0 | 1 | 0 | 2 | 123 | 8 | 0 | 6 | 0 | 9 | 0 | 15 | 152 | 2 | 0 | 323 |
| 05:30 PM | 3 | 0 | 0 | 0 | 1 | 137 | 7 | 0 | 10 | 0 | 5 | 0 | 8 | 138 | 2 | 0 | 311 |
| 05:45 PM | 2 | 1 | 1 | 0 | 1 | 97 | 4 | 0 | 9 | 0 | 6 | 0 | 9 | 111 | 1 | 0 | 242 |
| Total | 13 | 1 | 3 | 0 | 7 | 514 | 28 | 0 | 33 | 0 | 30 | 0 | 44 | 572 | 7 | 0 | 1252 |
| Grand Total | 19 | 1 | 15 | 0 | 9 | 1514 | 57 | 5 | 70 | 1 | 85 | 0 | 106 | 1743 | 31 | 0 | 3656 |
| Apprch % | 54.3 | 2.9 | 42.9 | 0 | 0.6 | 95.5 | 3.6 | 0.3 | 44.9 | 0.6 | 54.5 | 0 | 5.6 | 92.7 | 1.6 | 0 | |
| Total % | 0.5 | 0 | 0.4 | 0 | 0.2 | 41.4 | 1.6 | 0.1 | 1.9 | 0 | 2.3 | 0 | 2.9 | 47.7 | 0.8 | 0 | |
| Cars | 18 | 1 | 15 | 0 | 9 | 1464 | 55 | 5 | 65 | 1 | 82 | 0 | 99 | 1634 | 30 | 0 | 3478 |
| % Cars | 94.7 | 100 | 100 | 0 | 100 | 96.7 | 96.5 | 100 | 92.9 | 100 | 96.5 | 0 | 93.4 | 93.7 | 96.8 | 0 | 95.1 |
| Heavy Vehicles | 1 | 0 | 0 | 0 | 0 | 50 | 2 | 0 | 5 | 0 | 3 | 0 | 7 | 109 | 1 | 0 | 178 |
| % Heavy Vehicles | 5.3 | 0 | 0 | 0 | 0 | 3.3 | 3.5 | 0 | 7.1 | 0 | 3.5 | 0 | 6.6 | 6.3 | 3.2 | 0 | 4.9 |

| | Nantucket Seafood Driveway From North | | | | | Old South Road From East | | | | | Lovars Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 1 | 0 | **3** | 0 | 4 | 1 | 142 | 5 | 2 | 150 | 7 | **1** | 7 | 0 | 15 | 9 | 150 | **9** | 0 | 168 | 337 |
| 04:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 136 | 7 | **3** | 146 | 4 | 0 | 6 | 0 | 10 | 13 | **175** | 2 | 0 | **190** | 348 |
| 05:00 PM | 3 | 0 | 1 | 0 | 4 | **3** | **157** | **9** | 0 | **169** | **8** | 0 | **10** | 0 | **18** | 12 | 171 | 2 | 0 | 185 | **376** |
| 05:15 PM | **5** | 0 | 1 | 0 | **6** | 2 | 123 | 8 | 0 | 133 | 6 | 0 | 9 | 0 | 15 | **15** | 152 | 2 | 0 | 169 | 323 |
| Total Volume | 9 | 0 | 7 | 0 | 16 | 6 | 558 | 29 | 5 | 598 | 25 | 1 | 32 | 0 | 58 | 49 | 648 | 15 | 0 | 712 | 1384 |
| % App. Total | 56.2 | 0 | 43.8 | 0 | | 1 | 93.3 | 4.8 | 0.8 | | 43.1 | 1.7 | 55.2 | 0 | | 6.9 | 91 | 2.1 | 0 | | |
| PHF | .450 | .000 | .583 | .000 | .667 | .500 | .889 | .806 | .417 | .885 | .781 | .250 | .800 | .000 | .806 | .817 | .926 | .417 | .000 | .937 | .920 |
| Cars | 8 | 0 | 7 | 0 | 15 | 6 | 544 | 29 | 5 | 584 | 23 | 1 | 32 | 0 | 56 | 44 | 606 | 15 | 0 | 665 | 1320 |
| % Cars | 88.9 | 0 | 100 | 0 | 93.8 | 100 | 97.5 | 100 | 100 | 97.7 | 92.0 | 100 | 100 | 0 | 96.6 | 89.8 | 93.5 | 100 | 0 | 93.4 | 95.4 |
| Heavy Vehicles | 1 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 2 | 5 | 42 | 0 | 0 | 47 | 64 |
| % Heavy Vehicles | 11.1 | 0 | 0 | 0 | 6.3 | 0 | 2.5 | 0 | 0 | 2.3 | 8.0 | 0 | 0 | 0 | 3.4 | 10.2 | 6.5 | 0 | 0 | 6.6 | 4.6 |

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Groups Printed- Peds and Bicycles

| | Nantucket Seafood Driveway From North | | | | Old South Road From East | | | | Lovars Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 13 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 10 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 13 |
| Total | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 2 | 0 | 0 | 4 | 0 | 1 | 20 | 0 | 0 | 43 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 14 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 12 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 2 | 15 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 14 | 0 | 3 | 47 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 3 | 0 | 0 | 5 | 1 | 5 | 34 | 0 | 3 | 113 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 95.4 | 0 | 4.6 | 0 | 0 | 83.3 | 16.7 | 11.9 | 81 | 0 | 7.1 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 54.9 | 0 | 2.7 | 0 | 0 | 4.4 | 0.9 | 4.4 | 30.1 | 0 | 2.7 | |

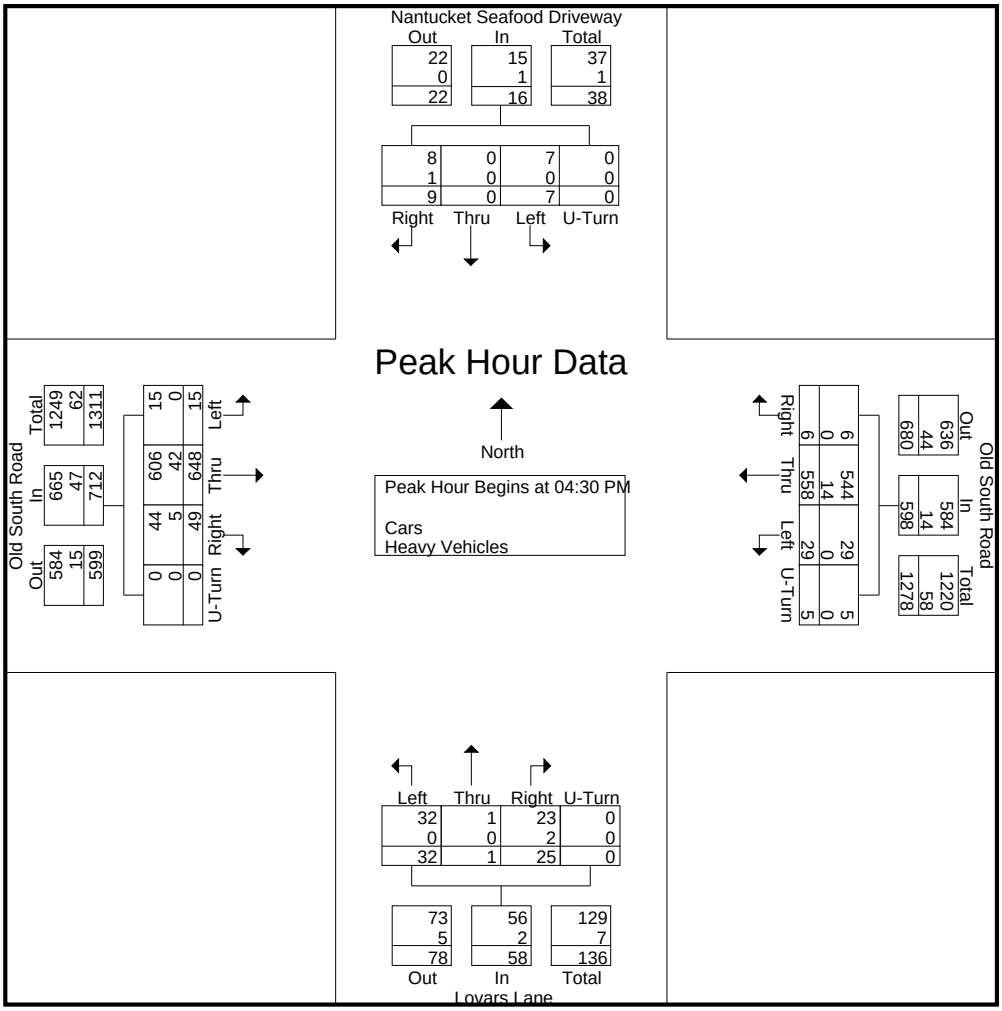
| | Nantucket Seafood Driveway From North | | | | | Old South Road From East | | | | | Lovars Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | **1** | 0 | **1** | 0 | **8** | 0 | 0 | **8** | 13 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | **2** | 5 | 0 | 0 | 7 | 14 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | **1** | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 12 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | **9** | 0 | 0 | **9** | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | **2** | 5 | **15** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 1 | 27 | 0 | 0 | 2 | 0 | 2 | 3 | 20 | 0 | 2 | 25 | 54 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 96.3 | 0 | 3.7 | | 0 | 0 | 100 | 0 | | 12 | 80 | 0 | 8 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .722 | .000 | .250 | .750 | .000 | .000 | .500 | .000 | .500 | .375 | .625 | .000 | .250 | .781 | .900 |

N/S: Nantucket Seafood/ Lovers Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 HH
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Nantucket Seafood Driveway From North | | | | | Old South Road From East | | | | | Lovars Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 1 | 0 | **3** | 0 | 4 | 1 | 142 | 5 | 2 | 150 | 7 | **1** | 7 | 0 | 15 | 9 | 150 | **9** | 0 | 168 | 337 |
| 04:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 136 | 7 | **3** | 146 | 4 | 0 | 6 | 0 | 10 | 13 | **175** | 2 | 0 | **190** | 348 |
| 05:00 PM | 3 | 0 | 1 | 0 | 4 | **3** | **157** | **9** | 0 | **169** | **8** | 0 | **10** | 0 | **18** | 12 | 171 | 2 | 0 | 185 | **376** |
| 05:15 PM | **5** | 0 | 1 | 0 | **6** | 2 | 123 | 8 | 0 | 133 | 6 | 0 | 9 | 0 | 15 | **15** | 152 | 2 | 0 | 169 | 323 |
| Total Volume | 9 | 0 | 7 | 0 | 16 | 6 | 558 | 29 | 5 | 598 | 25 | 1 | 32 | 0 | 58 | 49 | 648 | 15 | 0 | 712 | 1384 |
| % App. Total | 56.2 | 0 | 43.8 | 0 | | 1 | 93.3 | 4.8 | 0.8 | | 43.1 | 1.7 | 55.2 | 0 | | 6.9 | 91 | 2.1 | 0 | | |
| PHF | .450 | .000 | .583 | .000 | .667 | .500 | .889 | .806 | .417 | .885 | .781 | .250 | .800 | .000 | .806 | .817 | .926 | .417 | .000 | .937 | .920 |
| Cars | 8 | 0 | 7 | 0 | 15 | 6 | 544 | 29 | 5 | 584 | 23 | 1 | 32 | 0 | 56 | 44 | 606 | 15 | 0 | 665 | 1320 |
| % Cars | 88.9 | 0 | 100 | 0 | 93.8 | 100 | 97.5 | 100 | 100 | 97.7 | 92.0 | 100 | 100 | 0 | 96.6 | 89.8 | 93.5 | 100 | 0 | 93.4 | 95.4 |
| Heavy Vehicles | 1 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 2 | 5 | 42 | 0 | 0 | 47 | 64 |
| % Heavy Vehicles | 11.1 | 0 | 0 | 0 | 6.3 | 0 | 2.5 | 0 | 0 | 2.3 | 8.0 | 0 | 0 | 0 | 3.4 | 10.2 | 6.5 | 0 | 0 | 6.6 | 4.6 |



N/S: Nantucket Seafood/ Lovers Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 HHH
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Nantucket Seafood Driveway From North | | | | Old South Road From East | | | | Lovars Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 11:00 AM | 2 | 0 | 0 | 0 | 0 | 161 | 4 | 2 | 4 | 0 | 3 | 0 | 9 | 162 | 2 | 0 | 349 |
| 11:15 AM | 0 | 3 | 2 | 0 | 1 | 113 | 7 | 2 | 4 | 0 | 7 | 0 | 5 | 106 | 2 | 0 | 252 |
| 11:30 AM | 3 | 0 | 0 | 0 | 1 | 156 | 6 | 3 | 3 | 1 | 7 | 0 | 13 | 136 | 3 | 0 | 332 |
| 11:45 AM | 1 | 1 | 1 | 0 | 0 | 127 | 10 | 4 | 9 | 1 | 6 | 0 | 10 | 146 | 2 | 0 | 318 |
| Total | 6 | 4 | 3 | 0 | 2 | 557 | 27 | 11 | 20 | 2 | 23 | 0 | 37 | 550 | 9 | 0 | 1251 |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 126 | 4 | 5 | 5 | 0 | 7 | 0 | 11 | 119 | 0 | 0 | 278 |
| 12:15 PM | 2 | 0 | 1 | 0 | 1 | 114 | 5 | 5 | 1 | 0 | 5 | 0 | 8 | 98 | 1 | 0 | 241 |
| 12:30 PM | 0 | 0 | 0 | 0 | 1 | 129 | 6 | 4 | 1 | 0 | 5 | 0 | 4 | 128 | 2 | 0 | 280 |
| 12:45 PM | 4 | 0 | 0 | 0 | 0 | 105 | 4 | 6 | 2 | 0 | 7 | 0 | 8 | 116 | 3 | 0 | 255 |
| Total | 6 | 1 | 1 | 0 | 2 | 474 | 19 | 20 | 9 | 0 | 24 | 0 | 31 | 461 | 6 | 0 | 1054 |
| 01:00 PM | 4 | 0 | 0 | 0 | 0 | 124 | 5 | 3 | 1 | 0 | 4 | 0 | 3 | 111 | 4 | 0 | 259 |
| 01:15 PM | 0 | 0 | 1 | 0 | 0 | 115 | 7 | 3 | 6 | 0 | 4 | 0 | 4 | 134 | 2 | 0 | 276 |
| 01:30 PM | 0 | 0 | 2 | 0 | 0 | 95 | 2 | 2 | 3 | 0 | 7 | 0 | 4 | 129 | 1 | 0 | 245 |
| 01:45 PM | 2 | 0 | 0 | 0 | 0 | 97 | 3 | 3 | 5 | 0 | 6 | 0 | 3 | 114 | 2 | 1 | 236 |
| Total | 6 | 0 | 3 | 0 | 0 | 431 | 17 | 11 | 15 | 0 | 21 | 0 | 14 | 488 | 9 | 1 | 1016 |
| Grand Total | 18 | 5 | 7 | 0 | 4 | 1462 | 63 | 42 | 44 | 2 | 68 | 0 | 82 | 1499 | 24 | 1 | 3321 |
| Apprch % | 60 | 16.7 | 23.3 | 0 | 0.3 | 93.1 | 4 | 2.7 | 38.6 | 1.8 | 59.6 | 0 | 5.1 | 93.3 | 1.5 | 0.1 | |
| Total % | 0.5 | 0.2 | 0.2 | 0 | 0.1 | 44 | 1.9 | 1.3 | 1.3 | 0.1 | 2 | 0 | 2.5 | 45.1 | 0.7 | 0 | |
| Cars | 16 | 5 | 7 | 0 | 4 | 1417 | 60 | 39 | 43 | 2 | 65 | 0 | 80 | 1436 | 23 | 1 | 3198 |
| % Cars | 88.9 | 100 | 100 | 0 | 100 | 96.9 | 95.2 | 92.9 | 97.7 | 100 | 95.6 | 0 | 97.6 | 95.8 | 95.8 | 100 | 96.3 |
| Heavy Vehicles | 2 | 0 | 0 | 0 | 0 | 45 | 3 | 3 | 1 | 0 | 3 | 0 | 2 | 63 | 1 | 0 | 123 |
| % Heavy Vehicles | 11.1 | 0 | 0 | 0 | 0 | 3.1 | 4.8 | 7.1 | 2.3 | 0 | 4.4 | 0 | 2.4 | 4.2 | 4.2 | 0 | 3.7 |

| | Nantucket Seafood Driveway From North | | | | | Old South Road From East | | | | | Lovars Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 2 | 0 | 0 | 0 | 2 | 0 | **161** | 4 | 2 | **167** | 4 | 0 | 3 | 0 | 7 | 9 | **162** | 2 | 0 | **173** | **349** |
| 11:15 AM | 0 | **3** | **2** | 0 | **5** | **1** | 113 | 7 | 2 | 123 | 4 | 0 | **7** | 0 | 11 | 5 | 106 | 2 | 0 | 113 | 252 |
| 11:30 AM | **3** | 0 | 0 | 0 | 3 | 1 | 156 | 6 | 3 | 166 | 3 | **1** | 7 | 0 | 11 | **13** | 136 | **3** | 0 | 152 | 332 |
| 11:45 AM | 1 | 1 | 1 | 0 | 3 | 0 | 127 | **10** | **4** | 141 | **9** | 1 | 6 | 0 | **16** | 10 | 146 | 2 | 0 | 158 | 318 |
| Total Volume | 6 | 4 | 3 | 0 | 13 | 2 | 557 | 27 | 11 | 597 | 20 | 2 | 23 | 0 | 45 | 37 | 550 | 9 | 0 | 596 | 1251 |
| % App. Total | 46.2 | 30.8 | 23.1 | 0 | | 0.3 | 93.3 | 4.5 | 1.8 | | 44.4 | 4.4 | 51.1 | 0 | | 6.2 | 92.3 | 1.5 | 0 | | |
| PHF | .500 | .333 | .375 | .000 | .650 | .500 | .865 | .675 | .688 | .894 | .556 | .500 | .821 | .000 | .703 | .712 | .849 | .750 | .000 | .861 | .896 |
| Cars | 5 | 4 | 3 | 0 | 12 | 2 | 544 | 24 | 11 | 581 | 19 | 2 | 22 | 0 | 43 | 37 | 520 | 9 | 0 | 566 | 1202 |
| % Cars | 83.3 | 100 | 100 | 0 | 92.3 | 100 | 97.7 | 88.9 | 100 | 97.3 | 95.0 | 100 | 95.7 | 0 | 95.6 | 100 | 94.5 | 100 | 0 | 95.0 | 96.1 |
| Heavy Vehicles | 1 | 0 | 0 | 0 | 1 | 0 | 13 | 3 | 0 | 16 | 1 | 0 | 1 | 0 | 2 | 0 | 30 | 0 | 0 | 30 | 49 |
| % Heavy Vehicles | 16.7 | 0 | 0 | 0 | 7.7 | 0 | 2.3 | 11.1 | 0 | 2.7 | 5.0 | 0 | 4.3 | 0 | 4.4 | 0 | 5.5 | 0 | 0 | 5.0 | 3.9 |

N/S: Nantucket Seafood/ Lovers Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 HHH
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Nantucket Seafood Driveway From North | | | | Old South Road From East | | | | Lovars Lane From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 40 |
| 11:15 AM | 0 | 0 | 0 | 8 | 0 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 25 |
| 11:30 AM | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 AM | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 17 |
| Total | 0 | 0 | 0 | 18 | 0 | 38 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 94 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 25 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 8 |
| 12:30 PM | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 8 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 10 |
| Total | 0 | 0 | 0 | 1 | 0 | 22 | 0 | 5 | 0 | 0 | 0 | 2 | 2 | 19 | 0 | 0 | 51 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 11 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 16 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 1 | 21 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 17 |
| Total | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 4 | 2 | 0 | 0 | 2 | 1 | 25 | 0 | 1 | 65 |
| Grand Total | 0 | 0 | 0 | 19 | 0 | 90 | 0 | 20 | 3 | 0 | 0 | 4 | 3 | 70 | 0 | 1 | 210 |
| Apprch % | 0 | 0 | 0 | 100 | 0 | 81.8 | 0 | 18.2 | 42.9 | 0 | 0 | 57.1 | 4.1 | 94.6 | 0 | 1.4 | |
| Total % | 0 | 0 | 0 | 9 | 0 | 42.9 | 0 | 9.5 | 1.4 | 0 | 0 | 1.9 | 1.4 | 33.3 | 0 | 0.5 | |

| | Nantucket Seafood Driveway From North | | | | | Old South Road From East | | | | | Lovars Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | **8** | **8** | 0 | 8 | 0 | **8** | **16** | 0 | 0 | 0 | 0 | 0 | 0 | **16** | 0 | 0 | **16** | **40** |
| 11:15 AM | 0 | 0 | 0 | 8 | 8 | 0 | **11** | 0 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 25 |
| 11:30 AM | 0 | 0 | 0 | 1 | 1 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:45 AM | 0 | 0 | 0 | 1 | 1 | 0 | 8 | 0 | 0 | 8 | **1** | 0 | 0 | 0 | **1** | 0 | 7 | 0 | 0 | 7 | 17 |
| Total Volume | 0 | 0 | 0 | 18 | 18 | 0 | 38 | 0 | 11 | 49 | 1 | 0 | 0 | 0 | 1 | 0 | 26 | 0 | 0 | 26 | 94 |
| % App. Total | 0 | 0 | 0 | 100 | | 0 | 77.6 | 0 | 22.4 | | 100 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .563 | .563 | .000 | .864 | .000 | .344 | .766 | .250 | .000 | .000 | .000 | .250 | .000 | .406 | .000 | .000 | .406 | .588 |

N/S: Nantucket Seafood/ Lovers Lane
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
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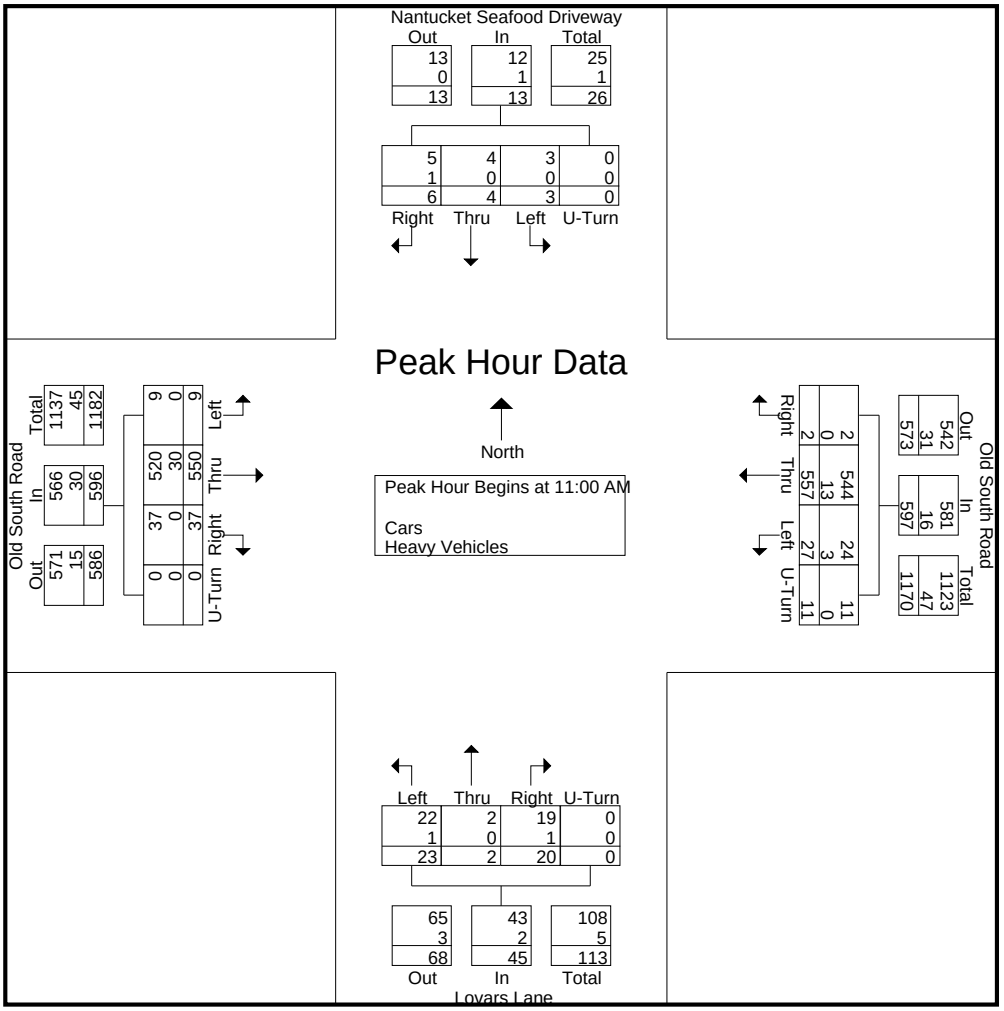
| | Nantucket Seafood Driveway From North | | | | | Old South Road From East | | | | | Lovars Lane From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 2 | 0 | 0 | 0 | 2 | 0 | **161** | 4 | 2 | **167** | 4 | 0 | 3 | 0 | 7 | 9 | **162** | 2 | 0 | **173** | **349** |
| 11:15 AM | 0 | **3** | **2** | 0 | **5** | **1** | 113 | 7 | 2 | 123 | 4 | 0 | **7** | 0 | 11 | 5 | 106 | 2 | 0 | 113 | 252 |
| 11:30 AM | **3** | 0 | 0 | 0 | 3 | 1 | 156 | 6 | 3 | 166 | 3 | **1** | 7 | 0 | 11 | **13** | 136 | **3** | 0 | 152 | 332 |
| 11:45 AM | 1 | 1 | 1 | 0 | 3 | 0 | 127 | **10** | **4** | 141 | **9** | 1 | 6 | 0 | **16** | 10 | 146 | 2 | 0 | 158 | 318 |
| Total Volume | 6 | 4 | 3 | 0 | 13 | 2 | 557 | 27 | 11 | 597 | 20 | 2 | 23 | 0 | 45 | 37 | 550 | 9 | 0 | 596 | 1251 |
| % App. Total | 46.2 | 30.8 | 23.1 | 0 | | 0.3 | 93.3 | 4.5 | 1.8 | | 44.4 | 4.4 | 51.1 | 0 | | 6.2 | 92.3 | 1.5 | 0 | | |
| PHF | .500 | .333 | .375 | .000 | .650 | .500 | .865 | .675 | .688 | .894 | .556 | .500 | .821 | .000 | .703 | .712 | .849 | .750 | .000 | .861 | .896 |
| Cars | 5 | 4 | 3 | 0 | 12 | 2 | 544 | 24 | 11 | 581 | 19 | 2 | 22 | 0 | 43 | 37 | 520 | 9 | 0 | 566 | 1202 |
| % Cars | 83.3 | 100 | 100 | 0 | 92.3 | 100 | 97.7 | 88.9 | 100 | 97.3 | 95.0 | 100 | 95.7 | 0 | 95.6 | 100 | 94.5 | 100 | 0 | 95.0 | 96.1 |
| Heavy Vehicles | 1 | 0 | 0 | 0 | 1 | 0 | 13 | 3 | 0 | 16 | 1 | 0 | 1 | 0 | 2 | 0 | 30 | 0 | 0 | 30 | 49 |
| % Heavy Vehicles | 16.7 | 0 | 0 | 0 | 7.7 | 0 | 2.3 | 11.1 | 0 | 2.7 | 5.0 | 0 | 4.3 | 0 | 4.4 | 0 | 5.5 | 0 | 0 | 5.0 | 3.9 |



Nantucket Planning and Economic Development Commission (MA)
1 East Chestnut St.

Nantucket, Massachusetts, United States 12345
508 228 7237 mburns@nantucket-ma.gov

Count Name: Old South Rd at Fairgrounds Rd
TMC
Site Code:
Start Date: 08/13/2015

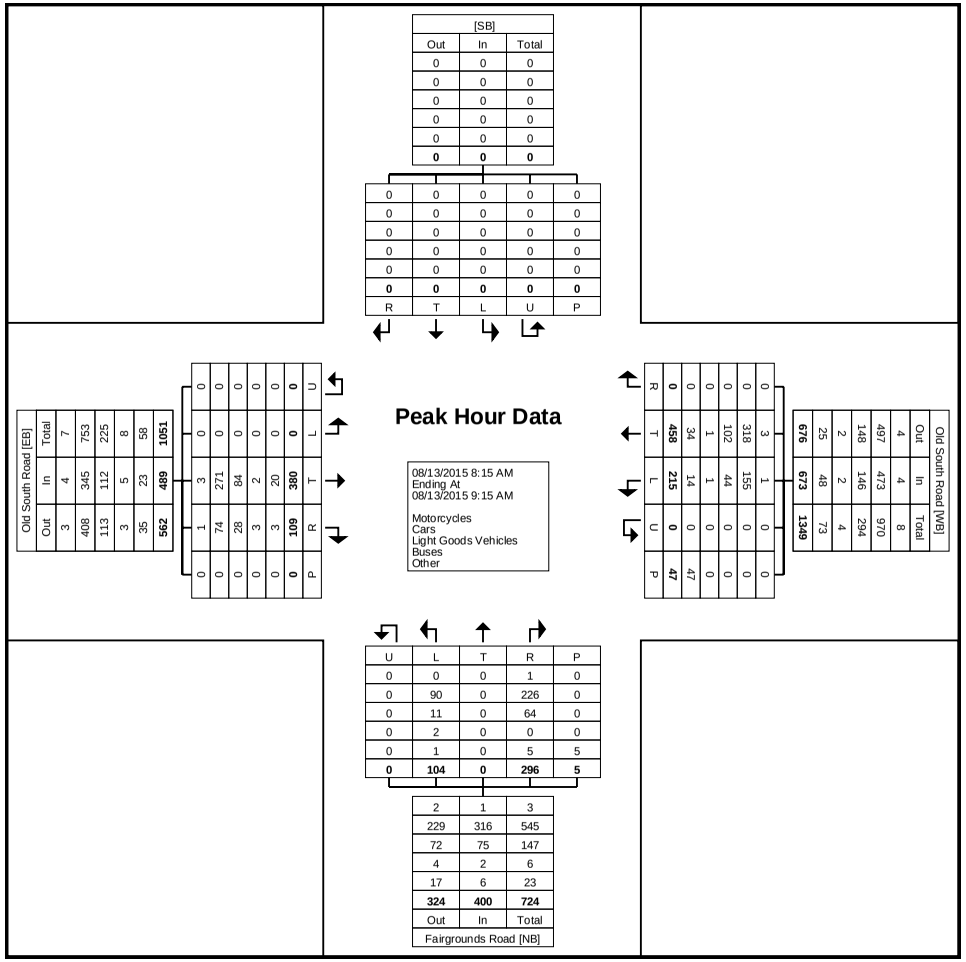

# Turning Movement Peak Hour Data (8:15 AM)

| Start Time | Southbound | | | | | | Old South Road Westbound | | | | | | Fairgrounds Road Northbound | | | | | | Old South Road Eastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Int. Total |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 65 | 0 | 18 | 169 | 77 | 0 | 30 | 0 | 3 | 107 | 11 | 92 | 0 | 0 | 0 | 103 | 379 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 54 | 0 | 11 | 177 | 72 | 0 | 24 | 0 | 0 | 96 | 29 | 80 | 0 | 0 | 0 | 109 | 382 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 43 | 0 | 7 | 159 | 70 | 0 | 27 | 0 | 2 | 97 | 43 | 103 | 0 | 0 | 0 | 146 | 402 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 53 | 0 | 11 | 168 | 77 | 0 | 23 | 0 | 0 | 100 | 26 | 105 | 0 | 0 | 0 | 131 | 399 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 458 | 215 | 0 | 47 | 673 | 296 | 0 | 104 | 0 | 5 | 400 | 109 | 380 | 0 | 0 | 0 | 489 | 1562 |
| Approach % | NaN | NaN | NaN | NaN | - | - | 0.0 | 68.1 | 31.9 | 0.0 | - | - | 74.0 | 0.0 | 26.0 | 0.0 | - | - | 22.3 | 77.7 | 0.0 | 0.0 | - | - | - |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 29.3 | 13.8 | 0.0 | - | 43.1 | 19.0 | 0.0 | 6.7 | 0.0 | - | 25.6 | 7.0 | 24.3 | 0.0 | 0.0 | - | 31.3 | - |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.931 | 0.827 | 0.000 | - | 0.951 | 0.961 | 0.000 | 0.867 | 0.000 | - | 0.935 | 0.634 | 0.905 | 0.000 | 0.000 | - | 0.837 | 0.971 |
| Motorcycles | 0 | 0 | 0 | 0 | - | 0 | 0 | 3 | 1 | 0 | - | 4 | 1 | 0 | 0 | 0 | - | 1 | 1 | 3 | 0 | 0 | - | 4 | 9 |
| % Motorcycles | - | - | - | - | - | - | - | 0.7 | 0.5 | - | - | 0.6 | 0.3 | - | 0.0 | - | - | 0.3 | 0.9 | 0.8 | - | - | - | 0.8 | 0.6 |
| Cars | 0 | 0 | 0 | 0 | - | 0 | 0 | 318 | 155 | 0 | - | 473 | 226 | 0 | 90 | 0 | - | 316 | 74 | 271 | 0 | 0 | - | 345 | 1134 |
| % Cars | - | - | - | - | - | - | - | 69.4 | 72.1 | - | - | 70.3 | 76.4 | - | 86.5 | - | - | 79.0 | 67.9 | 71.3 | - | - | - | 70.6 | 72.6 |
| Light Goods Vehicles | 0 | 0 | 0 | 0 | - | 0 | 0 | 102 | 44 | 0 | - | 146 | 64 | 0 | 11 | 0 | - | 75 | 28 | 84 | 0 | 0 | - | 112 | 333 |
| % Light Goods Vehicles | - | - | - | - | - | - | - | 22.3 | 20.5 | - | - | 21.7 | 21.6 | - | 10.6 | - | - | 18.8 | 25.7 | 22.1 | - | - | - | 22.9 | 21.3 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 1 | 0 | - | 2 | 0 | 0 | 2 | 0 | - | 2 | 3 | 2 | 0 | 0 | - | 5 | 9 |
| % Buses | - | - | - | - | - | - | - | 0.2 | 0.5 | - | - | 0.3 | 0.0 | - | 1.9 | - | - | 0.5 | 2.8 | 0.5 | - | - | - | 1.0 | 0.6 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 34 | 14 | 0 | - | 48 | 5 | 0 | 1 | 0 | - | 6 | 2 | 17 | 0 | 0 | - | 19 | 73 |
| % Single-Unit Trucks | - | - | - | - | - | - | - | 7.4 | 6.5 | - | - | 7.1 | 1.7 | - | 1.0 | - | - | 1.5 | 1.8 | 4.5 | - | - | - | 3.9 | 4.7 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 1 | 1 |
| % Articulated Trucks | - | - | - | - | - | - | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.9 | 0.0 | - | - | - | 0.2 | 0.1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 3 | 0 | 0 | - | 3 | 3 |
| % Bicycles on Road | - | - | - | - | - | - | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | 0.8 | - | - | - | 0.6 | 0.2 |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | - | 17 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | 36.2 | - | - | - | - | - | 20.0 | - | - | - | - | - | - | - | - |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 30 | - | - | - | - | - | 4 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 63.8 | - | - | - | - | - | 80.0 | - | - | - | - | - | - | - | - |

Nantucket Planning and Economic Development Commission (MA)
1 East Chestnut St.

Nantucket, Massachusetts, United States 12345
508 228 7237 mburns@nantucket-ma.gov






Turning Movement Peak Hour Data Plot (8:15 AM)

Nantucket Planning and Economic Development Commission (MA)
1 East Chestnut St.

Nantucket, Massachusetts, United States 12345
508 228 7237 mburns@nantucket-ma.gov

Count Name: Old South Rd at Fairgrounds Rd
TMC
Site Code:
Start Date: 08/13/2015

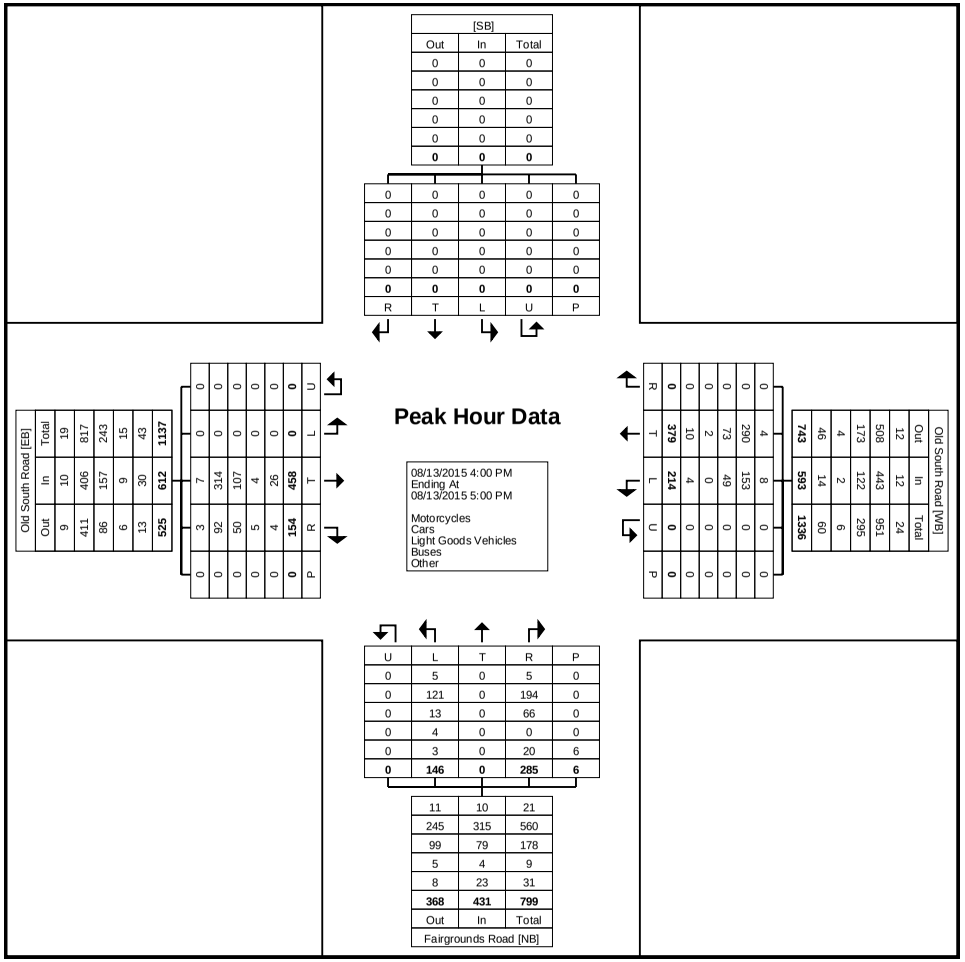

# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | Southbound | | | | | | Old South Road Westbound | | | | | | Fairgrounds Road Northbound | | | | | | Old South Road Eastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Int. Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 53 | 0 | 0 | 150 | 59 | 0 | 33 | 0 | 0 | 92 | 49 | 125 | 0 | 0 | 0 | 174 | 416 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 62 | 0 | 0 | 155 | 77 | 0 | 34 | 0 | 3 | 111 | 39 | 102 | 0 | 0 | 0 | 141 | 407 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 48 | 0 | 0 | 134 | 62 | 0 | 41 | 0 | 1 | 103 | 30 | 123 | 0 | 0 | 0 | 153 | 390 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 51 | 0 | 0 | 154 | 87 | 0 | 38 | 0 | 2 | 125 | 36 | 108 | 0 | 0 | 0 | 144 | 423 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 379 | 214 | 0 | 0 | 593 | 285 | 0 | 146 | 0 | 6 | 431 | 154 | 458 | 0 | 0 | 0 | 612 | 1636 |
| Approach % | NaN | NaN | NaN | NaN | - | - | 0.0 | 63.9 | 36.1 | 0.0 | - | - | 66.1 | 0.0 | 33.9 | 0.0 | - | - | 25.2 | 74.8 | 0.0 | 0.0 | - | - | - |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 23.2 | 13.1 | 0.0 | - | 36.2 | 17.4 | 0.0 | 8.9 | 0.0 | - | 26.3 | 9.4 | 28.0 | 0.0 | 0.0 | - | 37.4 | - |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.920 | 0.863 | 0.000 | - | 0.956 | 0.819 | 0.000 | 0.890 | 0.000 | - | 0.862 | 0.786 | 0.916 | 0.000 | 0.000 | - | 0.879 | 0.967 |
| Motorcycles | 0 | 0 | 0 | 0 | - | 0 | 0 | 4 | 8 | 0 | - | 12 | 5 | 0 | 5 | 0 | - | 10 | 3 | 7 | 0 | 0 | - | 10 | 32 |
| % Motorcycles | - | - | - | - | - | - | - | 1.1 | 3.7 | - | - | 2.0 | 1.8 | - | 3.4 | - | - | 2.3 | 1.9 | 1.5 | - | - | - | 1.6 | 2.0 |
| Cars | 0 | 0 | 0 | 0 | - | 0 | 0 | 290 | 153 | 0 | - | 443 | 194 | 0 | 121 | 0 | - | 315 | 92 | 314 | 0 | 0 | - | 406 | 1164 |
| % Cars | - | - | - | - | - | - | - | 76.5 | 71.5 | - | - | 74.7 | 68.1 | - | 82.9 | - | - | 73.1 | 59.7 | 68.6 | - | - | - | 66.3 | 71.1 |
| Light Goods Vehicles | 0 | 0 | 0 | 0 | - | 0 | 0 | 73 | 49 | 0 | - | 122 | 66 | 0 | 13 | 0 | - | 79 | 50 | 107 | 0 | 0 | - | 157 | 358 |
| % Light Goods Vehicles | - | - | - | - | - | - | - | 19.3 | 22.9 | - | - | 20.6 | 23.2 | - | 8.9 | - | - | 18.3 | 32.5 | 23.4 | - | - | - | 25.7 | 21.9 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 0 | - | 2 | 0 | 0 | 4 | 0 | - | 4 | 5 | 4 | 0 | 0 | - | 9 | 15 |
| % Buses | - | - | - | - | - | - | - | 0.5 | 0.0 | - | - | 0.3 | 0.0 | - | 2.7 | - | - | 0.9 | 3.2 | 0.9 | - | - | - | 1.5 | 0.9 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 8 | 4 | 0 | - | 12 | 19 | 0 | 3 | 0 | - | 22 | 2 | 22 | 0 | 0 | - | 24 | 58 |
| % Single-Unit Trucks | - | - | - | - | - | - | - | 2.1 | 1.9 | - | - | 2.0 | 6.7 | - | 2.1 | - | - | 5.1 | 1.3 | 4.8 | - | - | - | 3.9 | 3.5 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 1 | 0 | 0 | 0 | - | 1 | 0 | 2 | 0 | 0 | - | 2 | 4 |
| % Articulated Trucks | - | - | - | - | - | - | - | 0.3 | 0.0 | - | - | 0.2 | 0.4 | - | 0.0 | - | - | 0.2 | 0.0 | 0.4 | - | - | - | 0.3 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 2 | 2 | 0 | 0 | - | 4 | 5 |
| % Bicycles on Road | - | - | - | - | - | - | - | 0.3 | 0.0 | - | - | 0.2 | 0.0 | - | 0.0 | - | - | 0.0 | 1.3 | 0.4 | - | - | - | 0.7 | 0.3 |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 4 | - | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 66.7 | - | - | - | - | - | - | - | - |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 33.3 | - | - | - | - | - | - | - | - |

Nantucket Planning and Economic Development Commission (MA)
1 East Chestnut St.

Nantucket, Massachusetts, United States 12345
508 228 7237 mburns@nantucket-ma.gov

Count Name: Old South Rd at Fairgrounds Rd
TMC
Site Code:
Start Date: 08/13/2015
Page No: 7




Turning Movement Peak Hour Data Plot (4:00 PM)

S: Fairgrounds Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 III
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Old South Road From East | | | Fairgrounds Road From South | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | Right | Left | U-Turn | Right | Thru | U-Turn | Int. Total |
| 11:00 AM | 127 | 49 | 0 | 60 | 20 | 0 | 26 | 108 | 0 | 390 |
| 11:15 AM | 112 | 47 | 0 | 45 | 32 | 0 | 38 | 87 | 0 | 361 |
| 11:30 AM | 114 | 45 | 0 | 58 | 27 | 0 | 55 | 117 | 0 | 416 |
| 11:45 AM | 105 | 43 | 0 | 51 | 25 | 0 | 28 | 98 | 0 | 350 |
| Total | 458 | 184 | 0 | 214 | 104 | 0 | 147 | 410 | 0 | 1517 |
| 12:00 PM | 102 | 45 | 0 | 40 | 21 | 0 | 32 | 114 | 0 | 354 |
| 12:15 PM | 92 | 41 | 0 | 42 | 27 | 0 | 38 | 98 | 0 | 338 |
| 12:30 PM | 111 | 35 | 0 | 46 | 22 | 0 | 30 | 100 | 0 | 344 |
| 12:45 PM | 94 | 39 | 0 | 46 | 19 | 0 | 30 | 100 | 0 | 328 |
| Total | 399 | 160 | 0 | 174 | 89 | 0 | 130 | 412 | 0 | 1364 |
| 01:00 PM | 104 | 38 | 0 | 39 | 23 | 0 | 37 | 113 | 0 | 354 |
| 01:15 PM | 88 | 39 | 0 | 35 | 15 | 0 | 32 | 114 | 0 | 323 |
| 01:30 PM | 88 | 35 | 0 | 47 | 24 | 0 | 29 | 109 | 0 | 332 |
| 01:45 PM | 84 | 40 | 0 | 39 | 31 | 1 | 25 | 95 | 0 | 315 |
| Total | 364 | 152 | 0 | 160 | 93 | 1 | 123 | 431 | 0 | 1324 |
| Grand Total | 1221 | 496 | 0 | 548 | 286 | 1 | 400 | 1253 | 0 | 4205 |
| Apprch % | 71.1 | 28.9 | 0 | 65.6 | 34.3 | 0.1 | 24.2 | 75.8 | 0 | |
| Total % | 29 | 11.8 | 0 | 13 | 6.8 | 0 | 9.5 | 29.8 | 0 | |
| Cars | 1196 | 486 | 0 | 528 | 272 | 1 | 385 | 1207 | 0 | 4075 |
| % Cars | 98 | 98 | 0 | 96.4 | 95.1 | 100 | 96.2 | 96.3 | 0 | 96.9 |
| Heavy Vehicles | 25 | 10 | 0 | 20 | 14 | 0 | 15 | 46 | 0 | 130 |
| % Heavy Vehicles | 2 | 2 | 0 | 3.6 | 4.9 | 0 | 3.8 | 3.7 | 0 | 3.1 |

| | Old South Road From East | | | | Fairgrounds Road From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | App. Total | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | |
| 11:00 AM | **127** | **49** | 0 | **176** | **60** | 20 | 0 | 80 | 26 | 108 | 0 | 134 | 390 |
| 11:15 AM | 112 | 47 | 0 | 159 | 45 | **32** | 0 | 77 | 38 | 87 | 0 | 125 | 361 |
| 11:30 AM | 114 | 45 | 0 | 159 | 58 | 27 | 0 | **85** | **55** | **117** | 0 | **172** | **416** |
| 11:45 AM | 105 | 43 | 0 | 148 | 51 | 25 | 0 | 76 | 28 | 98 | 0 | 126 | 350 |
| Total Volume | 458 | 184 | 0 | 642 | 214 | 104 | 0 | 318 | 147 | 410 | 0 | 557 | 1517 |
| % App. Total | 71.3 | 28.7 | 0 | | 67.3 | 32.7 | 0 | | 26.4 | 73.6 | 0 | | |
| PHF | .902 | .939 | .000 | .912 | .892 | .813 | .000 | .935 | .668 | .876 | .000 | .810 | .912 |
| Cars | 450 | 177 | 0 | 627 | 205 | 98 | 0 | 303 | 142 | 392 | 0 | 534 | 1464 |
| % Cars | 98.3 | 96.2 | 0 | 97.7 | 95.8 | 94.2 | 0 | 95.3 | 96.6 | 95.6 | 0 | 95.9 | 96.5 |
| Heavy Vehicles | 8 | 7 | 0 | 15 | 9 | 6 | 0 | 15 | 5 | 18 | 0 | 23 | 53 |
| % Heavy Vehicles | 1.7 | 3.8 | 0 | 2.3 | 4.2 | 5.8 | 0 | 4.7 | 3.4 | 4.4 | 0 | 4.1 | 3.5 |

S: Fairgrounds Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 III
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Old South Road From East | | | Fairgrounds Road From South | | | Old South Road From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | Right | Left | Peds | Right | Thru | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 5 |
| 11:15 AM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 11:30 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:45 AM | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 10 |
| Total | 2 | 0 | 10 | 0 | 0 | 5 | 4 | 0 | 0 | 21 |
| 12:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 4 |
| 12:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 7 |
| 01:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 01:45 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| Grand Total | 6 | 2 | 14 | 0 | 0 | 7 | 6 | 1 | 0 | 36 |
| Apprch % | 27.3 | 9.1 | 63.6 | 0 | 0 | 100 | 85.7 | 14.3 | 0 | |
| Total % | 16.7 | 5.6 | 38.9 | 0 | 0 | 19.4 | 16.7 | 2.8 | 0 | |

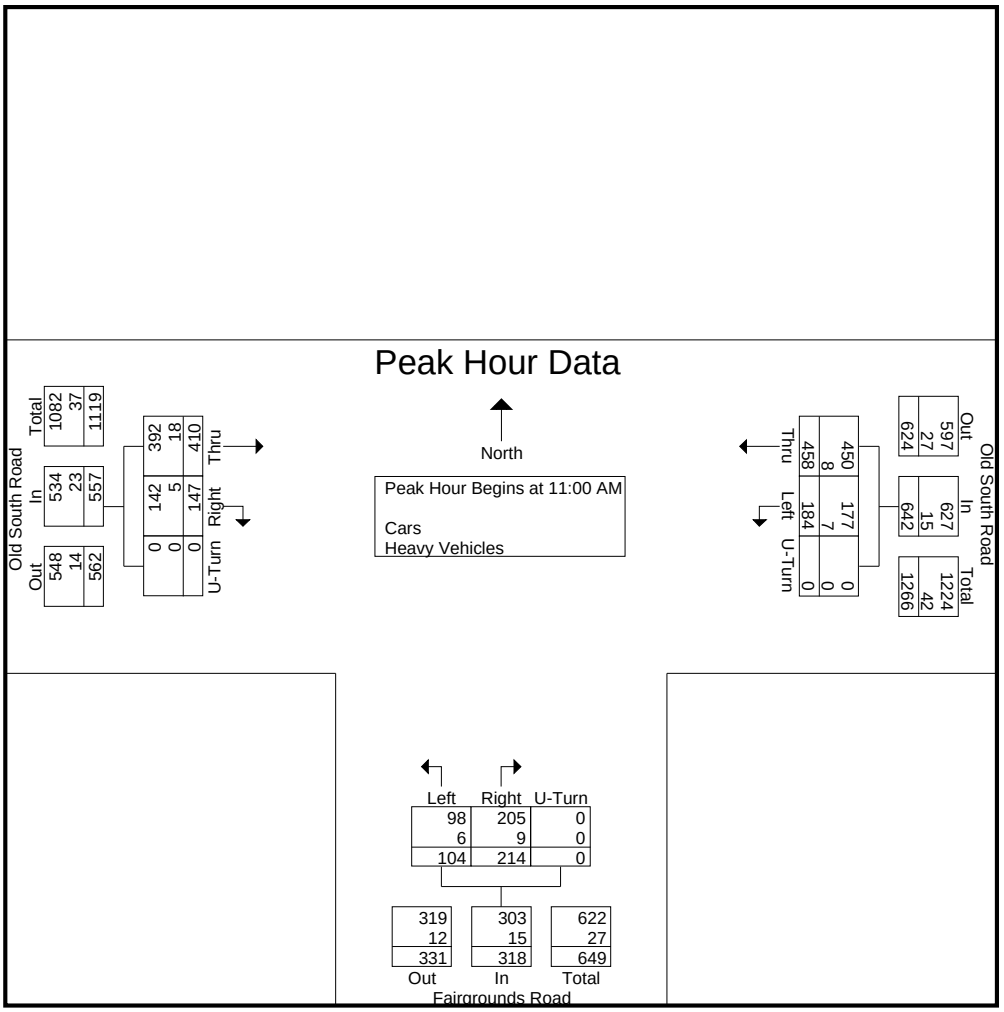
| | Old South Road From East | | | | Fairgrounds Road From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **4** | 0 | 0 | **4** | 5 |
| 11:15 AM | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 11:30 AM | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:45 AM | **2** | 0 | **4** | **6** | 0 | 0 | **4** | **4** | 0 | 0 | 0 | 0 | **10** |
| Total Volume | 2 | 0 | 10 | 12 | 0 | 0 | 5 | 5 | 4 | 0 | 0 | 4 | 21 |
| % App. Total | 16.7 | 0 | 83.3 | | 0 | 0 | 100 | | 100 | 0 | 0 | | |
| PHF | .250 | .000 | .625 | .500 | .000 | .000 | .313 | .313 | .250 | .000 | .000 | .250 | .525 |

S: Fairgrounds Road
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 III
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

| | Old South Road From East | | | | Fairgrounds Road From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | U-Turn | App. Total | Right | Left | U-Turn | App. Total | Right | Thru | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | |
| 11:00 AM | **127** | **49** | 0 | **176** | **60** | 20 | 0 | 80 | 26 | 108 | 0 | 134 | 390 |
| 11:15 AM | 112 | 47 | 0 | 159 | 45 | **32** | 0 | 77 | 38 | 87 | 0 | 125 | 361 |
| 11:30 AM | 114 | 45 | 0 | 159 | 58 | 27 | 0 | **85** | **55** | **117** | 0 | **172** | **416** |
| 11:45 AM | 105 | 43 | 0 | 148 | 51 | 25 | 0 | 76 | 28 | 98 | 0 | 126 | 350 |
| Total Volume | 458 | 184 | 0 | 642 | 214 | 104 | 0 | 318 | 147 | 410 | 0 | 557 | 1517 |
| % App. Total | 71.3 | 28.7 | 0 | | 67.3 | 32.7 | 0 | | 26.4 | 73.6 | 0 | | |
| PHF | .902 | .939 | .000 | .912 | .892 | .813 | .000 | .935 | .668 | .876 | .000 | .810 | .912 |
| Cars | 450 | 177 | 0 | 627 | 205 | 98 | 0 | 303 | 142 | 392 | 0 | 534 | 1464 |
| % Cars | 98.3 | 96.2 | 0 | 97.7 | 95.8 | 94.2 | 0 | 95.3 | 96.6 | 95.6 | 0 | 95.9 | 96.5 |
| Heavy Vehicles | 8 | 7 | 0 | 15 | 9 | 6 | 0 | 15 | 5 | 18 | 0 | 23 | 53 |
| % Heavy Vehicles | 1.7 | 3.8 | 0 | 2.3 | 4.2 | 5.8 | 0 | 4.7 | 3.4 | 4.4 | 0 | 4.1 | 3.5 |



N/S: Bike Path/ Youngs Way
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 J
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Old South Road Bike Path From North | | | | Old South Road From East | | | | Youngs Way From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 158 | 7 | 0 | 3 | 0 | 12 | 0 | 11 | 120 | 0 | 0 | 311 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 153 | 15 | 0 | 12 | 0 | 7 | 0 | 22 | 132 | 0 | 0 | 341 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 121 | 4 | 0 | 1 | 0 | 7 | 0 | 8 | 142 | 0 | 0 | 283 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 159 | 7 | 0 | 4 | 0 | 4 | 0 | 5 | 155 | 0 | 0 | 334 |
| Total | 0 | 0 | 0 | 0 | 0 | 591 | 33 | 0 | 20 | 0 | 30 | 0 | 46 | 549 | 0 | 0 | 1269 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 168 | 4 | 0 | 5 | 0 | 6 | 0 | 10 | 150 | 0 | 0 | 343 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 167 | 5 | 0 | 7 | 0 | 10 | 0 | 18 | 133 | 0 | 0 | 340 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 134 | 3 | 0 | 14 | 0 | 20 | 0 | 20 | 126 | 0 | 0 | 317 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 148 | 5 | 0 | 4 | 0 | 14 | 0 | 12 | 140 | 0 | 0 | 323 |
| Total | 0 | 0 | 0 | 0 | 0 | 617 | 17 | 0 | 30 | 0 | 50 | 0 | 60 | 549 | 0 | 0 | 1323 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 120 | 2 | 0 | 3 | 0 | 9 | 0 | 6 | 135 | 0 | 0 | 275 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 116 | 8 | 0 | 4 | 0 | 12 | 0 | 7 | 118 | 0 | 0 | 265 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 118 | 7 | 0 | 5 | 0 | 7 | 0 | 8 | 126 | 0 | 0 | 271 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 112 | 8 | 0 | 7 | 0 | 9 | 0 | 14 | 114 | 0 | 0 | 264 |
| Total | 0 | 0 | 0 | 0 | 0 | 466 | 25 | 0 | 19 | 0 | 37 | 0 | 35 | 493 | 0 | 0 | 1075 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1674 | 75 | 0 | 69 | 0 | 117 | 0 | 141 | 1591 | 0 | 0 | 3667 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 95.7 | 4.3 | 0 | 37.1 | 0 | 62.9 | 0 | 8.1 | 91.9 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 45.7 | 2 | 0 | 1.9 | 0 | 3.2 | 0 | 3.8 | 43.4 | 0 | 0 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 1544 | 72 | 0 | 63 | 0 | 111 | 0 | 136 | 1490 | 0 | 0 | 3416 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 92.2 | 96 | 0 | 91.3 | 0 | 94.9 | 0 | 96.5 | 93.7 | 0 | 0 | 93.2 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 130 | 3 | 0 | 6 | 0 | 6 | 0 | 5 | 101 | 0 | 0 | 251 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 7.8 | 4 | 0 | 8.7 | 0 | 5.1 | 0 | 3.5 | 6.3 | 0 | 0 | 6.8 |

| | Old South Road Bike Path From North | | | | | Old South Road From East | | | | | Youngs Way From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 159 | **7** | 0 | 166 | 4 | 0 | 4 | 0 | 8 | 5 | **155** | 0 | 0 | **160** | 334 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **168** | 4 | 0 | **172** | 5 | 0 | 6 | 0 | 11 | 10 | 150 | 0 | 0 | 160 | **343** |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 5 | 0 | 172 | 7 | 0 | 10 | 0 | 17 | 18 | 133 | 0 | 0 | 151 | 340 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 3 | 0 | 137 | **14** | 0 | **20** | 0 | **34** | **20** | 126 | 0 | 0 | 146 | 317 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 628 | 19 | 0 | 647 | 30 | 0 | 40 | 0 | 70 | 53 | 564 | 0 | 0 | 617 | 1334 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 97.1 | 2.9 | 0 | | 42.9 | 0 | 57.1 | 0 | | 8.6 | 91.4 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .935 | .679 | .000 | .940 | .536 | .000 | .500 | .000 | .515 | .663 | .910 | .000 | .000 | .964 | .972 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 574 | 17 | 0 | 591 | 27 | 0 | 37 | 0 | 64 | 53 | 534 | 0 | 0 | 587 | 1242 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 91.4 | 89.5 | 0 | 91.3 | 90.0 | 0 | 92.5 | 0 | 91.4 | 100 | 94.7 | 0 | 0 | 95.1 | 93.1 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 2 | 0 | 56 | 3 | 0 | 3 | 0 | 6 | 0 | 30 | 0 | 0 | 30 | 92 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 8.6 | 10.5 | 0 | 8.7 | 10.0 | 0 | 7.5 | 0 | 8.6 | 0 | 5.3 | 0 | 0 | 4.9 | 6.9 |

N/S: Bike Path/ Youngs Way
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 J
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Old South Road Bike Path From North | | | | Old South Road From East | | | | Youngs Way From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 08:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 7 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 09:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 09:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 6 |
| 09:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 1 | 2 | 0 | 0 | 17 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 10:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 6 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 18 |
| Grand Total | 0 | 5 | 1 | 2 | 0 | 0 | 1 | 8 | 0 | 5 | 0 | 17 | 1 | 2 | 0 | 0 | 42 |
| Apprch % | 0 | 62.5 | 12.5 | 25 | 0 | 0 | 11.1 | 88.9 | 0 | 22.7 | 0 | 77.3 | 33.3 | 66.7 | 0 | 0 | |
| Total % | 0 | 11.9 | 2.4 | 4.8 | 0 | 0 | 2.4 | 19 | 0 | 11.9 | 0 | 40.5 | 2.4 | 4.8 | 0 | 0 | |

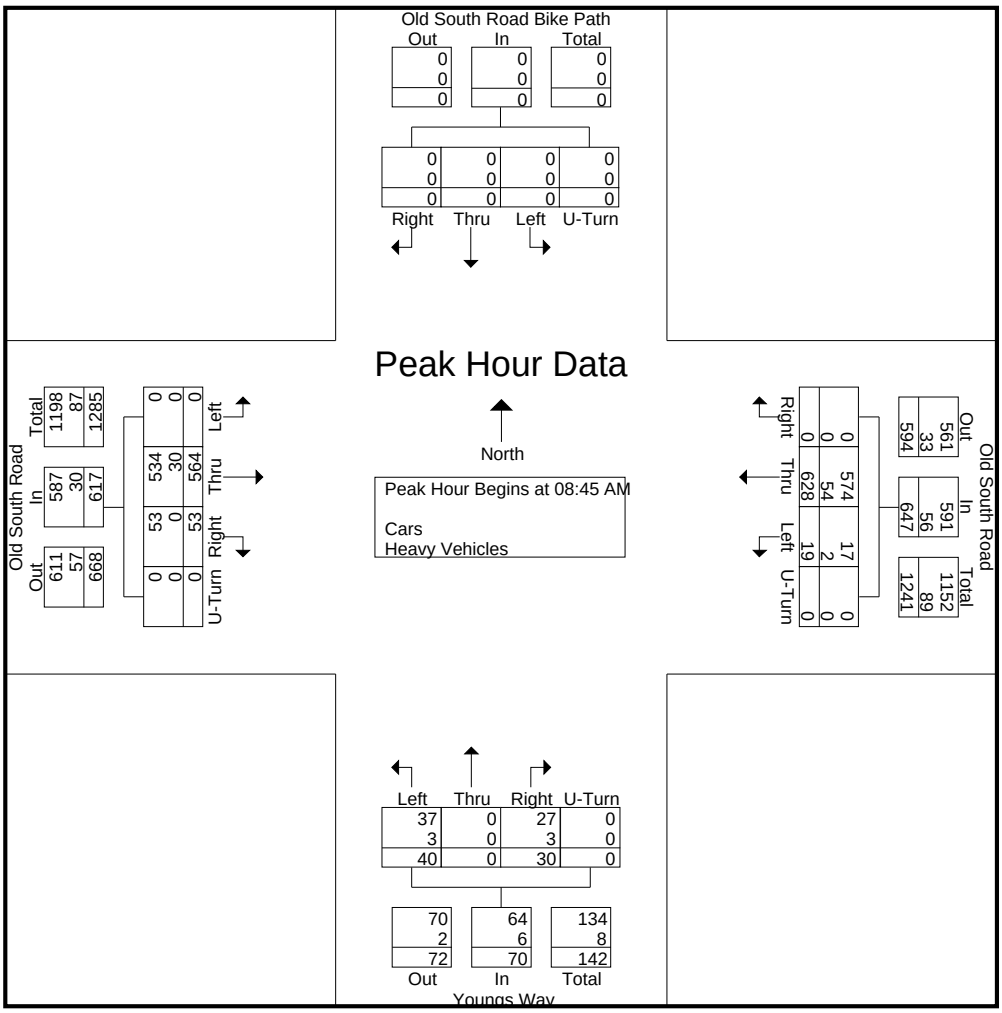
| | Old South Road Bike Path From North | | | | | Old South Road From East | | | | | Youngs Way From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 09:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 09:15 AM | 0 | **1** | **1** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **3** | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:30 AM | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | **1** | **2** | 0 | 0 | **3** | **6** |
| 09:45 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | **2** | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 0 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 5 | 5 | 0 | 2 | 0 | 7 | 9 | 1 | 2 | 0 | 0 | 3 | 21 |
| % App. Total | 0 | 25 | 25 | 50 | | 0 | 0 | 0 | 100 | | 0 | 22.2 | 0 | 77.8 | | 33.3 | 66.7 | 0 | 0 | | |
| PHF | .000 | .250 | .250 | .500 | .500 | .000 | .000 | .000 | .625 | .625 | .000 | .250 | .000 | .583 | .750 | .250 | .250 | .000 | .000 | .250 | .875 |

N/S: Bike Path/ Youngs Way
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 J
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Old South Road Bike Path From North | | | | | Old South Road From East | | | | | Youngs Way From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 159 | **7** | 0 | 166 | 4 | 0 | 4 | 0 | 8 | 5 | **155** | 0 | 0 | **160** | 334 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **168** | 4 | 0 | **172** | 5 | 0 | 6 | 0 | 11 | 10 | 150 | 0 | 0 | 160 | **343** |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 5 | 0 | 172 | 7 | 0 | 10 | 0 | 17 | 18 | 133 | 0 | 0 | 151 | 340 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 3 | 0 | 137 | **14** | 0 | **20** | 0 | **34** | **20** | 126 | 0 | 0 | 146 | 317 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 628 | 19 | 0 | 647 | 30 | 0 | 40 | 0 | 70 | 53 | 564 | 0 | 0 | 617 | 1334 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 97.1 | 2.9 | 0 | | 42.9 | 0 | 57.1 | 0 | | 8.6 | 91.4 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .935 | .679 | .000 | .940 | .536 | .000 | .500 | .000 | .515 | .663 | .910 | .000 | .000 | .964 | .972 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 574 | 17 | 0 | 591 | 27 | 0 | 37 | 0 | 64 | 53 | 534 | 0 | 0 | 587 | 1242 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 91.4 | 89.5 | 0 | 91.3 | 90.0 | 0 | 92.5 | 0 | 91.4 | 100 | 94.7 | 0 | 0 | 95.1 | 93.1 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 2 | 0 | 56 | 3 | 0 | 3 | 0 | 6 | 0 | 30 | 0 | 0 | 30 | 92 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 8.6 | 10.5 | 0 | 8.7 | 10.0 | 0 | 7.5 | 0 | 8.6 | 0 | 5.3 | 0 | 0 | 4.9 | 6.9 |



N/S: Bike Path/ Youngs Way
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 JJ
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Old South Road Bike Path From North | | | | Old South Road From East | | | | Youngs Way From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 120 | 6 | 0 | 6 | 0 | 8 | 0 | 8 | 140 | 0 | 0 | 288 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 139 | 6 | 0 | 6 | 0 | 10 | 0 | 4 | 144 | 0 | 0 | 309 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 105 | 4 | 0 | 4 | 0 | 8 | 0 | 7 | 145 | 0 | 0 | 273 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 123 | 3 | 0 | 5 | 0 | 6 | 0 | 12 | 155 | 0 | 0 | 304 |
| Total | 0 | 0 | 0 | 0 | 0 | 487 | 19 | 0 | 21 | 0 | 32 | 0 | 31 | 584 | 0 | 0 | 1174 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 138 | 5 | 0 | 3 | 0 | 5 | 0 | 8 | 151 | 0 | 0 | 311 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 143 | 4 | 0 | 8 | 0 | 6 | 0 | 10 | 168 | 0 | 0 | 339 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 159 | 3 | 0 | 4 | 0 | 10 | 0 | 5 | 166 | 0 | 0 | 347 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 141 | 4 | 0 | 8 | 0 | 4 | 0 | 11 | 186 | 0 | 0 | 354 |
| Total | 0 | 1 | 0 | 0 | 0 | 581 | 16 | 0 | 23 | 0 | 25 | 0 | 34 | 671 | 0 | 0 | 1351 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 155 | 9 | 0 | 4 | 0 | 16 | 0 | 8 | 179 | 0 | 0 | 371 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 137 | 7 | 1 | 7 | 0 | 8 | 0 | 12 | 163 | 0 | 0 | 335 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 148 | 1 | 0 | 4 | 0 | 9 | 0 | 5 | 140 | 0 | 0 | 307 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 105 | 4 | 0 | 1 | 0 | 4 | 0 | 3 | 124 | 0 | 0 | 241 |
| Total | 0 | 0 | 0 | 0 | 0 | 545 | 21 | 1 | 16 | 0 | 37 | 0 | 28 | 606 | 0 | 0 | 1254 |
| Grand Total | 0 | 1 | 0 | 0 | 0 | 1613 | 56 | 1 | 60 | 0 | 94 | 0 | 93 | 1861 | 0 | 0 | 3779 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 96.6 | 3.4 | 0.1 | 39 | 0 | 61 | 0 | 4.8 | 95.2 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 42.7 | 1.5 | 0 | 1.6 | 0 | 2.5 | 0 | 2.5 | 49.2 | 0 | 0 | |
| Cars | 0 | 1 | 0 | 0 | 0 | 1565 | 53 | 0 | 58 | 0 | 94 | 0 | 91 | 1741 | 0 | 0 | 3603 |
| % Cars | 0 | 100 | 0 | 0 | 0 | 97 | 94.6 | 0 | 96.7 | 0 | 100 | 0 | 97.8 | 93.6 | 0 | 0 | 95.3 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 48 | 3 | 1 | 2 | 0 | 0 | 0 | 2 | 120 | 0 | 0 | 176 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 3 | 5.4 | 100 | 3.3 | 0 | 0 | 0 | 2.2 | 6.4 | 0 | 0 | 4.7 |

| | Old South Road Bike Path From North | | | | | Old South Road From East | | | | | Youngs Way From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 4 | 0 | 147 | **8** | 0 | 6 | 0 | 14 | 10 | 168 | 0 | 0 | 178 | 339 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | **159** | 3 | 0 | 162 | 4 | 0 | 10 | 0 | 14 | 5 | 166 | 0 | 0 | 171 | 347 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 4 | 0 | 145 | 8 | 0 | 4 | 0 | 12 | **11** | **186** | 0 | 0 | **197** | 354 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 155 | **9** | 0 | **164** | 4 | 0 | **16** | 0 | **20** | 8 | 179 | 0 | 0 | 187 | **371** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 598 | 20 | 0 | 618 | 24 | 0 | 36 | 0 | 60 | 34 | 699 | 0 | 0 | 733 | 1411 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 96.8 | 3.2 | 0 | | 40 | 0 | 60 | 0 | | 4.6 | 95.4 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .940 | .556 | .000 | .942 | .750 | .000 | .563 | .000 | .750 | .773 | .940 | .000 | .000 | .930 | .951 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 585 | 18 | 0 | 603 | 22 | 0 | 36 | 0 | 58 | 34 | 663 | 0 | 0 | 697 | 1358 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.8 | 90.0 | 0 | 97.6 | 91.7 | 0 | 100 | 0 | 96.7 | 100 | 94.8 | 0 | 0 | 95.1 | 96.2 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 15 | 2 | 0 | 0 | 0 | 2 | 0 | 36 | 0 | 0 | 36 | 53 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 | 10.0 | 0 | 2.4 | 8.3 | 0 | 0 | 0 | 3.3 | 0 | 5.2 | 0 | 0 | 4.9 | 3.8 |

N/S: Bike Path/ Youngs Way
E/W: Old South Road
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PRECISION DATA INDUSTRIES, LLC
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Office: 508.481.3999 Fax: 508.545.1234
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File Name : 143955 JJ
Site Code : TBA
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Page No : 1

Groups Printed- Peds and Bicycles

| | Old South Road Bike Path From North | | | | Old South Road From East | | | | Youngs Way From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 03:00 PM | 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 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 04:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 04:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 11 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| Grand Total | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 4 | 0 | 3 | 1 | 1 | 0 | 0 | 19 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 0 | 14.3 | 85.7 | 0 | 57.1 | 0 | 42.9 | 50 | 50 | 0 | 0 | |
| Total % | 0 | 15.8 | 0 | 0 | 0 | 0 | 5.3 | 31.6 | 0 | 21.1 | 0 | 15.8 | 5.3 | 5.3 | 0 | 0 | |

| | Old South Road Bike Path From North | | | | | Old South Road From East | | | | | Youngs Way From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **2** | 0 | 0 | **2** | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | **1** | 0 | **1** | **2** | **1** | 0 | 0 | 0 | **1** | **4** |
| 04:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 3 | 0 | 2 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 1 | 11 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 33.3 | 66.7 | | 0 | 50 | 0 | 50 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .375 | .000 | .000 | .375 | .000 | .000 | .250 | .500 | .750 | .000 | .500 | .000 | .500 | .500 | .250 | .000 | .000 | .000 | .250 | .688 |

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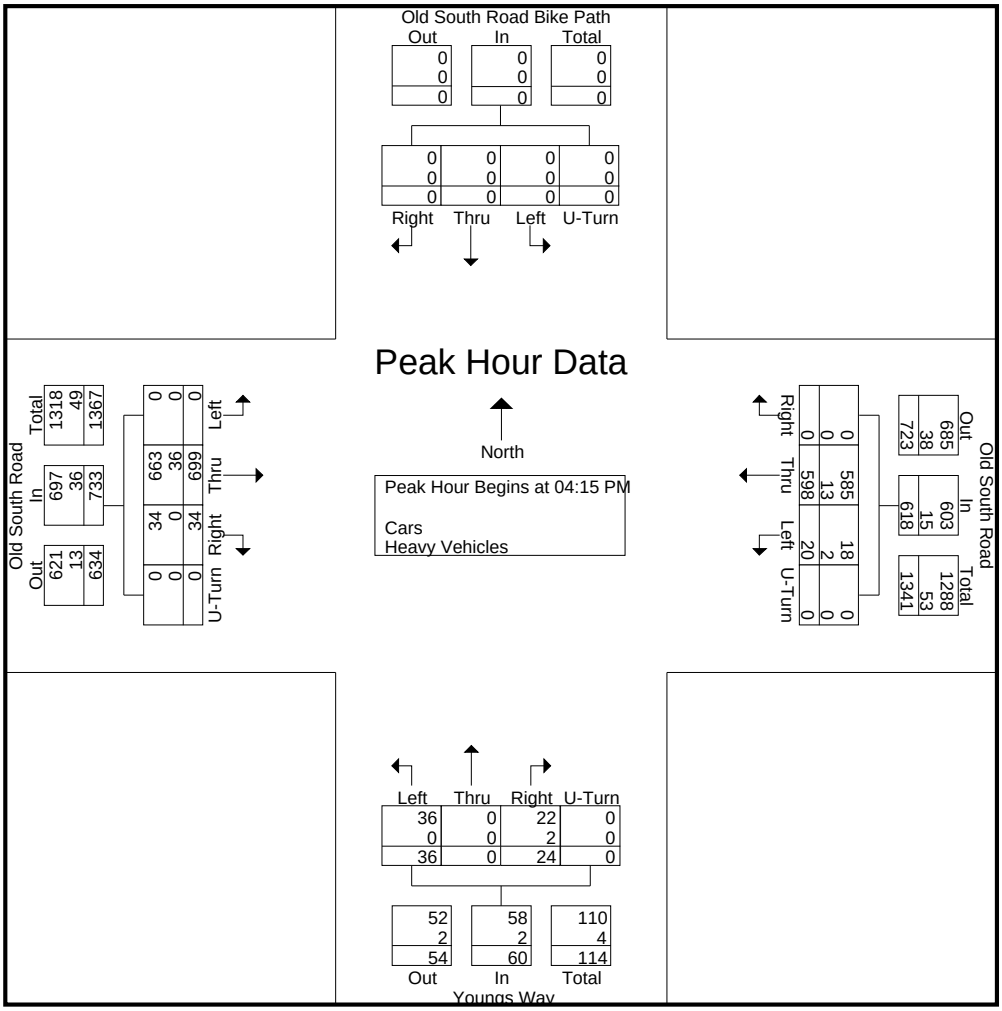
Start Date : 7/24/2014
Page No : 1

| | Old South Road Bike Path From North | | | | | Old South Road From East | | | | | Youngs Way From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 4 | 0 | 147 | **8** | 0 | 6 | 0 | 14 | 10 | 168 | 0 | 0 | 178 | 339 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | **159** | 3 | 0 | 162 | 4 | 0 | 10 | 0 | 14 | 5 | 166 | 0 | 0 | 171 | 347 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 4 | 0 | 145 | 8 | 0 | 4 | 0 | 12 | **11** | **186** | 0 | 0 | **197** | 354 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 155 | **9** | 0 | **164** | 4 | 0 | **16** | 0 | **20** | 8 | 179 | 0 | 0 | 187 | **371** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 598 | 20 | 0 | 618 | 24 | 0 | 36 | 0 | 60 | 34 | 699 | 0 | 0 | 733 | 1411 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 96.8 | 3.2 | 0 | | 40 | 0 | 60 | 0 | | 4.6 | 95.4 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .940 | .556 | .000 | .942 | .750 | .000 | .563 | .000 | .750 | .773 | .940 | .000 | .000 | .930 | .951 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 585 | 18 | 0 | 603 | 22 | 0 | 36 | 0 | 58 | 34 | 663 | 0 | 0 | 697 | 1358 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.8 | 90.0 | 0 | 97.6 | 91.7 | 0 | 100 | 0 | 96.7 | 100 | 94.8 | 0 | 0 | 95.1 | 96.2 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 15 | 2 | 0 | 0 | 0 | 2 | 0 | 36 | 0 | 0 | 36 | 53 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 | 10.0 | 0 | 2.4 | 8.3 | 0 | 0 | 0 | 3.3 | 0 | 5.2 | 0 | 0 | 4.9 | 3.8 |



N/S: Bike Path/ Youngs Way
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 JJJ
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Old South Road Bike Path From North | | | | Old South Road From East | | | | Youngs Way From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 11:00 AM | 0 | 1 | 0 | 0 | 0 | 166 | 6 | 0 | 7 | 0 | 8 | 0 | 4 | 170 | 0 | 0 | 362 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 135 | 3 | 0 | 4 | 0 | 6 | 0 | 4 | 112 | 0 | 0 | 264 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 158 | 5 | 0 | 3 | 0 | 6 | 0 | 6 | 151 | 0 | 0 | 329 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 135 | 3 | 0 | 5 | 0 | 2 | 0 | 5 | 145 | 0 | 0 | 295 |
| Total | 0 | 1 | 0 | 0 | 0 | 594 | 17 | 0 | 19 | 0 | 22 | 0 | 19 | 578 | 0 | 0 | 1250 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 133 | 3 | 0 | 4 | 0 | 4 | 0 | 10 | 131 | 0 | 0 | 285 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 129 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 113 | 0 | 0 | 248 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 124 | 1 | 0 | 2 | 0 | 6 | 0 | 5 | 132 | 0 | 0 | 270 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 127 | 3 | 0 | 3 | 0 | 5 | 0 | 8 | 133 | 0 | 0 | 279 |
| Total | 0 | 0 | 0 | 0 | 0 | 513 | 7 | 0 | 10 | 0 | 18 | 0 | 25 | 509 | 0 | 0 | 1082 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 131 | 1 | 0 | 2 | 0 | 4 | 0 | 8 | 125 | 0 | 0 | 271 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 119 | 1 | 0 | 3 | 0 | 7 | 0 | 6 | 133 | 0 | 0 | 269 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 101 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 141 | 0 | 0 | 247 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 115 | 1 | 0 | 2 | 0 | 4 | 0 | 5 | 114 | 0 | 0 | 241 |
| Total | 0 | 0 | 0 | 0 | 0 | 466 | 4 | 0 | 7 | 0 | 16 | 0 | 22 | 513 | 0 | 0 | 1028 |
| Grand Total | 0 | 1 | 0 | 0 | 0 | 1573 | 28 | 0 | 36 | 0 | 56 | 0 | 66 | 1600 | 0 | 0 | 3360 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 98.3 | 1.7 | 0 | 39.1 | 0 | 60.9 | 0 | 4 | 96 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 46.8 | 0.8 | 0 | 1.1 | 0 | 1.7 | 0 | 2 | 47.6 | 0 | 0 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 1524 | 26 | 0 | 35 | 0 | 56 | 0 | 65 | 1536 | 0 | 0 | 3242 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 96.9 | 92.9 | 0 | 97.2 | 0 | 100 | 0 | 98.5 | 96 | 0 | 0 | 96.5 |
| Heavy Vehicles | 0 | 1 | 0 | 0 | 0 | 49 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 64 | 0 | 0 | 118 |
| % Heavy Vehicles | 0 | 100 | 0 | 0 | 0 | 3.1 | 7.1 | 0 | 2.8 | 0 | 0 | 0 | 1.5 | 4 | 0 | 0 | 3.5 |

| | Old South Road Bike Path From North | | | | | Old South Road From East | | | | | Youngs Way From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | **1** | 0 | 0 | **1** | 0 | **166** | **6** | 0 | **172** | **7** | 0 | **8** | 0 | **15** | 4 | **170** | 0 | 0 | **174** | **362** |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 3 | 0 | 138 | 4 | 0 | 6 | 0 | 10 | 4 | 112 | 0 | 0 | 116 | 264 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 5 | 0 | 163 | 3 | 0 | 6 | 0 | 9 | **6** | 151 | 0 | 0 | 157 | 329 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 3 | 0 | 138 | 5 | 0 | 2 | 0 | 7 | 5 | 145 | 0 | 0 | 150 | 295 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 594 | 17 | 0 | 611 | 19 | 0 | 22 | 0 | 41 | 19 | 578 | 0 | 0 | 597 | 1250 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 97.2 | 2.8 | 0 | | 46.3 | 0 | 53.7 | 0 | | 3.2 | 96.8 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .895 | .708 | .000 | .888 | .679 | .000 | .688 | .000 | .683 | .792 | .850 | .000 | .000 | .858 | .863 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 575 | 17 | 0 | 592 | 18 | 0 | 22 | 0 | 40 | 18 | 553 | 0 | 0 | 571 | 1203 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 96.8 | 100 | 0 | 96.9 | 94.7 | 0 | 100 | 0 | 97.6 | 94.7 | 95.7 | 0 | 0 | 95.6 | 96.2 |
| Heavy Vehicles | 0 | 1 | 0 | 0 | 1 | 0 | 19 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 1 | 1 | 25 | 0 | 0 | 26 | 47 |
| % Heavy Vehicles | 0 | 100 | 0 | 0 | 100 | 0 | 3.2 | 0 | 0 | 3.1 | 5.3 | 0 | 0 | 0 | 2.4 | 5.3 | 4.3 | 0 | 0 | 4.4 | 3.8 |

N/S: Bike Path/ Youngs Way
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 JJJ
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Old South Road Bike Path From North | | | | Old South Road From East | | | | Youngs Way From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 5 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 6 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| Grand Total | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 6 | 0 | 5 | 0 | 1 | 0 | 0 | 22 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 80 | 0 | 20 | 0 | 54.5 | 0 | 45.5 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 22.7 | 0 | 0 | 0 | 18.2 | 0 | 4.5 | 0 | 27.3 | 0 | 22.7 | 0 | 4.5 | 0 | 0 | |

| | Old South Road Bike Path From North | | | | | Old South Road From East | | | | | Youngs Way From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 1 | **4** | 0 | 0 | 0 | 0 | 0 | **7** |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 10 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 71.4 | 0 | 28.6 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .417 | .000 | .500 | .438 | .000 | .000 | .000 | .000 | .000 | .357 |

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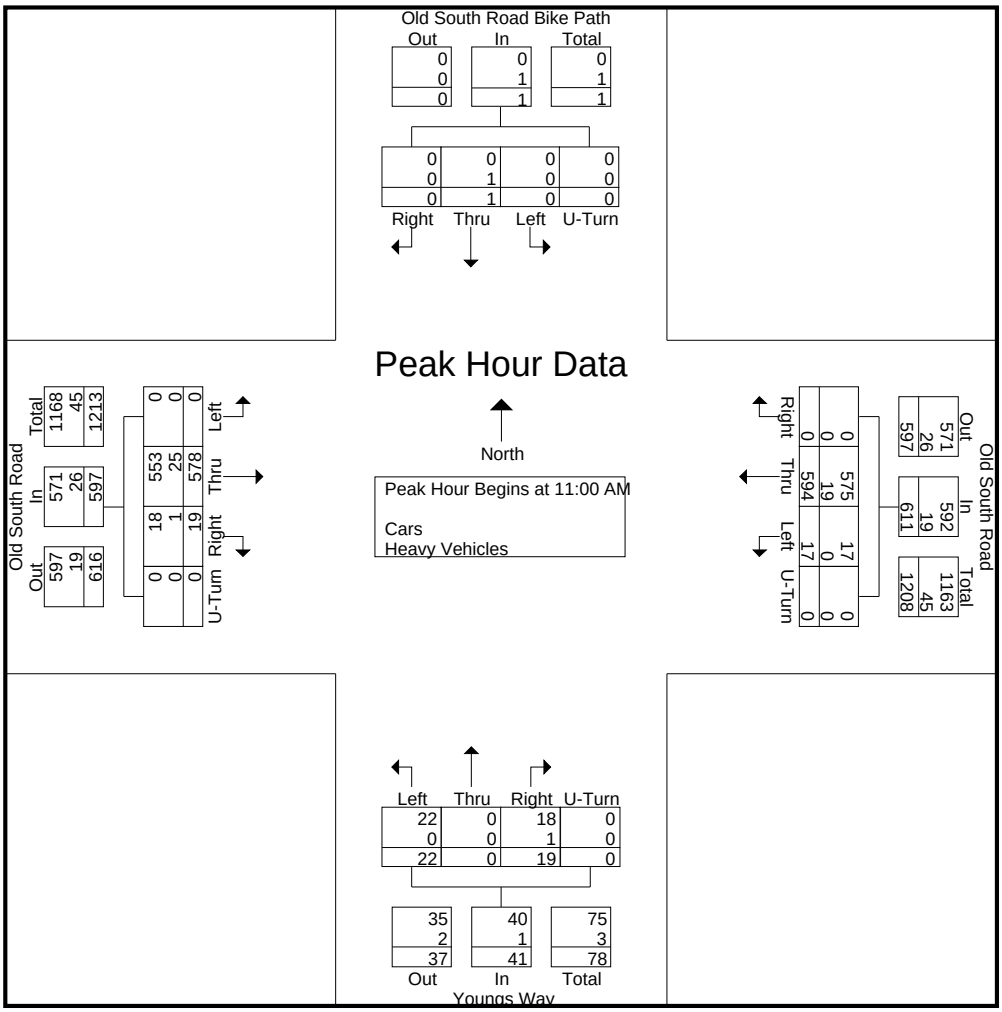
| | Old South Road Bike Path From North | | | | | Old South Road From East | | | | | Youngs Way From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | **1** | 0 | 0 | **1** | 0 | **166** | **6** | 0 | **172** | **7** | 0 | **8** | 0 | **15** | 4 | **170** | 0 | 0 | **174** | **362** |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 3 | 0 | 138 | 4 | 0 | 6 | 0 | 10 | 4 | 112 | 0 | 0 | 116 | 264 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 5 | 0 | 163 | 3 | 0 | 6 | 0 | 9 | **6** | 151 | 0 | 0 | 157 | 329 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 3 | 0 | 138 | 5 | 0 | 2 | 0 | 7 | 5 | 145 | 0 | 0 | 150 | 295 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 594 | 17 | 0 | 611 | 19 | 0 | 22 | 0 | 41 | 19 | 578 | 0 | 0 | 597 | 1250 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 97.2 | 2.8 | 0 | | 46.3 | 0 | 53.7 | 0 | | 3.2 | 96.8 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .895 | .708 | .000 | .888 | .679 | .000 | .688 | .000 | .683 | .792 | .850 | .000 | .000 | .858 | .863 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 575 | 17 | 0 | 592 | 18 | 0 | 22 | 0 | 40 | 18 | 553 | 0 | 0 | 571 | 1203 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 96.8 | 100 | 0 | 96.9 | 94.7 | 0 | 100 | 0 | 97.6 | 94.7 | 95.7 | 0 | 0 | 95.6 | 96.2 |
| Heavy Vehicles | 0 | 1 | 0 | 0 | 1 | 0 | 19 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 1 | 1 | 25 | 0 | 0 | 26 | 47 |
| % Heavy Vehicles | 0 | 100 | 0 | 0 | 100 | 0 | 3.2 | 0 | 0 | 3.1 | 5.3 | 0 | 0 | 0 | 2.4 | 5.3 | 4.3 | 0 | 0 | 4.4 | 3.8 |



N/S: Bike Path/ Amelia Drive
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
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File Name : 143955 K
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Bike Path From North | | | | Old South Road From East | | | | Amelia Drive From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 160 | 10 | 0 | 5 | 1 | 9 | 0 | 9 | 122 | 0 | 0 | 316 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 148 | 11 | 0 | 6 | 0 | 6 | 0 | 15 | 148 | 0 | 0 | 334 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 119 | 10 | 0 | 9 | 0 | 9 | 0 | 14 | 138 | 0 | 0 | 299 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 153 | 8 | 0 | 2 | 0 | 7 | 0 | 12 | 166 | 0 | 0 | 348 |
| Total | 0 | 0 | 0 | 0 | 0 | 580 | 39 | 0 | 22 | 1 | 31 | 0 | 50 | 574 | 0 | 0 | 1297 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 165 | 12 | 0 | 5 | 0 | 9 | 0 | 15 | 157 | 0 | 0 | 363 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 165 | 13 | 0 | 9 | 1 | 17 | 0 | 10 | 140 | 0 | 0 | 355 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 146 | 11 | 0 | 9 | 0 | 10 | 0 | 15 | 145 | 0 | 0 | 336 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 155 | 12 | 0 | 10 | 0 | 9 | 0 | 30 | 141 | 0 | 0 | 357 |
| Total | 0 | 0 | 0 | 0 | 0 | 631 | 48 | 0 | 33 | 1 | 45 | 0 | 70 | 583 | 0 | 0 | 1411 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 113 | 12 | 0 | 13 | 0 | 18 | 0 | 9 | 135 | 0 | 0 | 300 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 118 | 8 | 0 | 5 | 0 | 13 | 0 | 9 | 123 | 0 | 0 | 276 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 117 | 8 | 0 | 7 | 0 | 7 | 0 | 9 | 123 | 0 | 0 | 271 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 113 | 3 | 0 | 7 | 0 | 11 | 0 | 14 | 121 | 0 | 0 | 269 |
| Total | 0 | 0 | 0 | 0 | 0 | 461 | 31 | 0 | 32 | 0 | 49 | 0 | 41 | 502 | 0 | 0 | 1116 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1672 | 118 | 0 | 87 | 2 | 125 | 0 | 161 | 1659 | 0 | 0 | 3824 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 93.4 | 6.6 | 0 | 40.7 | 0.9 | 58.4 | 0 | 8.8 | 91.2 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 43.7 | 3.1 | 0 | 2.3 | 0.1 | 3.3 | 0 | 4.2 | 43.4 | 0 | 0 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 1547 | 112 | 0 | 83 | 0 | 121 | 0 | 156 | 1555 | 0 | 0 | 3574 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 92.5 | 94.9 | 0 | 95.4 | 0 | 96.8 | 0 | 96.9 | 93.7 | 0 | 0 | 93.5 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 125 | 6 | 0 | 4 | 2 | 4 | 0 | 5 | 104 | 0 | 0 | 250 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 7.5 | 5.1 | 0 | 4.6 | 100 | 3.2 | 0 | 3.1 | 6.3 | 0 | 0 | 6.5 |

| | Bike Path From North | | | | | Old South Road From East | | | | | Amelia Drive From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 09:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **165** | 12 | 0 | 177 | 5 | 0 | 9 | 0 | 14 | 15 | **157** | 0 | 0 | **172** | **363** |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 165 | **13** | 0 | **178** | 9 | **1** | **17** | 0 | **27** | 10 | 140 | 0 | 0 | 150 | 355 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 11 | 0 | 157 | 9 | 0 | 10 | 0 | 19 | 15 | 145 | 0 | 0 | 160 | 336 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 12 | 0 | 167 | **10** | 0 | 9 | 0 | 19 | **30** | 141 | 0 | 0 | 171 | 357 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 631 | 48 | 0 | 679 | 33 | 1 | 45 | 0 | 79 | 70 | 583 | 0 | 0 | 653 | 1411 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 92.9 | 7.1 | 0 | | 41.8 | 1.3 | 57 | 0 | | 10.7 | 89.3 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .956 | .923 | .000 | .954 | .825 | .250 | .662 | .000 | .731 | .583 | .928 | .000 | .000 | .949 | .972 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 582 | 47 | 0 | 629 | 32 | 0 | 45 | 0 | 77 | 68 | 551 | 0 | 0 | 619 | 1325 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 92.2 | 97.9 | 0 | 92.6 | 97.0 | 0 | 100 | 0 | 97.5 | 97.1 | 94.5 | 0 | 0 | 94.8 | 93.9 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 1 | 0 | 50 | 1 | 1 | 0 | 0 | 2 | 2 | 32 | 0 | 0 | 34 | 86 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 7.8 | 2.1 | 0 | 7.4 | 3.0 | 100 | 0 | 0 | 2.5 | 2.9 | 5.5 | 0 | 0 | 5.2 | 6.1 |

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Client: Ron Muller & Associates

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Office: 508.481.3999 Fax: 508.545.1234
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Groups Printed- Peds and Bicycles

| | Bike Path From North | | | | Old South Road From East | | | | Amelia Drive From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 08:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 4 |
| Total | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 10 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 7 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 09:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 3 | 0 | 2 | 0 | 6 | 18 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 10:15 AM | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 |
| 10:30 AM | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 12 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 3 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 9 | 23 |
| Grand Total | 0 | 7 | 0 | 6 | 1 | 0 | 0 | 2 | 1 | 6 | 0 | 5 | 2 | 4 | 0 | 17 | 51 |
| Apprch % | 0 | 53.8 | 0 | 46.2 | 33.3 | 0 | 0 | 66.7 | 8.3 | 50 | 0 | 41.7 | 8.7 | 17.4 | 0 | 73.9 | |
| Total % | 0 | 13.7 | 0 | 11.8 | 2 | 0 | 0 | 3.9 | 2 | 11.8 | 0 | 9.8 | 3.9 | 7.8 | 0 | 33.3 | |

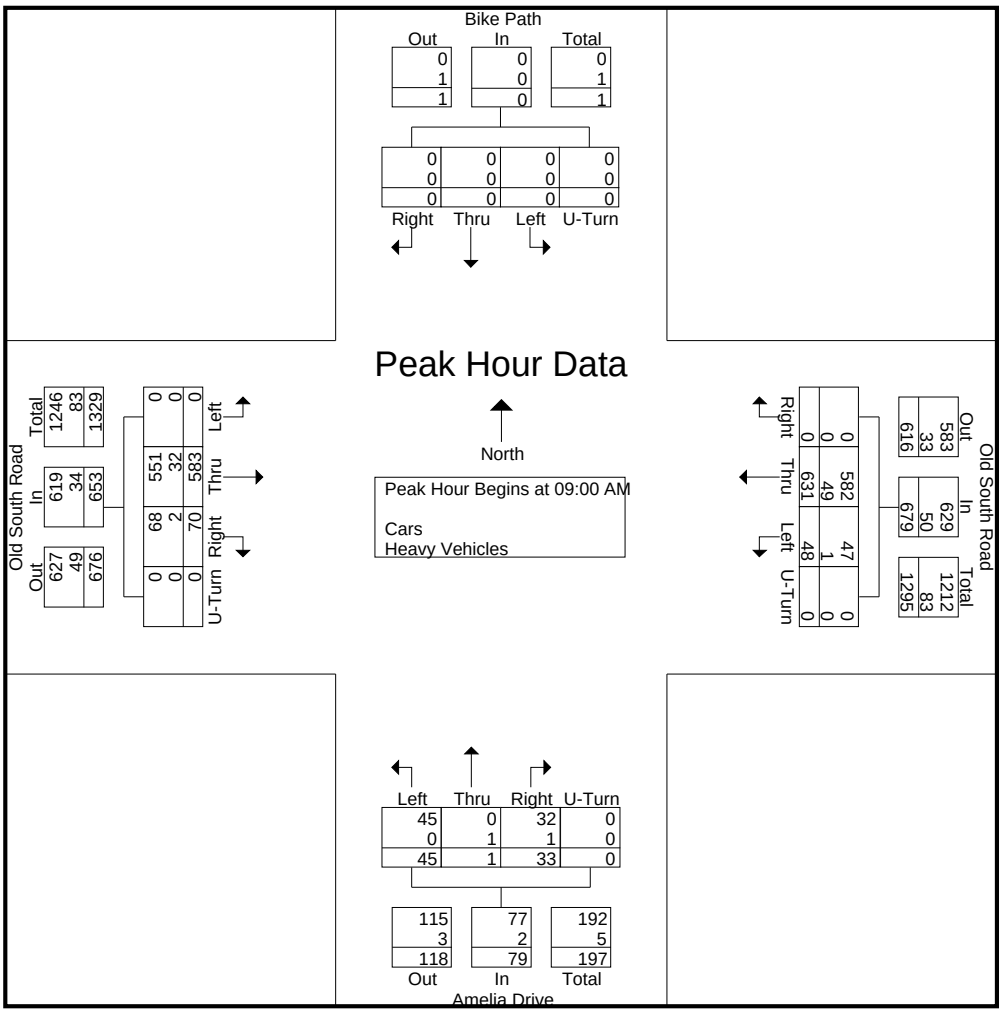
| | Bike Path From North | | | | | Old South Road From East | | | | | Amelia Drive From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 09:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 09:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 10:15 AM | 0 | 1 | 0 | **3** | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **5** | 9 |
| 10:30 AM | 0 | **2** | 0 | 3 | **5** | **1** | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 2 | 2 | 0 | **2** | 0 | 2 | 4 | **12** |
| Total Volume | 0 | 4 | 0 | 6 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 4 | 0 | 2 | 0 | 8 | 10 | 25 |
| % App. Total | 0 | 40 | 0 | 60 | | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 100 | | 0 | 20 | 0 | 80 | | |
| PHF | .000 | .500 | .000 | .500 | .500 | .250 | .000 | .000 | .000 | .250 | .000 | .000 | .000 | .500 | .500 | .000 | .250 | .000 | .400 | .500 | .521 |

N/S: Bike Path/ Amelia Drive
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 K
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

| | Bike Path From North | | | | | Old South Road From East | | | | | Amelia Drive From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 09:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **165** | 12 | 0 | 177 | 5 | 0 | 9 | 0 | 14 | 15 | **157** | 0 | 0 | **172** | **363** |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 165 | **13** | 0 | **178** | 9 | **1** | **17** | 0 | **27** | 10 | 140 | 0 | 0 | 150 | 355 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 11 | 0 | 157 | 9 | 0 | 10 | 0 | 19 | 15 | 145 | 0 | 0 | 160 | 336 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 12 | 0 | 167 | **10** | 0 | 9 | 0 | 19 | **30** | 141 | 0 | 0 | 171 | 357 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 631 | 48 | 0 | 679 | 33 | 1 | 45 | 0 | 79 | 70 | 583 | 0 | 0 | 653 | 1411 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 92.9 | 7.1 | 0 | | 41.8 | 1.3 | 57 | 0 | | 10.7 | 89.3 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .956 | .923 | .000 | .954 | .825 | .250 | .662 | .000 | .731 | .583 | .928 | .000 | .000 | .949 | .972 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 582 | 47 | 0 | 629 | 32 | 0 | 45 | 0 | 77 | 68 | 551 | 0 | 0 | 619 | 1325 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 92.2 | 97.9 | 0 | 92.6 | 97.0 | 0 | 100 | 0 | 97.5 | 97.1 | 94.5 | 0 | 0 | 94.8 | 93.9 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 1 | 0 | 50 | 1 | 1 | 0 | 0 | 2 | 2 | 32 | 0 | 0 | 34 | 86 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 7.8 | 2.1 | 0 | 7.4 | 3.0 | 100 | 0 | 0 | 2.5 | 2.9 | 5.5 | 0 | 0 | 5.2 | 6.1 |



N/S: Bike Path/ Amelia Drive
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 KK
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Bike Path From North | | | | Old South Road From East | | | | Amelia Drive From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 125 | 6 | 0 | 8 | 0 | 18 | 0 | 14 | 139 | 0 | 0 | 310 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 138 | 9 | 0 | 7 | 0 | 12 | 0 | 23 | 147 | 0 | 0 | 336 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 107 | 5 | 0 | 7 | 0 | 10 | 0 | 14 | 143 | 0 | 0 | 286 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 131 | 2 | 0 | 10 | 0 | 11 | 0 | 17 | 157 | 0 | 0 | 328 |
| Total | 0 | 0 | 0 | 0 | 0 | 501 | 22 | 0 | 32 | 0 | 51 | 0 | 68 | 586 | 0 | 0 | 1260 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 130 | 10 | 0 | 9 | 0 | 17 | 0 | 18 | 152 | 0 | 0 | 336 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 134 | 13 | 0 | 13 | 0 | 9 | 0 | 15 | 171 | 0 | 0 | 355 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 157 | 12 | 0 | 8 | 0 | 13 | 0 | 14 | 163 | 0 | 0 | 367 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 137 | 11 | 0 | 14 | 0 | 10 | 0 | 20 | 178 | 0 | 0 | 370 |
| Total | 0 | 0 | 0 | 0 | 0 | 558 | 46 | 0 | 44 | 0 | 49 | 0 | 67 | 664 | 0 | 0 | 1428 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 154 | 17 | 0 | 18 | 0 | 10 | 0 | 24 | 162 | 0 | 0 | 385 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 137 | 14 | 0 | 8 | 0 | 10 | 0 | 17 | 159 | 0 | 0 | 345 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 151 | 6 | 0 | 6 | 0 | 13 | 0 | 11 | 137 | 0 | 0 | 324 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 104 | 5 | 0 | 6 | 0 | 4 | 0 | 15 | 119 | 0 | 0 | 253 |
| Total | 0 | 0 | 0 | 0 | 0 | 546 | 42 | 0 | 38 | 0 | 37 | 0 | 67 | 577 | 0 | 0 | 1307 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1605 | 110 | 0 | 114 | 0 | 137 | 0 | 202 | 1827 | 0 | 0 | 3995 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 93.6 | 6.4 | 0 | 45.4 | 0 | 54.6 | 0 | 10 | 90 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 40.2 | 2.8 | 0 | 2.9 | 0 | 3.4 | 0 | 5.1 | 45.7 | 0 | 0 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 1559 | 108 | 0 | 112 | 0 | 137 | 0 | 200 | 1707 | 0 | 0 | 3823 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 97.1 | 98.2 | 0 | 98.2 | 0 | 100 | 0 | 99 | 93.4 | 0 | 0 | 95.7 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 46 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 120 | 0 | 0 | 172 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2.9 | 1.8 | 0 | 1.8 | 0 | 0 | 0 | 1 | 6.6 | 0 | 0 | 4.3 |

| | Bike Path From North | | | | | Old South Road From East | | | | | Amelia Drive From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 13 | 0 | 147 | 13 | 0 | 9 | 0 | 22 | 15 | 171 | 0 | 0 | 186 | 355 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | **157** | 12 | 0 | 169 | 8 | 0 | **13** | 0 | 21 | 14 | 163 | 0 | 0 | 177 | 367 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 11 | 0 | 148 | 14 | 0 | 10 | 0 | 24 | 20 | **178** | 0 | 0 | **198** | 370 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 154 | **17** | 0 | **171** | **18** | 0 | 10 | 0 | **28** | **24** | 162 | 0 | 0 | 186 | **385** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 582 | 53 | 0 | 635 | 53 | 0 | 42 | 0 | 95 | 73 | 674 | 0 | 0 | 747 | 1477 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 91.7 | 8.3 | 0 | | 55.8 | 0 | 44.2 | 0 | | 9.8 | 90.2 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .927 | .779 | .000 | .928 | .736 | .000 | .808 | .000 | .848 | .760 | .947 | .000 | .000 | .943 | .959 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 568 | 51 | 0 | 619 | 52 | 0 | 42 | 0 | 94 | 73 | 641 | 0 | 0 | 714 | 1427 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.6 | 96.2 | 0 | 97.5 | 98.1 | 0 | 100 | 0 | 98.9 | 100 | 95.1 | 0 | 0 | 95.6 | 96.6 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 33 | 0 | 0 | 33 | 50 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.4 | 3.8 | 0 | 2.5 | 1.9 | 0 | 0 | 0 | 1.1 | 0 | 4.9 | 0 | 0 | 4.4 | 3.4 |

N/S: Bike Path/ Amelia Drive
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 KK
Site Code : TBA
Start Date : 7/24/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Bike Path From North | | | | Old South Road From East | | | | Amelia Drive From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 03:00 PM | 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 | 1 | 1 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 8 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 04:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 04:30 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 3 | 19 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 5 |
| Grand Total | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 1 | 0 | 2 | 0 | 11 | 32 |
| Apprch % | 0 | 42.9 | 28.6 | 28.6 | 0 | 0 | 0 | 100 | 0 | 85.7 | 0 | 14.3 | 0 | 15.4 | 0 | 84.6 | |
| Total % | 0 | 9.4 | 6.2 | 6.2 | 0 | 0 | 0 | 15.6 | 0 | 18.8 | 0 | 3.1 | 0 | 6.2 | 0 | 34.4 | |

| | Bike Path From North | | | | | Old South Road From East | | | | | Amelia Drive From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | **3** | **3** | 4 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 1 | 2 |
| 04:15 PM | 0 | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| 04:30 PM | 0 | 0 | **2** | **2** | **4** | 0 | 0 | 0 | **4** | **4** | 0 | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 1 | 1 | **12** |
| Total Volume | 0 | 2 | 2 | 2 | 6 | 0 | 0 | 0 | 4 | 4 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 7 | 22 |
| % App. Total | 0 | 33.3 | 33.3 | 33.3 | | 0 | 0 | 0 | 100 | | 0 | 100 | 0 | 0 | | 0 | 14.3 | 0 | 85.7 | | |
| PHF | .000 | .250 | .250 | .250 | .375 | .000 | .000 | .000 | .250 | .250 | .000 | .417 | .000 | .000 | .417 | .000 | .250 | .000 | .500 | .583 | .458 |

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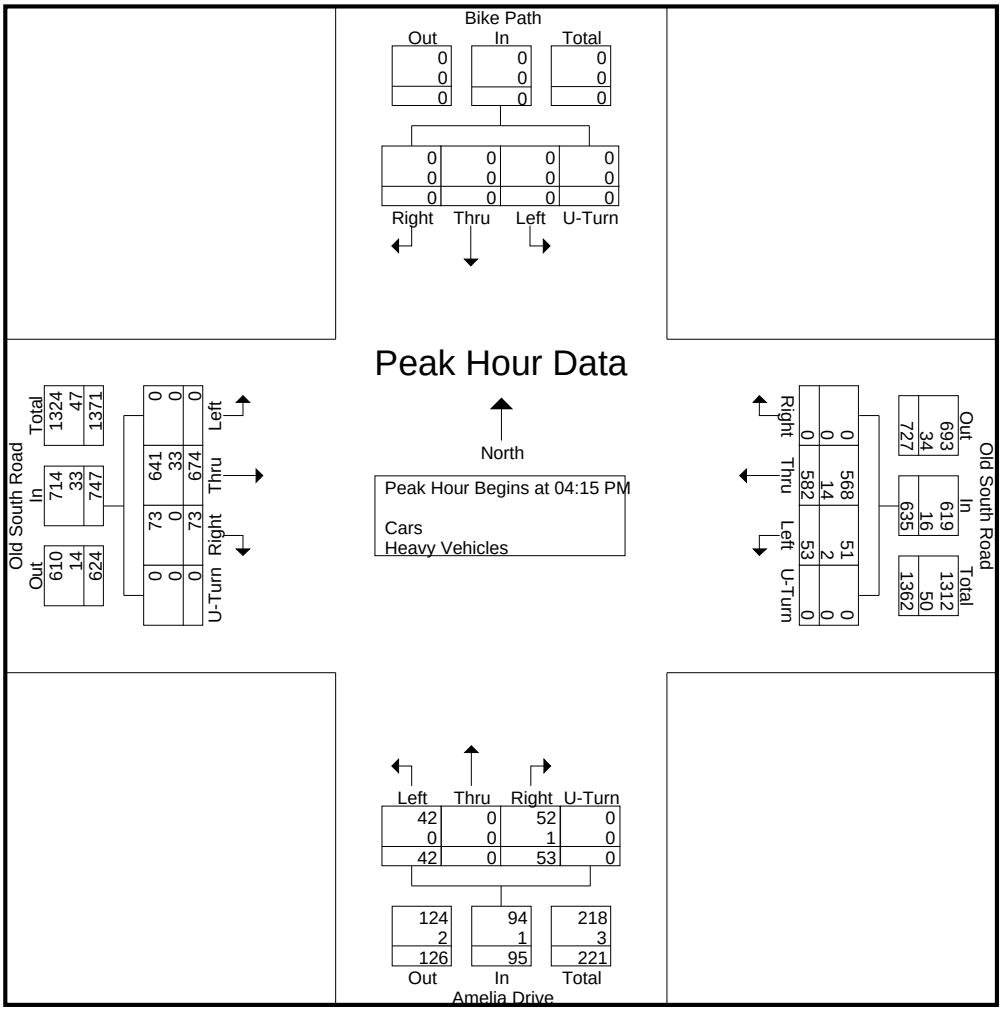
| | Bike Path From North | | | | | Old South Road From East | | | | | Amelia Drive From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 13 | 0 | 147 | 13 | 0 | 9 | 0 | 22 | 15 | 171 | 0 | 0 | 186 | 355 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | **157** | 12 | 0 | 169 | 8 | 0 | **13** | 0 | 21 | 14 | 163 | 0 | 0 | 177 | 367 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 11 | 0 | 148 | 14 | 0 | 10 | 0 | 24 | 20 | **178** | 0 | 0 | **198** | 370 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 154 | **17** | 0 | **171** | **18** | 0 | 10 | 0 | **28** | **24** | 162 | 0 | 0 | 186 | **385** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 582 | 53 | 0 | 635 | 53 | 0 | 42 | 0 | 95 | 73 | 674 | 0 | 0 | 747 | 1477 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 91.7 | 8.3 | 0 | | 55.8 | 0 | 44.2 | 0 | | 9.8 | 90.2 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .927 | .779 | .000 | .928 | .736 | .000 | .808 | .000 | .848 | .760 | .947 | .000 | .000 | .943 | .959 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 568 | 51 | 0 | 619 | 52 | 0 | 42 | 0 | 94 | 73 | 641 | 0 | 0 | 714 | 1427 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.6 | 96.2 | 0 | 97.5 | 98.1 | 0 | 100 | 0 | 98.9 | 100 | 95.1 | 0 | 0 | 95.6 | 96.6 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 33 | 0 | 0 | 33 | 50 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.4 | 3.8 | 0 | 2.5 | 1.9 | 0 | 0 | 0 | 1.1 | 0 | 4.9 | 0 | 0 | 4.4 | 3.4 |



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File Name : 143955 KKK
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Bike Path From North | | | | Old South Road From East | | | | Amelia Drive From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 163 | 11 | 0 | 17 | 0 | 16 | 0 | 14 | 155 | 0 | 0 | 376 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 127 | 14 | 1 | 10 | 0 | 10 | 0 | 14 | 107 | 0 | 0 | 283 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 155 | 9 | 0 | 9 | 0 | 6 | 0 | 20 | 153 | 0 | 1 | 353 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 125 | 10 | 0 | 11 | 0 | 15 | 0 | 11 | 134 | 0 | 0 | 306 |
| Total | 0 | 0 | 0 | 0 | 0 | 570 | 44 | 1 | 47 | 0 | 47 | 0 | 59 | 549 | 0 | 1 | 1318 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 128 | 8 | 0 | 6 | 0 | 11 | 0 | 19 | 137 | 0 | 0 | 309 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 129 | 2 | 0 | 4 | 0 | 8 | 0 | 12 | 114 | 0 | 1 | 270 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 127 | 6 | 0 | 13 | 0 | 13 | 0 | 13 | 122 | 0 | 0 | 294 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 129 | 2 | 0 | 6 | 0 | 6 | 0 | 8 | 137 | 0 | 0 | 288 |
| Total | 0 | 0 | 0 | 0 | 0 | 513 | 18 | 0 | 29 | 0 | 38 | 0 | 52 | 510 | 0 | 1 | 1161 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 131 | 5 | 0 | 5 | 0 | 9 | 0 | 17 | 124 | 0 | 0 | 291 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 119 | 5 | 0 | 5 | 0 | 10 | 0 | 11 | 132 | 0 | 0 | 282 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 0 | 8 | 0 | 11 | 0 | 13 | 140 | 0 | 0 | 275 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 114 | 4 | 0 | 8 | 1 | 11 | 0 | 9 | 117 | 0 | 0 | 264 |
| Total | 0 | 0 | 0 | 0 | 0 | 464 | 17 | 0 | 26 | 1 | 41 | 0 | 50 | 513 | 0 | 0 | 1112 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1547 | 79 | 1 | 102 | 1 | 126 | 0 | 161 | 1572 | 0 | 2 | 3591 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 95.1 | 4.9 | 0.1 | 44.5 | 0.4 | 55 | 0 | 9.3 | 90.6 | 0 | 0.1 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 43.1 | 2.2 | 0 | 2.8 | 0 | 3.5 | 0 | 4.5 | 43.8 | 0 | 0.1 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 1499 | 77 | 1 | 98 | 1 | 126 | 0 | 159 | 1509 | 0 | 2 | 3472 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 96.9 | 97.5 | 100 | 96.1 | 100 | 100 | 0 | 98.8 | 96 | 0 | 100 | 96.7 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 48 | 2 | 0 | 4 | 0 | 0 | 0 | 2 | 63 | 0 | 0 | 119 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 3.1 | 2.5 | 0 | 3.9 | 0 | 0 | 0 | 1.2 | 4 | 0 | 0 | 3.3 |

| | Bike Path From North | | | | | Old South Road From East | | | | | Amelia Drive From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **163** | 11 | 0 | **174** | **17** | 0 | **16** | 0 | **33** | 14 | **155** | 0 | 0 | 169 | **376** |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 127 | **14** | **1** | 142 | 10 | 0 | 10 | 0 | 20 | 14 | 107 | 0 | 0 | 121 | 283 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 9 | 0 | 164 | 9 | 0 | 6 | 0 | 15 | **20** | 153 | 0 | **1** | **174** | 353 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 10 | 0 | 135 | 11 | 0 | 15 | 0 | 26 | 11 | 134 | 0 | 0 | 145 | 306 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 570 | 44 | 1 | 615 | 47 | 0 | 47 | 0 | 94 | 59 | 549 | 0 | 1 | 609 | 1318 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 92.7 | 7.2 | 0.2 | | 50 | 0 | 50 | 0 | | 9.7 | 90.1 | 0 | 0.2 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .874 | .786 | .250 | .884 | .691 | .000 | .734 | .000 | .712 | .738 | .885 | .000 | .250 | .875 | .876 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 557 | 42 | 1 | 600 | 43 | 0 | 47 | 0 | 90 | 57 | 525 | 0 | 1 | 583 | 1273 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.7 | 95.5 | 100 | 97.6 | 91.5 | 0 | 100 | 0 | 95.7 | 96.6 | 95.6 | 0 | 100 | 95.7 | 96.6 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 15 | 4 | 0 | 0 | 0 | 4 | 2 | 24 | 0 | 0 | 26 | 45 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.3 | 4.5 | 0 | 2.4 | 8.5 | 0 | 0 | 0 | 4.3 | 3.4 | 4.4 | 0 | 0 | 4.3 | 3.4 |

N/S: Bike Path/ Amelia Drive
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 KKK
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Bike Path From North | | | | Old South Road From East | | | | Amelia Drive From South | | | | Old South Road From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 11:30 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 11:45 AM | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 7 |
| Total | 0 | 8 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 15 |
| 12:00 PM | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 01:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 6 | 12 |
| Total | 2 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 6 | 17 |
| Grand Total | 2 | 10 | 0 | 3 | 6 | 4 | 0 | 4 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 8 | 44 |
| Apprch % | 13.3 | 66.7 | 0 | 20 | 42.9 | 28.6 | 0 | 28.6 | 0 | 16.7 | 16.7 | 66.7 | 11.1 | 0 | 0 | 88.9 | |
| Total % | 4.5 | 22.7 | 0 | 6.8 | 13.6 | 9.1 | 0 | 9.1 | 0 | 2.3 | 2.3 | 9.1 | 2.3 | 0 | 0 | 18.2 | |

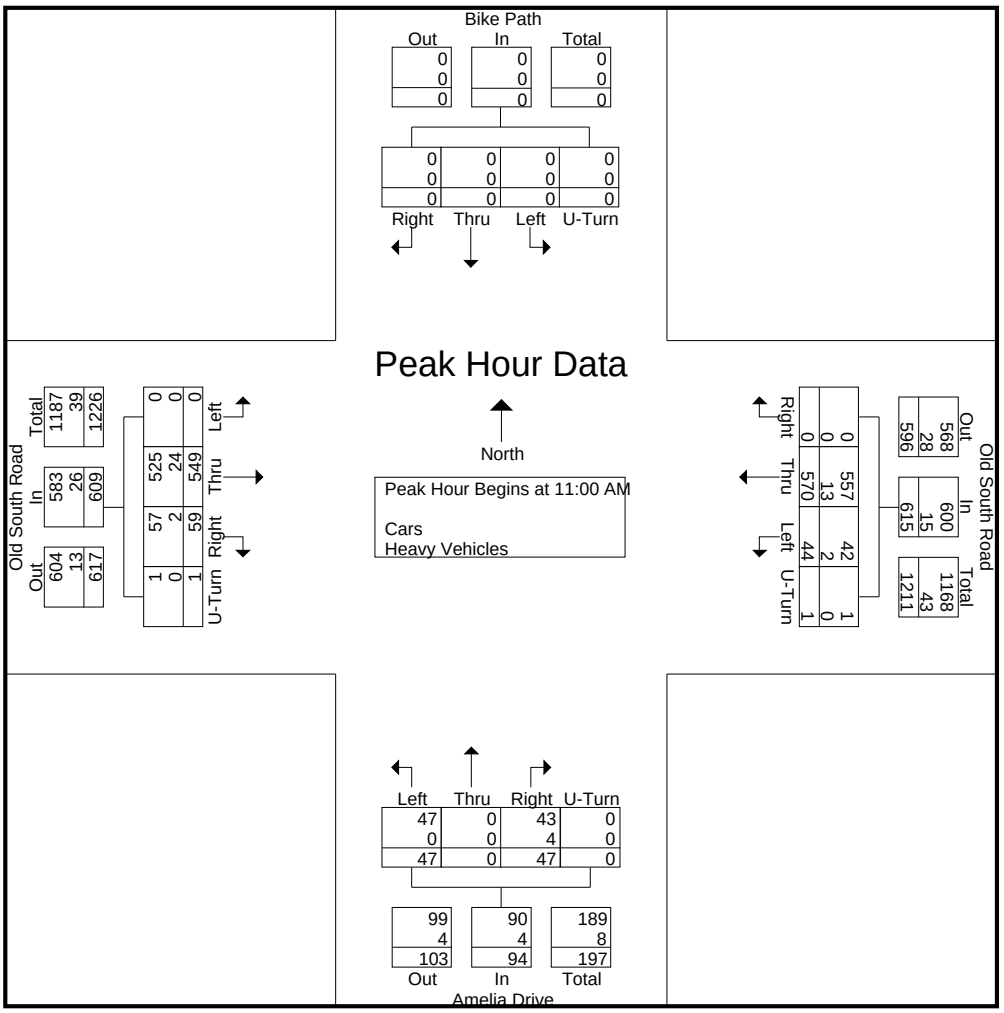
| | Bike Path From North | | | | | Old South Road From East | | | | | Amelia Drive From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:15 AM | 0 | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 4 |
| 11:30 AM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 AM | 0 | 3 | 0 | 0 | 3 | 1 | **1** | 0 | 0 | 2 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 7 |
| 12:00 PM | 0 | 0 | 0 | **3** | 3 | **3** | 0 | 0 | **3** | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| Total Volume | 0 | 8 | 0 | 3 | 11 | 5 | 1 | 0 | 3 | 9 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 2 | 24 |
| % App. Total | 0 | 72.7 | 0 | 27.3 | | 55.6 | 11.1 | 0 | 33.3 | | 0 | 0 | 50 | 50 | | 0 | 0 | 0 | 100 | | |
| PHF | .000 | .667 | .000 | .250 | .917 | .417 | .250 | .000 | .250 | .375 | .000 | .000 | .250 | .250 | .500 | .000 | .000 | .000 | .500 | .500 | .667 |

N/S: Bike Path/ Amelia Drive
E/W: Old South Road
City, State: Nantucket, MA
Client: Ron Muller & Associates

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

File Name : 143955 KKK
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

| | Bike Path From North | | | | | Old South Road From East | | | | | Amelia Drive From South | | | | | Old South Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **163** | 11 | 0 | **174** | **17** | 0 | **16** | 0 | **33** | 14 | **155** | 0 | 0 | 169 | **376** |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 127 | **14** | **1** | 142 | 10 | 0 | 10 | 0 | 20 | 14 | 107 | 0 | 0 | 121 | 283 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 9 | 0 | 164 | 9 | 0 | 6 | 0 | 15 | **20** | 153 | 0 | **1** | **174** | 353 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 10 | 0 | 135 | 11 | 0 | 15 | 0 | 26 | 11 | 134 | 0 | 0 | 145 | 306 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 570 | 44 | 1 | 615 | 47 | 0 | 47 | 0 | 94 | 59 | 549 | 0 | 1 | 609 | 1318 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 92.7 | 7.2 | 0.2 | | 50 | 0 | 50 | 0 | | 9.7 | 90.1 | 0 | 0.2 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .874 | .786 | .250 | .884 | .691 | .000 | .734 | .000 | .712 | .738 | .885 | .000 | .250 | .875 | .876 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 557 | 42 | 1 | 600 | 43 | 0 | 47 | 0 | 90 | 57 | 525 | 0 | 1 | 583 | 1273 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.7 | 95.5 | 100 | 97.6 | 91.5 | 0 | 100 | 0 | 95.7 | 96.6 | 95.6 | 0 | 100 | 95.7 | 96.6 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 15 | 4 | 0 | 0 | 0 | 4 | 2 | 24 | 0 | 0 | 26 | 45 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.3 | 4.5 | 0 | 2.4 | 8.5 | 0 | 0 | 0 | 4.3 | 3.4 | 4.4 | 0 | 0 | 4.3 | 3.4 |



Nantucket Planning and Economic Development Commission (MA)
1 East Chestnut St.

Nantucket, Massachusetts, United States 12345
508 228 7237 mburns@nantucket-ma.gov

Count Name: Milestone Rotary Roundabout
Site Code:
Start Date: 08/13/2015

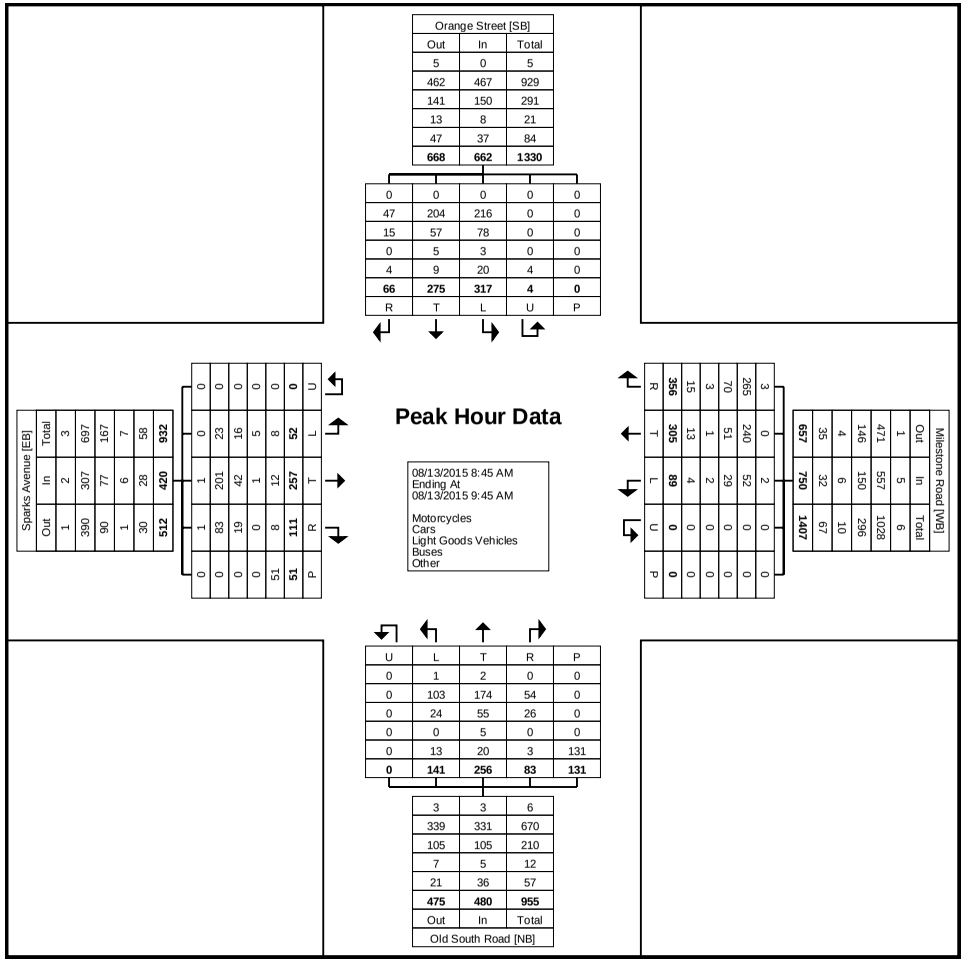

# Turning Movement Peak Hour Data (8:45 AM)

| Start Time | Orange Street Southbound | | | | | | Milestone Road Westbound | | | | | | Old South Road Northbound | | | | | | Sparks Avenue Eastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Int. Total |
| 8:45 AM | 15 | 66 | 86 | 0 | 0 | 167 | 104 | 87 | 28 | 0 | 0 | 219 | 18 | 70 | 34 | 0 | 29 | 122 | 28 | 65 | 8 | 0 | 10 | 101 | 609 |
| 9:00 AM | 24 | 62 | 90 | 4 | 0 | 180 | 83 | 80 | 19 | 0 | 0 | 182 | 16 | 66 | 32 | 0 | 31 | 114 | 28 | 69 | 10 | 0 | 12 | 107 | 583 |
| 9:15 AM | 12 | 71 | 74 | 0 | 0 | 157 | 84 | 66 | 18 | 0 | 0 | 168 | 31 | 53 | 40 | 0 | 33 | 124 | 36 | 61 | 10 | 0 | 16 | 107 | 556 |
| 9:30 AM | 15 | 76 | 67 | 0 | 0 | 158 | 85 | 72 | 24 | 0 | 0 | 181 | 18 | 67 | 35 | 0 | 38 | 120 | 19 | 62 | 24 | 0 | 13 | 105 | 564 |
| Total | 66 | 275 | 317 | 4 | 0 | 662 | 356 | 305 | 89 | 0 | 0 | 750 | 83 | 256 | 141 | 0 | 131 | 480 | 111 | 257 | 52 | 0 | 51 | 420 | 2312 |
| Approach % | 10.0 | 41.5 | 47.9 | 0.6 | - | - | 47.5 | 40.7 | 11.9 | 0.0 | - | - | 17.3 | 53.3 | 29.4 | 0.0 | - | - | 26.4 | 61.2 | 12.4 | 0.0 | - | - | - |
| Total % | 2.9 | 11.9 | 13.7 | 0.2 | - | 28.6 | 15.4 | 13.2 | 3.8 | 0.0 | - | 32.4 | 3.6 | 11.1 | 6.1 | 0.0 | - | 20.8 | 4.8 | 11.1 | 2.2 | 0.0 | - | 18.2 | - |
| PHF | 0.688 | 0.905 | 0.881 | 0.250 | - | 0.919 | 0.856 | 0.876 | 0.795 | 0.000 | - | 0.856 | 0.669 | 0.914 | 0.881 | 0.000 | - | 0.968 | 0.771 | 0.931 | 0.542 | 0.000 | - | 0.981 | 0.949 |
| Motorcycles | 0 | 0 | 0 | 0 | - | 0 | 3 | 0 | 2 | 0 | - | 5 | 0 | 2 | 1 | 0 | - | 3 | 1 | 1 | 0 | 0 | - | 2 | 10 |
| % Motorcycles | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.8 | 0.0 | 2.2 | - | - | 0.7 | 0.0 | 0.8 | 0.7 | - | - | 0.6 | 0.9 | 0.4 | 0.0 | - | - | 0.5 | 0.4 |
| Cars | 47 | 204 | 216 | 0 | - | 467 | 265 | 240 | 52 | 0 | - | 557 | 54 | 174 | 103 | 0 | - | 331 | 83 | 201 | 23 | 0 | - | 307 | 1662 |
| % Cars | 71.2 | 74.2 | 68.1 | 0.0 | - | 70.5 | 74.4 | 78.7 | 58.4 | - | - | 74.3 | 65.1 | 68.0 | 73.0 | - | - | 69.0 | 74.8 | 78.2 | 44.2 | - | - | 73.1 | 71.9 |
| Light Goods Vehicles | 15 | 57 | 78 | 0 | - | 150 | 70 | 51 | 29 | 0 | - | 150 | 26 | 55 | 24 | 0 | - | 105 | 19 | 42 | 16 | 0 | - | 77 | 482 |
| % Light Goods Vehicles | 22.7 | 20.7 | 24.6 | 0.0 | - | 22.7 | 19.7 | 16.7 | 32.6 | - | - | 20.0 | 31.3 | 21.5 | 17.0 | - | - | 21.9 | 17.1 | 16.3 | 30.8 | - | - | 18.3 | 20.8 |
| Buses | 0 | 5 | 3 | 0 | - | 8 | 3 | 1 | 2 | 0 | - | 6 | 0 | 5 | 0 | 0 | - | 5 | 0 | 1 | 5 | 0 | - | 6 | 25 |
| % Buses | 0.0 | 1.8 | 0.9 | 0.0 | - | 1.2 | 0.8 | 0.3 | 2.2 | - | - | 0.8 | 0.0 | 2.0 | 0.0 | - | - | 1.0 | 0.0 | 0.4 | 9.6 | - | - | 1.4 | 1.1 |
| Single-Unit Trucks | 2 | 4 | 14 | 0 | - | 20 | 13 | 11 | 4 | 0 | - | 28 | 3 | 13 | 13 | 0 | - | 29 | 8 | 11 | 3 | 0 | - | 22 | 99 |
| % Single-Unit Trucks | 3.0 | 1.5 | 4.4 | 0.0 | - | 3.0 | 3.7 | 3.6 | 4.5 | - | - | 3.7 | 3.6 | 5.1 | 9.2 | - | - | 6.0 | 7.2 | 4.3 | 5.8 | - | - | 5.2 | 4.3 |
| Articulated Trucks | 0 | 0 | 1 | 0 | - | 1 | 1 | 1 | 0 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 4 |
| % Articulated Trucks | 0.0 | 0.0 | 0.3 | 0.0 | - | 0.2 | 0.3 | 0.3 | 0.0 | - | - | 0.3 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.4 | 0.0 | - | - | 0.2 | 0.2 |
| Bicycles on Road | 2 | 5 | 5 | 4 | - | 16 | 1 | 1 | 0 | 0 | - | 2 | 0 | 7 | 0 | 0 | - | 7 | 0 | 0 | 5 | 0 | - | 5 | 30 |
| % Bicycles on Road | 3.0 | 1.8 | 1.6 | 100.0 | - | 2.4 | 0.3 | 0.3 | 0.0 | - | - | 0.3 | 0.0 | 2.7 | 0.0 | - | - | 1.5 | 0.0 | 0.0 | 9.6 | - | - | 1.2 | 1.3 |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 100 | - | - | - | - | - | 21 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 76.3 | - | - | - | - | - | 41.2 | - | - |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 31 | - | - | - | - | - | 30 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 23.7 | - | - | - | - | - | 58.8 | - | - |

Nantucket Planning and Economic Development Commission (MA)
1 East Chestnut St.

Nantucket, Massachusetts, United States 12345
508 228 7237 mburns@nantucket-ma.gov

Count Name: Milestone Rotary Roundabout
Site Code:
Start Date: 08/13/2015


Turning Movement Peak Hour Data Plot (8:45 AM)

Nantucket Planning and Economic Development Commission (MA)
1 East Chestnut St.

Nantucket, Massachusetts, United States 12345
508 228 7237 mburns@nantucket-ma.gov

Count Name: Milestone Rotary Roundabout
Site Code:
Start Date: 08/13/2015

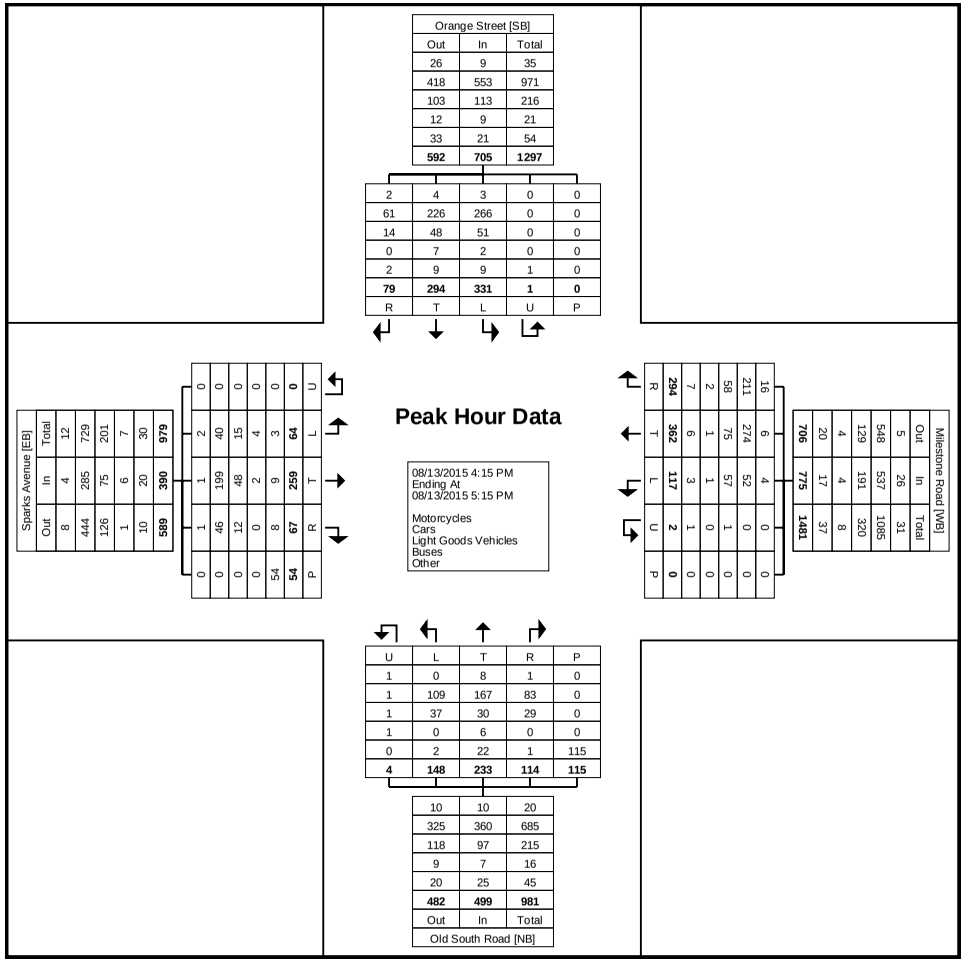

# Turning Movement Peak Hour Data (4:15 PM)

| Start Time | Orange Street Southbound | | | | | | Milestone Road Westbound | | | | | | Old South Road Northbound | | | | | | Sparks Avenue Eastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Int. Total |
| 4:15 PM | 18 | 75 | 87 | 0 | 0 | 180 | 74 | 90 | 29 | 0 | 0 | 193 | 24 | 72 | 30 | 0 | 27 | 126 | 19 | 68 | 16 | 0 | 12 | 103 | 602 |
| 4:30 PM | 21 | 78 | 72 | 1 | 0 | 172 | 74 | 103 | 19 | 1 | 0 | 197 | 30 | 59 | 35 | 1 | 34 | 125 | 20 | 68 | 16 | 0 | 14 | 104 | 598 |
| 4:45 PM | 21 | 75 | 76 | 0 | 0 | 172 | 75 | 87 | 31 | 1 | 0 | 194 | 32 | 52 | 42 | 2 | 26 | 128 | 15 | 59 | 18 | 0 | 21 | 92 | 586 |
| 5:00 PM | 19 | 66 | 96 | 0 | 0 | 181 | 71 | 82 | 38 | 0 | 0 | 191 | 28 | 50 | 41 | 1 | 28 | 120 | 13 | 64 | 14 | 0 | 7 | 91 | 583 |
| Total | 79 | 294 | 331 | 1 | 0 | 705 | 294 | 362 | 117 | 2 | 0 | 775 | 114 | 233 | 148 | 4 | 115 | 499 | 67 | 259 | 64 | 0 | 54 | 390 | 2369 |
| Approach % | 11.2 | 41.7 | 47.0 | 0.1 | - | - | 37.9 | 46.7 | 15.1 | 0.3 | - | - | 22.8 | 46.7 | 29.7 | 0.8 | - | - | 17.2 | 66.4 | 16.4 | 0.0 | - | - | - |
| Total % | 3.3 | 12.4 | 14.0 | 0.0 | - | 29.8 | 12.4 | 15.3 | 4.9 | 0.1 | - | 32.7 | 4.8 | 9.8 | 6.2 | 0.2 | - | 21.1 | 2.8 | 10.9 | 2.7 | 0.0 | - | 16.5 | - |
| PHF | 0.940 | 0.942 | 0.862 | 0.250 | - | 0.974 | 0.980 | 0.879 | 0.770 | 0.500 | - | 0.984 | 0.891 | 0.809 | 0.881 | 0.500 | - | 0.975 | 0.838 | 0.952 | 0.889 | 0.000 | - | 0.938 | 0.984 |
| Motorcycles | 2 | 4 | 3 | 0 | - | 9 | 16 | 6 | 4 | 0 | - | 26 | 1 | 8 | 0 | 1 | - | 10 | 1 | 1 | 2 | 0 | - | 4 | 49 |
| % Motorcycles | 2.5 | 1.4 | 0.9 | 0.0 | - | 1.3 | 5.4 | 1.7 | 3.4 | 0.0 | - | 3.4 | 0.9 | 3.4 | 0.0 | 25.0 | - | 2.0 | 1.5 | 0.4 | 3.1 | - | - | 1.0 | 2.1 |
| Cars | 61 | 226 | 266 | 0 | - | 553 | 211 | 274 | 52 | 0 | - | 537 | 83 | 167 | 109 | 1 | - | 360 | 46 | 199 | 40 | 0 | - | 285 | 1735 |
| % Cars | 77.2 | 76.9 | 80.4 | 0.0 | - | 78.4 | 71.8 | 75.7 | 44.4 | 0.0 | - | 69.3 | 72.8 | 71.7 | 73.6 | 25.0 | - | 72.1 | 68.7 | 76.8 | 62.5 | - | - | 73.1 | 73.2 |
| Light Goods Vehicles | 14 | 48 | 51 | 0 | - | 113 | 58 | 75 | 57 | 1 | - | 191 | 29 | 30 | 37 | 1 | - | 97 | 12 | 48 | 15 | 0 | - | 75 | 476 |
| % Light Goods Vehicles | 17.7 | 16.3 | 15.4 | 0.0 | - | 16.0 | 19.7 | 20.7 | 48.7 | 50.0 | - | 24.6 | 25.4 | 12.9 | 25.0 | 25.0 | - | 19.4 | 17.9 | 18.5 | 23.4 | - | - | 19.2 | 20.1 |
| Buses | 0 | 7 | 2 | 0 | - | 9 | 2 | 1 | 1 | 0 | - | 4 | 0 | 6 | 0 | 1 | - | 7 | 0 | 2 | 4 | 0 | - | 6 | 26 |
| % Buses | 0.0 | 2.4 | 0.6 | 0.0 | - | 1.3 | 0.7 | 0.3 | 0.9 | 0.0 | - | 0.5 | 0.0 | 2.6 | 0.0 | 25.0 | - | 1.4 | 0.0 | 0.8 | 6.3 | - | - | 1.5 | 1.1 |
| Single-Unit Trucks | 0 | 8 | 6 | 0 | - | 14 | 3 | 6 | 3 | 0 | - | 12 | 0 | 4 | 1 | 0 | - | 5 | 7 | 8 | 2 | 0 | - | 17 | 48 |
| % Single-Unit Trucks | 0.0 | 2.7 | 1.8 | 0.0 | - | 2.0 | 1.0 | 1.7 | 2.6 | 0.0 | - | 1.5 | 0.0 | 1.7 | 0.7 | 0.0 | - | 1.0 | 10.4 | 3.1 | 3.1 | - | - | 4.4 | 2.0 |
| Articulated Trucks | 0 | 1 | 2 | 0 | - | 3 | 0 | 0 | 0 | 1 | - | 1 | 1 | 1 | 1 | 0 | - | 3 | 1 | 0 | 0 | 0 | - | 1 | 8 |
| % Articulated Trucks | 0.0 | 0.3 | 0.6 | 0.0 | - | 0.4 | 0.0 | 0.0 | 0.0 | 50.0 | - | 0.1 | 0.9 | 0.4 | 0.7 | 0.0 | - | 0.6 | 1.5 | 0.0 | 0.0 | - | - | 0.3 | 0.3 |
| Bicycles on Road | 2 | 0 | 1 | 1 | - | 4 | 4 | 0 | 0 | 0 | - | 4 | 0 | 17 | 0 | 0 | - | 17 | 0 | 1 | 1 | 0 | - | 2 | 27 |
| % Bicycles on Road | 2.5 | 0.0 | 0.3 | 100.0 | - | 0.6 | 1.4 | 0.0 | 0.0 | 0.0 | - | 0.5 | 0.0 | 7.3 | 0.0 | 0.0 | - | 3.4 | 0.0 | 0.4 | 1.6 | - | - | 0.5 | 1.1 |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 85 | - | - | - | - | - | 36 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 73.9 | - | - | - | - | - | 66.7 | - | - |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 30 | - | - | - | - | - | 18 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 26.1 | - | - | - | - | - | 33.3 | - | - |

Nantucket Planning and Economic Development Commission (MA)
1 East Chestnut St.

Nantucket, Massachusetts, United States 12345
508 228 7237 mburns@nantucket-ma.gov

Count Name: Milestone Rotary Roundabout
Site Code:
Start Date: 08/13/2015


Turning Movement Peak Hour Data Plot (4:15 PM)

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

N/S: Orange Street/ Old South Road
E/W: Milestone Road/ Sparks Avenue
City, State: Nantucket, MA
Client: Ron Muller & Associates

File Name : 143955 LLL
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

| | Orange Street From North | | | | Milestone Road From East | | | | Old South Road From South | | | | Sparks Avenue From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Int. Total |
| 11:00 AM | 25 | 72 | 49 | 1 | 68 | 85 | 20 | 0 | 24 | 64 | 39 | 1 | 26 | 63 | 12 | 0 | 549 |
| 11:15 AM | 20 | 71 | 38 | 0 | 90 | 95 | 22 | 1 | 24 | 67 | 39 | 0 | 21 | 72 | 12 | 0 | 572 |
| 11:30 AM | 29 | 81 | 74 | 2 | 74 | 96 | 25 | 1 | 32 | 66 | 32 | 0 | 29 | 66 | 6 | 0 | 613 |
| 11:45 AM | 18 | 61 | 67 | 2 | 81 | 92 | 18 | 0 | 22 | 60 | 43 | 0 | 24 | 62 | 13 | 0 | 563 |
| Total | 92 | 285 | 228 | 5 | 313 | 368 | 85 | 2 | 102 | 257 | 153 | 1 | 100 | 263 | 43 | 0 | 2297 |
| 12:00 PM | 24 | 70 | 68 | 5 | 87 | 103 | 17 | 1 | 23 | 47 | 40 | 0 | 34 | 57 | 12 | 0 | 588 |
| 12:15 PM | 15 | 64 | 78 | 1 | 75 | 90 | 19 | 2 | 25 | 52 | 37 | 0 | 21 | 68 | 9 | 0 | 556 |
| 12:30 PM | 15 | 65 | 70 | 0 | 58 | 75 | 14 | 2 | 14 | 56 | 43 | 0 | 21 | 68 | 10 | 0 | 511 |
| 12:45 PM | 19 | 58 | 85 | 0 | 57 | 78 | 20 | 0 | 20 | 62 | 26 | 0 | 25 | 68 | 10 | 0 | 528 |
| Total | 73 | 257 | 301 | 6 | 277 | 346 | 70 | 5 | 82 | 217 | 146 | 0 | 101 | 261 | 41 | 0 | 2183 |
| 01:00 PM | 13 | 73 | 53 | 1 | 53 | 62 | 15 | 0 | 20 | 65 | 31 | 1 | 36 | 56 | 7 | 0 | 486 |
| 01:15 PM | 25 | 70 | 49 | 1 | 63 | 67 | 19 | 0 | 14 | 50 | 31 | 0 | 41 | 61 | 8 | 0 | 499 |
| 01:30 PM | 22 | 58 | 51 | 1 | 45 | 67 | 10 | 0 | 30 | 39 | 30 | 0 | 39 | 64 | 8 | 0 | 464 |
| 01:45 PM | 15 | 51 | 57 | 0 | 50 | 47 | 12 | 1 | 28 | 48 | 37 | 0 | 39 | 55 | 10 | 0 | 450 |
| Total | 75 | 252 | 210 | 3 | 211 | 243 | 56 | 1 | 92 | 202 | 129 | 1 | 155 | 236 | 33 | 0 | 1899 |
| Grand Total | 240 | 794 | 739 | 14 | 801 | 957 | 211 | 8 | 276 | 676 | 428 | 2 | 356 | 760 | 117 | 0 | 6379 |
| Apprch % | 13.4 | 44.4 | 41.4 | 0.8 | 40.5 | 48.4 | 10.7 | 0.4 | 20 | 48.9 | 31 | 0.1 | 28.9 | 61.6 | 9.5 | 0 | |
| Total % | 3.8 | 12.4 | 11.6 | 0.2 | 12.6 | 15 | 3.3 | 0.1 | 4.3 | 10.6 | 6.7 | 0 | 5.6 | 11.9 | 1.8 | 0 | |
| Cars | 236 | 756 | 722 | 14 | 789 | 944 | 208 | 8 | 273 | 644 | 421 | 2 | 344 | 733 | 102 | 0 | 6196 |
| % Cars | 98.3 | 95.2 | 97.7 | 100 | 98.5 | 98.6 | 98.6 | 100 | 98.9 | 95.3 | 98.4 | 100 | 96.6 | 96.4 | 87.2 | 0 | 97.1 |
| Heavy Vehicles | 4 | 38 | 17 | 0 | 12 | 13 | 3 | 0 | 3 | 32 | 7 | 0 | 12 | 27 | 15 | 0 | 183 |
| % Heavy Vehicles | 1.7 | 4.8 | 2.3 | 0 | 1.5 | 1.4 | 1.4 | 0 | 1.1 | 4.7 | 1.6 | 0 | 3.4 | 3.6 | 12.8 | 0 | 2.9 |

| | Orange Street From North | | | | | Milestone Road From East | | | | | Old South Road From South | | | | | Sparks Avenue From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:15 AM | 20 | 71 | 38 | 0 | 129 | 90 | 95 | 22 | 1 | 208 | 24 | 67 | 39 | 0 | 130 | 21 | 72 | 12 | 0 | 105 | 572 |
| 11:30 AM | 29 | 81 | 74 | 2 | 186 | 74 | 96 | 25 | 1 | 196 | 32 | 66 | 32 | 0 | 130 | 29 | 66 | 6 | 0 | 101 | 613 |
| 11:45 AM | 18 | 61 | 67 | 2 | 148 | 81 | 92 | 18 | 0 | 191 | 22 | 60 | 43 | 0 | 125 | 24 | 62 | 13 | 0 | 99 | 563 |
| 12:00 PM | 24 | 70 | 68 | 5 | 167 | 87 | 103 | 17 | 1 | 208 | 23 | 47 | 40 | 0 | 110 | 34 | 57 | 12 | 0 | 103 | 588 |
| Total Volume | 91 | 283 | 247 | 9 | 630 | 332 | 386 | 82 | 3 | 803 | 101 | 240 | 154 | 0 | 495 | 108 | 257 | 43 | 0 | 408 | 2336 |
| % App. Total | 14.4 | 44.9 | 39.2 | 1.4 | | 41.3 | 48.1 | 10.2 | 0.4 | | 20.4 | 48.5 | 31.1 | 0 | | 26.5 | 63 | 10.5 | 0 | | |
| PHF | .784 | .873 | .834 | .450 | .847 | .922 | .937 | .820 | .750 | .965 | .789 | .896 | .895 | .000 | .952 | .794 | .892 | .827 | .000 | .971 | .953 |
| Cars | 91 | 271 | 243 | 9 | 614 | 330 | 382 | 80 | 3 | 795 | 99 | 231 | 153 | 0 | 483 | 103 | 244 | 38 | 0 | 385 | 2277 |
| % Cars | 100 | 95.8 | 98.4 | 100 | 97.5 | 99.4 | 99.0 | 97.6 | 100 | 99.0 | 98.0 | 96.3 | 99.4 | 0 | 97.6 | 95.4 | 94.9 | 88.4 | 0 | 94.4 | 97.5 |
| Heavy Vehicles | 0 | 12 | 4 | 0 | 16 | 2 | 4 | 2 | 0 | 8 | 2 | 9 | 1 | 0 | 12 | 5 | 13 | 5 | 0 | 23 | 59 |
| % Heavy Vehicles | 0 | 4.2 | 1.6 | 0 | 2.5 | 0.6 | 1.0 | 2.4 | 0 | 1.0 | 2.0 | 3.8 | 0.6 | 0 | 2.4 | 4.6 | 5.1 | 11.6 | 0 | 5.6 | 2.5 |

N/S: Orange Street/ Old South Road
E/W: Milestone Road/ Sparks Avenue
City, State: Nantucket, MA
Client: Ron Muller & Associates

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

File Name : 143955 LLL
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

Groups Printed- Peds and Bicycles

| | Orange Street From North | | | | Milestone Road From East | | | | Old South Road From South | | | | Sparks Avenue From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 11:00 AM | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 0 | 9 | 30 |
| 11:15 AM | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 2 | 15 |
| 11:30 AM | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 10 | 19 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 10 | 19 |
| Total | 0 | 0 | 8 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 25 | 10 | 0 | 0 | 31 | 83 |
| 12:00 PM | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 | 0 | 4 | 33 |
| 12:15 PM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 24 | 0 | 0 | 29 |
| 12:30 PM | 2 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 7 | 0 | 2 | 27 |
| 12:45 PM | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 1 | 2 | 19 |
| Total | 16 | 5 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 51 | 1 | 8 | 108 |
| 01:00 PM | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 4 | 20 |
| 01:15 PM | 0 | 0 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 0 | 0 | 27 |
| 01:30 PM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 17 | 0 | 3 | 32 |
| 01:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 3 | 0 | 2 | 19 |
| Total | 4 | 2 | 9 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 12 | 36 | 2 | 9 | 98 |
| Grand Total | 20 | 7 | 21 | 4 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 44 | 36 | 87 | 3 | 48 | 289 |
| Apprch % | 38.5 | 13.5 | 40.4 | 7.7 | 78.9 | 21.1 | 0 | 0 | 0 | 0 | 0 | 100 | 20.7 | 50 | 1.7 | 27.6 | |
| Total % | 6.9 | 2.4 | 7.3 | 1.4 | 5.2 | 1.4 | 0 | 0 | 0 | 0 | 0 | 15.2 | 12.5 | 30.1 | 1 | 16.6 | |

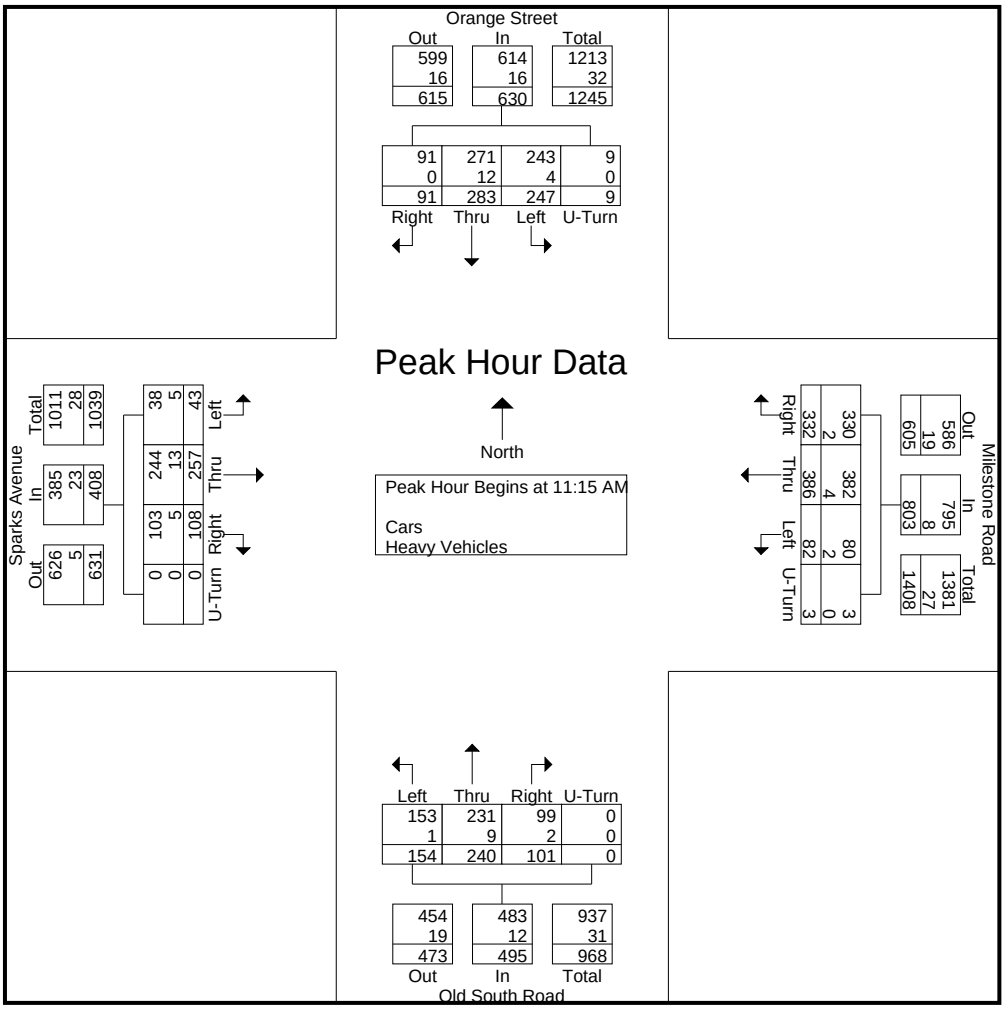
| | Orange Street From North | | | | | Milestone Road From East | | | | | Old South Road From South | | | | | Sparks Avenue From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 10 | 10 | 19 |
| 12:00 PM | 10 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 15 | 0 | 4 | 19 | 33 |
| 12:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 24 | 0 | 0 | 25 | 29 |
| 12:30 PM | 2 | 4 | 2 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 8 | 7 | 0 | 2 | 17 | 27 |
| Total Volume | 12 | 4 | 4 | 0 | 20 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 13 | 13 | 9 | 46 | 0 | 16 | 71 | 108 |
| % App. Total | 60 | 20 | 20 | 0 | | 75 | 25 | 0 | 0 | | 0 | 0 | 0 | 100 | | 12.7 | 64.8 | 0 | 22.5 | | |
| PHF | .300 | .250 | .500 | .000 | .500 | .375 | .250 | .000 | .000 | .500 | .000 | .000 | .000 | .361 | .361 | .281 | .479 | .000 | .400 | .710 | .818 |

N/S: Orange Street/ Old South Road
E/W: Milestone Road/ Sparks Avenue
City, State: Nantucket, MA
Client: Ron Muller & Associates

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

File Name : 143955 LLL
Site Code : TBA
Start Date : 7/26/2014
Page No : 1

| | Orange Street From North | | | | | Milestone Road From East | | | | | Old South Road From South | | | | | Sparks Avenue From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:15 AM | 20 | 71 | 38 | 0 | 129 | 90 | 95 | 22 | 1 | 208 | 24 | 67 | 39 | 0 | 130 | 21 | 72 | 12 | 0 | 105 | 572 |
| 11:30 AM | 29 | 81 | 74 | 2 | 186 | 74 | 96 | 25 | 1 | 196 | 32 | 66 | 32 | 0 | 130 | 29 | 66 | 6 | 0 | 101 | 613 |
| 11:45 AM | 18 | 61 | 67 | 2 | 148 | 81 | 92 | 18 | 0 | 191 | 22 | 60 | 43 | 0 | 125 | 24 | 62 | 13 | 0 | 99 | 563 |
| 12:00 PM | 24 | 70 | 68 | 5 | 167 | 87 | 103 | 17 | 1 | 208 | 23 | 47 | 40 | 0 | 110 | 34 | 57 | 12 | 0 | 103 | 588 |
| Total Volume | 91 | 283 | 247 | 9 | 630 | 332 | 386 | 82 | 3 | 803 | 101 | 240 | 154 | 0 | 495 | 108 | 257 | 43 | 0 | 408 | 2336 |
| % App. Total | 14.4 | 44.9 | 39.2 | 1.4 | | 41.3 | 48.1 | 10.2 | 0.4 | | 20.4 | 48.5 | 31.1 | 0 | | 26.5 | 63 | 10.5 | 0 | | |
| PHF | .784 | .873 | .834 | .450 | .847 | .922 | .937 | .820 | .750 | .965 | .789 | .896 | .895 | .000 | .952 | .794 | .892 | .827 | .000 | .971 | .953 |
| Cars | 91 | 271 | 243 | 9 | 614 | 330 | 382 | 80 | 3 | 795 | 99 | 231 | 153 | 0 | 483 | 103 | 244 | 38 | 0 | 385 | 2277 |
| % Cars | 100 | 95.8 | 98.4 | 100 | 97.5 | 99.4 | 99.0 | 97.6 | 100 | 99.0 | 98.0 | 96.3 | 99.4 | 0 | 97.6 | 95.4 | 94.9 | 88.4 | 0 | 94.4 | 97.5 |
| Heavy Vehicles | 0 | 12 | 4 | 0 | 16 | 2 | 4 | 2 | 0 | 8 | 2 | 9 | 1 | 0 | 12 | 5 | 13 | 5 | 0 | 23 | 59 |
| % Heavy Vehicles | 0 | 4.2 | 1.6 | 0 | 2.5 | 0.6 | 1.0 | 2.4 | 0 | 1.0 | 2.0 | 3.8 | 0.6 | 0 | 2.4 | 4.6 | 5.1 | 11.6 | 0 | 5.6 | 2.5 |



***Ron Müller & Associates***

*Traffic Engineering and Consulting Services*
56 Teresa Road, Hopkinton, MA 01748
(508) 395-1576

# SPOT SPEED DATA

| | | | |
|---|---|---|---|
| Location: | Old South Road between Goldfinch Drives | Date: | 9/7/2013 |
| Study Distance: | 150 feet | Time: | 1:00 PM |
| Weather: | Sunny | Speed Limit: | 35 |

| | | Eastbound (toward airport) | | | Westbound (toward downtown) | | |
|---|---|---|---|---|---|---|---|
| Time (sec) | Speed (mph) | Number | Cum. | Percent | Number | Cum. | Percent |
| 4.0 | 25.6 | 1 | 1 | 2% | | 0 | 0% |
| 3.9 | 26.2 | 1 | 2 | 5% | 1 | 1 | 2% |
| 3.8 | 26.9 | | 2 | 5% | 1 | 2 | 5% |
| 3.7 | 27.6 | | 2 | 5% | | 2 | 5% |
| 3.6 | 28.4 | | 2 | 5% | 3 | 5 | 12% |
| 3.5 | 29.2 | | 2 | 5% | 2 | 7 | 17% |
| 3.4 | 30.1 | 1 | 3 | 7% | 2 | 9 | 22% |
| 3.3 | 31.0 | 2 | 5 | 12% | 3 | 12 | 29% |
| 3.2 | 32.0 | 5 | 10 | 24% | 2 | 14 | 34% |
| 3.1 | 33.0 | 3 | 13 | 31% | 2 | 16 | 39% |
| 3.0 | 34.1 | 1 | 14 | 33% | 4 | 20 | 49% |
| 2.9 | 35.3 | 6 | 20 | 48% | 2 | 22 | 54% |
| 2.8 | 36.5 | 9 | 29 | 69% | 3 | 25 | 61% |
| 2.7 | 37.9 | 3 | 32 | 76% | 10 | 35 | 85% |
| 2.6 | 39.3 | 3 | 35 | 83% | 2 | 37 | 90% |
| 2.5 | 40.9 | 3 | 38 | 90% | 2 | 39 | 95% |
| 2.4 | 42.6 | 1 | 39 | 93% | 2 | 41 | 100% |
| 2.3 | 44.5 | 2 | 41 | 98% | | 41 | 100% |
| 2.2 | 46.5 | 1 | 42 | 100% | | 41 | 100% |
| 2.1 | 48.7 | | 42 | 100% | | 41 | 100% |
| 2.0 | 51.1 | | 42 | 100% | | 41 | 100% |
| 1.9 | 53.8 | | 42 | 100% | | 41 | 100% |
| 1.8 | 56.8 | | 42 | 100% | | 41 | 100% |
| 1.7 | 60.2 | | 42 | 100% | | 41 | 100% |
| 1.6 | 63.9 | | 42 | 100% | | 41 | 100% |
| 1.5 | 68.2 | | 42 | 100% | | 41 | 100% |
| 1.4 | 73.1 | | 42 | 100% | | 41 | 100% |
| 1.3 | 78.7 | | 42 | 100% | | 41 | 100% |
| 1.2 | 85.2 | | 42 | 100% | | 41 | 100% |
| 1.1 | 93.0 | | 42 | 100% | | 41 | 100% |
| 1.0 | 102.3 | | 42 | 100% | | 41 | 100% |
| | TOTAL: | 42 | | | 41 | | |
| **Avg. Speed:** | | | **36 mph** | | | **35 mph** | |
| **85th % Speed:** | | | **40 mph** | | | **38 mph** | |

# Crash Rate Worksheets

# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Nantucket COUNT DATE : Aug-15

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

**~ INTERSECTION DATA ~**

MAJOR STREET : Milestone Road

MINOR STREET(S) : Orange Street, Sparke Avenue, Old South Road

**INTERSECTION DIAGRAM**
**(Label Approaches)**

**PEAK HOUR VOLUMES**

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|---|---|---|---|---|---|---|
| DIRECTION : | EB | WB | NB | SB | | |
| PEAK HOURLY VOLUMES (AM/PM) : | 390 | 775 | 499 | 705 | | 2,369 |

" K " FACTOR : **0.081** INTERSECTION ADT ( **V** ) = TOTAL DAILY APPROACH VOLUME : **29,247**

TOTAL # OF CRASHES : 9 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR ( **A** ) : **3.00**

**CRASH RATE CALCULATION : 0.28**

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

Comments :

Project Title & Date: 12015/Nantucket

# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Nantucket COUNT DATE : Aug-15

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

**~ INTERSECTION DATA ~**

MAJOR STREET : Old South Road

MINOR STREET(S) : Fairgrounds Road

**INTERSECTION DIAGRAM**
**(Label Approaches)**

**PEAK HOUR VOLUMES**

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|---|---|---|---|---|---|---|
| DIRECTION : | EB | WB | NB | | | |
| PEAK HOURLY VOLUMES (AM/PM) : | 612 | 593 | 431 | | | 1,636 |

" K " FACTOR : **0.081** INTERSECTION ADT ( **V** ) = TOTAL DAILY APPROACH VOLUME : **20,198**

TOTAL # OF CRASHES : 10 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR ( **A** ) : **3.33**

**CRASH RATE CALCULATION : 0.45**

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

Comments :

Project Title & Date: 12015/Nantucket

# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Nantucket COUNT DATE : Jul-14

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

**~ INTERSECTION DATA ~**

MAJOR STREET : Old South Road

MINOR STREET(S) : Amelia Drive

**INTERSECTION DIAGRAM**
**(Label Approaches)**

**PEAK HOUR VOLUMES**

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|---|---|---|---|---|---|---|
| DIRECTION : | EB | WB | NB | | | |
| PEAK HOURLY VOLUMES (AM/PM) : | 753 | 635 | 95 | | | 1,483 |

" K " FACTOR : **0.081** INTERSECTION ADT ( **V** ) = TOTAL DAILY APPROACH VOLUME : **18,309**

TOTAL # OF CRASHES : 3 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR ( **A** ) : **1.00**

**CRASH RATE CALCULATION : 0.15**

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

Comments :

Project Title & Date: 12015/Nantucket

# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Nantucket COUNT DATE : Jul-14

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

**~ INTERSECTION DATA ~**

MAJOR STREET : Old South Road

MINOR STREET(S) : Lovers Lane

**INTERSECTION DIAGRAM**
**(Label Approaches)**

**PEAK HOUR VOLUMES**

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|---|---|---|---|---|---|---|
| DIRECTION : | EB | WB | NB | SB | | |
| PEAK HOURLY VOLUMES (AM/PM) : | 712 | 593 | 59 | 16 | | 1,380 |

" K " FACTOR : **0.081** INTERSECTION ADT ( **V** ) = TOTAL DAILY APPROACH VOLUME : **17,037**

TOTAL # OF CRASHES : 1 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR ( **A** ) : **0.33**

**CRASH RATE CALCULATION : 0.05**

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

Comments :

Project Title & Date: 12015/Nantucket

# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Nantucket COUNT DATE : Jul-14

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

**~ INTERSECTION DATA ~**

MAJOR STREET : Old South Road

MINOR STREET(S) : Goldfinch Drive and Greglen Avenue

**INTERSECTION DIAGRAM**
**(Label Approaches)**

**PEAK HOUR VOLUMES**

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|---|---|---|---|---|---|---|
| DIRECTION : | EB | WB | NB | SB | | |
| PEAK HOURLY VOLUMES (AM/PM) : | 670 | 516 | 76 | 59 | | 1,321 |

" K " FACTOR : **0.081** INTERSECTION ADT ( **V** ) = TOTAL DAILY APPROACH VOLUME : **16,309**

TOTAL # OF CRASHES : 3 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR ( **A** ) : **1.00**

**CRASH RATE CALCULATION : 0.17**

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

Comments :

Project Title & Date: 12015/Nantucket

# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Nantucket COUNT DATE : Jul-14

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

**~ INTERSECTION DATA ~**

MAJOR STREET : Old South Road

MINOR STREET(S) : Nobadeer Farm Road

**INTERSECTION DIAGRAM**
**(Label Approaches)**

**PEAK HOUR VOLUMES**

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|---|---|---|---|---|---|---|
| DIRECTION : | EB | WB | SB | | | |
| PEAK HOURLY VOLUMES (AM/PM) : | 309 | 92 | 260 | | | 661 |

" K " FACTOR : **0.081** INTERSECTION ADT ( **V** ) = TOTAL DAILY APPROACH VOLUME : **8,160**

TOTAL # OF CRASHES : 1 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR ( **A** ) : **0.33**

**CRASH RATE CALCULATION : 0.11**

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

Comments :

Project Title & Date: 12015/Nantucket

# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Nantucket COUNT DATE : Jul-14

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED :

**~ INTERSECTION DATA ~**

MAJOR STREET : Milestone Road

MINOR STREET(S) : Nobadeer Farm Road

**INTERSECTION DIAGRAM**
**(Label Approaches)**

**PEAK HOUR VOLUMES**

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|---|---|---|---|---|---|---|
| DIRECTION : | EB | WB | NB | | | |
| PEAK HOURLY VOLUMES (AM/PM) : | 422 | 408 | 279 | | | 1,109 |

" K " FACTOR : **0.081** INTERSECTION ADT ( **V** ) = TOTAL DAILY APPROACH VOLUME : **13,691**

TOTAL # OF CRASHES : 7 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR ( **A** ) : **2.33**

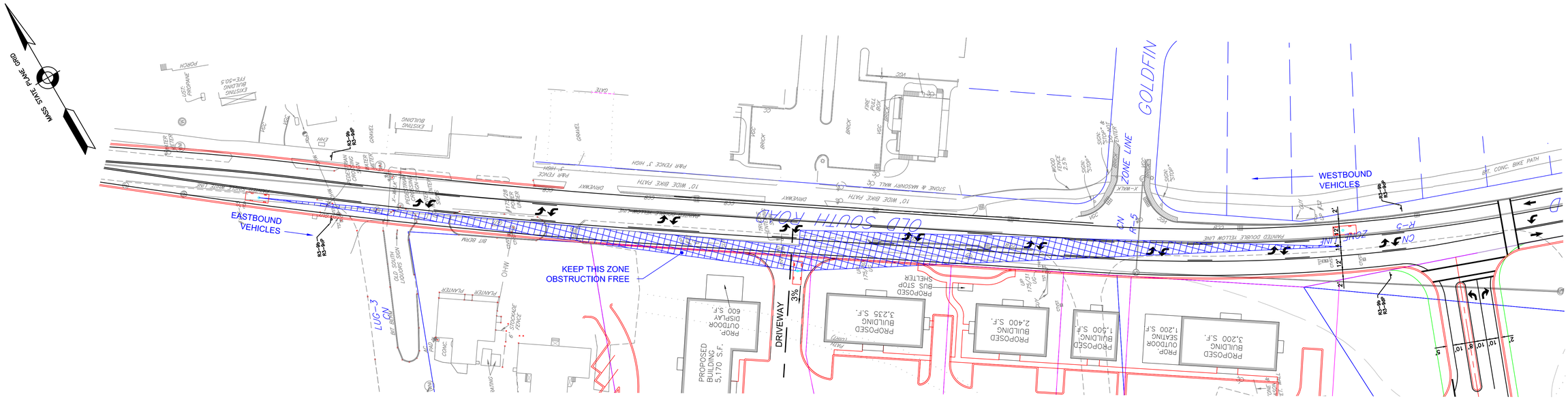
**CRASH RATE CALCULATION : 0.47**

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

Comments :

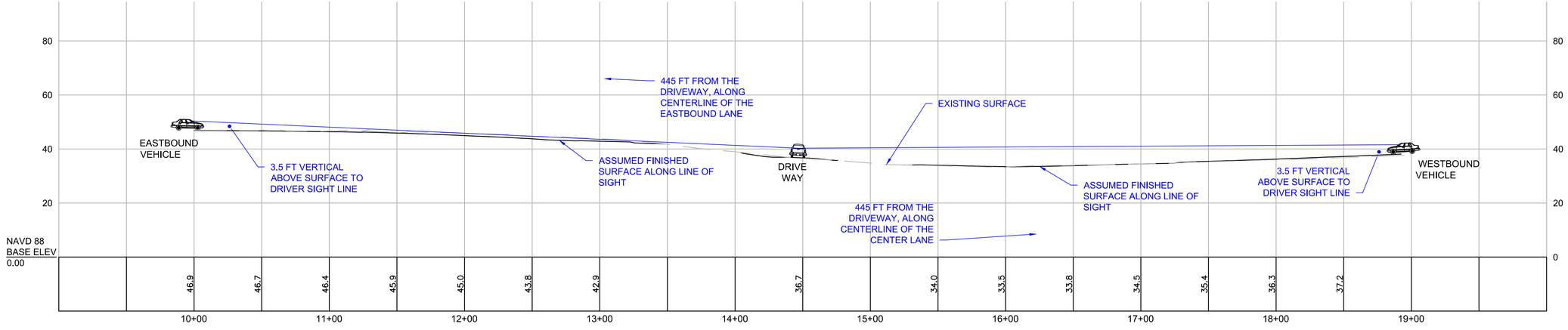
Project Title & Date: 12015/Nantucket

# Sight Line Plan and Profile




## PLAN

SCALE: 1" = 40'




## DRIVER IN DRIVEWAY WAITING TO TURN ONTO OLD SOUTH ROAD

HORIZ SCALE: 1" = 40'
VERT SCALE: 1" = 20'

0 40 100 160
SCALE: 1" = 40'

0 20 50 100
SCALE: 1" = 20'

GENERAL NOTES:

1. THE LONGITUDINAL GRADE ON THE DRIVEWAY WAS ASSUMED TO BE 3% ON THE APPROACH TO OLD SOUTH ROAD.
2. FOR BOTH OLD SOUTH ROAD AND THE DRIVEWAY, A 2% CROSS-SLOPE WERE ASSUMED.
3. THE MINIMUM CLEAR SIGHT DISTANCE TO THE DRIVEWAY IS 445 FT FOR VEHICLES TRAVELING ALONG OLD SOUTH ROAD.

| REV. # | DESCRIPTION | DATE |
|---|---|---|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*OLD SOUTH ROAD AT SITE DRIVE*
*NANTUCKET,*
*MASSACHUSETTS*

*PROPOSED SIGHT TRIANGLES*

DATE: *8/2/16*

*SHEET 1 OF 1*

# Traffic Growth and Background Development Worksheets

**MassDOT Transportation Data Management System**

**STATION 253516 - OLD SOUTH ROAD, NANTUCKET (Peak Month July-August Data)**

| YEAR # | YEAR | AADT |
|---|---|---|
| 1 | 2007 | 15,978 |
| 2 | 2008 | 14,074 |
| 3 | 2009 | 15,524 |
| 4 | 2010 | 15,353 |
| 5 | 2011 | |
| 6 | 2012 | 15,428 |
| 7 | 2013 | 15,454 |
| 8 | 2014 | 15,549 |
| 9 | 2015 | |
| 10 | 2016 | 15,967 |

**2012-2016 Annual Growth:**

| | |
|---|---|
| Year 6-7 | 0.17% |
| Year 6-8 | 0.39% |
| Year 6-9 | |
| Year 6-10 | 0.87% |
| Year 7-8 | 0.61% |
| Year 7-9 | |
| Year 7-10 | 1.11% |
| Year 8-9 | |
| Year 8-10 | 1.34% |
| Year 9-10 | |
| **Avg. Growth:** | **0.75%** |

Traffic Growth Calculations

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Year 1-2 | -11.92% | Year 2-3 | 10.30% | Year 3-4 | -1.10% | Year 4-5 | | Year 5-6 |
| Year 1-3 | -1.42% | Year 2-4 | 4.54% | Year 3-5 | | Year 4-6 | 0.24% | Year 5-7 |
| Year 1-4 | -1.30% | Year 2-5 | | Year 3-6 | -0.21% | Year 4-7 | 0.22% | Year 5-8 |
| Year 1-5 | | Year 2-6 | 2.41% | Year 3-7 | -0.11% | Year 4-8 | 0.32% | Year 5-9 |
| Year 1-6 | -0.69% | Year 2-7 | 1.96% | Year 3-8 | 0.03% | Year 4-9 | | Year 5-10 |
| Year 1-7 | -0.55% | Year 2-8 | 1.75% | Year 3-9 | | Year 4-10 | 0.67% | |
| Year 1-8 | -0.38% | Year 2-9 | | Year 3-10 | 0.41% | | | |
| Year 1-9 | | Year 2-10 | 1.68% | | | | | |
| Year 1-10 | -0.01% | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Year 6-7 | 0.17% | Year 7-8 | 0.61% | Year 8-9 | | Year 9-10 |
| Year 6-8 | 0.39% | Year 7-9 | | Year 8-10 | 1.34% | |
| Year 6-9 | | Year 7-10 | 1.11% | | | |
| Year 6-10 | 0.87% | | | | | |

**2007-2016 Annual Average Traffic Growth Rate: 0.41%**

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**Land Use Code (LUC) 850 - Supermarket**

**21 Old South Road Grocery**

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 4.900

**AVERAGE WEEKDAY DAILY**

T = 102.24 * (X)
T = 1719.62
T = 1,720 vehicle trips
with 50% ( 860 vpd) entering and 50% ( 860 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 3.40 * (X)
T = 16.66
T = 17 vehicle trips
with 62% ( 11 vph) entering and 39% ( 6 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 9.48 * (X)
T = 46.45
T = 46 vehicle trips
with 51% ( 23 vph) entering and 49% ( 23 vph) exiting.

**SATURDAY DAILY**

T = 177.59 * (X)
T = 870.19
T = 870 vehicle trips
with 50% ( 435 vpd) entering and 50% ( 435 vpd) exiting.

**SATURDAY MIDDAY PEAK HOUR OF GENERATOR**

T = 10.65 * (X)
T = 52.19
T = 52 vehicle trips
with 51% ( 27 vpd) entering and 49% ( 25 vpd) exiting.

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**Land Use Code (LUC) 220 - Apartment**

**21 Old South Road Apartments**

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 4

**AVERAGE WEEKDAY DAILY**
T = 6.06 * (X) + 123.56
T = 147.80
T = 150 vehicle trips
with 50% ( 75 vpd) entering and 50% ( 75 vpd) exiting.

**Use Avg. Rate for < 40 Units:**
T = 6.65 * (X)
T = 26.60
T = 30 vehicle trips
with 15 vpd entering and 15 vpd exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**
T = 0.49 * (X) + 3.73
T = 5.69
T = 6 vehicle trips
with 20% ( 1 vph) entering and 80% ( 5 vph) exiting.

**Use Max. Rate for < 40 Units:**
T = 1.02 * (X)
T = 4.08
T = 4 vehicle trips
with 1 vph entering and 3 vph exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**
T = 0.55 * (X) + 17.65
T = 19.85
T = 20 vehicle trips
with 65% ( 13 vph) entering and 35% ( 7 vph) exiting.

**Use Max. Rate for < 40 Units:**
T = 1.64 * (X)
T = 6.56
T = 7 vehicle trips
with 5 vph entering and 2 vph exiting.

**SATURDAY DAILY**
T = 7.85 * (X) - 256.19
T = -224.79
T = -220 vehicle trips
with 50% ( -110 vpd) entering and 50% ( -110 vpd) exiting.

**Use Avg. Rate for < 40 Units:**
T = 6.39 * (X)
T = 25.56
T = 30 vehicle trips
with 15 vpd entering and 15 vpd exiting.

**SATURDAY MIDDAY PEAK HOUR OF GENERATOR**
T = 0.41 * (X) + 19.23
T = 20.87
T = 21 vehicle trips
with 50% ( 11 vph) entering and 50% ( 10 vph) exiting.

**Use Avg. Rate for < 40 Units:**
T = 1.05 * (X)
T = 4.20
T = 4 vehicle trips
with 2 vph entering and 2 vph exiting.

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**Land Use Code (LUC) 492 - Health/Fitness Club**

**86 Old South Road Health Club**

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 21.700

**AVERAGE WEEKDAY DAILY**

T = 32.93 * (X)
T = 714.58
T = 710 vehicle trips
with 50% ( 355 vpd) entering and 50% ( 355 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 1.41 * (X)
T = 30.60
T = 31 vehicle trips
with 50% ( 16 vph) entering and 50% ( 15 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

Ln (T) = 0.95 Ln(X) + 1.43
Ln (T) = 4.35
T = 77.75
T = 78 vehicle trips
with 57% ( 44 vph) entering and 43% ( 34 vph) exiting.

**SATURDAY DAILY**

T = 20.87 * (X)
T = 452.88
T = 450 vehicle trips
with 50% ( 225 vpd) entering and 50% ( 225 vpd) exiting.

**SATURDAY MIDDAY PEAK HOUR OF GENERATOR**

T = 2.78 * (X)
T = 60.33
T = 60 vehicle trips
with 45% ( 27 vpd) entering and 55% ( 33 vpd) exiting.

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**Land Use Code (LUC) 812 - Building Materials and Lumber Store**

**6-8 Lovers Lane - RGPD, LLC**

Average Vehicle Trips Ends vs: 1,000 Sq. Feet Gross Leasable Area
Independent Variable (X): 7.500 ksf

**AVERAGE WEEKDAY DAILY**

T = 38.51 * (X) + 61.48
T = 350.31
T = 350 vehicle trips
with 50% ( 175 vpd) entering and 50% ( 175 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 2.60 * (X)
T = 19.50
T = 20 vehicle trips
with 67% ( 13 vph) entering and 33% ( 7 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 4.49 * (X)
T = 33.68
T = 34 vehicle trips
with 47% ( 16 vph) entering and 53% ( 18 vph) exiting.

**SATURDAY DAILY**

T = 36.75 * (X) + 137.21
T = 2910.34
T = 2,910 vehicle trips
with 50% ( 1,455 vpd) entering and 50% ( 1,455 vpd) exiting.

**SATURDAY DAILY AVERAGE RATE**

T = 51.6 * (X)
T = 387
T = 390 Vehicle Trips
with 50% ( 195 vpd) entering and 50% ( 195 vpd) exiting

**SATURDAY MIDDAY PEAK HOUR OF GENERATOR**

Ln T = 0.95 Ln (X) + 2.34
Ln T = 4.25
T = 70.40
T = 70 vehicle trips
with 51% ( 36 vph) entering and 49% ( 34 vph) exiting.

**SATURDAY MIDDAY PEAK HOUR AVERAGE RATE**

T = 9.58 * (X)
T = 71.85
T = 72 Vehicle Trips
with 51% ( 37 vph) entering and 49% ( 35 vph) exiting

*Institute of Transportation Engineers (ITE); 9th Edition*

**Land Use Code (LUC) 220 - Apartment**

**1-13 Greglen Ave RGPD Apartments**

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 36

**AVERAGE WEEKDAY DAILY**

T = 6.06 * (X) + 123.56
T = 341.72
T = 340 vehicle trips
with 50% ( 170 vpd) entering and 50% ( 170 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 0.49 * (X) + 3.73
T = 21.37
T = 21 vehicle trips
with 20% ( 4 vph) entering and 80% ( 17 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 0.55 * (X) + 17.65
T = 37.45
T = 37 vehicle trips
with 65% ( 24 vph) entering and 35% ( 13 vph) exiting.

**SATURDAY DAILY**

T = 7.85 * (X) - 256.19
T = 26.41
T = 30 vehicle trips
with 50% ( 15 vpd) entering and 50% ( 15 vpd) exiting.

**SATURDAY MIDDAY PEAK HOUR OF GENERATOR**

T = 0.41 * (X) + 19.23
T = 33.99
T = 34 vehicle trips
with 50% ( 17 vph) entering and 50% ( 17 vph) exiting.

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Background Development

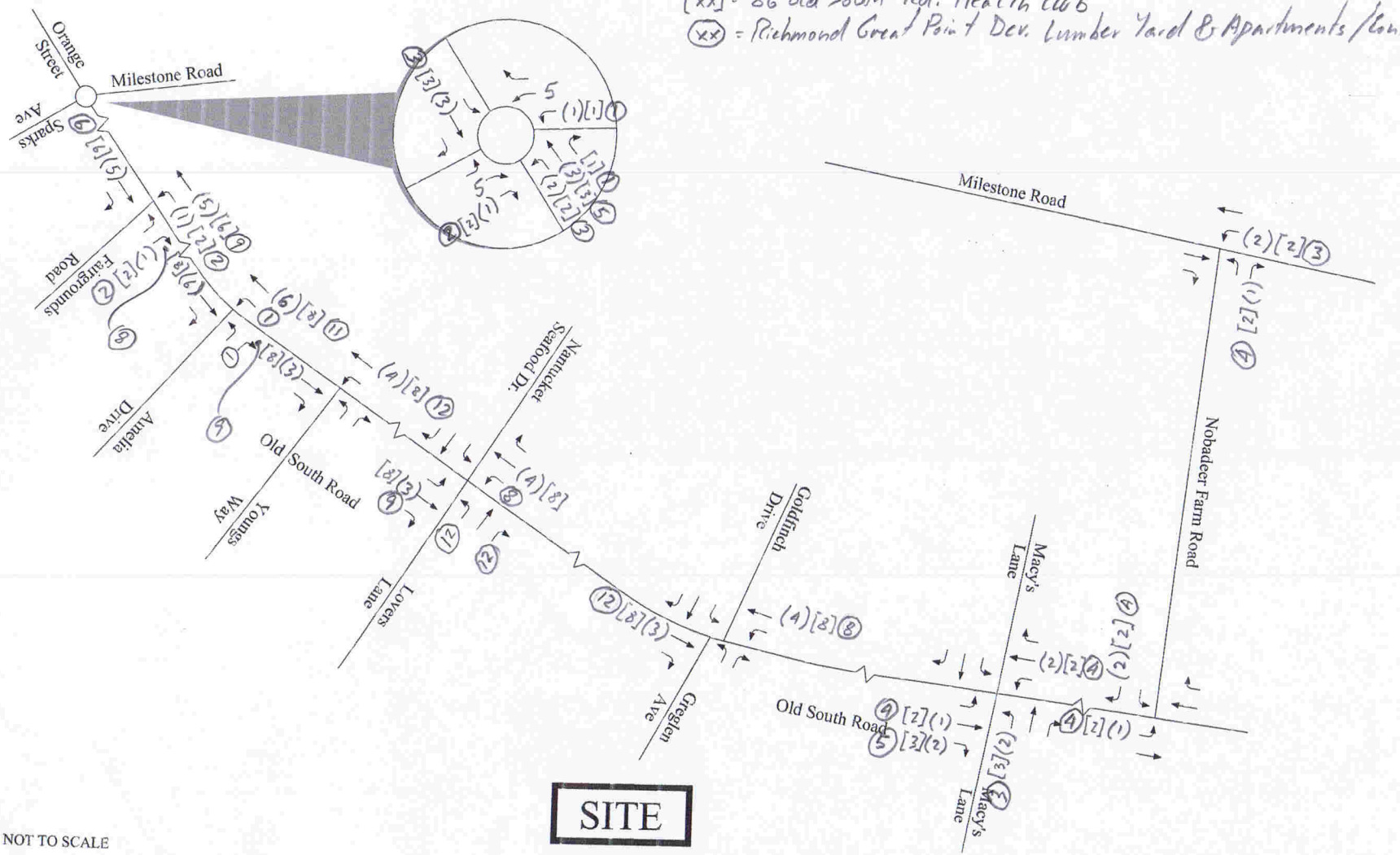
AM Peak Hour Traffic Volumes

xx = Stop & Shop Expansion

(xx) = 21 Old South Rd. Grocery & Apt.

[xx] = 86 Old South Rd. Health Club

(xx) = Richmond Great Point Dev. Lumber Yard & Apartments/Condos



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*Traffic Engineering and Consulting Services*

Background Development

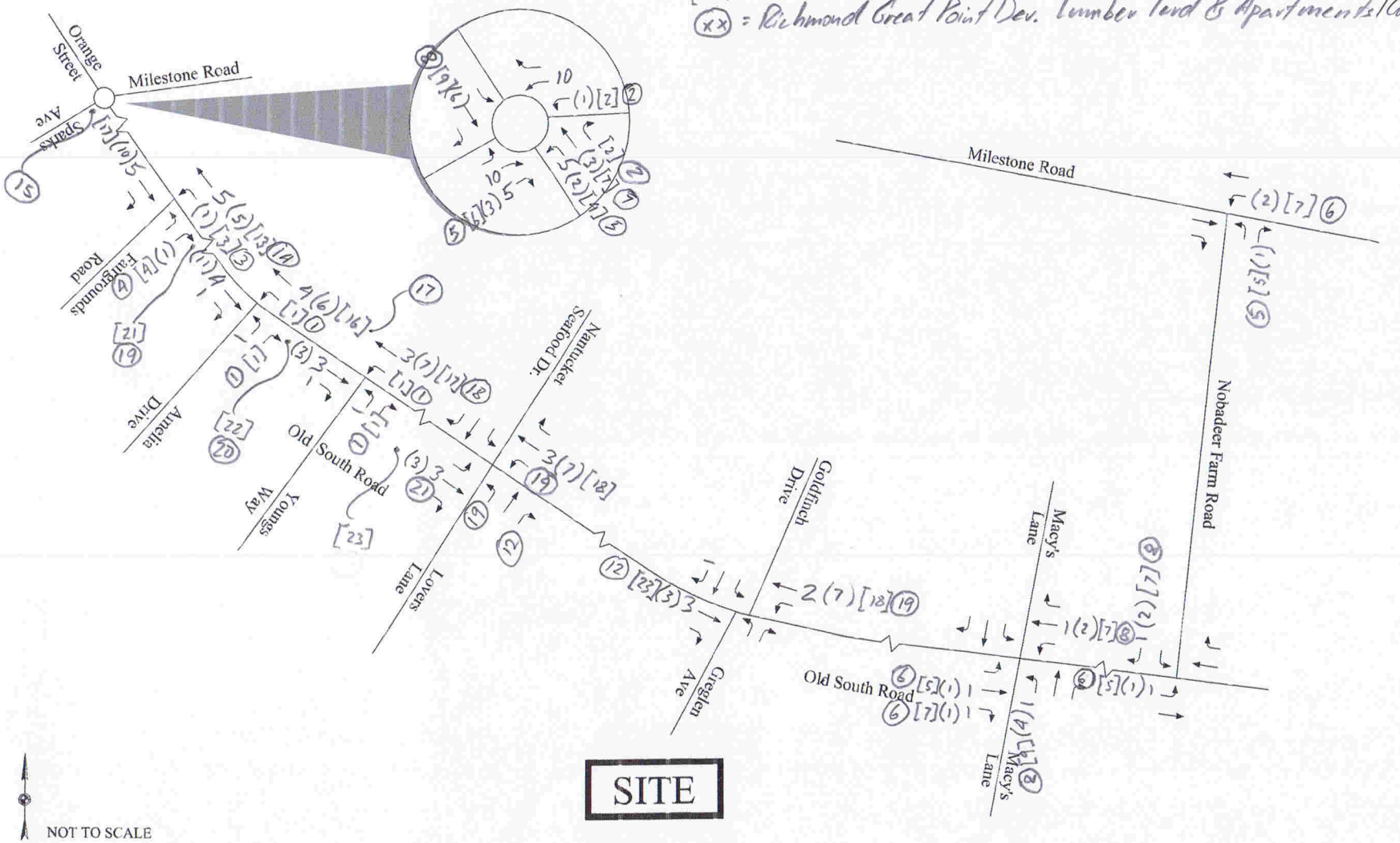
PM Peak Hour Traffic Volumes

XX = Stop & Shop Expansion

(XX) = 21 Old South Rd. Grocery & Apl.

[XX] = 86 old South Rd. Health Club

(XX) = Richmond Great Point Dev. Lumber Yard & Apartments/Condos



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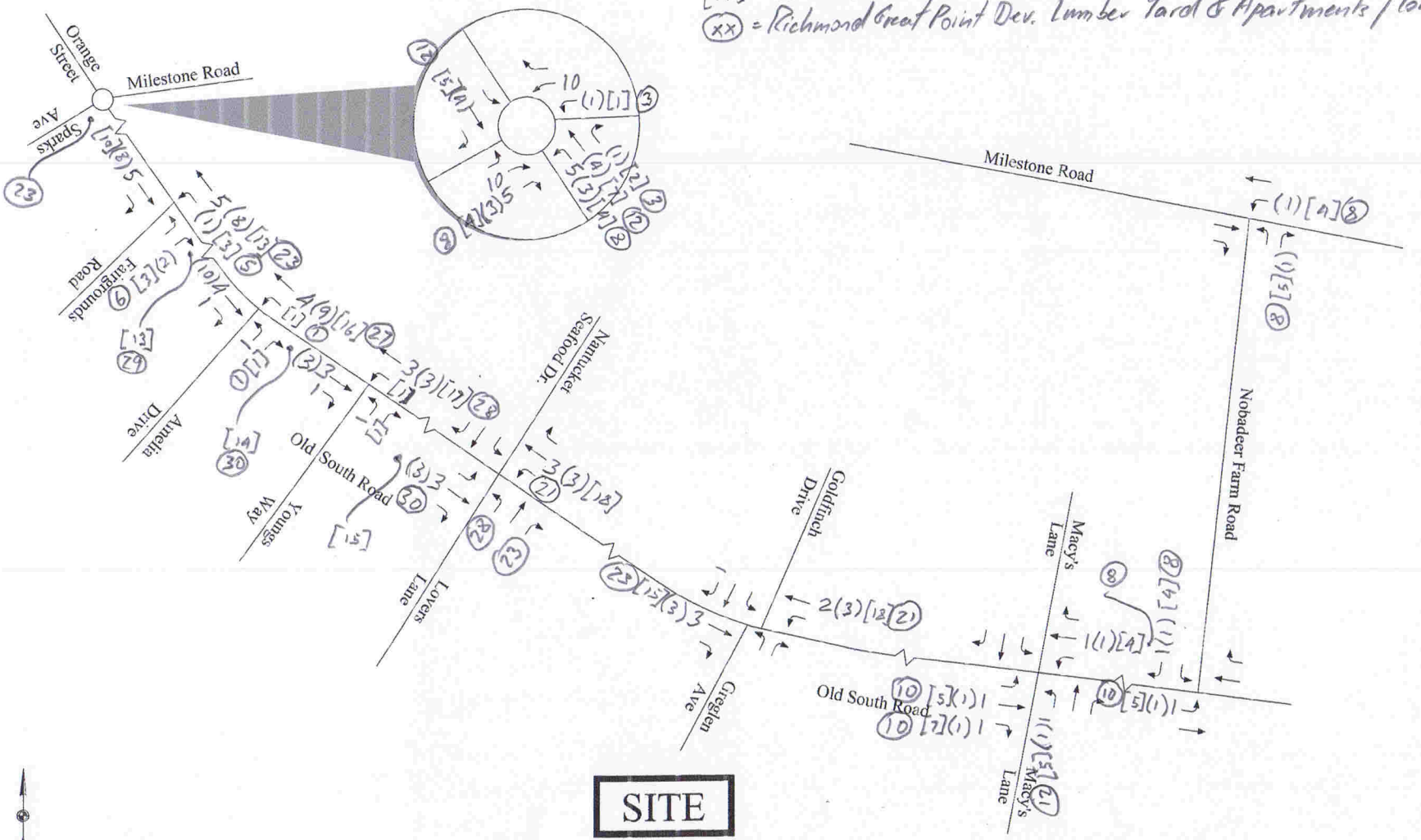
Background Development
Sat. Peak Hour Traffic Volumes

xx = Stop & Shop Expansion
(xx) = 21 Old South Rd. Grocery & Apd.
[xx] = 86 Old South Rd. Health Club
(xx) = Richmond Great Point Dev. Lumber Yard & Apartments / Condos



# Trip Generation Worksheets

*Institute of Transportation Engineers (ITE); 9th Edition*

**Land Use Code (LUC) 210 - Single-Family Detached Housing**

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 100

**WEEKDAY DAILY**

Ln T = 0.92 Ln (X) + 2.72
Ln T = 6.96
T = 1050.22
T = 1,050 vehicle trips
with 50% ( 525 vpd) entering and 50% ( 525 vpd) exiting.

**Use Average Rate for < 20 Units:**

T = 9.52 (X)
T = 952.00
T = 950 vehicle trips
with 475 vpd entering and 475 vpd exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 0.70 (X) + 9.74
T = 79.74
T = 80 vehicle trips
with 25% ( 20 vph) entering and 75% ( 60 vph) exiting.

**Use Average Rate for < 20 Units:**

T = 0.75 (X)
T = 75.00
T = 75 vehicle trips
with 19 vpd entering and 56 vpd exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

Ln T = 0.90 Ln (X) + 0.51
Ln T = 4.65
T = 105.07
T = 105 vehicle trips
with 63% ( 66 vph) entering and 37% ( 39 vph) exiting.

**Use Average Rate for < 20 Units:**

T = 1.00 (X)
T = 100.00
T = 100 vehicle trips
with 63 vpd entering and 37 vpd exiting.

**SATURDAY DAILY**

Ln T = 0.93 Ln (X) + 2.64
Ln T = 6.92
T = 1015.17
T = 1,020 vehicle trips
with 50% ( 510 vpd) entering and 50% ( 510 vpd) exiting.

**Use Average Rate for < 20 Units:**

T = 9.91 (X)
T = 991.00
T = 990 vehicle trips
with 495 vpd entering and 495 vpd exiting.

**SATURDAY MIDDAY PEAK HOUR OF GENERATOR**

T = 0.89 (X) +8.77
T = 97.77
T = 98 vehicle trips
with 53% ( 52 vph) entering and 47% ( 46 vph) exiting.

**Use Average Rate for < 20 Units:**

T = 0.93 (X)
T = 93.00
T = 93 vehicle trips
with 50 vpd entering and 43 vpd exiting.

**SUNDAY DAILY**

T = 8.63 (X) - 0.63
T = 862.37
T = 860 vehicle trips
with 50% ( 430 vpd) entering and 50% ( 430 vpd) exiting.

**Use Average Rate for < 20 Units:**

T = 8.62 (X)
T = 862.00
T = 860 vehicle trips
with 430 vpd entering and 430 vpd exiting.

**SUNDAY MIDDAY PEAK HOUR OF GENERATOR**

Ln T = 0.91 Ln (X) + 0.31
Ln T = 4.50
T = 90.08
T = 90 vehicle trips
with 53% ( 48 vph) entering and 47% ( 42 vph) exiting.

**Use Average Rate for < 20 Units:**

T = 0.86 (X)
T = 86.00
T = 86 vehicle trips
with 46 vpd entering and 40 vpd exiting.

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## Land Use Code (LUC) 826 - Specialty Retail Center

Average Vehicle Trips Ends vs: 1,000 Sq. Feet Gross Leasable Area
Independent Variable (X): 12.300 ksf

**AVERAGE WEEKDAY DAILY**

T = 42.78 * (X) + 37.66
T = 563.85
T = 560 vehicle trips
with 50% ( 280 vpd) entering and 50% ( 280 vpd) exiting.

**WEEKDAY AM PEAK HOUR OF ADJACENT STREET TRAFFIC**

$$\frac{\text{ITE LUC 820 Weekday Morning Trip Rate}}{\text{ITE LUC 820 Weekday Evening Trip Rate}} = \frac{\text{ITE LUC 826 Weekday Morning Trip Rate}}{\text{ITE LUC 826 Weekday Evening Trip Rate}}$$

$$\frac{0.96}{3.71} = \frac{(Y)}{4.15} \qquad Y = 1.07$$

T = 1.07 * (X)
T = 13.2
T = 13 vehicle trips
with 62% ( 8 vph) entering and 38% ( 5 vph) exiting.

*(same distribution split as ITE LUC 820 during the weekday morning peak hour of adjacent street traffic)*

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 2.40 * (X) + 21.48
T = 51.00
T = 51 vehicle trips
with 44% ( 22 vph) entering and 56% ( 29 vph) exiting.

**SATURDAY DAILY**

T = 42.04 * (X)
T = 517.09
T = 520 vehicle trips
with 50% ( 260 vpd) entering and 50% ( 260 vpd) exiting.

**SATURDAY MIDDAY PEAK HOUR**

$$\frac{\text{ITE LUC 820 Saturday Midday Trip Rate}}{\text{ITE LUC 820 Weekday Evening Trip Rate}} = \frac{\text{ITE LUC 826 Saturday Midday Trip Rate}}{\text{ITE LUC 826 Weekday Evening Trip Rate}}$$

$$\frac{4.82}{3.71} = \frac{(Y)}{4.15} \qquad Y = 5.39$$

T = 5.39 * (X)
T = 66.26
T = 66 vehicle trips
with 52% ( 34 vph) entering and 48% ( 32 vph) exiting.

*(same distribution split as ITE LUC 820 during the Saturday midday peak hour of generator)*

*Institute of Transportation Engineers (ITE); 9th Edition*

**Land Use Code (LUC) 220 - Apartment**

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 225

**AVERAGE WEEKDAY DAILY**

T = 6.06 * (X) + 123.56
T = 1487.06
T = 1,490 vehicle trips
with 50% ( 745 vpd) entering and 50% ( 745 vpd) exiting.

**Use Avg. Rate for < 40 Units:**

T = 6.65 * (X)
T = 1496.25
T = 1500 vehicle trips
with 750 vpd entering and 750 vpd exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 0.49 * (X) + 3.73
T = 113.98
T = 114 vehicle trips
with 20% ( 23 vph) entering and 80% ( 91 vph) exiting.

**Use Max. Rate for < 40 Units:**

T = 1.02 * (X)
T = 229.50
T = 230 vehicle trips
with 46 vph entering and 184 vph exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 0.55 * (X) + 17.65
T = 141.40
T = 141 vehicle trips
with 65% ( 92 vph) entering and 35% ( 49 vph) exiting.

**Use Max. Rate for < 40 Units:**

T = 1.64 * (X)
T = 369.00
T = 369 vehicle trips
with 240 vph entering and 129 vph exiting.

**SATURDAY DAILY**

T = 7.85 * (X) - 256.19
T = 1510.06
T = 1,510 vehicle trips
with 50% ( 755 vpd) entering and 50% ( 755 vpd) exiting.

**Use Avg. Rate for < 40 Units:**

T = 6.39 * (X)
T = 1437.75
T = 1440 vehicle trips
with 720 vpd entering and 720 vpd exiting.

**SATURDAY MIDDAY PEAK HOUR OF GENERATOR**

T = 0.41 * (X) + 19.23
T = 111.48
T = 111 vehicle trips
with 50% ( 56 vph) entering and 50% ( 55 vph) exiting.

**Use Avg. Rate for < 40 Units:**

T = 1.05 * (X)
T = 236.25
T = 236 vehicle trips
with 118 vph entering and 118 vph exiting.

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**Land Use Code (LUC) 931 - Quality Restaurant**

Average Vehicle Trips Ends vs: 1,000 Sq. Feet Gross Floor Area
Independent Variable (X): 3.200 ksf

**AVERAGE WEEKDAY DAILY**

T = 89.95 * (X)
T = 287.84
T = 290 vehicle trips
with 50% ( 145 vpd) entering and 50% ( 145 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 0.81 * (X)
T = 2.59
T = 3 vehicle trips
with 55% ( 2 vph) entering and 45% ( 1 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 7.49 * (X)
T = 23.97
T = 24 vehicle trips
with 67% ( 16 vph) entering and 33% ( 8 vph) exiting.

**SATURDAY DAILY**

T = 94.36 * (X)
T = 301.95
T = 300 vehicle trips
with 50% ( 150 vpd) entering and 50% ( 150 vpd) exiting.

**SATURDAY MIDDAY PEAK HOUR OF GENERATOR**

T = 10.87 * (X) - 0.46
T = 34.32
T = 34 vehicle trips
with 59% ( 20 vph) entering and 41% ( 14 vph) exiting.

# Capacity Analysis Methodology and Worksheets

## General

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM); Transportation Research Board; Washington, D.C.; 2010. The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level of service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- LOS A describes conditions with little to no delay to motorists.
- LOS B represents a desirable level with relatively low delay to motorists.
- LOS C describes conditions with average delays to motorists.
- LOS D describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- LOS E represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- LOS F is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

## Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

## Signalized Intersections

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the HCM. The methodology for signalized intersections assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometries on average *control* delay. Control delay includes queue move-up time and stopped delay. Table A-l summarizes the relationship between level of service and average control delay.

## Roundabouts

The level of service method used for roundabouts is based on both delay and the volume-to-capacity ratio as presented in the (HCM 2010). The control delay formulation for roundabouts is similar to that of two-way and all-way stop controlled intersections, adjusting for the effect of yield control. As such, the LOS criterion for automobiles in roundabouts is the same as that of unsignalized intersections. LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0 regardless of the movement control delay. Intersection and approach LOS values, however, are based on the average delay for all movements and are not governed by the volume-to-capacity ratio. Continuous right-turn by-pass lanes always operate at LOS A.

**Table A-1**
**Level-of-Service Criteria for Intersections and Roundabouts**

| Level of Service | Unsignalized and Roundabout Criteria Average Control Delay In Seconds Per Vehicle | Signalized Criteria Average Control Delay In Seconds Per Vehicle |
|---|---|---|
| A | ≤ 10 | ≤ 10 |
| B | 10.1 to 15.0 | 10.1 to 20.0 |
| C | 15.1 to 25.0 | 20.1 to 35.0 |
| D | 25.1 to 35.0 | 35.1 to 55.0 |
| E | 35.1 to 50.0 | 55.1 to 80.0 |
| F | >50 | >80 |

For signalized intersections and roundabouts, this delay criterion may be applied in assigning level of service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level of service designations to individual lane groups or to individual intersection approaches.

# MOVEMENT SUMMARY

## Site: Milestone Rotary

2016 Existing AM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Old South Rd | | | | | | | | | | | |
| 3 | L2 | 148 | 6.0 | 1.208 | 127.1 | LOS F | 41.4 | 1085.7 | 1.00 | 2.84 | 11.4 |
| 8 | T1 | 269 | 6.0 | 1.208 | 123.0 | LOS F | 41.4 | 1085.7 | 1.00 | 2.84 | 11.4 |
| 18 | R2 | 87 | 6.0 | 1.208 | 123.0 | LOS F | 41.4 | 1085.7 | 1.00 | 2.84 | 11.3 |
| Approach | | 505 | 6.0 | 1.208 | 124.2 | LOS F | 41.4 | 1085.7 | 1.00 | 2.84 | 11.4 |
| East: Milestone Rd | | | | | | | | | | | |
| 1 | L2 | 94 | 4.0 | 0.569 | 12.3 | LOS B | 4.9 | 127.0 | 0.81 | 0.88 | 27.3 |
| 6 | T1 | 321 | 4.0 | 0.569 | 8.1 | LOS A | 4.9 | 127.0 | 0.81 | 0.88 | 27.3 |
| 16 | R2 | 375 | 4.0 | 0.514 | 7.6 | LOS A | 4.0 | 104.2 | 0.78 | 0.84 | 27.1 |
| Approach | | 789 | 4.0 | 0.569 | 8.4 | LOS A | 4.9 | 127.0 | 0.80 | 0.86 | 27.2 |
| North: Orange St | | | | | | | | | | | |
| 7 | L2 | 338 | 3.0 | 0.510 | 12.9 | LOS B | 3.8 | 97.2 | 0.80 | 0.96 | 26.2 |
| 4 | T1 | 289 | 3.0 | 0.542 | 9.2 | LOS A | 4.2 | 108.6 | 0.82 | 0.93 | 27.2 |
| 14 | R2 | 69 | 3.0 | 0.542 | 9.6 | LOS A | 4.2 | 108.6 | 0.82 | 0.93 | 26.6 |
| Approach | | 697 | 3.0 | 0.542 | 11.0 | LOS B | 4.2 | 108.6 | 0.81 | 0.94 | 26.6 |
| West: Sparks Ave | | | | | | | | | | | |
| 5 | L2 | 55 | 5.0 | 1.127 | 91.0 | LOS F | 27.5 | 714.9 | 1.00 | 2.41 | 14.0 |
| 2 | T1 | 271 | 5.0 | 1.127 | 86.9 | LOS F | 27.5 | 714.9 | 1.00 | 2.41 | 14.0 |
| 12 | R2 | 117 | 5.0 | 1.127 | 86.9 | LOS F | 27.5 | 714.9 | 1.00 | 2.41 | 13.8 |
| Approach | | 442 | 5.0 | 1.127 | 87.4 | LOS F | 27.5 | 714.9 | 1.00 | 2.41 | 13.9 |
| All Vehicles | | 2434 | 4.3 | 1.208 | 47.5 | LOS E | 41.4 | 1085.7 | 0.88 | 1.58 | 18.5 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


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| Intersection | |
|---|---|
| Int Delay, s/veh | 7.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 290 | 67 | 59 | 14 | 18 | 239 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 6 | 23 | 23 | 7 | 7 |
| Mvmt Flow | 315 | 73 | 64 | 15 | 20 | 260 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 79 | 0 | - | 0 | 775 | 72 |
| Stage 1 | - | - | - | - | 72 | - |
| Stage 2 | - | - | - | - | 703 | - |
| Critical Hdwy | 4.16 | - | - | - | 6.47 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.47 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.47 | - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.563 | 3.363 |
| Pot Cap-1 Maneuver | 1494 | - | - | - | 359 | 976 |
| Stage 1 | - | - | - | - | 938 | - |
| Stage 2 | - | - | - | - | 482 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1494 | - | - | - | 280 | 976 |
| Mov Cap-2 Maneuver | - | - | - | - | 280 | - |
| Stage 1 | - | - | - | - | 938 | - |
| Stage 2 | - | - | - | - | 376 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 6.5 | 0 | 11.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1494 | - | - | - | 831 |
| HCM Lane V/C Ratio | 0.211 | - | - | - | 0.336 |
| HCM Control Delay (s) | 8.1 | 0 | - | - | 11.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - | 1.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 200 | 148 | 111 | 271 | 181 | 134 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 25 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 8 | 8 | 9 | 9 | 9 | 9 |
| Mvmt Flow | 211 | 156 | 117 | 285 | 191 | 141 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 366 | 0 | 807 | 288 |
| Stage 1 | - | - | - | - | 288 | - |
| Stage 2 | - | - | - | - | 519 | - |
| Critical Hdwy | - | - | 4.19 | - | 6.49 | 6.29 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.49 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.49 | - |
| Follow-up Hdwy | - | - | 2.281 | - | 3.581 | 3.381 |
| Pot Cap-1 Maneuver | - | - | 1155 | - | 341 | 735 |
| Stage 1 | - | - | - | - | 745 | - |
| Stage 2 | - | - | - | - | 583 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1155 | - | 300 | 735 |
| Mov Cap-2 Maneuver | - | - | - | - | 300 | - |
| Stage 1 | - | - | - | - | 745 | - |
| Stage 2 | - | - | - | - | 513 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.5 | 25.2 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 300 | 735 | - | - | 1155 | - |
| HCM Lane V/C Ratio | 0.635 | 0.192 | - | - | 0.101 | - |
| HCM Control Delay (s) | 35.7 | 11.1 | - | - | 8.5 | 0 |
| HCM Lane LOS | E | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 4 | 0.7 | - | - | 0.3 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 22.3 |
| Intersection LOS | C |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 16 | 263 | 198 | 0 | 96 | 205 | 3 | 0 | 215 | 4 | 106 |
| Peak Hour Factor | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 6 | 6 | 6 | 2 | 8 | 8 | 8 | 2 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 17 | 280 | 211 | 0 | 102 | 218 | 3 | 0 | 229 | 4 | 113 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 28.5 | 17.5 | 19.2 |
| HCM LOS | D | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 66% | 3% | 32% | 20% |
| Vol Thru, % | 1% | 55% | 67% | 8% |
| Vol Right, % | 33% | 42% | 1% | 72% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 325 | 477 | 304 | 40 |
| LT Vol | 215 | 16 | 96 | 8 |
| Through Vol | 4 | 263 | 205 | 3 |
| RT Vol | 106 | 198 | 3 | 29 |
| Lane Flow Rate | 346 | 507 | 323 | 43 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.615 | 0.808 | 0.57 | 0.084 |
| Departure Headway (Hd) | 6.4 | 5.729 | 6.346 | 7.094 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 564 | 629 | 569 | 503 |
| Service Time | 4.445 | 3.768 | 4.392 | 5.169 |
| HCM Lane V/C Ratio | 0.613 | 0.806 | 0.568 | 0.085 |
| HCM Control Delay | 19.2 | 28.5 | 17.5 | 10.8 |
| HCM Lane LOS | C | D | C | B |
| HCM 95th-tile Q | 4.2 | 8.2 | 3.6 | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 13.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 380 | 109 | 215 | 458 | 104 | 296 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 60 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 7 | 7 | 5 | 5 | 2 | 2 |
| Mvmt Flow | 392 | 112 | 222 | 472 | 107 | 305 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 504 | 0 | 1363 | 448 |
| Stage 1 | - | - | - | - | 448 | - |
| Stage 2 | - | - | - | - | 915 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1045 | - | 163 | 611 |
| Stage 1 | - | - | - | - | 644 | - |
| Stage 2 | - | - | - | - | 390 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1045 | - | 116 | 611 |
| Mov Cap-2 Maneuver | - | - | - | - | 116 | - |
| Stage 1 | - | - | - | - | 644 | - |
| Stage 2 | - | - | - | - | 278 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3 | 47.1 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 116 | 611 | - | - | 1045 | - |
| HCM Lane V/C Ratio | 0.924 | 0.499 | - | - | 0.212 | - |
| HCM Control Delay (s) | 133.9 | 16.6 | - | - | 9.4 | 0 |
| HCM Lane LOS | F | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 5.8 | 2.8 | - | - | 0.8 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 584 | 70 | 48 | 631 | 45 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 5 | 5 | 7 | 7 | 3 | 3 |
| Mvmt Flow | 608 | 73 | 50 | 657 | 47 | 34 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 681 | 0 | 1402 | 645 |
| Stage 1 | - | - | - | - | 645 | - |
| Stage 2 | - | - | - | - | 757 | - |
| Critical Hdwy | - | - | 4.17 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.263 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 889 | - | 153 | 470 |
| Stage 1 | - | - | - | - | 520 | - |
| Stage 2 | - | - | - | - | 461 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 889 | - | 139 | 470 |
| Mov Cap-2 Maneuver | - | - | - | - | 139 | - |
| Stage 1 | - | - | - | - | 520 | - |
| Stage 2 | - | - | - | - | 420 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.7 | 35.3 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 198 | - | - | 889 | - |
| HCM Lane V/C Ratio | 0.41 | - | - | 0.056 | - |
| HCM Control Delay (s) | 35.3 | - | - | 9.3 | 0 |
| HCM Lane LOS | E | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.9 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 564 | 53 | 19 | 639 | 40 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 5 | 5 | 9 | 9 | 9 | 9 |
| Mvmt Flow | 581 | 55 | 20 | 659 | 41 | 31 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 636 | 0 | 1307 | 609 |
| Stage 1 | - | - | - | - | 609 | - |
| Stage 2 | - | - | - | - | 698 | - |
| Critical Hdwy | - | - | 4.19 | - | 6.49 | 6.29 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.49 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.49 | - |
| Follow-up Hdwy | - | - | 2.281 | - | 3.581 | 3.381 |
| Pot Cap-1 Maneuver | - | - | 915 | - | 170 | 482 |
| Stage 1 | - | - | - | - | 530 | - |
| Stage 2 | - | - | - | - | 481 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 915 | - | 164 | 482 |
| Mov Cap-2 Maneuver | - | - | - | - | 164 | - |
| Stage 1 | - | - | - | - | 530 | - |
| Stage 2 | - | - | - | - | 465 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 27.8 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 229 | - | - | 915 | - |
| HCM Lane V/C Ratio | 0.315 | - | - | 0.021 | - |
| HCM Control Delay (s) | 27.8 | - | - | 9 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.3 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 6 | 544 | 14 | 14 | 585 | 0 | 18 | 0 | 6 | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 5 | 5 | 5 | 7 | 7 | 7 | 13 | 13 | 13 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 585 | 15 | 15 | 629 | 0 | 19 | 0 | 6 | 0 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 629 | 0 | 0 | 600 | 0 | 0 | 1265 | 1264 | 592 | 1268 | 1272 | 629 |
| Stage 1 | - | - | - | - | - | - | 605 | 605 | - | 659 | 659 | - |
| Stage 2 | - | - | - | - | - | - | 660 | 659 | - | 609 | 613 | - |
| Critical Hdwy | 4.15 | - | - | 4.17 | - | - | 7.23 | 6.63 | 6.33 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.23 | 5.63 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.23 | 5.63 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.263 | - | - | 3.617 | 4.117 | 3.417 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 939 | - | - | 953 | - | - | 139 | 161 | 486 | 147 | 169 | 486 |
| Stage 1 | - | - | - | - | - | - | 466 | 470 | - | 456 | 464 | - |
| Stage 2 | - | - | - | - | - | - | 434 | 444 | - | 486 | 486 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 939 | - | - | 953 | - | - | 135 | 156 | 486 | 141 | 163 | 486 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 135 | 156 | - | 141 | 163 | - |
| Stage 1 | - | - | - | - | - | - | 461 | 465 | - | 451 | 453 | - |
| Stage 2 | - | - | - | - | - | - | 423 | 433 | - | 475 | 481 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.2 | 30.8 | 12.4 |
| HCM LOS | | | D | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 165 | 939 | - | - | 953 | - | - | 486 |
| HCM Lane V/C Ratio | 0.156 | 0.007 | - | - | 0.016 | - | - | 0.002 |
| HCM Control Delay (s) | 30.8 | 8.9 | 0 | - | 8.8 | 0 | - | 12.4 |
| HCM Lane LOS | D | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.5 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 492 | 33 | 13 | 482 | 0 | 43 | 0 | 31 | 21 | 4 | 62 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 4 | 7 | 7 | 7 | 26 | 0 | 26 | 5 | 5 | 5 |
| Mvmt Flow | 0 | 535 | 36 | 14 | 524 | 0 | 47 | 0 | 34 | 23 | 4 | 67 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 524 | 0 | 0 | 571 | 0 | 0 | 1141 | 1105 | 553 | 1122 | 1123 | 524 |
| Stage 1 | - | - | - | - | - | - | 553 | 553 | - | 552 | 552 | - |
| Stage 2 | - | - | - | - | - | - | 588 | 552 | - | 570 | 571 | - |
| Critical Hdwy | 4.14 | - | - | 4.17 | - | - | 7.36 | 6.5 | 6.46 | 7.15 | 6.55 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.36 | 5.5 | - | 6.15 | 5.55 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.36 | 5.5 | - | 6.15 | 5.55 | - |
| Follow-up Hdwy | 2.236 | - | - | 2.263 | - | - | 3.734 | 4 | 3.534 | 3.545 | 4.045 | 3.345 |
| Pot Cap-1 Maneuver | 1032 | - | - | 977 | - | - | 160 | 213 | 489 | 181 | 203 | 547 |
| Stage 1 | - | - | - | - | - | - | 477 | 518 | - | 513 | 510 | - |
| Stage 2 | - | - | - | - | - | - | 456 | 518 | - | 501 | 500 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1032 | - | - | 977 | - | - | 136 | 209 | 489 | 166 | 199 | 547 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 136 | 209 | - | 166 | 199 | - |
| Stage 1 | - | - | - | - | - | - | 477 | 518 | - | 513 | 500 | - |
| Stage 2 | - | - | - | - | - | - | 388 | 508 | - | 466 | 500 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 35.8 | 19.9 |
| HCM LOS | | | E | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 195 | 1032 | - | - | 977 | - | - | 335 |
| HCM Lane V/C Ratio | 0.412 | - | - | - | 0.014 | - | - | 0.282 |
| HCM Control Delay (s) | 35.8 | 0 | - | - | 8.7 | 0 | - | 19.9 |
| HCM Lane LOS | E | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.9 | 0 | - | - | 0 | - | - | 1.1 |

# MOVEMENT SUMMARY

## Site: Milestone Rotary

2016 Existing PM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Old South Rd | | | | | | | | | | | |
| 3 | L2 | 155 | 3.0 | 1.200 | 123.9 | LOS F | 40.9 | 1048.0 | 1.00 | 2.81 | 11.6 |
| 8 | T1 | 238 | 3.0 | 1.200 | 119.8 | LOS F | 40.9 | 1048.0 | 1.00 | 2.81 | 11.6 |
| 18 | R2 | 116 | 3.0 | 1.200 | 119.8 | LOS F | 40.9 | 1048.0 | 1.00 | 2.81 | 11.5 |
| Approach | | 509 | 3.0 | 1.200 | 121.0 | LOS F | 40.9 | 1048.0 | 1.00 | 2.81 | 11.5 |
| East: Milestone Rd | | | | | | | | | | | |
| 1 | L2 | 121 | 2.0 | 0.640 | 13.0 | LOS B | 6.4 | 162.0 | 0.85 | 0.92 | 27.1 |
| 6 | T1 | 369 | 2.0 | 0.640 | 8.9 | LOS A | 6.4 | 162.0 | 0.85 | 0.92 | 27.0 |
| 16 | R2 | 300 | 2.0 | 0.442 | 7.1 | LOS A | 3.0 | 76.2 | 0.73 | 0.79 | 27.3 |
| Approach | | 791 | 2.0 | 0.640 | 8.9 | LOS A | 6.4 | 162.0 | 0.81 | 0.87 | 27.1 |
| North: Orange St | | | | | | | | | | | |
| 7 | L2 | 339 | 4.0 | 0.565 | 14.9 | LOS B | 4.6 | 118.5 | 0.86 | 1.04 | 25.6 |
| 4 | T1 | 300 | 4.0 | 0.635 | 12.2 | LOS B | 5.8 | 148.5 | 0.90 | 1.07 | 26.2 |
| 14 | R2 | 81 | 4.0 | 0.635 | 12.6 | LOS B | 5.8 | 148.5 | 0.90 | 1.07 | 25.7 |
| Approach | | 719 | 4.0 | 0.635 | 13.5 | LOS B | 5.8 | 148.5 | 0.88 | 1.06 | 25.8 |
| West: Sparks Ave | | | | | | | | | | | |
| 5 | L2 | 65 | 6.0 | 1.087 | 77.8 | LOS F | 21.9 | 575.1 | 1.00 | 2.15 | 15.2 |
| 2 | T1 | 264 | 6.0 | 1.087 | 73.6 | LOS F | 21.9 | 575.1 | 1.00 | 2.15 | 15.2 |
| 12 | R2 | 68 | 6.0 | 1.087 | 73.7 | LOS F | 21.9 | 575.1 | 1.00 | 2.15 | 15.0 |
| Approach | | 398 | 6.0 | 1.087 | 74.3 | LOS F | 21.9 | 575.1 | 1.00 | 2.15 | 15.2 |
| All Vehicles | | 2417 | 3.5 | 1.200 | 44.6 | LOS E | 40.9 | 1048.0 | 0.90 | 1.55 | 19.0 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


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| Intersection | |
|---|---|
| Int Delay, s/veh | 7.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 230 | 79 | 78 | 14 | 16 | 244 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 7 | 7 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 253 | 87 | 86 | 15 | 18 | 268 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 101 | 0 | - | 0 | 685 | 93 |
| Stage 1 | - | - | - | - | 93 | - |
| Stage 2 | - | - | - | - | 592 | - |
| Critical Hdwy | 4.17 | - | - | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | 2.263 | - | - | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | 1461 | - | - | - | 409 | 956 |
| Stage 1 | - | - | - | - | 923 | - |
| Stage 2 | - | - | - | - | 547 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1461 | - | - | - | 335 | 956 |
| Mov Cap-2 Maneuver | - | - | - | - | 335 | - |
| Stage 1 | - | - | - | - | 923 | - |
| Stage 2 | - | - | - | - | 447 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 5.9 | 0 | 11.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1461 | - | - | - | 858 |
| HCM Lane V/C Ratio | 0.173 | - | - | - | 0.333 |
| HCM Control Delay (s) | 8 | 0 | - | - | 11.3 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 1.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 277 | 145 | 111 | 297 | 143 | 136 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 25 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 5 | 5 | 2 | 2 | 4 | 4 |
| Mvmt Flow | 289 | 151 | 116 | 309 | 149 | 142 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 440 | 0 | 905 | 364 |
| Stage 1 | - | - | - | - | 364 | - |
| Stage 2 | - | - | - | - | 541 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | - | - | 1120 | - | 304 | 676 |
| Stage 1 | - | - | - | - | 699 | - |
| Stage 2 | - | - | - | - | 579 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1120 | - | 266 | 676 |
| Mov Cap-2 Maneuver | - | - | - | - | 266 | - |
| Stage 1 | - | - | - | - | 699 | - |
| Stage 2 | - | - | - | - | 507 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.3 | 23.4 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 266 | 676 | - | - | 1120 | - |
| HCM Lane V/C Ratio | 0.56 | 0.21 | - | - | 0.103 | - |
| HCM Control Delay (s) | 34.5 | 11.7 | - | - | 8.6 | 0 |
| HCM Lane LOS | D | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 3.1 | 0.8 | - | - | 0.3 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 24.3 |
| Intersection LOS | C |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 33 | 239 | 206 | 0 | 86 | 255 | 22 | 0 | 188 | 5 | 83 |
| Peak Hour Factor | 0.92 | 0.91 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 6 | 6 | 6 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 36 | 263 | 226 | 0 | 95 | 280 | 24 | 0 | 207 | 5 | 91 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 31.6 | 21.2 | 17.8 |
| HCM LOS | D | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 68% | 7% | 24% | 10% |
| Vol Thru, % | 2% | 50% | 70% | 19% |
| Vol Right, % | 30% | 43% | 6% | 71% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 276 | 478 | 363 | 42 |
| LT Vol | 188 | 33 | 86 | 4 |
| Through Vol | 5 | 239 | 255 | 8 |
| RT Vol | 83 | 206 | 22 | 30 |
| Lane Flow Rate | 303 | 525 | 399 | 46 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.558 | 0.838 | 0.679 | 0.092 |
| Departure Headway (Hd) | 6.624 | 5.74 | 6.13 | 7.15 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 543 | 630 | 590 | 498 |
| Service Time | 4.675 | 3.785 | 4.179 | 5.23 |
| HCM Lane V/C Ratio | 0.558 | 0.833 | 0.676 | 0.092 |
| HCM Control Delay | 17.8 | 31.6 | 21.2 | 11 |
| HCM Lane LOS | C | D | C | B |
| HCM 95th-tile Q | 3.4 | 9 | 5.2 | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 30.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 458 | 154 | 214 | 379 | 146 | 285 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 60 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 6 | 6 | 3 | 3 | 6 | 6 |
| Mvmt Flow | 472 | 159 | 221 | 391 | 151 | 294 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 631 | 0 | 1384 | 552 |
| Stage 1 | - | - | - | - | 552 | - |
| Stage 2 | - | - | - | - | 832 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.46 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.554 | 3.354 |
| Pot Cap-1 Maneuver | - | - | 947 | - | 155 | 526 |
| Stage 1 | - | - | - | - | 569 | - |
| Stage 2 | - | - | - | - | 421 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 947 | - | ~ 109 | 526 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 109 | - |
| Stage 1 | - | - | - | - | 569 | - |
| Stage 2 | - | - | - | - | 296 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.6 | 111.8 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 109 | 526 | - | - | 947 | - |
| HCM Lane V/C Ratio | 1.381 | 0.559 | - | - | 0.233 | - |
| HCM Control Delay (s) | 290.7 | 20.2 | - | - | 10 | 0 |
| HCM Lane LOS | F | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 10.5 | 3.4 | - | - | 0.9 | - |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 680 | 73 | 53 | 582 | 42 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 1 | 1 |
| Mvmt Flow | 708 | 76 | 55 | 606 | 44 | 55 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 784 | 0 | 1463 | 746 |
| Stage 1 | - | - | - | - | 746 | - |
| Stage 2 | - | - | - | - | 717 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.41 | 6.21 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.41 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.41 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.509 | 3.309 |
| Pot Cap-1 Maneuver | - | - | 830 | - | 142 | 415 |
| Stage 1 | - | - | - | - | 471 | - |
| Stage 2 | - | - | - | - | 485 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 830 | - | 128 | 415 |
| Mov Cap-2 Maneuver | - | - | - | - | 128 | - |
| Stage 1 | - | - | - | - | 471 | - |
| Stage 2 | - | - | - | - | 437 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.8 | 37.1 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 208 | - | - | 830 | - |
| HCM Lane V/C Ratio | 0.476 | - | - | 0.067 | - |
| HCM Control Delay (s) | 37.1 | - | - | 9.6 | 0 |
| HCM Lane LOS | E | - | - | A | A |
| HCM 95th %tile Q(veh) | 2.3 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 699 | 34 | 20 | 599 | 36 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 5 | 5 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 736 | 36 | 21 | 631 | 38 | 25 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 772 | 0 | 1427 | 754 |
| Stage 1 | - | - | - | - | 754 | - |
| Stage 2 | - | - | - | - | 673 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 843 | - | 148 | 407 |
| Stage 1 | - | - | - | - | 463 | - |
| Stage 2 | - | - | - | - | 505 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 843 | - | 142 | 407 |
| Mov Cap-2 Maneuver | - | - | - | - | 142 | - |
| Stage 1 | - | - | - | - | 463 | - |
| Stage 2 | - | - | - | - | 486 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 32.7 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 192 | - | - | 843 | - |
| HCM Lane V/C Ratio | 0.329 | - | - | 0.025 | - |
| HCM Control Delay (s) | 32.7 | - | - | 9.4 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.4 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 15 | 648 | 49 | 29 | 558 | 6 | 32 | 1 | 25 | 7 | 0 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 7 | 7 | 2 | 2 | 2 | 3 | 3 | 3 | 6 | 6 | 6 |
| Mvmt Flow | 16 | 704 | 53 | 32 | 607 | 7 | 35 | 1 | 27 | 8 | 0 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 613 | 0 | 0 | 758 | 0 | 0 | 1442 | 1440 | 731 | 1451 | 1463 | 610 |
| Stage 1 | - | - | - | - | - | - | 764 | 764 | - | 673 | 673 | - |
| Stage 2 | - | - | - | - | - | - | 678 | 676 | - | 778 | 790 | - |
| Critical Hdwy | 4.17 | - | - | 4.12 | - | - | 7.13 | 6.53 | 6.23 | 7.16 | 6.56 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.16 | 5.56 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.16 | 5.56 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.218 | - | - | 3.527 | 4.027 | 3.327 | 3.554 | 4.054 | 3.354 |
| Pot Cap-1 Maneuver | 942 | - | - | 853 | - | - | 110 | 132 | 420 | 106 | 126 | 487 |
| Stage 1 | - | - | - | - | - | - | 395 | 411 | - | 438 | 448 | - |
| Stage 2 | - | - | - | - | - | - | 440 | 451 | - | 383 | 396 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 942 | - | - | 853 | - | - | 101 | 121 | 420 | 92 | 115 | 487 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 101 | 121 | - | 92 | 115 | - |
| Stage 1 | - | - | - | - | - | - | 383 | 399 | - | 425 | 422 | - |
| Stage 2 | - | - | - | - | - | - | 407 | 425 | - | 347 | 384 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.5 | 44.9 | 28.7 |
| HCM LOS | | | E | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 151 | 942 | - | - | 853 | - | - | 169 |
| HCM Lane V/C Ratio | 0.418 | 0.017 | - | - | 0.037 | - | - | 0.103 |
| HCM Control Delay (s) | 44.9 | 8.9 | 0 | - | 9.4 | 0 | - | 28.7 |
| HCM Lane LOS | E | A | A | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 1.8 | 0.1 | - | - | 0.1 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 603 | 67 | 20 | 496 | 0 | 48 | 0 | 28 | 17 | 1 | 41 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 | 92 | 95 |
| Heavy Vehicles, % | 6 | 6 | 6 | 2 | 2 | 2 | 8 | 8 | 8 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 635 | 71 | 21 | 522 | 0 | 51 | 0 | 29 | 18 | 1 | 43 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 522 | 0 | 0 | 705 | 0 | 0 | 1256 | 1234 | 670 | 1249 | 1269 | 522 |
| Stage 1 | - | - | - | - | - | - | 670 | 670 | - | 564 | 564 | - |
| Stage 2 | - | - | - | - | - | - | 586 | 564 | - | 685 | 705 | - |
| Critical Hdwy | 4.16 | - | - | 4.12 | - | - | 7.18 | 6.58 | 6.28 | 7.13 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.18 | 5.58 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.18 | 5.58 | - | 6.13 | 5.53 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.218 | - | - | 3.572 | 4.072 | 3.372 | 3.527 | 4.027 | 3.327 |
| Pot Cap-1 Maneuver | 1024 | - | - | 893 | - | - | 144 | 172 | 447 | 149 | 168 | 553 |
| Stage 1 | - | - | - | - | - | - | 437 | 446 | - | 509 | 507 | - |
| Stage 2 | - | - | - | - | - | - | 486 | 499 | - | 436 | 438 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1024 | - | - | 893 | - | - | 129 | 166 | 447 | 136 | 162 | 553 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 129 | 166 | - | 136 | 162 | - |
| Stage 1 | - | - | - | - | - | - | 437 | 446 | - | 509 | 490 | - |
| Stage 2 | - | - | - | - | - | - | 432 | 483 | - | 407 | 438 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.4 | 41.8 | 21 |
| HCM LOS | | | E | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 175 | 1024 | - | - | 893 | - | - | 287 |
| HCM Lane V/C Ratio | 0.457 | - | - | - | 0.024 | - | - | 0.217 |
| HCM Control Delay (s) | 41.8 | 0 | - | - | 9.1 | 0 | - | 21 |
| HCM Lane LOS | E | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 2.1 | 0 | - | - | 0.1 | - | - | 0.8 |

# MOVEMENT SUMMARY

## Site: Milestone Rotary

2016 Existing Saturday
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Old South Rd | | | | | | | | | | | |
| 3 | L2 | 162 | 2.0 | 1.030 | 56.8 | LOS F | 24.5 | 623.4 | 1.00 | 1.95 | 17.7 |
| 8 | T1 | 253 | 2.0 | 1.030 | 52.6 | LOS F | 24.5 | 623.4 | 1.00 | 1.95 | 17.7 |
| 18 | R2 | 106 | 2.0 | 1.030 | 52.7 | LOS F | 24.5 | 623.4 | 1.00 | 1.95 | 17.4 |
| Approach | | 521 | 2.0 | 1.030 | 53.9 | LOS F | 24.5 | 623.4 | 1.00 | 1.95 | 17.6 |
| East: Milestone Rd | | | | | | | | | | | |
| 1 | L2 | 86 | 1.0 | 0.674 | 14.3 | LOS B | 7.2 | 180.4 | 0.90 | 1.00 | 26.7 |
| 6 | T1 | 406 | 1.0 | 0.674 | 10.2 | LOS B | 7.2 | 180.4 | 0.90 | 1.00 | 26.7 |
| 16 | R2 | 349 | 1.0 | 0.512 | 8.2 | LOS A | 4.0 | 101.1 | 0.80 | 0.87 | 26.9 |
| Approach | | 842 | 1.0 | 0.674 | 9.8 | LOS A | 7.2 | 180.4 | 0.86 | 0.95 | 26.8 |
| North: Orange St | | | | | | | | | | | |
| 7 | L2 | 260 | 3.0 | 0.490 | 14.7 | LOS B | 3.5 | 88.9 | 0.83 | 1.00 | 25.6 |
| 4 | T1 | 298 | 3.0 | 0.669 | 13.4 | LOS B | 6.4 | 164.4 | 0.92 | 1.11 | 25.9 |
| 14 | R2 | 96 | 3.0 | 0.669 | 13.8 | LOS B | 6.4 | 164.4 | 0.92 | 1.11 | 25.3 |
| Approach | | 654 | 3.0 | 0.669 | 14.0 | LOS B | 6.4 | 164.4 | 0.89 | 1.07 | 25.7 |
| West: Sparks Ave | | | | | | | | | | | |
| 5 | L2 | 45 | 6.0 | 1.300 | 161.3 | LOS F | 50.5 | 1322.8 | 1.00 | 3.34 | 9.7 |
| 2 | T1 | 271 | 6.0 | 1.300 | 157.2 | LOS F | 50.5 | 1322.8 | 1.00 | 3.34 | 9.7 |
| 12 | R2 | 219 | 6.0 | 1.300 | 157.2 | LOS F | 50.5 | 1322.8 | 1.00 | 3.34 | 9.6 |
| Approach | | 535 | 6.0 | 1.300 | 157.5 | LOS F | 50.5 | 1322.8 | 1.00 | 3.34 | 9.7 |
| All Vehicles | | 2552 | 2.8 | 1.300 | 50.8 | LOS F | 50.5 | 1322.8 | 0.93 | 1.68 | 18.0 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


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| Intersection | |
|---|---|
| Int Delay, s/veh | 6.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 181 | 42 | 53 | 14 | 20 | 117 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 8 | 8 | 8 | 4 | 4 |
| Mvmt Flow | 197 | 46 | 58 | 15 | 22 | 127 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 73 | 0 | - | 0 | 504 | 65 |
| Stage 1 | - | - | - | - | 65 | - |
| Stage 2 | - | - | - | - | 439 | - |
| Critical Hdwy | 4.18 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.272 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 1490 | - | - | - | 524 | 993 |
| Stage 1 | - | - | - | - | 953 | - |
| Stage 2 | - | - | - | - | 646 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1490 | - | - | - | 453 | 993 |
| Mov Cap-2 Maneuver | - | - | - | - | 453 | - |
| Stage 1 | - | - | - | - | 953 | - |
| Stage 2 | - | - | - | - | 558 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 6.3 | 0 | 10.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1490 | - | - | - | 846 |
| HCM Lane V/C Ratio | 0.132 | - | - | - | 0.176 |
| HCM Control Delay (s) | 7.8 | 0 | - | - | 10.2 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 0.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 317 | 91 | 93 | 291 | 114 | 94 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 25 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 334 | 96 | 98 | 306 | 120 | 99 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 429 | 0 | 884 | 382 |
| Stage 1 | - | - | - | - | 382 | - |
| Stage 2 | - | - | - | - | 502 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1125 | - | 315 | 663 |
| Stage 1 | - | - | - | - | 688 | - |
| Stage 2 | - | - | - | - | 606 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1125 | - | 282 | 663 |
| Mov Cap-2 Maneuver | - | - | - | - | 282 | - |
| Stage 1 | - | - | - | - | 688 | - |
| Stage 2 | - | - | - | - | 542 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.1 | 19.9 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 282 | 663 | - | - | 1125 | - |
| HCM Lane V/C Ratio | 0.426 | 0.149 | - | - | 0.087 | - |
| HCM Control Delay (s) | 26.9 | 11.4 | - | - | 8.5 | 0 |
| HCM Lane LOS | D | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 2 | 0.5 | - | - | 0.3 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 14.8 |
| Intersection LOS | B |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 19 | 184 | 196 | 0 | 82 | 184 | 7 | 0 | 213 | 8 | 74 |
| Peak Hour Factor | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 3 | 3 | 3 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 20 | 196 | 209 | 0 | 87 | 196 | 7 | 0 | 227 | 9 | 79 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 16.1 | 13.5 | 14.8 |
| HCM LOS | C | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 72% | 5% | 30% | 5% |
| Vol Thru, % | 3% | 46% | 67% | 18% |
| Vol Right, % | 25% | 49% | 3% | 77% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 295 | 399 | 273 | 22 |
| LT Vol | 213 | 19 | 82 | 1 |
| Through Vol | 8 | 184 | 184 | 4 |
| RT Vol | 74 | 196 | 7 | 17 |
| Lane Flow Rate | 314 | 424 | 290 | 23 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.509 | 0.61 | 0.459 | 0.041 |
| Departure Headway (Hd) | 5.837 | 5.173 | 5.685 | 6.267 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 615 | 696 | 630 | 566 |
| Service Time | 3.895 | 3.228 | 3.745 | 4.36 |
| HCM Lane V/C Ratio | 0.511 | 0.609 | 0.46 | 0.041 |
| HCM Control Delay | 14.8 | 16.1 | 13.5 | 9.6 |
| HCM Lane LOS | B | C | B | A |
| HCM 95th-tile Q | 2.9 | 4.2 | 2.4 | 0.1 |

Intersection

Int Delay, s/veh 17.5

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 410 | 147 | 184 | 458 | 104 | 214 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 60 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 4 | 4 | 2 | 2 | 5 | 5 |
| Mvmt Flow | 451 | 162 | 202 | 503 | 114 | 235 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 612 | 0 | 1439 | 531 |
| Stage 1 | - | - | - | - | 531 | - |
| Stage 2 | - | - | - | - | 908 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | - | - | 967 | - | 144 | 542 |
| Stage 1 | - | - | - | - | 584 | - |
| Stage 2 | - | - | - | - | 389 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 967 | - | ~ 102 | 542 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 102 | - |
| Stage 1 | - | - | - | - | 584 | - |
| Stage 2 | - | - | - | - | 276 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.8 | 77.7 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 102 | 542 | - | - | 967 | - |
| HCM Lane V/C Ratio | 1.12 | 0.434 | - | - | 0.209 | - |
| HCM Control Delay (s) | 203.5 | 16.6 | - | - | 9.7 | 0 |
| HCM Lane LOS | F | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 7.4 | 2.2 | - | - | 0.8 | - |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 550 | 59 | 44 | 572 | 47 | 47 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 4 | 4 | 2 | 2 | 4 | 4 |
| Mvmt Flow | 625 | 67 | 50 | 650 | 53 | 53 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 692 | 0 | 1409 | 659 |
| Stage 1 | - | - | - | - | 659 | - |
| Stage 2 | - | - | - | - | 750 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | - | - | 903 | - | 151 | 460 |
| Stage 1 | - | - | - | - | 511 | - |
| Stage 2 | - | - | - | - | 463 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 903 | - | 138 | 460 |
| Mov Cap-2 Maneuver | - | - | - | - | 138 | - |
| Stage 1 | - | - | - | - | 511 | - |
| Stage 2 | - | - | - | - | 423 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.7 | 38.1 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 212 | - | - | 903 | - |
| HCM Lane V/C Ratio | 0.504 | - | - | 0.055 | - |
| HCM Control Delay (s) | 38.1 | - | - | 9.2 | 0 |
| HCM Lane LOS | E | - | - | A | A |
| HCM 95th %tile Q(veh) | 2.6 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 578 | 19 | 17 | 594 | 22 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 2 | 2 |
| Mvmt Flow | 672 | 22 | 20 | 691 | 26 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 694 | 0 | 1413 | 683 |
| Stage 1 | - | - | - | - | 683 | - |
| Stage 2 | - | - | - | - | 730 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 897 | - | 152 | 449 |
| Stage 1 | - | - | - | - | 502 | - |
| Stage 2 | - | - | - | - | 477 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 897 | - | 147 | 449 |
| Mov Cap-2 Maneuver | - | - | - | - | 147 | - |
| Stage 1 | - | - | - | - | 502 | - |
| Stage 2 | - | - | - | - | 460 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 26.6 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 214 | - | - | 897 | - |
| HCM Lane V/C Ratio | 0.223 | - | - | 0.022 | - |
| HCM Control Delay (s) | 26.6 | - | - | 9.1 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.8 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 9 | 550 | 37 | 27 | 557 | 2 | 23 | 2 | 20 | 3 | 4 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 5 | 5 | 5 | 3 | 3 | 3 | 4 | 4 | 4 | 8 | 8 | 8 |
| Mvmt Flow | 10 | 611 | 41 | 30 | 619 | 2 | 26 | 2 | 22 | 3 | 4 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 621 | 0 | 0 | 652 | 0 | 0 | 1338 | 1333 | 632 | 1344 | 1352 | 620 |
| Stage 1 | - | - | - | - | - | - | 652 | 652 | - | 680 | 680 | - |
| Stage 2 | - | - | - | - | - | - | 686 | 681 | - | 664 | 672 | - |
| Critical Hdwy | 4.15 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 945 | - | - | 930 | - | - | 129 | 153 | 477 | 125 | 146 | 477 |
| Stage 1 | - | - | - | - | - | - | 453 | 461 | - | 431 | 442 | - |
| Stage 2 | - | - | - | - | - | - | 434 | 447 | - | 440 | 445 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 945 | - | - | 930 | - | - | 118 | 143 | 477 | 112 | 136 | 477 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 118 | 143 | - | 112 | 136 | - |
| Stage 1 | - | - | - | - | - | - | 445 | 453 | - | 424 | 420 | - |
| Stage 2 | - | - | - | - | - | - | 403 | 425 | - | 410 | 437 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.4 | 32.7 | 25.6 |
| HCM LOS | | | D | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 179 | 945 | - | - | 930 | - | - | 189 |
| HCM Lane V/C Ratio | 0.279 | 0.011 | - | - | 0.032 | - | - | 0.076 |
| HCM Control Delay (s) | 32.7 | 8.8 | 0 | - | 9 | 0 | - | 25.6 |
| HCM Lane LOS | D | A | A | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 1.1 | 0 | - | - | 0.1 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 482 | 59 | 20 | 434 | 0 | 47 | 0 | 23 | 15 | 5 | 84 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 536 | 66 | 22 | 482 | 0 | 52 | 0 | 26 | 17 | 6 | 93 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 482 | 0 | 0 | 601 | 0 | 0 | 1144 | 1095 | 568 | 1108 | 1128 | 482 |
| Stage 1 | - | - | - | - | - | - | 568 | 568 | - | 527 | 527 | - |
| Stage 2 | - | - | - | - | - | - | 576 | 527 | - | 581 | 601 | - |
| Critical Hdwy | 4.14 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.14 | 6.54 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.14 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.14 | 5.54 | - |
| Follow-up Hdwy | 2.236 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.536 | 4.036 | 3.336 |
| Pot Cap-1 Maneuver | 1070 | - | - | 971 | - | - | 175 | 212 | 519 | 186 | 203 | 580 |
| Stage 1 | - | - | - | - | - | - | 504 | 503 | - | 531 | 525 | - |
| Stage 2 | - | - | - | - | - | - | 499 | 525 | - | 496 | 486 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1070 | - | - | 971 | - | - | 140 | 205 | 519 | 173 | 197 | 580 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 140 | 205 | - | 173 | 197 | - |
| Stage 1 | - | - | - | - | - | - | 504 | 503 | - | 531 | 509 | - |
| Stage 2 | - | - | - | - | - | - | 401 | 509 | - | 472 | 486 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.4 | 38.2 | 17.4 |
| HCM LOS | | | E | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 184 | 1070 | - | - | 971 | - | - | 405 |
| HCM Lane V/C Ratio | 0.423 | - | - | - | 0.023 | - | - | 0.285 |
| HCM Control Delay (s) | 38.2 | 0 | - | - | 8.8 | 0 | - | 17.4 |
| HCM Lane LOS | E | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.9 | 0 | - | - | 0.1 | - | - | 1.2 |

# MOVEMENT SUMMARY

## Site: Milestone Rotary

2023 No-Build AM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Old South Rd | | | | | | | | | | | |
| 3 | L2 | 166 | 6.0 | 1.349 | 186.1 | LOS F | 59.4 | 1555.8 | 1.00 | 3.49 | 8.8 |
| 8 | T1 | 300 | 6.0 | 1.349 | 181.9 | LOS F | 59.4 | 1555.8 | 1.00 | 3.49 | 8.8 |
| 18 | R2 | 96 | 6.0 | 1.349 | 182.0 | LOS F | 59.4 | 1555.8 | 1.00 | 3.49 | 8.7 |
| Approach | | 562 | 6.0 | 1.349 | 183.2 | LOS F | 59.4 | 1555.8 | 1.00 | 3.49 | 8.8 |
| East: Milestone Rd | | | | | | | | | | | |
| 1 | L2 | 103 | 4.0 | 0.618 | 13.0 | LOS B | 5.9 | 151.1 | 0.85 | 0.92 | 27.1 |
| 6 | T1 | 349 | 4.0 | 0.618 | 8.9 | LOS A | 5.9 | 151.1 | 0.85 | 0.92 | 27.0 |
| 16 | R2 | 402 | 4.0 | 0.549 | 8.0 | LOS A | 4.6 | 118.5 | 0.80 | 0.86 | 27.0 |
| Approach | | 855 | 4.0 | 0.618 | 9.0 | LOS A | 5.9 | 151.1 | 0.82 | 0.89 | 27.0 |
| North: Orange St | | | | | | | | | | | |
| 7 | L2 | 362 | 3.0 | 0.575 | 14.5 | LOS B | 4.8 | 121.6 | 0.85 | 1.04 | 25.7 |
| 4 | T1 | 320 | 3.0 | 0.626 | 11.4 | LOS B | 5.6 | 144.2 | 0.88 | 1.05 | 26.5 |
| 14 | R2 | 75 | 3.0 | 0.626 | 11.7 | LOS B | 5.6 | 144.2 | 0.88 | 1.05 | 25.9 |
| Approach | | 757 | 3.0 | 0.626 | 12.9 | LOS B | 5.6 | 144.2 | 0.87 | 1.04 | 26.0 |
| West: Sparks Ave | | | | | | | | | | | |
| 5 | L2 | 59 | 5.0 | 1.346 | 182.3 | LOS F | 50.1 | 1301.6 | 1.00 | 3.43 | 8.9 |
| 2 | T1 | 296 | 5.0 | 1.346 | 178.2 | LOS F | 50.1 | 1301.6 | 1.00 | 3.43 | 8.9 |
| 12 | R2 | 137 | 5.0 | 1.346 | 178.2 | LOS F | 50.1 | 1301.6 | 1.00 | 3.43 | 8.8 |
| Approach | | 492 | 5.0 | 1.346 | 178.7 | LOS F | 50.1 | 1301.6 | 1.00 | 3.43 | 8.9 |
| All Vehicles | | 2665 | 4.3 | 1.349 | 78.1 | LOS F | 59.4 | 1555.8 | 0.91 | 1.95 | 14.8 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


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| Intersection | |
|---|---|
| Int Delay, s/veh | 8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 318 | 72 | 63 | 15 | 19 | 264 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 6 | 23 | 23 | 7 | 7 |
| Mvmt Flow | 346 | 78 | 68 | 16 | 21 | 287 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 85 | 0 | - | 0 | 847 | 77 |
| Stage 1 | - | - | - | - | 77 | - |
| Stage 2 | - | - | - | - | 770 | - |
| Critical Hdwy | 4.16 | - | - | - | 6.47 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.47 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.47 | - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.563 | 3.363 |
| Pot Cap-1 Maneuver | 1487 | - | - | - | 326 | 970 |
| Stage 1 | - | - | - | - | 934 | - |
| Stage 2 | - | - | - | - | 448 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1487 | - | - | - | 247 | 970 |
| Mov Cap-2 Maneuver | - | - | - | - | 247 | - |
| Stage 1 | - | - | - | - | 934 | - |
| Stage 2 | - | - | - | - | 339 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 6.6 | 0 | 12.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1487 | - | - | - | 811 |
| HCM Lane V/C Ratio | 0.232 | - | - | - | 0.379 |
| HCM Control Delay (s) | 8.2 | 0 | - | - | 12.1 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.9 | - | - | - | 1.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 11.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 214 | 159 | 126 | 291 | 194 | 151 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 25 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 8 | 8 | 9 | 9 | 9 | 9 |
| Mvmt Flow | 225 | 167 | 133 | 306 | 204 | 159 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 393 | 0 | 881 | 309 |
| Stage 1 | - | - | - | - | 309 | - |
| Stage 2 | - | - | - | - | 572 | - |
| Critical Hdwy | - | - | 4.19 | - | 6.49 | 6.29 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.49 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.49 | - |
| Follow-up Hdwy | - | - | 2.281 | - | 3.581 | 3.381 |
| Pot Cap-1 Maneuver | - | - | 1128 | - | 308 | 715 |
| Stage 1 | - | - | - | - | 729 | - |
| Stage 2 | - | - | - | - | 551 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1128 | - | 264 | 715 |
| Mov Cap-2 Maneuver | - | - | - | - | 264 | - |
| Stage 1 | - | - | - | - | 729 | - |
| Stage 2 | - | - | - | - | 473 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.6 | 35.1 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 264 | 715 | - | - | 1128 | - |
| HCM Lane V/C Ratio | 0.774 | 0.222 | - | - | 0.118 | - |
| HCM Control Delay (s) | 53.4 | 11.5 | - | - | 8.6 | 0 |
| HCM Lane LOS | F | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 5.8 | 0.8 | - | - | 0.4 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 34.1 |
| Intersection LOS | D |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 17 | 289 | 222 | 0 | 103 | 228 | 3 | 0 | 238 | 4 | 114 |
| Peak Hour Factor | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 6 | 6 | 6 | 2 | 8 | 8 | 8 | 2 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 18 | 307 | 236 | 0 | 110 | 243 | 3 | 0 | 253 | 4 | 121 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 49.5 | 22.4 | 25.1 |
| HCM LOS | E | C | D |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 67% | 3% | 31% | 21% |
| Vol Thru, % | 1% | 55% | 68% | 7% |
| Vol Right, % | 32% | 42% | 1% | 72% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 356 | 528 | 334 | 43 |
| LT Vol | 238 | 17 | 103 | 9 |
| Through Vol | 4 | 289 | 228 | 3 |
| RT Vol | 114 | 222 | 3 | 31 |
| Lane Flow Rate | 379 | 562 | 355 | 46 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.713 | 0.946 | 0.666 | 0.1 |
| Departure Headway (Hd) | 6.776 | 6.066 | 6.75 | 7.886 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 530 | 595 | 533 | 457 |
| Service Time | 4.849 | 4.134 | 4.83 | 5.886 |
| HCM Lane V/C Ratio | 0.715 | 0.945 | 0.666 | 0.101 |
| HCM Control Delay | 25.1 | 49.5 | 22.4 | 11.8 |
| HCM Lane LOS | D | E | C | B |
| HCM 95th-tile Q | 5.7 | 12.6 | 4.9 | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 23.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 424 | 117 | 235 | 511 | 111 | 322 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 60 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 7 | 7 | 5 | 5 | 2 | 2 |
| Mvmt Flow | 437 | 121 | 242 | 527 | 114 | 332 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 558 | 0 | 1508 | 497 |
| Stage 1 | - | - | - | - | 497 | - |
| Stage 2 | - | - | - | - | 1011 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 998 | - | 133 | 573 |
| Stage 1 | - | - | - | - | 611 | - |
| Stage 2 | - | - | - | - | 352 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 998 | - | ~ 87 | 573 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 87 | - |
| Stage 1 | - | - | - | - | 611 | - |
| Stage 2 | - | - | - | - | 231 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.1 | 88.7 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 87 | 573 | - | - | 998 | - |
| HCM Lane V/C Ratio | 1.315 | 0.579 | - | - | 0.243 | - |
| HCM Control Delay (s) | 289.2 | 19.6 | - | - | 9.8 | 0 |
| HCM Lane LOS | F | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 8.5 | 3.7 | - | - | 1 | - |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 648 | 75 | 52 | 701 | 48 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 5 | 5 | 7 | 7 | 3 | 3 |
| Mvmt Flow | 675 | 78 | 54 | 730 | 50 | 38 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 753 | 0 | 1553 | 714 |
| Stage 1 | - | - | - | - | 714 | - |
| Stage 2 | - | - | - | - | 839 | - |
| Critical Hdwy | - | - | 4.17 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.263 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 835 | - | 124 | 430 |
| Stage 1 | - | - | - | - | 483 | - |
| Stage 2 | - | - | - | - | 422 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 835 | - | 110 | 430 |
| Mov Cap-2 Maneuver | - | - | - | - | 110 | - |
| Stage 1 | - | - | - | - | 483 | - |
| Stage 2 | - | - | - | - | 376 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.7 | 50.7 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 162 | - | - | 835 | - |
| HCM Lane V/C Ratio | 0.54 | - | - | 0.065 | - |
| HCM Control Delay (s) | 50.7 | - | - | 9.6 | 0 |
| HCM Lane LOS | F | - | - | A | A |
| HCM 95th %tile Q(veh) | 2.7 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 625 | 57 | 20 | 709 | 43 | 32 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 5 | 5 | 9 | 9 | 9 | 9 |
| Mvmt Flow | 644 | 59 | 21 | 731 | 44 | 33 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 703 | 0 | 1446 | 674 |
| Stage 1 | - | - | - | - | 674 | - |
| Stage 2 | - | - | - | - | 772 | - |
| Critical Hdwy | - | - | 4.19 | - | 6.49 | 6.29 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.49 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.49 | - |
| Follow-up Hdwy | - | - | 2.281 | - | 3.581 | 3.381 |
| Pot Cap-1 Maneuver | - | - | 863 | - | 140 | 443 |
| Stage 1 | - | - | - | - | 494 | - |
| Stage 2 | - | - | - | - | 444 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 863 | - | 134 | 443 |
| Mov Cap-2 Maneuver | - | - | - | - | 134 | - |
| Stage 1 | - | - | - | - | 494 | - |
| Stage 2 | - | - | - | - | 426 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 36.1 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 191 | - | - | 863 | - |
| HCM Lane V/C Ratio | 0.405 | - | - | 0.024 | - |
| HCM Control Delay (s) | 36.1 | - | - | 9.3 | 0 |
| HCM Lane LOS | E | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.8 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 6 | 594 | 24 | 23 | 639 | 0 | 31 | 0 | 18 | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 5 | 5 | 5 | 7 | 7 | 7 | 13 | 13 | 13 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 639 | 26 | 25 | 687 | 0 | 33 | 0 | 19 | 0 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 687 | 0 | 0 | 665 | 0 | 0 | 1402 | 1402 | 652 | 1411 | 1414 | 687 |
| Stage 1 | - | - | - | - | - | - | 665 | 665 | - | 737 | 737 | - |
| Stage 2 | - | - | - | - | - | - | 737 | 737 | - | 674 | 677 | - |
| Critical Hdwy | 4.15 | - | - | 4.17 | - | - | 7.23 | 6.63 | 6.33 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.23 | 5.63 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.23 | 5.63 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.263 | - | - | 3.617 | 4.117 | 3.417 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 893 | - | - | 901 | - | - | 111 | 133 | 449 | 117 | 139 | 450 |
| Stage 1 | - | - | - | - | - | - | 432 | 441 | - | 413 | 428 | - |
| Stage 2 | - | - | - | - | - | - | 394 | 409 | - | 448 | 455 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 893 | - | - | 901 | - | - | 106 | 126 | 449 | 107 | 131 | 450 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 106 | 126 | - | 107 | 131 | - |
| Stage 1 | - | - | - | - | - | - | 427 | 436 | - | 408 | 409 | - |
| Stage 2 | - | - | - | - | - | - | 375 | 391 | - | 424 | 450 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.3 | 42.6 | 13 |
| HCM LOS | | | E | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 147 | 893 | - | - | 901 | - | - | 450 |
| HCM Lane V/C Ratio | 0.358 | 0.007 | - | - | 0.027 | - | - | 0.002 |
| HCM Control Delay (s) | 42.6 | 9.1 | 0 | - | 9.1 | 0 | - | 13 |
| HCM Lane LOS | E | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 1.5 | 0 | - | - | 0.1 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 598 | 35 | 14 | 669 | 0 | 46 | 0 | 33 | 21 | 4 | 62 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 4 | 7 | 7 | 7 | 26 | 0 | 26 | 5 | 5 | 5 |
| Mvmt Flow | 0 | 650 | 38 | 15 | 727 | 0 | 50 | 0 | 36 | 23 | 4 | 67 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 727 | 0 | 0 | 688 | 0 | 0 | 1462 | 1427 | 669 | 1445 | 1446 | 727 |
| Stage 1 | - | - | - | - | - | - | 669 | 669 | - | 758 | 758 | - |
| Stage 2 | - | - | - | - | - | - | 793 | 758 | - | 687 | 688 | - |
| Critical Hdwy | 4.14 | - | - | 4.17 | - | - | 7.36 | 6.5 | 6.46 | 7.15 | 6.55 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.36 | 5.5 | - | 6.15 | 5.55 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.36 | 5.5 | - | 6.15 | 5.55 | - |
| Follow-up Hdwy | 2.236 | - | - | 2.263 | - | - | 3.734 | 4 | 3.534 | 3.545 | 4.045 | 3.345 |
| Pot Cap-1 Maneuver | 867 | - | - | 883 | - | - | 94 | 136 | 418 | 108 | 130 | 419 |
| Stage 1 | - | - | - | - | - | - | 410 | 459 | - | 395 | 411 | - |
| Stage 2 | - | - | - | - | - | - | 348 | 418 | - | 432 | 442 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 867 | - | - | 883 | - | - | 75 | 132 | 418 | 97 | 126 | 419 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 75 | 132 | - | 97 | 126 | - |
| Stage 1 | - | - | - | - | - | - | 410 | 459 | - | 395 | 399 | - |
| Stage 2 | - | - | - | - | - | - | 280 | 406 | - | 395 | 442 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 98.5 | 33.2 |
| HCM LOS | | | F | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 114 | 867 | - | - | 883 | - | - | 220 |
| HCM Lane V/C Ratio | 0.753 | - | - | - | 0.017 | - | - | 0.43 |
| HCM Control Delay (s) | 98.5 | 0 | - | - | 9.1 | 0 | - | 33.2 |
| HCM Lane LOS | F | A | - | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 4.2 | 0 | - | - | 0.1 | - | - | 2 |

# MOVEMENT SUMMARY

## Site: Milestone Rotary

2023 No-Build PM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Old South Rd | | | | | | | | | | | |
| 3 | L2 | 183 | 3.0 | 1.368 | 193.7 | LOS F | 63.2 | 1618.6 | 1.00 | 3.58 | 8.5 |
| 8 | T1 | 272 | 3.0 | 1.368 | 189.6 | LOS F | 63.2 | 1618.6 | 1.00 | 3.58 | 8.5 |
| 18 | R2 | 129 | 3.0 | 1.368 | 189.6 | LOS F | 63.2 | 1618.6 | 1.00 | 3.58 | 8.5 |
| Approach | | 584 | 3.0 | 1.368 | 190.9 | LOS F | 63.2 | 1618.6 | 1.00 | 3.58 | 8.5 |
| East: Milestone Rd | | | | | | | | | | | |
| 1 | L2 | 136 | 2.0 | 0.707 | 14.4 | LOS B | 8.1 | 205.1 | 0.91 | 0.99 | 26.6 |
| 6 | T1 | 406 | 2.0 | 0.707 | 10.2 | LOS B | 8.1 | 205.1 | 0.91 | 0.99 | 26.6 |
| 16 | R2 | 321 | 2.0 | 0.480 | 7.6 | LOS A | 3.5 | 88.1 | 0.75 | 0.82 | 27.1 |
| Approach | | 863 | 2.0 | 0.707 | 9.9 | LOS A | 8.1 | 205.1 | 0.85 | 0.93 | 26.8 |
| North: Orange St | | | | | | | | | | | |
| 7 | L2 | 363 | 4.0 | 0.669 | 18.5 | LOS C | 6.3 | 162.8 | 0.94 | 1.14 | 24.6 |
| 4 | T1 | 345 | 4.0 | 0.780 | 18.6 | LOS C | 9.2 | 236.4 | 1.00 | 1.27 | 24.4 |
| 14 | R2 | 87 | 4.0 | 0.780 | 19.0 | LOS C | 9.2 | 236.4 | 1.00 | 1.27 | 23.9 |
| Approach | | 795 | 4.0 | 0.780 | 18.6 | LOS C | 9.2 | 236.4 | 0.97 | 1.21 | 24.4 |
| West: Sparks Ave | | | | | | | | | | | |
| 5 | L2 | 70 | 6.0 | 1.379 | 197.7 | LOS F | 49.4 | 1293.9 | 1.00 | 3.40 | 8.4 |
| 2 | T1 | 294 | 6.0 | 1.379 | 193.6 | LOS F | 49.4 | 1293.9 | 1.00 | 3.40 | 8.4 |
| 12 | R2 | 93 | 6.0 | 1.379 | 193.6 | LOS F | 49.4 | 1293.9 | 1.00 | 3.40 | 8.3 |
| Approach | | 457 | 6.0 | 1.379 | 194.2 | LOS F | 49.4 | 1293.9 | 1.00 | 3.40 | 8.4 |
| All Vehicles | | 2699 | 3.5 | 1.379 | 82.8 | LOS F | 63.2 | 1618.6 | 0.94 | 2.01 | 14.4 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


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| Intersection | |
|---|---|
| Int Delay, s/veh | 7.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 260 | 85 | 84 | 15 | 17 | 280 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 7 | 7 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 286 | 93 | 92 | 16 | 19 | 308 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 109 | 0 | - | 0 | 766 | 101 |
| Stage 1 | - | - | - | - | 101 | - |
| Stage 2 | - | - | - | - | 665 | - |
| Critical Hdwy | 4.17 | - | - | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | 2.263 | - | - | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | 1451 | - | - | - | 367 | 946 |
| Stage 1 | - | - | - | - | 916 | - |
| Stage 2 | - | - | - | - | 506 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1451 | - | - | - | 291 | 946 |
| Mov Cap-2 Maneuver | - | - | - | - | 291 | - |
| Stage 1 | - | - | - | - | 916 | - |
| Stage 2 | - | - | - | - | 401 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 6.1 | 0 | 12 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1451 | - | - | - | 838 |
| HCM Lane V/C Ratio | 0.197 | - | - | - | 0.389 |
| HCM Control Delay (s) | 8.1 | 0 | - | - | 12 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.7 | - | - | - | 1.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 297 | 155 | 134 | 318 | 153 | 157 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 25 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 5 | 5 | 2 | 2 | 4 | 4 |
| Mvmt Flow | 309 | 161 | 140 | 331 | 159 | 164 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 471 | 0 | 1000 | 390 |
| Stage 1 | - | - | - | - | 390 | - |
| Stage 2 | - | - | - | - | 610 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | - | - | 1091 | - | 267 | 654 |
| Stage 1 | - | - | - | - | 680 | - |
| Stage 2 | - | - | - | - | 538 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1091 | - | 225 | 654 |
| Mov Cap-2 Maneuver | - | - | - | - | 225 | - |
| Stage 1 | - | - | - | - | 680 | - |
| Stage 2 | - | - | - | - | 454 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.6 | 32.1 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 225 | 654 | - | - | 1091 | - |
| HCM Lane V/C Ratio | 0.708 | 0.25 | - | - | 0.128 | - |
| HCM Control Delay (s) | 52.4 | 12.3 | - | - | 8.8 | 0 |
| HCM Lane LOS | F | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 4.7 | 1 | - | - | 0.4 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 42.8 |
| Intersection LOS | E |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 35 | 269 | 236 | 0 | 92 | 291 | 24 | 0 | 224 | 6 | 89 |
| Peak Hour Factor | 0.92 | 0.91 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 6 | 6 | 6 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 38 | 296 | 259 | 0 | 101 | 320 | 26 | 0 | 246 | 7 | 98 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 63 | 34.8 | 24.6 |
| HCM LOS | F | D | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 70% | 6% | 23% | 29% |
| Vol Thru, % | 2% | 50% | 71% | 2% |
| Vol Right, % | 28% | 44% | 6% | 69% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 319 | 540 | 407 | 59 |
| LT Vol | 224 | 35 | 92 | 17 |
| Through Vol | 6 | 269 | 291 | 1 |
| RT Vol | 89 | 236 | 24 | 41 |
| Lane Flow Rate | 351 | 593 | 447 | 65 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.689 | 1 | 0.833 | 0.146 |
| Departure Headway (Hd) | 7.071 | 6.368 | 6.706 | 8.079 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 508 | 570 | 541 | 445 |
| Service Time | 5.167 | 4.394 | 4.717 | 6.107 |
| HCM Lane V/C Ratio | 0.691 | 1.04 | 0.826 | 0.146 |
| HCM Control Delay | 24.6 | 63 | 34.8 | 12.5 |
| HCM Lane LOS | C | F | D | B |
| HCM 95th-tile Q | 5.2 | 14.5 | 8.5 | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 63.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 538 | 165 | 236 | 443 | 157 | 315 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 60 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 6 | 6 | 3 | 3 | 6 | 6 |
| Mvmt Flow | 555 | 170 | 243 | 457 | 162 | 325 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 725 | 0 | 1583 | 640 |
| Stage 1 | - | - | - | - | 640 | - |
| Stage 2 | - | - | - | - | 943 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.46 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.554 | 3.354 |
| Pot Cap-1 Maneuver | - | - | 873 | - | ~ 117 | 468 |
| Stage 1 | - | - | - | - | 518 | - |
| Stage 2 | - | - | - | - | 372 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 873 | - | ~ 73 | 468 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 73 | - |
| Stage 1 | - | - | - | - | 518 | - |
| Stage 2 | - | - | - | - | 233 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.7 | 245.3 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 73 | 468 | - | - | 873 | - |
| HCM Lane V/C Ratio | 2.217 | 0.694 | - | - | 0.279 | - |
| HCM Control Delay (s) | $ 680.6 | 28.4 | - | - | 10.7 | 0 |
| HCM Lane LOS | F | D | - | - | B | A |
| HCM 95th %tile Q(veh) | 15.1 | 5.3 | - | - | 1.1 | - |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 784 | 79 | 59 | 667 | 46 | 59 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 1 | 1 |
| Mvmt Flow | 817 | 82 | 61 | 695 | 48 | 61 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 899 | 0 | 1676 | 858 |
| Stage 1 | - | - | - | - | 858 | - |
| Stage 2 | - | - | - | - | 818 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.41 | 6.21 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.41 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.41 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.509 | 3.309 |
| Pot Cap-1 Maneuver | - | - | 751 | - | 105 | 358 |
| Stage 1 | - | - | - | - | 417 | - |
| Stage 2 | - | - | - | - | 435 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 751 | - | 91 | 358 |
| Mov Cap-2 Maneuver | - | - | - | - | 91 | - |
| Stage 1 | - | - | - | - | 417 | - |
| Stage 2 | - | - | - | - | 378 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.8 | 68.5 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 157 | - | - | 751 | - |
| HCM Lane V/C Ratio | 0.697 | - | - | 0.082 | - |
| HCM Control Delay (s) | 68.5 | - | - | 10.2 | 0 |
| HCM Lane LOS | F | - | - | B | A |
| HCM 95th %tile Q(veh) | 4.1 | - | - | 0.3 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 797 | 37 | 23 | 687 | 40 | 28 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 5 | 5 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 839 | 39 | 24 | 723 | 42 | 29 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 878 | 0 | 1630 | 858 |
| Stage 1 | - | - | - | - | 858 | - |
| Stage 2 | - | - | - | - | 772 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 769 | - | 111 | 355 |
| Stage 1 | - | - | - | - | 414 | - |
| Stage 2 | - | - | - | - | 454 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 769 | - | 105 | 355 |
| Mov Cap-2 Maneuver | - | - | - | - | 105 | - |
| Stage 1 | - | - | - | - | 414 | - |
| Stage 2 | - | - | - | - | 430 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 50.2 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 148 | - | - | 769 | - |
| HCM Lane V/C Ratio | 0.484 | - | - | 0.031 | - |
| HCM Control Delay (s) | 50.2 | - | - | 9.8 | 0 |
| HCM Lane LOS | F | - | - | A | A |
| HCM 95th %tile Q(veh) | 2.3 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 16 | 701 | 74 | 50 | 626 | 6 | 53 | 1 | 39 | 7 | 0 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 7 | 7 | 2 | 2 | 2 | 3 | 3 | 3 | 6 | 6 | 6 |
| Mvmt Flow | 17 | 762 | 80 | 54 | 680 | 7 | 58 | 1 | 42 | 8 | 0 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 687 | 0 | 0 | 842 | 0 | 0 | 1634 | 1633 | 802 | 1651 | 1669 | 684 |
| Stage 1 | - | - | - | - | - | - | 837 | 837 | - | 792 | 792 | - |
| Stage 2 | - | - | - | - | - | - | 797 | 796 | - | 859 | 877 | - |
| Critical Hdwy | 4.17 | - | - | 4.12 | - | - | 7.13 | 6.53 | 6.23 | 7.16 | 6.56 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.16 | 5.56 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.16 | 5.56 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.218 | - | - | 3.527 | 4.027 | 3.327 | 3.554 | 4.054 | 3.354 |
| Pot Cap-1 Maneuver | 884 | - | - | 794 | - | - | 80 | 101 | 382 | 77 | 94 | 442 |
| Stage 1 | - | - | - | - | - | - | 360 | 381 | - | 377 | 395 | - |
| Stage 2 | - | - | - | - | - | - | 379 | 398 | - | 346 | 361 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 884 | - | - | 794 | - | - | 70 | 87 | 382 | 60 | 81 | 442 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 70 | 87 | - | 60 | 81 | - |
| Stage 1 | - | - | - | - | - | - | 347 | 367 | - | 363 | 352 | - |
| Stage 2 | - | - | - | - | - | - | 330 | 354 | - | 295 | 348 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.7 | 146.5 | 41.1 |
| HCM LOS | | | F | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 107 | 884 | - | - | 794 | - | - | 117 |
| HCM Lane V/C Ratio | 0.945 | 0.02 | - | - | 0.068 | - | - | 0.149 |
| HCM Control Delay (s) | 146.5 | 9.2 | 0 | - | 9.9 | 0 | - | 41.1 |
| HCM Lane LOS | F | A | A | - | A | A | - | E |
| HCM 95th %tile Q(veh) | 5.8 | 0.1 | - | - | 0.2 | - | - | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 687 | 72 | 21 | 578 | 0 | 51 | 0 | 30 | 17 | 1 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 | 92 | 95 |
| Heavy Vehicles, % | 6 | 6 | 6 | 2 | 2 | 2 | 8 | 8 | 8 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 723 | 76 | 22 | 608 | 0 | 54 | 0 | 32 | 18 | 1 | 44 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 608 | 0 | 0 | 799 | 0 | 0 | 1436 | 1414 | 761 | 1430 | 1452 | 608 |
| Stage 1 | - | - | - | - | - | - | 761 | 761 | - | 653 | 653 | - |
| Stage 2 | - | - | - | - | - | - | 675 | 653 | - | 777 | 799 | - |
| Critical Hdwy | 4.16 | - | - | 4.12 | - | - | 7.18 | 6.58 | 6.28 | 7.13 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.18 | 5.58 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.18 | 5.58 | - | 6.13 | 5.53 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.218 | - | - | 3.572 | 4.072 | 3.372 | 3.527 | 4.027 | 3.327 |
| Pot Cap-1 Maneuver | 951 | - | - | 824 | - | - | 108 | 134 | 396 | 112 | 130 | 494 |
| Stage 1 | - | - | - | - | - | - | 389 | 405 | - | 455 | 462 | - |
| Stage 2 | - | - | - | - | - | - | 434 | 454 | - | 388 | 396 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 951 | - | - | 824 | - | - | 95 | 129 | 396 | 100 | 125 | 494 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 95 | 129 | - | 100 | 125 | - |
| Stage 1 | - | - | - | - | - | - | 389 | 405 | - | 455 | 444 | - |
| Stage 2 | - | - | - | - | - | - | 378 | 436 | - | 357 | 396 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 72.1 | 26.7 |
| HCM LOS | | | F | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 132 | 951 | - | - | 824 | - | - | 228 |
| HCM Lane V/C Ratio | 0.646 | - | - | - | 0.027 | - | - | 0.277 |
| HCM Control Delay (s) | 72.1 | 0 | - | - | 9.5 | 0 | - | 26.7 |
| HCM Lane LOS | F | A | - | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 3.4 | 0 | - | - | 0.1 | - | - | 1.1 |

# MOVEMENT SUMMARY

## Site: Milestone Rotary

2023 No-Build Saturday
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Old South Rd | | | | | | | | | | | |
| 3 | L2 | 195 | 2.0 | 1.268 | 148.2 | LOS F | 55.4 | 1406.9 | 1.00 | 3.25 | 10.3 |
| 8 | T1 | 295 | 2.0 | 1.268 | 144.1 | LOS F | 55.4 | 1406.9 | 1.00 | 3.25 | 10.3 |
| 18 | R2 | 120 | 2.0 | 1.268 | 144.1 | LOS F | 55.4 | 1406.9 | 1.00 | 3.25 | 10.2 |
| Approach | | 609 | 2.0 | 1.268 | 145.4 | LOS F | 55.4 | 1406.9 | 1.00 | 3.25 | 10.3 |
| East: Milestone Rd | | | | | | | | | | | |
| 1 | L2 | 98 | 1.0 | 0.733 | 15.6 | LOS C | 8.8 | 222.0 | 0.94 | 1.06 | 26.3 |
| 6 | T1 | 446 | 1.0 | 0.733 | 11.4 | LOS B | 8.8 | 222.0 | 0.94 | 1.06 | 26.3 |
| 16 | R2 | 375 | 1.0 | 0.546 | 8.5 | LOS A | 4.5 | 113.4 | 0.81 | 0.89 | 26.8 |
| Approach | | 919 | 1.0 | 0.733 | 10.7 | LOS B | 8.8 | 222.0 | 0.89 | 0.99 | 26.5 |
| North: Orange St | | | | | | | | | | | |
| 7 | L2 | 279 | 3.0 | 0.579 | 17.5 | LOS C | 4.6 | 117.5 | 0.89 | 1.08 | 24.9 |
| 4 | T1 | 341 | 3.0 | 0.810 | 20.6 | LOS C | 10.2 | 260.9 | 1.00 | 1.32 | 23.9 |
| 14 | R2 | 103 | 3.0 | 0.810 | 21.0 | LOS C | 10.2 | 260.9 | 1.00 | 1.32 | 23.4 |
| Approach | | 723 | 3.0 | 0.810 | 19.5 | LOS C | 10.2 | 260.9 | 0.96 | 1.22 | 24.2 |
| West: Sparks Ave | | | | | | | | | | | |
| 5 | L2 | 48 | 6.0 | 1.304 | 164.0 | LOS F | 47.1 | 1233.3 | 1.00 | 3.25 | 9.6 |
| 2 | T1 | 301 | 6.0 | 1.304 | 159.8 | LOS F | 47.1 | 1233.3 | 1.00 | 3.25 | 9.6 |
| 12 | R2 | 143 | 6.0 | 1.304 | 159.8 | LOS F | 47.1 | 1233.3 | 1.00 | 3.25 | 9.5 |
| Approach | | 493 | 6.0 | 1.304 | 160.2 | LOS F | 47.1 | 1233.3 | 1.00 | 3.25 | 9.6 |
| All Vehicles | | 2744 | 2.6 | 1.304 | 69.8 | LOS F | 55.4 | 1406.9 | 0.95 | 1.96 | 15.6 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


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| Intersection | |
|---|---|
| Int Delay, s/veh | 6.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 211 | 45 | 57 | 15 | 21 | 139 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 8 | 8 | 8 | 4 | 4 |
| Mvmt Flow | 229 | 49 | 62 | 16 | 23 | 151 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 78 | 0 | - | 0 | 578 | 70 |
| Stage 1 | - | - | - | - | 70 | - |
| Stage 2 | - | - | - | - | 508 | - |
| Critical Hdwy | 4.18 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.272 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 1483 | - | - | - | 474 | 987 |
| Stage 1 | - | - | - | - | 948 | - |
| Stage 2 | - | - | - | - | 600 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1483 | - | - | - | 399 | 987 |
| Mov Cap-2 Maneuver | - | - | - | - | 399 | - |
| Stage 1 | - | - | - | - | 948 | - |
| Stage 2 | - | - | - | - | 505 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 6.5 | 0 | 10.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1483 | - | - | - | 827 |
| HCM Lane V/C Ratio | 0.155 | - | - | - | 0.21 |
| HCM Control Delay (s) | 7.9 | 0 | - | - | 10.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 340 | 98 | 113 | 312 | 122 | 115 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 25 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 358 | 103 | 119 | 328 | 128 | 121 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 461 | 0 | 975 | 409 |
| Stage 1 | - | - | - | - | 409 | - |
| Stage 2 | - | - | - | - | 566 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1095 | - | 278 | 640 |
| Stage 1 | - | - | - | - | 668 | - |
| Stage 2 | - | - | - | - | 566 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1095 | - | 241 | 640 |
| Mov Cap-2 Maneuver | - | - | - | - | 241 | - |
| Stage 1 | - | - | - | - | 668 | - |
| Stage 2 | - | - | - | - | 491 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.3 | 24.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 241 | 640 | - | - | 1095 | - |
| HCM Lane V/C Ratio | 0.533 | 0.189 | - | - | 0.109 | - |
| HCM Control Delay (s) | 35.8 | 11.9 | - | - | 8.7 | 0 |
| HCM Lane LOS | E | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 2.8 | 0.7 | - | - | 0.4 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 21 |
| Intersection LOS | C |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 20 | 231 | 229 | 0 | 88 | 211 | 8 | 0 | 247 | 9 | 79 |
| Peak Hour Factor | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 3 | 3 | 3 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 21 | 246 | 244 | 0 | 94 | 224 | 9 | 0 | 263 | 10 | 84 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 25.6 | 16.8 | 19.1 |
| HCM LOS | D | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 74% | 4% | 29% | 4% |
| Vol Thru, % | 3% | 48% | 69% | 17% |
| Vol Right, % | 24% | 48% | 3% | 78% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 335 | 480 | 307 | 23 |
| LT Vol | 247 | 20 | 88 | 1 |
| Through Vol | 9 | 231 | 211 | 4 |
| RT Vol | 79 | 229 | 8 | 18 |
| Lane Flow Rate | 356 | 511 | 327 | 24 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.618 | 0.78 | 0.562 | 0.048 |
| Departure Headway (Hd) | 6.357 | 5.601 | 6.193 | 7.095 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 570 | 649 | 585 | 506 |
| Service Time | 4.357 | 3.601 | 4.196 | 5.116 |
| HCM Lane V/C Ratio | 0.625 | 0.787 | 0.559 | 0.047 |
| HCM Control Delay | 19.1 | 25.6 | 16.8 | 10.5 |
| HCM Lane LOS | C | D | C | B |
| HCM 95th-tile Q | 4.2 | 7.5 | 3.5 | 0.2 |

Intersection

Int Delay, s/veh 36.9

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 486 | 158 | 206 | 540 | 111 | 240 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 60 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 2 | 2 | 5 | 5 |
| Mvmt Flow | 528 | 172 | 224 | 587 | 121 | 261 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 700 | 0 | 1649 | 614 |
| Stage 1 | - | - | - | - | 614 | - |
| Stage 2 | - | - | - | - | 1035 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | - | - | 897 | - | ~ 107 | 486 |
| Stage 1 | - | - | - | - | 534 | - |
| Stage 2 | - | - | - | - | 338 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 897 | - | ~ 67 | 486 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 67 | - |
| Stage 1 | - | - | - | - | 534 | - |
| Stage 2 | - | - | - | - | 213 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.9 | 176.9 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 67 | 486 | - | - | 897 | - |
| HCM Lane V/C Ratio | 1.801 | 0.537 | - | - | 0.25 | - |
| HCM Control Delay (s) | $ 514.6 | 20.7 | - | - | 10.3 | 0 |
| HCM Lane LOS | F | C | - | - | B | A |
| HCM 95th %tile Q(veh) | 10.9 | 3.1 | - | - | 1 | - |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 646 | 64 | 49 | 669 | 51 | 52 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 2 | 2 | 4 | 4 |
| Mvmt Flow | 702 | 70 | 53 | 727 | 55 | 57 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 772 | 0 | 1571 | 737 |
| Stage 1 | - | - | - | - | 737 | - |
| Stage 2 | - | - | - | - | 834 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | - | - | 843 | - | 120 | 415 |
| Stage 1 | - | - | - | - | 470 | - |
| Stage 2 | - | - | - | - | 423 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 843 | - | 107 | 415 |
| Mov Cap-2 Maneuver | - | - | - | - | 107 | - |
| Stage 1 | - | - | - | - | 470 | - |
| Stage 2 | - | - | - | - | 379 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.7 | 59 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 171 | - | - | 843 | - |
| HCM Lane V/C Ratio | 0.655 | - | - | 0.063 | - |
| HCM Control Delay (s) | 59 | - | - | 9.6 | 0 |
| HCM Lane LOS | F | - | - | A | A |
| HCM 95th %tile Q(veh) | 3.8 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 670 | 21 | 19 | 685 | 25 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 2 | 2 |
| Mvmt Flow | 728 | 23 | 21 | 745 | 27 | 24 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 751 | 0 | 1526 | 740 |
| Stage 1 | - | - | - | - | 740 | - |
| Stage 2 | - | - | - | - | 786 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 854 | - | 130 | 417 |
| Stage 1 | - | - | - | - | 472 | - |
| Stage 2 | - | - | - | - | 449 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 854 | - | 125 | 417 |
| Mov Cap-2 Maneuver | - | - | - | - | 125 | - |
| Stage 1 | - | - | - | - | 472 | - |
| Stage 2 | - | - | - | - | 430 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 31.5 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 186 | - | - | 854 | - |
| HCM Lane V/C Ratio | 0.275 | - | - | 0.024 | - |
| HCM Control Delay (s) | 31.5 | - | - | 9.3 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.1 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 9 | 611 | 70 | 50 | 621 | 2 | 53 | 2 | 44 | 3 | 4 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 5 | 5 | 5 | 3 | 3 | 3 | 4 | 4 | 4 | 8 | 8 | 8 |
| Mvmt Flow | 10 | 679 | 78 | 56 | 690 | 2 | 59 | 2 | 49 | 3 | 4 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 692 | 0 | 0 | 757 | 0 | 0 | 1546 | 1541 | 718 | 1565 | 1579 | 691 |
| Stage 1 | - | - | - | - | - | - | 738 | 738 | - | 802 | 802 | - |
| Stage 2 | - | - | - | - | - | - | 808 | 803 | - | 763 | 777 | - |
| Critical Hdwy | 4.15 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 889 | - | - | 849 | - | - | 92 | 114 | 426 | 88 | 106 | 434 |
| Stage 1 | - | - | - | - | - | - | 407 | 421 | - | 369 | 388 | - |
| Stage 2 | - | - | - | - | - | - | 372 | 393 | - | 388 | 398 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 889 | - | - | 849 | - | - | 79 | 100 | 426 | 69 | 93 | 434 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 79 | 100 | - | 69 | 93 | - |
| Stage 1 | - | - | - | - | - | - | 399 | 413 | - | 362 | 346 | - |
| Stage 2 | - | - | - | - | - | - | 323 | 351 | - | 335 | 390 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.7 | 117 | 36.1 |
| HCM LOS | | | F | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 125 | 889 | - | - | 849 | - | - | 130 |
| HCM Lane V/C Ratio | 0.88 | 0.011 | - | - | 0.065 | - | - | 0.111 |
| HCM Control Delay (s) | 117 | 9.1 | 0 | - | 9.5 | 0 | - | 36.1 |
| HCM Lane LOS | F | A | A | - | A | A | - | E |
| HCM 95th %tile Q(veh) | 5.6 | 0 | - | - | 0.2 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 561 | 63 | 21 | 509 | 0 | 50 | 0 | 25 | 15 | 5 | 84 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 623 | 70 | 23 | 566 | 0 | 56 | 0 | 28 | 17 | 6 | 93 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 566 | 0 | 0 | 693 | 0 | 0 | 1320 | 1270 | 658 | 1284 | 1305 | 566 |
| Stage 1 | - | - | - | - | - | - | 658 | 658 | - | 612 | 612 | - |
| Stage 2 | - | - | - | - | - | - | 662 | 612 | - | 672 | 693 | - |
| Critical Hdwy | 4.14 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.14 | 6.54 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.14 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.14 | 5.54 | - |
| Follow-up Hdwy | 2.236 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.536 | 4.036 | 3.336 |
| Pot Cap-1 Maneuver | 996 | - | - | 898 | - | - | 133 | 167 | 461 | 140 | 159 | 520 |
| Stage 1 | - | - | - | - | - | - | 450 | 458 | - | 477 | 481 | - |
| Stage 2 | - | - | - | - | - | - | 448 | 481 | - | 442 | 442 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 996 | - | - | 898 | - | - | 103 | 161 | 461 | 128 | 153 | 520 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 103 | 161 | - | 128 | 153 | - |
| Stage 1 | - | - | - | - | - | - | 450 | 458 | - | 477 | 463 | - |
| Stage 2 | - | - | - | - | - | - | 350 | 463 | - | 415 | 442 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.4 | 63.7 | 21.4 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 139 | 996 | - | - | 898 | - | - | 334 |
| HCM Lane V/C Ratio | 0.6 | - | - | - | 0.026 | - | - | 0.346 |
| HCM Control Delay (s) | 63.7 | 0 | - | - | 9.1 | 0 | - | 21.4 |
| HCM Lane LOS | F | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 3.1 | 0 | - | - | 0.1 | - | - | 1.5 |

# MOVEMENT SUMMARY

## Site: Milestone Rotary

2023 Build AM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Old South Rd | | | | | | | | | | | |
| 3 | L2 | 199 | 6.0 | 1.547 | 272.1 | LOS F | 86.6 | 2268.4 | 1.00 | 4.28 | 6.6 |
| 8 | T1 | 348 | 6.0 | 1.547 | 268.0 | LOS F | 86.6 | 2268.4 | 1.00 | 4.28 | 6.6 |
| 18 | R2 | 104 | 6.0 | 1.547 | 268.0 | LOS F | 86.6 | 2268.4 | 1.00 | 4.28 | 6.5 |
| Approach | | 652 | 6.0 | 1.547 | 269.2 | LOS F | 86.6 | 2268.4 | 1.00 | 4.28 | 6.6 |
| East: Milestone Rd | | | | | | | | | | | |
| 1 | L2 | 105 | 4.0 | 0.626 | 13.2 | LOS B | 6.0 | 155.2 | 0.86 | 0.94 | 27.0 |
| 6 | T1 | 349 | 4.0 | 0.626 | 9.1 | LOS A | 6.0 | 155.2 | 0.86 | 0.94 | 27.0 |
| 16 | R2 | 402 | 4.0 | 0.554 | 8.2 | LOS A | 4.7 | 120.4 | 0.81 | 0.87 | 26.9 |
| Approach | | 857 | 4.0 | 0.626 | 9.2 | LOS A | 6.0 | 155.2 | 0.83 | 0.91 | 26.9 |
| North: Orange St | | | | | | | | | | | |
| 7 | L2 | 362 | 3.0 | 0.580 | 14.7 | LOS B | 4.8 | 123.7 | 0.86 | 1.05 | 25.6 |
| 4 | T1 | 336 | 3.0 | 0.657 | 12.2 | LOS B | 6.2 | 159.3 | 0.90 | 1.08 | 26.2 |
| 14 | R2 | 75 | 3.0 | 0.657 | 12.6 | LOS B | 6.2 | 159.3 | 0.90 | 1.08 | 25.7 |
| Approach | | 773 | 3.0 | 0.657 | 13.4 | LOS B | 6.2 | 159.3 | 0.88 | 1.06 | 25.9 |
| West: Sparks Ave | | | | | | | | | | | |
| 5 | L2 | 59 | 5.0 | 1.406 | 208.4 | LOS F | 55.9 | 1454.0 | 1.00 | 3.64 | 8.1 |
| 2 | T1 | 296 | 5.0 | 1.406 | 204.2 | LOS F | 55.9 | 1454.0 | 1.00 | 3.64 | 8.1 |
| 12 | R2 | 148 | 5.0 | 1.406 | 204.2 | LOS F | 55.9 | 1454.0 | 1.00 | 3.64 | 8.0 |
| Approach | | 503 | 5.0 | 1.406 | 204.7 | LOS F | 55.9 | 1454.0 | 1.00 | 3.64 | 8.1 |
| All Vehicles | | 2784 | 4.4 | 1.547 | 106.6 | LOS F | 86.6 | 2268.4 | 0.92 | 2.23 | 12.5 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


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| Intersection | |
|---|---|
| Int Delay, s/veh | 8.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 341 | 72 | 63 | 15 | 19 | 272 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 6 | 23 | 23 | 7 | 7 |
| Mvmt Flow | 371 | 78 | 68 | 16 | 21 | 296 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 85 | 0 | - | 0 | 897 | 77 |
| Stage 1 | - | - | - | - | 77 | - |
| Stage 2 | - | - | - | - | 820 | - |
| Critical Hdwy | 4.16 | - | - | - | 6.47 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.47 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.47 | - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.563 | 3.363 |
| Pot Cap-1 Maneuver | 1487 | - | - | - | 304 | 970 |
| Stage 1 | - | - | - | - | 934 | - |
| Stage 2 | - | - | - | - | 424 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1487 | - | - | - | 225 | 970 |
| Mov Cap-2 Maneuver | - | - | - | - | 225 | - |
| Stage 1 | - | - | - | - | 934 | - |
| Stage 2 | - | - | - | - | 313 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 6.8 | 0 | 12.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1487 | - | - | - | 798 |
| HCM Lane V/C Ratio | 0.249 | - | - | - | 0.396 |
| HCM Control Delay (s) | 8.2 | 0 | - | - | 12.4 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 1 | - | - | - | 1.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 12.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 214 | 159 | 134 | 291 | 194 | 174 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 25 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 8 | 8 | 9 | 9 | 9 | 9 |
| Mvmt Flow | 225 | 167 | 141 | 306 | 204 | 183 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 393 | 0 | 897 | 309 |
| Stage 1 | - | - | - | - | 309 | - |
| Stage 2 | - | - | - | - | 588 | - |
| Critical Hdwy | - | - | 4.19 | - | 6.49 | 6.29 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.49 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.49 | - |
| Follow-up Hdwy | - | - | 2.281 | - | 3.581 | 3.381 |
| Pot Cap-1 Maneuver | - | - | 1128 | - | 302 | 715 |
| Stage 1 | - | - | - | - | 729 | - |
| Stage 2 | - | - | - | - | 542 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1128 | - | 256 | 715 |
| Mov Cap-2 Maneuver | - | - | - | - | 256 | - |
| Stage 1 | - | - | - | - | 729 | - |
| Stage 2 | - | - | - | - | 460 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.7 | 36.1 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 256 | 715 | - | - | 1128 | - |
| HCM Lane V/C Ratio | 0.798 | 0.256 | - | - | 0.125 | - |
| HCM Control Delay (s) | 57.9 | 11.8 | - | - | 8.6 | 0 |
| HCM Lane LOS | F | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 6.1 | 1 | - | - | 0.4 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 40.7 |
| Intersection LOS | E |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 17 | 312 | 246 | 0 | 103 | 236 | 3 | 0 | 247 | 4 | 114 |
| Peak Hour Factor | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 6 | 6 | 6 | 2 | 8 | 8 | 8 | 2 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 18 | 332 | 262 | 0 | 110 | 251 | 3 | 0 | 263 | 4 | 121 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 62.1 | 23.4 | 26.6 |
| HCM LOS | F | C | D |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 68% | 3% | 30% | 21% |
| Vol Thru, % | 1% | 54% | 69% | 7% |
| Vol Right, % | 31% | 43% | 1% | 72% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 365 | 575 | 342 | 43 |
| LT Vol | 247 | 17 | 103 | 9 |
| Through Vol | 4 | 312 | 236 | 3 |
| RT Vol | 114 | 246 | 3 | 31 |
| Lane Flow Rate | 388 | 612 | 364 | 46 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.736 | 1 | 0.685 | 0.101 |
| Departure Headway (Hd) | 6.825 | 6.202 | 6.774 | 7.958 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 532 | 587 | 531 | 453 |
| Service Time | 4.852 | 4.207 | 4.844 | 5.958 |
| HCM Lane V/C Ratio | 0.729 | 1.043 | 0.685 | 0.102 |
| HCM Control Delay | 26.6 | 62.1 | 23.4 | 11.9 |
| HCM Lane LOS | D | F | C | B |
| HCM 95th-tile Q | 6.2 | 14.7 | 5.2 | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 38.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 452 | 117 | 259 | 596 | 111 | 329 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 60 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 7 | 7 | 5 | 5 | 2 | 2 |
| Mvmt Flow | 466 | 121 | 267 | 614 | 114 | 339 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 587 | 0 | 1674 | 526 |
| Stage 1 | - | - | - | - | 526 | - |
| Stage 2 | - | - | - | - | 1148 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 973 | - | ~ 105 | 552 |
| Stage 1 | - | - | - | - | 593 | - |
| Stage 2 | - | - | - | - | 302 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 973 | - | ~ 61 | 552 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 61 | - |
| Stage 1 | - | - | - | - | 593 | - |
| Stage 2 | - | - | - | - | 176 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.1 | 157 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 61 | 552 | - | - | 973 | - |
| HCM Lane V/C Ratio | 1.876 | 0.614 | - | - | 0.274 | - |
| HCM Control Delay (s) | $ 558.9 | 21.4 | - | - | 10.1 | 0 |
| HCM Lane LOS | F | C | - | - | B | A |
| HCM 95th %tile Q(veh) | 10.7 | 4.1 | - | - | 1.1 | - |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 683 | 75 | 52 | 810 | 48 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 5 | 5 | 7 | 7 | 3 | 3 |
| Mvmt Flow | 711 | 78 | 54 | 844 | 50 | 38 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 790 | 0 | 1703 | 751 |
| Stage 1 | - | - | - | - | 751 | - |
| Stage 2 | - | - | - | - | 952 | - |
| Critical Hdwy | - | - | 4.17 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.263 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 808 | - | 100 | 409 |
| Stage 1 | - | - | - | - | 464 | - |
| Stage 2 | - | - | - | - | 373 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 808 | - | 87 | 409 |
| Mov Cap-2 Maneuver | - | - | - | - | 87 | - |
| Stage 1 | - | - | - | - | 464 | - |
| Stage 2 | - | - | - | - | 326 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.6 | 75.4 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 131 | - | - | 808 | - |
| HCM Lane V/C Ratio | 0.668 | - | - | 0.067 | - |
| HCM Control Delay (s) | 75.4 | - | - | 9.8 | 0 |
| HCM Lane LOS | F | - | - | A | A |
| HCM 95th %tile Q(veh) | 3.6 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 660 | 57 | 20 | 818 | 43 | 32 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 5 | 5 | 9 | 9 | 9 | 9 |
| Mvmt Flow | 680 | 59 | 21 | 843 | 44 | 33 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 739 | 0 | 1595 | 710 |
| Stage 1 | - | - | - | - | 710 | - |
| Stage 2 | - | - | - | - | 885 | - |
| Critical Hdwy | - | - | 4.19 | - | 6.49 | 6.29 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.49 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.49 | - |
| Follow-up Hdwy | - | - | 2.281 | - | 3.581 | 3.381 |
| Pot Cap-1 Maneuver | - | - | 836 | - | 113 | 422 |
| Stage 1 | - | - | - | - | 475 | - |
| Stage 2 | - | - | - | - | 392 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 836 | - | 108 | 422 |
| Mov Cap-2 Maneuver | - | - | - | - | 108 | - |
| Stage 1 | - | - | - | - | 475 | - |
| Stage 2 | - | - | - | - | 374 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 47.9 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 158 | - | - | 836 | - |
| HCM Lane V/C Ratio | 0.489 | - | - | 0.025 | - |
| HCM Control Delay (s) | 47.9 | - | - | 9.4 | 0 |
| HCM Lane LOS | E | - | - | A | A |
| HCM 95th %tile Q(veh) | 2.3 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 6 | 611 | 42 | 27 | 725 | 0 | 54 | 0 | 18 | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 5 | 5 | 5 | 7 | 7 | 7 | 13 | 13 | 13 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 657 | 45 | 29 | 780 | 0 | 58 | 0 | 19 | 0 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 780 | 0 | 0 | 702 | 0 | 0 | 1530 | 1530 | 680 | 1540 | 1553 | 780 |
| Stage 1 | - | - | - | - | - | - | 692 | 692 | - | 838 | 838 | - |
| Stage 2 | - | - | - | - | - | - | 838 | 838 | - | 702 | 715 | - |
| Critical Hdwy | 4.15 | - | - | 4.17 | - | - | 7.23 | 6.63 | 6.33 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.23 | 5.63 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.23 | 5.63 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.263 | - | - | 3.617 | 4.117 | 3.417 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 824 | - | - | 873 | - | - | 90 | 111 | 433 | 95 | 114 | 399 |
| Stage 1 | - | - | - | - | - | - | 417 | 429 | - | 364 | 384 | - |
| Stage 2 | - | - | - | - | - | - | 345 | 367 | - | 432 | 438 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 824 | - | - | 873 | - | - | 85 | 103 | 433 | 86 | 106 | 399 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 85 | 103 | - | 86 | 106 | - |
| Stage 1 | - | - | - | - | - | - | 412 | 424 | - | 360 | 361 | - |
| Stage 2 | - | - | - | - | - | - | 324 | 345 | - | 408 | 433 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.3 | 100.1 | 14 |
| HCM LOS | | | F | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 106 | 824 | - | - | 873 | - | - | 399 |
| HCM Lane V/C Ratio | 0.73 | 0.008 | - | - | 0.033 | - | - | 0.003 |
| HCM Control Delay (s) | 100.1 | 9.4 | 0 | - | 9.3 | 0 | - | 14 |
| HCM Lane LOS | F | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 3.9 | 0 | - | - | 0.1 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 597 | 5 | 3 | 732 | 3 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 5 | 0 | 0 | 7 | 0 | 0 |
| Mvmt Flow | 649 | 5 | 3 | 796 | 3 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 654 | 0 | 1454 | 652 |
| Stage 1 | - | - | - | - | 652 | - |
| Stage 2 | - | - | - | - | 802 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 943 | - | 145 | 471 |
| Stage 1 | - | - | - | - | 522 | - |
| Stage 2 | - | - | - | - | 445 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 943 | - | 144 | 471 |
| Mov Cap-2 Maneuver | - | - | - | - | 144 | - |
| Stage 1 | - | - | - | - | 522 | - |
| Stage 2 | - | - | - | - | 442 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 26.2 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 174 | - | - | 943 | - |
| HCM Lane V/C Ratio | 0.025 | - | - | 0.003 | - |
| HCM Control Delay (s) | 26.2 | - | - | 8.8 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 598 | 669 | 0 | 21 | 66 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 7 | 7 | 5 | 5 |
| Mvmt Flow | 0 | 650 | 727 | 0 | 23 | 72 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 727 | 0 | - | 0 | 1377 | 727 |
| Stage 1 | - | - | - | - | 727 | - |
| Stage 2 | - | - | - | - | 650 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | 867 | - | - | - | 157 | 419 |
| Stage 1 | - | - | - | - | 473 | - |
| Stage 2 | - | - | - | - | 514 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 867 | - | - | - | 157 | 419 |
| Mov Cap-2 Maneuver | - | - | - | - | 157 | - |
| Stage 1 | - | - | - | - | 473 | - |
| Stage 2 | - | - | - | - | 514 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 22.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 867 | - | - | - | 299 |
| HCM Lane V/C Ratio | - | - | - | - | 0.316 |
| HCM Control Delay (s) | 0 | - | - | - | 22.5 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 572 | 47 | 29 | 540 | 129 | 80 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 0 | 0 | 7 | 0 | 0 |
| Mvmt Flow | 622 | 51 | 32 | 587 | 140 | 87 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 673 | 0 | 1297 | 647 |
| Stage 1 | - | - | - | - | 647 | - |
| Stage 2 | - | - | - | - | 650 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 927 | - | 180 | 475 |
| Stage 1 | - | - | - | - | 525 | - |
| Stage 2 | - | - | - | - | 523 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 927 | - | 171 | 475 |
| Mov Cap-2 Maneuver | - | - | - | - | 171 | - |
| Stage 1 | - | - | - | - | 525 | - |
| Stage 2 | - | - | - | - | 496 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.5 | 56.4 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 171 | 475 | - | - | 927 | - |
| HCM Lane V/C Ratio | 0.82 | 0.183 | - | - | 0.034 | - |
| HCM Control Delay (s) | 82.5 | 14.3 | - | - | 9 | 0 |
| HCM Lane LOS | F | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 5.6 | 0.7 | - | - | 0.1 | - |

# MOVEMENT SUMMARY

## Site: Milestone Rotary

2023 Build PM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Old South Rd | | | | | | | | | | | |
| 3 | L2 | 204 | 3.0 | 1.460 | 232.7 | LOS F | 77.9 | 1993.5 | 1.00 | 4.00 | 7.4 |
| 8 | T1 | 304 | 3.0 | 1.460 | 228.6 | LOS F | 77.9 | 1993.5 | 1.00 | 4.00 | 7.4 |
| 18 | R2 | 135 | 3.0 | 1.460 | 228.6 | LOS F | 77.9 | 1993.5 | 1.00 | 4.00 | 7.4 |
| Approach | | 643 | 3.0 | 1.460 | 229.9 | LOS F | 77.9 | 1993.5 | 1.00 | 4.00 | 7.4 |
| East: Milestone Rd | | | | | | | | | | | |
| 1 | L2 | 121 | 2.0 | 0.649 | 13.3 | LOS B | 6.6 | 166.8 | 0.86 | 0.94 | 27.0 |
| 6 | T1 | 369 | 2.0 | 0.649 | 9.1 | LOS A | 6.6 | 166.8 | 0.86 | 0.94 | 26.9 |
| 16 | R2 | 300 | 2.0 | 0.449 | 7.3 | LOS A | 3.1 | 78.4 | 0.74 | 0.80 | 27.2 |
| Approach | | 791 | 2.0 | 0.649 | 9.1 | LOS A | 6.6 | 166.8 | 0.82 | 0.89 | 27.0 |
| North: Orange St | | | | | | | | | | | |
| 7 | L2 | 363 | 4.0 | 0.649 | 17.5 | LOS C | 5.9 | 151.7 | 0.91 | 1.11 | 24.9 |
| 4 | T1 | 398 | 4.0 | 0.820 | 19.7 | LOS C | 10.8 | 277.5 | 1.00 | 1.32 | 24.1 |
| 14 | R2 | 87 | 4.0 | 0.820 | 20.0 | LOS C | 10.8 | 277.5 | 1.00 | 1.32 | 23.7 |
| Approach | | 848 | 4.0 | 0.820 | 18.7 | LOS C | 10.8 | 277.5 | 0.96 | 1.23 | 24.4 |
| West: Sparks Ave | | | | | | | | | | | |
| 5 | L2 | 70 | 6.0 | 1.538 | 267.9 | LOS F | 64.3 | 1685.8 | 1.00 | 3.88 | 6.6 |
| 2 | T1 | 294 | 6.0 | 1.538 | 263.7 | LOS F | 64.3 | 1685.8 | 1.00 | 3.88 | 6.6 |
| 12 | R2 | 129 | 6.0 | 1.538 | 263.8 | LOS F | 64.3 | 1685.8 | 1.00 | 3.88 | 6.6 |
| Approach | | 493 | 6.0 | 1.538 | 264.3 | LOS F | 64.3 | 1685.8 | 1.00 | 3.88 | 6.6 |
| All Vehicles | | 2774 | 3.6 | 1.538 | 108.5 | LOS F | 77.9 | 1993.5 | 0.94 | 2.25 | 12.3 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


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| Intersection | |
|---|---|
| Int Delay, s/veh | 8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 278 | 85 | 84 | 15 | 17 | 308 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 7 | 7 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 305 | 93 | 92 | 16 | 19 | 338 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 109 | 0 | - | 0 | 805 | 101 |
| Stage 1 | - | - | - | - | 101 | - |
| Stage 2 | - | - | - | - | 704 | - |
| Critical Hdwy | 4.17 | - | - | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | 2.263 | - | - | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | 1451 | - | - | - | 348 | 946 |
| Stage 1 | - | - | - | - | 916 | - |
| Stage 2 | - | - | - | - | 485 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1451 | - | - | - | 271 | 946 |
| Mov Cap-2 Maneuver | - | - | - | - | 271 | - |
| Stage 1 | - | - | - | - | 916 | - |
| Stage 2 | - | - | - | - | 377 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 6.2 | 0 | 12.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1451 | - | - | - | 837 |
| HCM Lane V/C Ratio | 0.211 | - | - | - | 0.427 |
| HCM Control Delay (s) | 8.1 | 0 | - | - | 12.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - | 2.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 11.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 297 | 155 | 161 | 318 | 153 | 174 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 25 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 5 | 5 | 2 | 2 | 4 | 4 |
| Mvmt Flow | 309 | 161 | 168 | 331 | 159 | 181 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 471 | 0 | 1057 | 390 |
| Stage 1 | - | - | - | - | 390 | - |
| Stage 2 | - | - | - | - | 667 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | - | - | 1091 | - | 247 | 654 |
| Stage 1 | - | - | - | - | 680 | - |
| Stage 2 | - | - | - | - | 507 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1091 | - | 200 | 654 |
| Mov Cap-2 Maneuver | - | - | - | - | 200 | - |
| Stage 1 | - | - | - | - | 680 | - |
| Stage 2 | - | - | - | - | 411 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3 | 39.3 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 200 | 654 | - | - | 1091 | - |
| HCM Lane V/C Ratio | 0.797 | 0.277 | - | - | 0.154 | - |
| HCM Control Delay (s) | 69.7 | 12.6 | - | - | 8.9 | 0 |
| HCM Lane LOS | F | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 5.6 | 1.1 | - | - | 0.5 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 49.1 |
| Intersection LOS | E |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 35 | 287 | 254 | 0 | 92 | 319 | 24 | 0 | 253 | 6 | 89 |
| Peak Hour Factor | 0.92 | 0.91 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 6 | 6 | 6 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 38 | 315 | 279 | 0 | 101 | 351 | 26 | 0 | 278 | 7 | 98 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 64.7 | 47.7 | 31.1 |
| HCM LOS | F | E | D |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 73% | 6% | 21% | 29% |
| Vol Thru, % | 2% | 50% | 73% | 2% |
| Vol Right, % | 26% | 44% | 6% | 69% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 348 | 576 | 435 | 59 |
| LT Vol | 253 | 35 | 92 | 17 |
| Through Vol | 6 | 287 | 319 | 1 |
| RT Vol | 89 | 254 | 24 | 41 |
| Lane Flow Rate | 382 | 633 | 478 | 65 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.774 | 1 | 0.916 | 0.152 |
| Departure Headway (Hd) | 7.284 | 6.657 | 6.895 | 8.433 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 497 | 544 | 526 | 425 |
| Service Time | 5.318 | 4.716 | 4.932 | 6.499 |
| HCM Lane V/C Ratio | 0.769 | 1.164 | 0.909 | 0.153 |
| HCM Control Delay | 31.1 | 64.7 | 47.7 | 13 |
| HCM Lane LOS | D | F | E | B |
| HCM 95th-tile Q | 6.9 | 14.2 | 10.9 | 0.5 |

Intersection

Int Delay, s/veh 102.2

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 634 | 165 | 251 | 501 | 157 | 342 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 60 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 6 | 6 | 3 | 3 | 6 | 6 |
| Mvmt Flow | 654 | 170 | 259 | 516 | 162 | 353 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 824 | 0 | 1773 | 739 |
| Stage 1 | - | - | - | - | 739 | - |
| Stage 2 | - | - | - | - | 1034 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.46 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.554 | 3.354 |
| Pot Cap-1 Maneuver | - | - | 802 | - | ~ 89 | 411 |
| Stage 1 | - | - | - | - | 465 | - |
| Stage 2 | - | - | - | - | 337 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 802 | - | ~ 49 | 411 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 49 | - |
| Stage 1 | - | - | - | - | 465 | - |
| Stage 2 | - | - | - | - | 184 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.9 | $ 414.1 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 49 | 411 | - | - | 802 | - |
| HCM Lane V/C Ratio | 3.303 | 0.858 | - | - | 0.323 | - |
| HCM Control Delay (s) | $ 1211.3 | 48.1 | - | - | 11.6 | 0 |
| HCM Lane LOS | F | E | - | - | B | A |
| HCM 95th %tile Q(veh) | 17.6 | 8.4 | - | - | 1.4 | - |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 907 | 79 | 60 | 740 | 46 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 1 | 1 |
| Mvmt Flow | 945 | 82 | 62 | 771 | 48 | 62 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 1027 | 0 | 1882 | 986 |
| Stage 1 | - | - | - | - | 986 | - |
| Stage 2 | - | - | - | - | 896 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.41 | 6.21 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.41 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.41 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.509 | 3.309 |
| Pot Cap-1 Maneuver | - | - | 672 | - | 78 | 302 |
| Stage 1 | - | - | - | - | 363 | - |
| Stage 2 | - | - | - | - | 400 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 672 | - | 65 | 302 |
| Mov Cap-2 Maneuver | - | - | - | - | 65 | - |
| Stage 1 | - | - | - | - | 363 | - |
| Stage 2 | - | - | - | - | 334 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.8 | 138.1 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 117 | - | - | 672 | - |
| HCM Lane V/C Ratio | 0.944 | - | - | 0.093 | - |
| HCM Control Delay (s) | 138.1 | - | - | 10.9 | 0 |
| HCM Lane LOS | F | - | - | B | A |
| HCM 95th %tile Q(veh) | 6 | - | - | 0.3 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 921 | 37 | 23 | 761 | 40 | 28 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 5 | 5 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 969 | 39 | 24 | 801 | 42 | 29 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 1008 | 0 | 1838 | 989 |
| Stage 1 | - | - | - | - | 989 | - |
| Stage 2 | - | - | - | - | 849 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 687 | - | 83 | 298 |
| Stage 1 | - | - | - | - | 359 | - |
| Stage 2 | - | - | - | - | 418 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 687 | - | 78 | 298 |
| Mov Cap-2 Maneuver | - | - | - | - | 78 | - |
| Stage 1 | - | - | - | - | 359 | - |
| Stage 2 | - | - | - | - | 392 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 81.8 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 112 | - | - | 687 | - |
| HCM Lane V/C Ratio | 0.639 | - | - | 0.035 | - |
| HCM Control Delay (s) | 81.8 | - | - | 10.4 | 0 |
| HCM Lane LOS | F | - | - | B | A |
| HCM 95th %tile Q(veh) | 3.2 | - | - | 0.1 | - |

Intersection

Int Delay, s/veh 34.5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 16 | 789 | 110 | 51 | 674 | 6 | 79 | 1 | 39 | 7 | 0 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 7 | 7 | 2 | 2 | 2 | 3 | 3 | 3 | 6 | 6 | 6 |
| Mvmt Flow | 17 | 858 | 120 | 55 | 733 | 7 | 86 | 1 | 42 | 8 | 0 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 739 | 0 | 0 | 977 | 0 | 0 | 1804 | 1802 | 917 | 1821 | 1859 | 736 |
| Stage 1 | - | - | - | - | - | - | 952 | 952 | - | 847 | 847 | - |
| Stage 2 | - | - | - | - | - | - | 852 | 850 | - | 974 | 1012 | - |
| Critical Hdwy | 4.17 | - | - | 4.12 | - | - | 7.13 | 6.53 | 6.23 | 7.16 | 6.56 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.16 | 5.56 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.16 | 5.56 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.218 | - | - | 3.527 | 4.027 | 3.327 | 3.554 | 4.054 | 3.354 |
| Pot Cap-1 Maneuver | 845 | - | - | 706 | - | - | ~ 61 | 79 | 328 | 58 | 72 | 412 |
| Stage 1 | - | - | - | - | - | - | 310 | 337 | - | 351 | 372 | - |
| Stage 2 | - | - | - | - | - | - | 353 | 375 | - | 298 | 312 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 845 | - | - | 706 | - | - | ~ 52 | 65 | 328 | 43 | 60 | 412 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | ~ 52 | 65 | - | 43 | 60 | - |
| Stage 1 | - | - | - | - | - | - | 296 | 322 | - | 335 | 323 | - |
| Stage 2 | - | - | - | - | - | - | 299 | 326 | - | 247 | 298 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.7 | $ 503.5 | 56.4 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 72 | 845 | - | - | 706 | - | - | 87 |
| HCM Lane V/C Ratio | 1.796 | 0.021 | - | - | 0.079 | - | - | 0.2 |
| HCM Control Delay (s) | $ 503.5 | 9.3 | 0 | - | 10.5 | 0 | - | 56.4 |
| HCM Lane LOS | F | A | A | - | B | A | - | F |
| HCM 95th %tile Q(veh) | 11.4 | 0.1 | - | - | 0.3 | - | - | 0.7 |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 827 | 20 | 13 | 701 | 19 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 899 | 22 | 14 | 762 | 21 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 921 | 0 | 1700 | 910 |
| Stage 1 | - | - | - | - | 910 | - |
| Stage 2 | - | - | - | - | 790 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 750 | - | 102 | 336 |
| Stage 1 | - | - | - | - | 396 | - |
| Stage 2 | - | - | - | - | 451 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 750 | - | 99 | 336 |
| Mov Cap-2 Maneuver | - | - | - | - | 99 | - |
| Stage 1 | - | - | - | - | 396 | - |
| Stage 2 | - | - | - | - | 437 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 39.3 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 139 | - | - | 750 | - |
| HCM Lane V/C Ratio | 0.25 | - | - | 0.019 | - |
| HCM Control Delay (s) | 39.3 | - | - | 9.9 | 0 |
| HCM Lane LOS | E | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.9 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 840 | 671 | 0 | 17 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 6 | 6 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 0 | 884 | 706 | 0 | 18 | 45 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 706 | 0 | - | 0 | 1590 | 706 |
| Stage 1 | - | - | - | - | 706 | - |
| Stage 2 | - | - | - | - | 884 | - |
| Critical Hdwy | 4.16 | - | - | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | 874 | - | - | - | 118 | 434 |
| Stage 1 | - | - | - | - | 488 | - |
| Stage 2 | - | - | - | - | 402 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 874 | - | - | - | 118 | 434 |
| Mov Cap-2 Maneuver | - | - | - | - | 118 | - |
| Stage 1 | - | - | - | - | 488 | - |
| Stage 2 | - | - | - | - | 402 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 24.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 874 | - | - | - | 247 |
| HCM Lane V/C Ratio | - | - | - | - | 0.256 |
| HCM Control Delay (s) | 0 | - | - | - | 24.5 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 693 | 147 | 73 | 584 | 87 | 61 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 753 | 160 | 79 | 635 | 95 | 66 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 913 | 0 | 1626 | 833 |
| Stage 1 | - | - | - | - | 833 | - |
| Stage 2 | - | - | - | - | 793 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 755 | - | 114 | 372 |
| Stage 1 | - | - | - | - | 430 | - |
| Stage 2 | - | - | - | - | 449 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 755 | - | 96 | 372 |
| Mov Cap-2 Maneuver | - | - | - | - | 96 | - |
| Stage 1 | - | - | - | - | 430 | - |
| Stage 2 | - | - | - | - | 376 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.1 | 105.7 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 96 | 372 | - | - | 755 | - |
| HCM Lane V/C Ratio | 0.985 | 0.178 | - | - | 0.105 | - |
| HCM Control Delay (s) | 168.1 | 16.8 | - | - | 10.3 | 0 |
| HCM Lane LOS | F | C | - | - | B | A |
| HCM 95th %tile Q(veh) | 5.9 | 0.6 | - | - | 0.4 | - |

# MOVEMENT SUMMARY

## Site: Milestone Rotary

2023 Build Saturday
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Old South Rd | | | | | | | | | | | |
| 3 | L2 | 220 | 2.0 | 1.365 | 189.2 | LOS F | 72.2 | 1834.7 | 1.00 | 3.77 | 8.7 |
| 8 | T1 | 332 | 2.0 | 1.365 | 185.1 | LOS F | 72.2 | 1834.7 | 1.00 | 3.77 | 8.7 |
| 18 | R2 | 127 | 2.0 | 1.365 | 185.1 | LOS F | 72.2 | 1834.7 | 1.00 | 3.77 | 8.6 |
| Approach | | 679 | 2.0 | 1.365 | 186.4 | LOS F | 72.2 | 1834.7 | 1.00 | 3.77 | 8.7 |
| East: Milestone Rd | | | | | | | | | | | |
| 1 | L2 | 105 | 1.0 | 0.756 | 16.6 | LOS C | 9.5 | 240.0 | 0.97 | 1.11 | 26.0 |
| 6 | T1 | 446 | 1.0 | 0.756 | 12.4 | LOS B | 9.5 | 240.0 | 0.97 | 1.11 | 26.0 |
| 16 | R2 | 375 | 1.0 | 0.559 | 9.0 | LOS A | 4.7 | 118.6 | 0.83 | 0.91 | 26.7 |
| Approach | | 926 | 1.0 | 0.756 | 11.5 | LOS B | 9.5 | 240.0 | 0.91 | 1.03 | 26.3 |
| North: Orange St | | | | | | | | | | | |
| 7 | L2 | 279 | 3.0 | 0.617 | 19.2 | LOS C | 5.1 | 129.6 | 0.91 | 1.11 | 24.4 |
| 4 | T1 | 383 | 3.0 | 0.908 | 30.4 | LOS D | 14.9 | 382.7 | 1.00 | 1.53 | 21.6 |
| 14 | R2 | 103 | 3.0 | 0.908 | 30.8 | LOS D | 14.9 | 382.7 | 1.00 | 1.53 | 21.2 |
| Approach | | 765 | 3.0 | 0.908 | 26.4 | LOS D | 14.9 | 382.7 | 0.97 | 1.38 | 22.5 |
| West: Sparks Ave | | | | | | | | | | | |
| 5 | L2 | 48 | 6.0 | 1.453 | 229.5 | LOS F | 61.9 | 1621.8 | 1.00 | 3.79 | 7.5 |
| 2 | T1 | 301 | 6.0 | 1.453 | 225.4 | LOS F | 61.9 | 1621.8 | 1.00 | 3.79 | 7.5 |
| 12 | R2 | 172 | 6.0 | 1.453 | 225.4 | LOS F | 61.9 | 1621.8 | 1.00 | 3.79 | 7.4 |
| Approach | | 521 | 6.0 | 1.453 | 225.8 | LOS F | 61.9 | 1621.8 | 1.00 | 3.79 | 7.5 |
| All Vehicles | | 2892 | 2.7 | 1.453 | 95.1 | LOS F | 72.2 | 1834.7 | 0.96 | 2.26 | 13.3 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


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| Intersection | |
|---|---|
| Int Delay, s/veh | 7.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 232 | 45 | 57 | 15 | 21 | 162 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 8 | 8 | 8 | 4 | 4 |
| Mvmt Flow | 252 | 49 | 62 | 16 | 23 | 176 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 78 | 0 | - | 0 | 623 | 70 |
| Stage 1 | - | - | - | - | 70 | - |
| Stage 2 | - | - | - | - | 553 | - |
| Critical Hdwy | 4.18 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.272 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 1483 | - | - | - | 447 | 987 |
| Stage 1 | - | - | - | - | 948 | - |
| Stage 2 | - | - | - | - | 572 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1483 | - | - | - | 369 | 987 |
| Mov Cap-2 Maneuver | - | - | - | - | 369 | - |
| Stage 1 | - | - | - | - | 948 | - |
| Stage 2 | - | - | - | - | 472 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 6.6 | 0 | 10.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1483 | - | - | - | 828 |
| HCM Lane V/C Ratio | 0.17 | - | - | - | 0.24 |
| HCM Control Delay (s) | 7.9 | 0 | - | - | 10.7 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 0.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 340 | 98 | 135 | 312 | 122 | 135 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 25 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 358 | 103 | 142 | 328 | 128 | 142 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 461 | 0 | 1022 | 409 |
| Stage 1 | - | - | - | - | 409 | - |
| Stage 2 | - | - | - | - | 613 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1095 | - | 260 | 640 |
| Stage 1 | - | - | - | - | 668 | - |
| Stage 2 | - | - | - | - | 539 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1095 | - | 219 | 640 |
| Mov Cap-2 Maneuver | - | - | - | - | 219 | - |
| Stage 1 | - | - | - | - | 668 | - |
| Stage 2 | - | - | - | - | 453 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.7 | 26.5 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 219 | 640 | - | - | 1095 | - |
| HCM Lane V/C Ratio | 0.586 | 0.222 | - | - | 0.13 | - |
| HCM Control Delay (s) | 42.4 | 12.2 | - | - | 8.8 | 0 |
| HCM Lane LOS | E | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 3.3 | 0.8 | - | - | 0.4 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 29.5 |
| Intersection LOS | D |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 20 | 252 | 250 | 0 | 88 | 234 | 8 | 0 | 272 | 9 | 79 |
| Peak Hour Factor | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 3 | 3 | 3 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 21 | 268 | 266 | 0 | 94 | 249 | 9 | 0 | 289 | 10 | 84 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 40 | 20.1 | 24 |
| HCM LOS | E | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 76% | 4% | 27% | 4% |
| Vol Thru, % | 3% | 48% | 71% | 17% |
| Vol Right, % | 22% | 48% | 2% | 78% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 360 | 522 | 330 | 23 |
| LT Vol | 272 | 20 | 88 | 1 |
| Through Vol | 9 | 252 | 234 | 4 |
| RT Vol | 79 | 250 | 8 | 18 |
| Lane Flow Rate | 383 | 555 | 351 | 24 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.704 | 0.899 | 0.633 | 0.052 |
| Departure Headway (Hd) | 6.619 | 5.831 | 6.486 | 7.604 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 544 | 622 | 555 | 468 |
| Service Time | 4.671 | 3.881 | 4.543 | 5.702 |
| HCM Lane V/C Ratio | 0.704 | 0.892 | 0.632 | 0.051 |
| HCM Control Delay | 24 | 40 | 20.1 | 11.1 |
| HCM Lane LOS | C | E | C | B |
| HCM 95th-tile Q | 5.6 | 11 | 4.4 | 0.2 |

Intersection

Int Delay, s/veh 61.8

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 560 | 158 | 224 | 608 | 111 | 260 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 60 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 2 | 2 | 5 | 5 |
| Mvmt Flow | 609 | 172 | 243 | 661 | 121 | 283 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 780 | 0 | 1843 | 695 |
| Stage 1 | - | - | - | - | 695 | - |
| Stage 2 | - | - | - | - | 1148 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | - | - | 837 | - | ~ 81 | 437 |
| Stage 1 | - | - | - | - | 490 | - |
| Stage 2 | - | - | - | - | 298 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 837 | - | ~ 44 | 437 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 44 | - |
| Stage 1 | - | - | - | - | 490 | - |
| Stage 2 | - | - | - | - | 161 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3 | $ 313.2 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 44 | 437 | - | - | 837 | - |
| HCM Lane V/C Ratio | 2.742 | 0.647 | - | - | 0.291 | - |
| HCM Control Delay (s) | $ 983.4 | 27.1 | - | - | 11.1 | 0 |
| HCM Lane LOS | F | D | - | - | B | A |
| HCM 95th %tile Q(veh) | 13 | 4.5 | - | - | 1.2 | - |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 740 | 64 | 50 | 755 | 51 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 2 | 2 | 4 | 4 |
| Mvmt Flow | 804 | 70 | 54 | 821 | 55 | 58 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 874 | 0 | 1768 | 839 |
| Stage 1 | - | - | - | - | 839 | - |
| Stage 2 | - | - | - | - | 929 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | - | - | 772 | - | 91 | 363 |
| Stage 1 | - | - | - | - | 421 | - |
| Stage 2 | - | - | - | - | 381 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 772 | - | 79 | 363 |
| Mov Cap-2 Maneuver | - | - | - | - | 79 | - |
| Stage 1 | - | - | - | - | 421 | - |
| Stage 2 | - | - | - | - | 332 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.6 | 109.4 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 131 | - | - | 772 | - |
| HCM Lane V/C Ratio | 0.863 | - | - | 0.07 | - |
| HCM Control Delay (s) | 109.4 | - | - | 10 | 0 |
| HCM Lane LOS | F | - | - | B | A |
| HCM 95th %tile Q(veh) | 5.5 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 765 | 21 | 19 | 772 | 25 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 2 | 2 |
| Mvmt Flow | 832 | 23 | 21 | 839 | 27 | 24 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 854 | 0 | 1723 | 843 |
| Stage 1 | - | - | - | - | 843 | - |
| Stage 2 | - | - | - | - | 880 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 781 | - | 98 | 364 |
| Stage 1 | - | - | - | - | 422 | - |
| Stage 2 | - | - | - | - | 406 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 781 | - | 93 | 364 |
| Mov Cap-2 Maneuver | - | - | - | - | 93 | - |
| Stage 1 | - | - | - | - | 422 | - |
| Stage 2 | - | - | - | - | 386 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 43.5 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 143 | - | - | 781 | - |
| HCM Lane V/C Ratio | 0.357 | - | - | 0.026 | - |
| HCM Control Delay (s) | 43.5 | - | - | 9.7 | 0 |
| HCM Lane LOS | E | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.5 | - | - | 0.1 | - |

Intersection

Int Delay, s/veh 32.8

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 9 | 675 | 102 | 55 | 683 | 2 | 78 | 2 | 44 | 3 | 4 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 5 | 5 | 5 | 3 | 3 | 3 | 4 | 4 | 4 | 8 | 8 | 8 |
| Mvmt Flow | 10 | 750 | 113 | 61 | 759 | 2 | 87 | 2 | 49 | 3 | 4 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 761 | 0 | 0 | 863 | 0 | 0 | 1715 | 1710 | 807 | 1734 | 1765 | 760 |
| Stage 1 | - | - | - | - | - | - | 827 | 827 | - | 882 | 882 | - |
| Stage 2 | - | - | - | - | - | - | 888 | 883 | - | 852 | 883 | - |
| Critical Hdwy | 4.15 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 838 | - | - | 775 | - | - | ~ 70 | 90 | 378 | 66 | 81 | 396 |
| Stage 1 | - | - | - | - | - | - | 363 | 383 | - | 333 | 356 | - |
| Stage 2 | - | - | - | - | - | - | 336 | 361 | - | 346 | 356 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 838 | - | - | 775 | - | - | ~ 58 | 76 | 378 | 49 | 68 | 396 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | ~ 58 | 76 | - | 49 | 68 | - |
| Stage 1 | - | - | - | - | - | - | 354 | 374 | - | 325 | 308 | - |
| Stage 2 | - | - | - | - | - | - | 281 | 312 | - | 292 | 347 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.7 | $ 430.2 | 49 |
| HCM LOS | | | F | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 83 | 838 | - | - | 775 | - | - | 96 |
| HCM Lane V/C Ratio | 1.66 | 0.012 | - | - | 0.079 | - | - | 0.15 |
| HCM Control Delay (s) | $ 430.2 | 9.3 | 0 | - | 10 | 0 | - | 49 |
| HCM Lane LOS | F | A | A | - | B | A | - | E |
| HCM 95th %tile Q(veh) | 11.4 | 0 | - | - | 0.3 | - | - | 0.5 |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 659 | 29 | 18 | 686 | 24 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 5 | 0 | 0 | 3 | 0 | 0 |
| Mvmt Flow | 716 | 32 | 20 | 746 | 26 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 748 | 0 | 1517 | 732 |
| Stage 1 | - | - | - | - | 732 | - |
| Stage 2 | - | - | - | - | 785 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 870 | - | 133 | 424 |
| Stage 1 | - | - | - | - | 480 | - |
| Stage 2 | - | - | - | - | 453 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 870 | - | 128 | 424 |
| Mov Cap-2 Maneuver | - | - | - | - | 128 | - |
| Stage 1 | - | - | - | - | 480 | - |
| Stage 2 | - | - | - | - | 435 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 31.6 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 178 | - | - | 870 | - |
| HCM Lane V/C Ratio | 0.244 | - | - | 0.022 | - |
| HCM Control Delay (s) | 31.6 | - | - | 9.2 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.9 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 675 | 615 | 0 | 15 | 89 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 4 | 4 |
| Mvmt Flow | 0 | 750 | 683 | 0 | 17 | 99 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 683 | 0 | - | 0 | 1433 | 683 |
| Stage 1 | - | - | - | - | 683 | - |
| Stage 2 | - | - | - | - | 750 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 901 | - | - | - | 146 | 446 |
| Stage 1 | - | - | - | - | 498 | - |
| Stage 2 | - | - | - | - | 463 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 901 | - | - | - | 146 | 446 |
| Mov Cap-2 Maneuver | - | - | - | - | 146 | - |
| Stage 1 | - | - | - | - | 498 | - |
| Stage 2 | - | - | - | - | 463 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 20.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 901 | - | - | - | 344 |
| HCM Lane V/C Ratio | - | - | - | - | 0.336 |
| HCM Control Delay (s) | 0 | - | - | - | 20.7 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 584 | 106 | 61 | 519 | 96 | 61 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 0 | 0 | 3 | 0 | 0 |
| Mvmt Flow | 635 | 115 | 66 | 564 | 104 | 66 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 750 | 0 | 1389 | 692 |
| Stage 1 | - | - | - | - | 692 | - |
| Stage 2 | - | - | - | - | 697 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 868 | - | 159 | 447 |
| Stage 1 | - | - | - | - | 500 | - |
| Stage 2 | - | - | - | - | 498 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 868 | - | 141 | 447 |
| Mov Cap-2 Maneuver | - | - | - | - | 141 | - |
| Stage 1 | - | - | - | - | 500 | - |
| Stage 2 | - | - | - | - | 443 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1 | 55.3 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 141 | 447 | - | - | 868 | - |
| HCM Lane V/C Ratio | 0.74 | 0.148 | - | - | 0.076 | - |
| HCM Control Delay (s) | 81.2 | 14.5 | - | - | 9.5 | 0 |
| HCM Lane LOS | F | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 4.4 | 0.5 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 21.3 |
| Intersection LOS | C |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 17 | 312 | 246 | 0 | 103 | 236 | 3 | 0 | 247 | 4 | 114 |
| Peak Hour Factor | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 6 | 6 | 6 | 2 | 8 | 8 | 8 | 2 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 18 | 332 | 262 | 0 | 110 | 251 | 3 | 0 | 263 | 4 | 121 |
| Number of Lanes | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 2 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 19 | 23 | 24.5 |
| HCM LOS | C | C | C |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 68% | 5% | 0% | 30% | 21% |
| Vol Thru, % | 1% | 95% | 0% | 69% | 7% |
| Vol Right, % | 31% | 0% | 100% | 1% | 72% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 365 | 329 | 246 | 342 | 43 |
| LT Vol | 247 | 17 | 0 | 103 | 9 |
| Through Vol | 4 | 312 | 0 | 236 | 3 |
| RT Vol | 114 | 0 | 246 | 3 | 31 |
| Lane Flow Rate | 388 | 350 | 262 | 364 | 46 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.714 | 0.672 | 0.449 | 0.68 | 0.096 |
| Departure Headway (Hd) | 6.617 | 6.913 | 6.171 | 6.73 | 7.56 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 548 | 522 | 584 | 538 | 472 |
| Service Time | 4.655 | 4.66 | 3.917 | 4.775 | 5.634 |
| HCM Lane V/C Ratio | 0.708 | 0.67 | 0.449 | 0.677 | 0.097 |
| HCM Control Delay | 24.5 | 22.8 | 13.9 | 23 | 11.4 |
| HCM Lane LOS | C | C | B | C | B |
| HCM 95th-tile Q | 5.8 | 5 | 2.3 | 5.1 | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 6 | 611 | 42 | 27 | 725 | 0 | 54 | 0 | 18 | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 5 | 5 | 5 | 7 | 7 | 7 | 13 | 13 | 13 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 657 | 45 | 29 | 780 | 0 | 58 | 0 | 19 | 0 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 780 | 0 | 0 | 702 | 0 | 0 | 1530 | 1530 | 680 | 1540 | 1553 | 780 |
| Stage 1 | - | - | - | - | - | - | 692 | 692 | - | 838 | 838 | - |
| Stage 2 | - | - | - | - | - | - | 838 | 838 | - | 702 | 715 | - |
| Critical Hdwy | 4.15 | - | - | 4.17 | - | - | 7.23 | 6.63 | 6.33 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.23 | 5.63 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.23 | 5.63 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.263 | - | - | 3.617 | 4.117 | 3.417 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 824 | - | - | 873 | - | - | 90 | 111 | 433 | 95 | 114 | 399 |
| Stage 1 | - | - | - | - | - | - | 417 | 429 | - | 364 | 384 | - |
| Stage 2 | - | - | - | - | - | - | 345 | 367 | - | 432 | 438 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 824 | - | - | 873 | - | - | 85 | 103 | 433 | 86 | 106 | 399 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 202 | 218 | - | 208 | 222 | - |
| Stage 1 | - | - | - | - | - | - | 412 | 424 | - | 360 | 361 | - |
| Stage 2 | - | - | - | - | - | - | 324 | 345 | - | 408 | 433 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.3 | 28 | 14 |
| HCM LOS | | | D | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 233 | 824 | - | - | 873 | - | - | 399 |
| HCM Lane V/C Ratio | 0.332 | 0.008 | - | - | 0.033 | - | - | 0.003 |
| HCM Control Delay (s) | 28 | 9.4 | 0 | - | 9.3 | 0 | - | 14 |
| HCM Lane LOS | D | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 1.4 | 0 | - | - | 0.1 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 597 | 5 | 3 | 732 | 3 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 1 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 5 | 0 | 0 | 7 | 0 | 0 |
| Mvmt Flow | 649 | 5 | 3 | 796 | 3 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 654 | 0 | 1454 | 652 |
| Stage 1 | - | - | - | - | 652 | - |
| Stage 2 | - | - | - | - | 802 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 943 | - | 145 | 471 |
| Stage 1 | - | - | - | - | 522 | - |
| Stage 2 | - | - | - | - | 445 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 943 | - | 144 | 471 |
| Mov Cap-2 Maneuver | - | - | - | - | 284 | - |
| Stage 1 | - | - | - | - | 522 | - |
| Stage 2 | - | - | - | - | 442 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 16.6 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 315 | - | - | 943 | - |
| HCM Lane V/C Ratio | 0.014 | - | - | 0.003 | - |
| HCM Control Delay (s) | 16.6 | - | - | 8.8 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 598 | 669 | 0 | 21 | 66 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 7 | 7 | 5 | 5 |
| Mvmt Flow | 0 | 650 | 727 | 0 | 23 | 72 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 727 | 0 | - | 0 | 1377 | 727 |
| Stage 1 | - | - | - | - | 727 | - |
| Stage 2 | - | - | - | - | 650 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | 867 | - | - | - | 157 | 419 |
| Stage 1 | - | - | - | - | 473 | - |
| Stage 2 | - | - | - | - | 514 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 867 | - | - | - | 157 | 419 |
| Mov Cap-2 Maneuver | - | - | - | - | 296 | - |
| Stage 1 | - | - | - | - | 473 | - |
| Stage 2 | - | - | - | - | 514 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 17.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 867 | - | - | - | 381 |
| HCM Lane V/C Ratio | - | - | - | - | 0.248 |
| HCM Control Delay (s) | 0 | - | - | - | 17.5 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 572 | 47 | 29 | 540 | 129 | 80 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 100 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 1 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 0 | 0 | 7 | 0 | 0 |
| Mvmt Flow | 622 | 51 | 32 | 587 | 140 | 87 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 673 | 0 | 1297 | 647 |
| Stage 1 | - | - | - | - | 647 | - |
| Stage 2 | - | - | - | - | 650 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 927 | - | 180 | 475 |
| Stage 1 | - | - | - | - | 525 | - |
| Stage 2 | - | - | - | - | 523 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 927 | - | 174 | 475 |
| Mov Cap-2 Maneuver | - | - | - | - | 314 | - |
| Stage 1 | - | - | - | - | 525 | - |
| Stage 2 | - | - | - | - | 505 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.5 | 21.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 314 | 475 | - | - | 927 | - |
| HCM Lane V/C Ratio | 0.447 | 0.183 | - | - | 0.034 | - |
| HCM Control Delay (s) | 25.4 | 14.3 | - | - | 9 | - |
| HCM Lane LOS | D | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 2.2 | 0.7 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 31.5 |
| Intersection LOS | D |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 35 | 287 | 254 | 0 | 92 | 319 | 24 | 0 | 253 | 6 | 89 |
| Peak Hour Factor | 0.92 | 0.91 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 6 | 6 | 6 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 38 | 315 | 279 | 0 | 101 | 351 | 26 | 0 | 278 | 7 | 98 |
| Number of Lanes | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 2 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 22.7 | 47.1 | 29.7 |
| HCM LOS | C | E | D |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 73% | 11% | 0% | 21% | 29% |
| Vol Thru, % | 2% | 89% | 0% | 73% | 2% |
| Vol Right, % | 26% | 0% | 100% | 6% | 69% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 348 | 322 | 254 | 435 | 59 |
| LT Vol | 253 | 35 | 0 | 92 | 17 |
| Through Vol | 6 | 287 | 0 | 319 | 1 |
| RT Vol | 89 | 0 | 254 | 24 | 41 |
| Lane Flow Rate | 382 | 354 | 279 | 478 | 65 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.761 | 0.728 | 0.514 | 0.912 | 0.15 |
| Departure Headway (Hd) | 7.161 | 7.407 | 6.631 | 6.866 | 8.31 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 505 | 485 | 539 | 526 | 434 |
| Service Time | 5.237 | 5.198 | 4.423 | 4.947 | 6.31 |
| HCM Lane V/C Ratio | 0.756 | 0.73 | 0.518 | 0.909 | 0.15 |
| HCM Control Delay | 29.7 | 27.7 | 16.3 | 47.1 | 12.8 |
| HCM Lane LOS | D | D | C | E | B |
| HCM 95th-tile Q | 6.6 | 5.9 | 2.9 | 10.8 | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 16 | 789 | 110 | 51 | 674 | 6 | 79 | 1 | 39 | 7 | 0 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 7 | 7 | 2 | 2 | 2 | 3 | 3 | 3 | 6 | 6 | 6 |
| Mvmt Flow | 17 | 858 | 120 | 55 | 733 | 7 | 86 | 1 | 42 | 8 | 0 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 739 | 0 | 0 | 977 | 0 | 0 | 1804 | 1802 | 917 | 1821 | 1859 | 736 |
| Stage 1 | - | - | - | - | - | - | 952 | 952 | - | 847 | 847 | - |
| Stage 2 | - | - | - | - | - | - | 852 | 850 | - | 974 | 1012 | - |
| Critical Hdwy | 4.17 | - | - | 4.12 | - | - | 7.13 | 6.53 | 6.23 | 7.16 | 6.56 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.16 | 5.56 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.16 | 5.56 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.218 | - | - | 3.527 | 4.027 | 3.327 | 3.554 | 4.054 | 3.354 |
| Pot Cap-1 Maneuver | 845 | - | - | 706 | - | - | ~ 61 | 79 | 328 | 58 | 72 | 412 |
| Stage 1 | - | - | - | - | - | - | 310 | 337 | - | 351 | 372 | - |
| Stage 2 | - | - | - | - | - | - | 353 | 375 | - | 298 | 312 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 845 | - | - | 706 | - | - | ~ 52 | 65 | 328 | 44 | 60 | 412 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 156 | 174 | - | 130 | 153 | - |
| Stage 1 | - | - | - | - | - | - | 296 | 322 | - | 335 | 323 | - |
| Stage 2 | - | - | - | - | - | - | 299 | 326 | - | 247 | 298 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.7 | 57.5 | 23.6 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 189 | 845 | - | - | 706 | - | - | 211 |
| HCM Lane V/C Ratio | 0.684 | 0.021 | - | - | 0.079 | - | - | 0.082 |
| HCM Control Delay (s) | 57.5 | 9.3 | 0 | - | 10.5 | 0 | - | 23.6 |
| HCM Lane LOS | F | A | A | - | B | A | - | C |
| HCM 95th %tile Q(veh) | 4.2 | 0.1 | - | - | 0.3 | - | - | 0.3 |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 827 | 20 | 13 | 701 | 19 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 1 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 899 | 22 | 14 | 762 | 21 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 921 | 0 | 1700 | 910 |
| Stage 1 | - | - | - | - | 910 | - |
| Stage 2 | - | - | - | - | 790 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 750 | - | 102 | 336 |
| Stage 1 | - | - | - | - | 396 | - |
| Stage 2 | - | - | - | - | 451 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 750 | - | 99 | 336 |
| Mov Cap-2 Maneuver | - | - | - | - | 235 | - |
| Stage 1 | - | - | - | - | 396 | - |
| Stage 2 | - | - | - | - | 437 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 20.4 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 268 | - | - | 750 | - |
| HCM Lane V/C Ratio | 0.13 | - | - | 0.019 | - |
| HCM Control Delay (s) | 20.4 | - | - | 9.9 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 840 | 671 | 0 | 17 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 6 | 6 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 0 | 884 | 706 | 0 | 18 | 45 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 706 | 0 | - | 0 | 1590 | 706 |
| Stage 1 | - | - | - | - | 706 | - |
| Stage 2 | - | - | - | - | 884 | - |
| Critical Hdwy | 4.16 | - | - | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | 874 | - | - | - | 118 | 434 |
| Stage 1 | - | - | - | - | 488 | - |
| Stage 2 | - | - | - | - | 402 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 874 | - | - | - | 118 | 434 |
| Mov Cap-2 Maneuver | - | - | - | - | 254 | - |
| Stage 1 | - | - | - | - | 488 | - |
| Stage 2 | - | - | - | - | 402 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 17.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 874 | - | - | - | 361 |
| HCM Lane V/C Ratio | - | - | - | - | 0.175 |
| HCM Control Delay (s) | 0 | - | - | - | 17.1 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 693 | 147 | 73 | 584 | 87 | 61 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 100 | - | 0 | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 1 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 753 | 160 | 79 | 635 | 95 | 66 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 913 | 0 | 1626 | 833 |
| Stage 1 | - | - | - | - | 833 | - |
| Stage 2 | - | - | - | - | 793 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 755 | - | 114 | 372 |
| Stage 1 | - | - | - | - | 430 | - |
| Stage 2 | - | - | - | - | 449 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 755 | - | 102 | 372 |
| Mov Cap-2 Maneuver | - | - | - | - | 236 | - |
| Stage 1 | - | - | - | - | 430 | - |
| Stage 2 | - | - | - | - | 402 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.1 | 24.6 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 236 | 372 | - | - | 755 | - |
| HCM Lane V/C Ratio | 0.401 | 0.178 | - | - | 0.105 | - |
| HCM Control Delay (s) | 30.1 | 16.8 | - | - | 10.3 | - |
| HCM Lane LOS | D | C | - | - | B | - |
| HCM 95th %tile Q(veh) | 1.8 | 0.6 | - | - | 0.4 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 17.6 |
| Intersection LOS | C |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 20 | 252 | 250 | 0 | 88 | 234 | 8 | 0 | 272 | 9 | 79 |
| Peak Hour Factor | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 3 | 3 | 3 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 21 | 268 | 266 | 0 | 94 | 249 | 9 | 0 | 289 | 10 | 84 |
| Number of Lanes | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 2 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 14.8 | 18.8 | 21.1 |
| HCM LOS | B | C | C |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 76% | 7% | 0% | 27% | 4% |
| Vol Thru, % | 3% | 93% | 0% | 71% | 17% |
| Vol Right, % | 22% | 0% | 100% | 2% | 78% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 360 | 272 | 250 | 330 | 23 |
| LT Vol | 272 | 20 | 0 | 88 | 1 |
| Through Vol | 9 | 252 | 0 | 234 | 4 |
| RT Vol | 79 | 0 | 250 | 8 | 18 |
| Lane Flow Rate | 383 | 289 | 266 | 351 | 24 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.667 | 0.526 | 0.428 | 0.611 | 0.049 |
| Departure Headway (Hd) | 6.271 | 6.539 | 5.788 | 6.265 | 7.2 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 571 | 547 | 617 | 572 | 500 |
| Service Time | 4.352 | 4.333 | 3.581 | 4.358 | 5.2 |
| HCM Lane V/C Ratio | 0.671 | 0.528 | 0.431 | 0.614 | 0.048 |
| HCM Control Delay | 21.1 | 16.5 | 12.9 | 18.8 | 10.6 |
| HCM Lane LOS | C | C | B | C | B |
| HCM 95th-tile Q | 5 | 3 | 2.1 | 4.1 | 0.2 |

Intersection

Int Delay, s/veh 4.3

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 9 | 675 | 102 | 55 | 683 | 2 | 78 | 2 | 44 | 3 | 4 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 5 | 5 | 5 | 3 | 3 | 3 | 4 | 4 | 4 | 8 | 8 | 8 |
| Mvmt Flow | 10 | 750 | 113 | 61 | 759 | 2 | 87 | 2 | 49 | 3 | 4 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 761 | 0 | 0 | 863 | 0 | 0 | 1715 | 1710 | 807 | 1734 | 1765 | 760 |
| Stage 1 | - | - | - | - | - | - | 827 | 827 | - | 882 | 882 | - |
| Stage 2 | - | - | - | - | - | - | 888 | 883 | - | 852 | 883 | - |
| Critical Hdwy | 4.15 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 838 | - | - | 775 | - | - | ~ 70 | 90 | 378 | 66 | 81 | 396 |
| Stage 1 | - | - | - | - | - | - | 363 | 383 | - | 333 | 356 | - |
| Stage 2 | - | - | - | - | - | - | 336 | 361 | - | 346 | 356 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 838 | - | - | 775 | - | - | ~ 59 | 76 | 378 | 50 | 68 | 396 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 166 | 187 | - | 145 | 166 | - |
| Stage 1 | - | - | - | - | - | - | 354 | 374 | - | 325 | 308 | - |
| Stage 2 | - | - | - | - | - | - | 281 | 312 | - | 292 | 347 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.7 | 50.9 | 22.8 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 208 | 838 | - | - | 775 | - | - | 217 |
| HCM Lane V/C Ratio | 0.662 | 0.012 | - | - | 0.079 | - | - | 0.067 |
| HCM Control Delay (s) | 50.9 | 9.3 | 0 | - | 10 | 0 | - | 22.8 |
| HCM Lane LOS | F | A | A | - | B | A | - | C |
| HCM 95th %tile Q(veh) | 4 | 0 | - | - | 0.3 | - | - | 0.2 |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 659 | 29 | 18 | 686 | 24 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 1 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 5 | 0 | 0 | 3 | 0 | 0 |
| Mvmt Flow | 716 | 32 | 20 | 746 | 26 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 748 | 0 | 1517 | 732 |
| Stage 1 | - | - | - | - | 732 | - |
| Stage 2 | - | - | - | - | 785 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 870 | - | 133 | 424 |
| Stage 1 | - | - | - | - | 480 | - |
| Stage 2 | - | - | - | - | 453 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 870 | - | 128 | 424 |
| Mov Cap-2 Maneuver | - | - | - | - | 267 | - |
| Stage 1 | - | - | - | - | 480 | - |
| Stage 2 | - | - | - | - | 435 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 18.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 313 | - | - | 870 | - |
| HCM Lane V/C Ratio | 0.139 | - | - | 0.022 | - |
| HCM Control Delay (s) | 18.3 | - | - | 9.2 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 675 | 615 | 0 | 15 | 89 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 4 | 4 |
| Mvmt Flow | 0 | 750 | 683 | 0 | 17 | 99 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 683 | 0 | - | 0 | 1433 | 683 |
| Stage 1 | - | - | - | - | 683 | - |
| Stage 2 | - | - | - | - | 750 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 901 | - | - | - | 146 | 446 |
| Stage 1 | - | - | - | - | 498 | - |
| Stage 2 | - | - | - | - | 463 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 901 | - | - | - | 146 | 446 |
| Mov Cap-2 Maneuver | - | - | - | - | 286 | - |
| Stage 1 | - | - | - | - | 498 | - |
| Stage 2 | - | - | - | - | 463 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 17.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 901 | - | - | - | 413 |
| HCM Lane V/C Ratio | - | - | - | - | 0.28 |
| HCM Control Delay (s) | 0 | - | - | - | 17.1 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

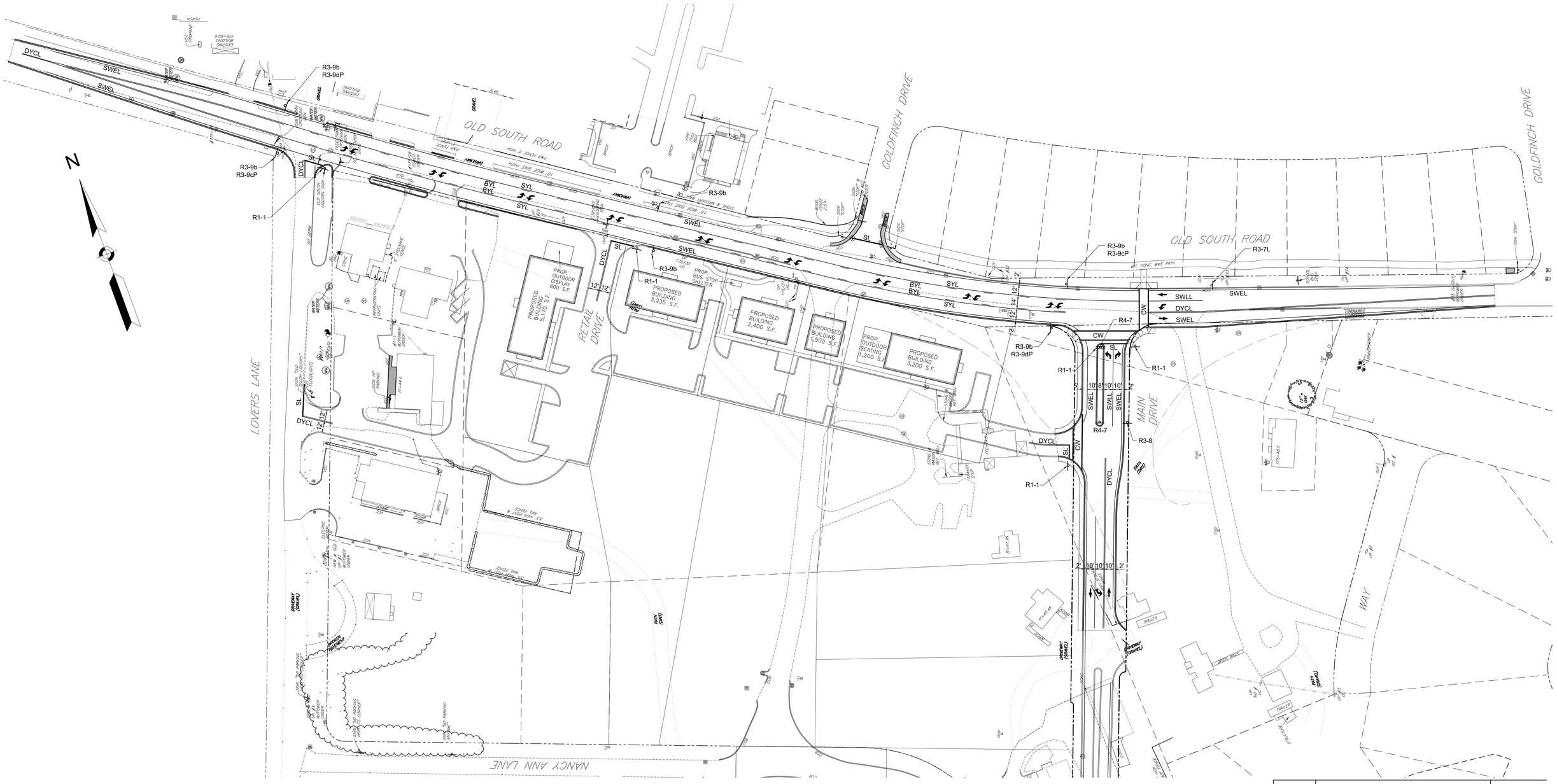
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 584 | 106 | 61 | 519 | 96 | 61 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 100 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 1 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 0 | 0 | 3 | 0 | 0 |
| Mvmt Flow | 635 | 115 | 66 | 564 | 104 | 66 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 750 | 0 | 1389 | 692 |
| Stage 1 | - | - | - | - | 692 | - |
| Stage 2 | - | - | - | - | 697 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 868 | - | 159 | 447 |
| Stage 1 | - | - | - | - | 500 | - |
| Stage 2 | - | - | - | - | 498 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 868 | - | 147 | 447 |
| Mov Cap-2 Maneuver | - | - | - | - | 286 | - |
| Stage 1 | - | - | - | - | 500 | - |
| Stage 2 | - | - | - | - | 460 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1 | 20.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 286 | 447 | - | - | 868 | - |
| HCM Lane V/C Ratio | 0.365 | 0.148 | - | - | 0.076 | - |
| HCM Control Delay (s) | 24.6 | 14.5 | - | - | 9.5 | - |
| HCM Lane LOS | C | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.6 | 0.5 | - | - | 0.2 | - |

# Old South Road Conceptual Improvement Plan




## SIGN LEGEND

| | | | | | |
|---|---|---|---|---|---|
| R1-1 | STOP | R3-9b | CENTER LANE ONLY | R4-7 | |
| R3-7L | LEFT LANE MUST TURN LEFT | R3-9cP | BEGIN | | |
| R3-8 | ONLY ONLY | R3-9dP | END | | |

## PAVEMENT MARKING LEGEND

| | |
|---|---|
| DYCL | DOUBLE YELLOW CENTER LINE |
| SWEL | SOLID WHITE EDGE LINE |
| SYEL | SOLID YELLOW EDGE LINE |
| BYL | BROKEN YELLOW LINE |
| SL | STOP LINE |
| SWLL | SOLID WHITE LANE LINE |
| CW | CROSSWALK |

GRAPHIC SCALE

50 0 25 50 100 200

( IN FEET )
1 inch = 50 ft.

| REV. # | DESCRIPTION | DATE |
|---|---|---|
| | | |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*PROPOSED CENTER TURN LANE*
*OLD SOUTH ROAD*
*NANTUCKET,*
*MASSACHUSETTS*

*CONCEPTUAL IMPROVEMENT PLAN*

DATE: *8/18/16*

*FIGURE 1*