



To: Mr. Thomas Bena  
Stillpoint Martha's Vineyard  
P.O. Box 592  
Chilmark, MA 02535

Date: June 3, 2022

Memorandum

Project #: 15686.00

From: Randall C. Hart, Principal  
Benjamin Kohl

Re: Stillpoint Martha's Vineyard  
West Tisbury, Massachusetts

---

## Introduction

On behalf of Stillpoint Martha's Vineyard, Vanasse Hangen Brustlin, Inc. (VHB) has prepared a traffic impact assessment (TIA) for the Development of Regional Impact (DRI) submittal for a proposed redevelopment located at the Stillpoint Site along State Road in West Tisbury, Massachusetts. Currently the site is accessed from Stillpoint Meadows Road and most of the site is vacant with the exception of two residential homes and a barn that will be repurposed. The following provides a summary of the proposed site development program:

- Stillpoint Martha's Vineyard Education Center
- 2 Residential Homes (Existing)
- Land Bank Space; open to public

The mission of the project is to create a gathering place for people from all walks of life for educational programs—including but not limited to—classes, discussions, workshops, retreats, and the arts.

### Core Values

- education—lifelong learning in a variety of disciplines
- quiet—cultivation of mindfulness, space to go deeper into the issues of your life
- connection—connecting with other community members regardless of their beliefs
- action—practical steps to help people live a more peaceful and harmonious life
- nature—land bank trails and forested land are a very important part of this project

Under the proposed condition, the site would continue to be accessed through Stillpoint Meadows Road. A figure showing the Project site in relation to the surrounding area and a conceptual site plan are included in the Attachments.

This memorandum includes an evaluation of the existing traffic operations and safety; an assessment of future conditions with and without the Project; an estimate of projected traffic volumes for the Project and its potential impact on future traffic operations in the area; and a review of parking supply and demand for the Project.

As detailed herein, the proposed Project is expected to have a minimal impact on local traffic operations.

101 Walnut Street  
PO Box 9151  
Watertown, MA 02472-4026  
P 617.924.1770

## Existing Conditions

The existing condition analysis consists of an inventory of the traffic control, roadway, driveway, and intersection geometry in the study area, the collection of daily and peak hour traffic volumes, a summary of public transit options in the area, a review of recent crash history, and a documentation of the existing sight distance at the site driveways.

### Study Area

Based on an understanding of the current traffic operations in the region, a study area comprised of the following intersections and their approach roadways were selected for review:

- State Road at North Road
- State Road at Stillpoint Meadows Road
- State Road at Panhandle Road/Scotchmans Lane
- State Road at Edgartown-West Tisbury Road

A figure showing the intersection lane geometry and traffic control at each study area intersection is included in the Attachments.

### Study Area Roadways

#### State Road

State Road is a two-lane (one lane per direction) roadway running in a northeast-southwest direction. It connects Vineyard Haven in Tisbury to Gay Head Light in Aquinnah. It is known as South Road between the town centers of West Tisbury and Chilmark. No pedestrian or bicycle accommodations are provided in the study area along the roadway. State Road falls under MassDOT jurisdiction and is classified as a rural major collector. The posted speed limit varies throughout the study area. The speed limit is 30 mph near the North Road intersection and north of it, 35 mph from south of North Road to south of Stillpoint Meadows Road, 40 mph from south of Stillpoint Meadows Road to south of Panhandle Road, and 25 mph south of Panhandle Road. Land use along State Road is primarily residential and commercial, with commercial sections concentrated to the north and south of the study area.

### Study Area Intersections

#### State Road at North Road

State Road is intersected by North Road from the west to form an unsignalized triangular intersection. All three sides of the triangle are two-way roadways. The eastbound left and right movements as well as the northbound left movement are STOP-controlled. VTA (Vineyard Transit Authority) Bus 4 (West Tisbury – Chilmark – Aquinnah) has a stop at this intersection. Priester Pond is located to the southwest of the intersection, while a small collection of shops is located a few hundred feet to the north.

#### State Road at Stillpoint Meadows Road

State Road is intersected by Stillpoint Meadows Road from the west to form a three-legged unsignalized intersection. All approaches consist of one general-purpose lane and the Stillpoint Meadows Road approach operates under STOP control. The Site is currently and will continue to be accessed via Stillpoint Meadows Road. Land use around the intersection is mainly residential.

### State Road at Panhandle Road/Scotchmans Lane

State Road is intersected by Panhandle Road from the west and Scotchmans Lane from the east to form a four-legged unsignalized intersection. All approaches consist of one general-purpose lane and the Panhandle Road and Scotchmans Lane approaches operate under STOP control. Land use around the intersection is mainly agricultural.

### State Road at Edgartown-West Tisbury Road

State Road is intersected by Edgartown-West Tisbury Road from the east to form an unsignalized triangular intersection. All three sides of the triangle are two-way roadways. The westbound left and southbound left movements are STOP-controlled, while the westbound right movement is YIELD-controlled. Downtown West Tisbury is located to the south.

### Traffic Volumes

To assess the existing operational conditions within the study area, a 72-hour automatic traffic recorder (ATR) count was conducted from Thursday, March 18, 2021 through Saturday, March 20, 2021 along State Road in the vicinity of the Site in addition to peak hour turning movement counts (TMCs) on Wednesday, March 17 and Saturday, March 20.

### Count Adjustments

The traffic data collected for the study area was obtained during March 2021. To determine an adjustment factor to reflect peak season volumes, historic data was reviewed and compared to count data obtained in March 2021.

The 2019 seasonal correction factors published by MassDOT for the Recreational East area including Cape Cod, Martha's Vineyard, and Nantucket suggest a 1.45 adjustment factor to grow March or December volumes to peak season volumes. Two permanent count stations on State Road have been continuously counting since late November 2019. A comparison of volumes for the two permanent count stations on State Road revealed that March 2021 volumes were approximately equal to December 2019 volumes for the weekday and greater than December 2019 volumes for Saturday. This demonstrated that the COVID-19 pandemic had negligible effects on the March 2021 volumes. However, as it is estimated that the summer population is more than five times the winter population according to the Martha's Vineyard Regional Transportation Plan 2020-2040<sup>1</sup>, a larger seasonal adjustment factor is possibly more appropriate for Martha's Vineyard specifically.

A research memorandum<sup>2</sup> published by the MVC Transportation Department in 2007 shows that the Mill Pond traffic factor is just over 2.5 for April, November and December (March data was not available). However, since the Martha's Vineyard Regional Transportation Plan states that peak summer traffic volumes have not increased much since the late 1990s while off-peak traffic has steadily increased, VHB expected the adjustment factor for more recent years to be lower than 2.5.

Peak season ATR volumes on Edgartown-West Tisbury Road east of State Road were available from July 2016. The volumes were grown to 2019 (MassDOT has stated 2019 volumes are considered existing during the pandemic) and compared to the March 2021 TMC data for that roadway. The comparison showed an average adjustment factor of 2.25 to grow March 2021 volumes to the "July 2019" volumes.

---

<sup>1</sup> Martha's Vineyard Regional Transportation Plan 2020-2040, Martha's Vineyard Commission and the Martha's Vineyard Joint Transportation Committee, July 2019.

<sup>2</sup> Transportation Seasonality, Research Memorandum from MVC Transportation Department, September 28, 2007.

As a result of the analysis and comparison of all available data above, the March 2021 counts were adjusted by a factor of 2.25 to reflect typical peak season volumes.

The historic data and adjustment factor calculations are included in the Attachments.

#### Existing Volumes

The observed traffic volumes along State Road in the vicinity of the Site are summarized below in Table 1 and have been adjusted for COVID. The ATR data is included in the Attachments.

**Table 1 Existing Traffic Volume Summary**

Location	Day	Daily	Midday Peak Hour			Evening Peak Hour		
		Vol (vpd) <sup>a</sup>	Vol (vph) <sup>b</sup>	K Factor <sup>c</sup>	Dir. Dist. <sup>d</sup>	Vol (vph)	K Factor	Dir. Dist.
State Road north of Stillpoint	Weekday	6,800	650	9.6%	49% NB	440	6.5%	52% NB
Meadows Road	Saturday	6,100	795	12.9%	54% NB	425	6.9%	57% NB

Source: Automatic Traffic Recorder (ATR) counts conducted by VHB in March 2021 and adjusted to reflect peak season conditions.

- a Daily traffic expressed in vehicles per day.
- b Peak hour volumes expressed in vehicles per hour.
- c Percent of daily traffic, which occurs during the peak hour.
- d Directional distribution of peak period traffic.

Note: Peak hours consistent with the peak hours of the individual intersection turning movement counts.

As shown in Table 1, State Road carries approximately 6,800 vehicles per day on a typical weekday during the summer peak season, with 9.6-percent during the midday peak hour and 6.5-percent during the evening peak hour. The directional distribution of State Road traffic is approximately evenly split during both peak hours. On a typical Saturday during the summer peak season, State Road carries approximately 6,100 vehicles throughout the day, with 12.9-percent during the midday peak hour and 6.9-percent during the evening peak hour. State Road traffic is slightly heavier in the northbound direction during both Saturday peak hours.

In addition, peak hour turning movement counts (TMCs) were conducted at the study area intersections on Thursday, March 18, 2021 from 10:00 AM to 2:00 PM and 4:00 PM to 7:00 PM and on Saturday, March 20, 2021 from 11:00 AM to 2:00 PM and 4:00 PM to 7:00 PM. Based on a review of the count data, the peak hours of vehicular activity were as follows: Weekday Midday from 12:15 PM to 1:15 PM, Weekday Evening from 4:00 PM to 5:00 PM, Saturday Midday from 11:00 AM to 12:00 PM, Saturday Evening from 4:15 PM to 5:15 PM. However, the evening peak periods analyzed in the Traffic Operations Analysis were from 5:30 PM to 6:30 PM based on anticipated traffic from the development. The anticipated traffic is expected to move the evening peak hour to 5:30 PM to 6:30 PM on weekdays and Saturdays when there are events at the Site. The traffic volume counts are provided in the Attachments.

The resulting 2022 Existing traffic volume networks are provided in the Attachments to this memorandum.

**Public Transportation**

Public transportation on Martha’s Vineyard is provided by the Vineyard Transit Authority (VTA). The nearest public transit to the Site is VTA bus routes 2, 3 and 4. The nearest bus stop to the site is located on State Road at Poly Hill Arboretum, approximately 900 feet south of Stillpoint Meadows Road. Routes 2 and 3 provide service to and from Vineyard Haven, while Route 4 provides service to and from Menemsha and Chilmark.

The schedules for Summer 2019, the last non-COVID summer season, were reviewed to determine typical peak-season service in the area. Service for the peak summer season is provided seven days a week. Route 2 stops at Polly Hill Arboretum approximately every 1.5 hours from 7:45 AM to 6:15 PM. Route 3 stops across from Polly Hill Arboretum approximately every hour from 6:30 AM to 11:30 PM. Route 4 stops at Polly Hill Arboretum approximately every hour from 7:30 AM to 10:30 PM and at the intersection of State Road at North Road approximately every hour from 6:45 AM to 9:45 PM.

The schedule for Winter 2020-2021 was reviewed to determine typical off-season service. A combined Routes 2 and 3 bus stops at Polly Hill Arboretum only four times between 6:30 AM and 2:30 PM Monday through Saturday. Route 4 stops at the intersection of State Road at North Road only twice, at approximately 9:30 AM and 3:20 PM, Monday through Saturday. It should also be noted that VTA provided a microtransit pilot program during the Winter 2020-2021 off-season. Microtransit was available if a passenger's origin or destination were more than a half mile away from a fixed route and on Sundays in the areas of routes that did not provide service on Sundays. The microtransit trips operated daily between 7am and 6pm using minibuses.

Public transportation route maps and schedules are provided in the Attachments to this memorandum. While public transportation is provided near the Site, to present a conservative analysis, no credit was taken for people arriving and departing via public transportation.

### **Pedestrian and Bicycle Accommodations**

There are no pedestrian or bicycle accommodations in the study area. Both lanes on State Road are approximately 10 feet wide, so vehicles do not have enough room to pass bicyclists. There are narrow unpaved shoulders on either side of the road.

### **Crash Summary**

A detailed crash analysis was conducted to identify potential vehicle accident trends and/or roadway deficiencies in the traffic study area. The most current vehicle accident data for the traffic study area intersections were obtained from MassDOT for the years 2015 to 2019. The MassDOT database is comprised of crash data from the Massachusetts Registry of Motor Vehicles (RMV) Division primarily for use in traffic studies and safety evaluations. Data files are provided for an entire city or town for an entire year, though it is possible that some crash records may be omitted either due to individual crashes not being reported, or the city crash records not being provided in a compatible format for RMV use.

Crash rates are calculated based on the number of accidents at an intersection and the volume of traffic traveling through that intersection on a daily basis. Rates that exceed MassDOT's average for accidents at intersections in the MassDOT district in which the town or city is located could indicate safety or geometric issues for a particular intersection. For our study area, the calculated crash rates for the study area intersections were compared to the MassDOT District 5 (the MassDOT district for West Tisbury) average. The current MassDOT average crash rate for unsignalized intersections in District 5 is 0.57 crashes per million entering vehicles. In other words, on average, 0.57 crashes occurred per million vehicles entering unsignalized intersections throughout District 5.

A summary of the study area intersections vehicle accident history based on the available RMV data is presented in Table 2 and the detailed crash data is provided in the Attachments to this memorandum. The volumes used to calculate the crash rate were weekday 4:15 PM to 5:15 PM volumes adjusted by a factor of 1.12 to average month conditions, based on 2019 seasonal correction factors published by MassDOT for the Recreational East area for a conservative calculation.

As shown in Table 2, this resulted in two intersections having a calculated crash rate above the MassDOT District 5 average crash rate. This is due to the high variation in volumes throughout the year. Though the crash rate may be higher than the district average, there is only an average of no more than 1.4 crashes per year at any study area intersection, reflecting a low number of crashes despite the higher crash rate. The majority of crashes that occurred at the study area intersections were angle collisions or single vehicle collisions resulting in property damage only. None of the crashes resulted in fatal injuries. One crash was reported to involve non-motorists (bicyclists or pedestrians).

**Table 2 Vehicular Crash Data (2015 - 2019)**

	State Road at North Road	State Road at Stillpoint Meadows Road	State Road at Panhandle Road/ Scotchmans Lane	State Road at Edgartown-West Tisbury Road
Signalized?	No	No	No	No
MassDOT Average Crash Rate	0.57	0.57	0.57	0.57
Calculated Crash Rate	0.79	0.15	0.85	0.46
Exceeds Average?	Yes	No	Yes	No
<b>Year</b>				
2015	3	1	1	1
2016	1	0	2	1
2017	1	0	1	0
2018	1	0	0	2
<u>2019</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>
<b>Total</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>5</b>
Yearly Average	1.4	0.2	1.2	1
<b>Collision Type</b>				
Angle	1	0	3	2
Head-on	0	0	1	0
Rear-end	2	0	0	2
Sideswipe, opposite direction	1	0	1	0
Sideswipe, same direction	0	0	0	1
Single Vehicle Crash	3	1	1	0
Not reported	0	0	0	0
<b>Severity</b>				
Fatal Injury	0	0	0	0
Non-Fatal Injury	3	1	1	0
Property Damage Only	2	0	4	4
Not Reported	2	0	1	1
<b>Time of day</b>				
Weekday ,7:00 AM - 9:00 AM	0	0	0	0
Weekday, 4:00 – 6:00 PM	0	0	2	1
Saturday 11:00 AM – 2:00 PM	1	0	0	0
Weekday, other time	4	1	1	4
Weekend, other time	2	0	3	0
<b>Pavement Conditions</b>				
Dry	4	1	4	4
Wet	1	0	1	1
Snow	0	0	1	0
Sand, mud, dirt, oil, gravel	1	0	0	0
Not reported	1	0	0	0
<b>Non-Motorist (Bike, Ped)</b>	1	0	0	0

Source: Crash data was obtained from MassDOT Crash Portal, accessed March 9, 2021.

## Highway Safety Improvement Program

In addition to calculating the crash rate, study area intersections should also be reviewed in the MassDOT's Highway Safety Improvement Program (HSIP) database. An HSIP-eligible cluster is one in which the total number of "equivalent property damage only"<sup>3</sup> crashes in the area is within the top 5% of all clusters in that region. Being HSIP-eligible makes the location eligible for FHWA and MassDOT funds to address the identified safety issues at these locations. As part of this effort, VHB reviewed this database and found that there are no HSIP-eligible clusters in the study area.

### Sight Distance

A sight distance analysis, in conformance with guidelines of the American Association of State Highway and Transportation Officials (AASHTO) was performed at the existing unsignalized site driveway intersections along Beacon Street. The proposed Site driveways with the Project in place are anticipated to be located in approximately the same locations as the existing Site driveways. Sight distance considerations are generally divided into two categories: Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD). Stopping Sight Distance (SSD) is the distance required for a vehicle approaching an intersection from either direction to perceive, react and come to a complete stop before colliding with an object in the road, in this case the exiting vehicle from a driveway. In this respect, SSD can be considered as the minimum visibility criterion for the safe operation of an unsignalized intersection.

Intersection Sight Distance (ISD) is based on the time required for perception, reaction and completion of the desired critical exiting maneuver once the driver on a minor street or driveway approach decided to execute the maneuver. Calculation for the critical ISD includes the time to (1) turn left, and to clear the half of the intersection without conflicting with the vehicles approaching from the left; and (2) accelerate to the operating speed of the roadway without causing approaching vehicles to unduly reduce their speed. In this context, ISD can be considered as a desirable visibility criterion for the safe operation of an unsignalized intersection. Essentially, while SSD is the minimum distance needed to avoid collisions, ISD is the minimum distance needed so that mainline motorists will not have to substantially reduce their speed due to turning vehicles. To maintain the safe operation of an unsignalized intersection, ISD only needs to be equal to the stopping sight distance, though it is desirable to meet ISD requirements by themselves.

To calculate the required SSD and ISD at the unsignalized intersection of State Road at Stillpoint Meadows Road, the 85<sup>th</sup> percentile speed along State Road measured by the ATR count described above was utilized. The 85<sup>th</sup> percentile speed along State Road was observed to be approximately 39 mph in both directions. Table 3 summarizes the sight distance analysis and the sight distance worksheets are included in the Attachments.

---

<sup>3</sup> Equivalent property damage only" is a method of combining the number of crashes with the severity of the crashes based on a weighted scale. Crashes involving property damage only are reported at a minimal level of importance, while collisions involving personal injury (or fatalities) are weighted more heavily.



**Table 3 Sight Distance Analysis Summary**

Location	Stopping Sight Distance (ft) <sup>a</sup>			Intersection Sight Distance (ft) <sup>a</sup>		
	Traveling	Required	Measured	Looking	Desired	Measured
State Road at Stillpoint	Northbound	290	360	Left	430	540
Meadows Road	Southbound	290	600	Right	430	300

<sup>a</sup> Based on guidelines established in A Policy on the Geometric Design of Highways and Streets, Sixth Edition, American Association of State Highway and Transportation Officials (AASHTO), 2011 for an 85<sup>th</sup> percentile speed of 39 mph in both directions.

As shown in Table 3, at the unsignalized intersection of State Road at Stillpoint Meadows Road, the desired ISD looking right is not met. VHB recommends that brush and trees along the horizontal curve to the south of the Site driveway are cleared to meet the desired ISD looking right. The distances are exceeded for the required SSD in both directions and the desired ISD looking left.

**Future Conditions**

To determine the impacts of the site-generated traffic volumes in the vicinity of the site, future traffic conditions were evaluated. A seven-year horizon (2029) was used for the evaluation consistent with MassDOT TIA requirements.

Traffic growth on area roadways is a function of the expected land development, environmental activity, and changes in demographics. A frequently used procedure is to identify estimated traffic generated by planned developments that would be expected to affect the project study area roadways. An alternative procedure is to estimate an annual percentage increase and apply that increase to study area traffic volumes. For this evaluation, *both* procedures were used. The following summarizes this traffic forecasting process.

**Historic Growth**

Based on information provided in the Martha’s Vineyard Regional Transportation Plan (2011 Update) <sup>4</sup>, traffic volumes increased at a rate of 1.7 percent per year from 1981 to 1996 at a number of “down island” locations. One of the locations studied to obtain this growth factor was Edgartown Road in Tisbury, which is just east of the proposed site. While the 2011 Regional Transportation Plan Draft Update states that peak season volumes have remained relatively flat, to provide a conservative assessment, the historical growth factor of 1.7 percent per year was used.

**Planned Developments**

In addition to accounting for background growth, the traffic associated with other planned and/or approved developments near the Site was considered. Based on discussions with Martha’s Vineyard Commission (MVC), it was determined that there is one planned development project in the vicinity of the site that is likely to influence traffic conditions.

The only planned development identified to have impacts to the study area is Patient Centric of Martha’s Vineyard, a 1,410 sf recreational marijuana dispensary located at 510 State Road, less than 1.5 miles north of the Project. Based on the MVC Transportation Staff Report dated July 27, 2020<sup>5</sup>, the Site will generate approximately 356 daily weekday trips

<sup>4</sup> Martha’s Vineyard Regional Transportation Plan, 2011 Update, Martha’s Vineyard Metropolitan Planning Organization.

<sup>5</sup> Modification Review #C.R. 2-2020 PCMV Recreational Dispensary, MVC Transportation Staff Report, Martha’s Vineyard Commission, July 27, 2020.

and 366 daily Saturday trips using ITE land use code (LUC) 882 for Marijuana Dispensary. These numbers are conservative, as observed data from a dispensary in Lynn, Massachusetts suggested 164 daily weekday trips and 172 daily Saturday trips. For this study, the ITE estimated volumes were distributed throughout the study area to remain conservative. The hourly distribution of entering and exiting vehicle trips for ITE LUC 882 was used to estimate the volumes of the dispensary for the hours analyzed. The proposed impacts of the planned development to the study area were incorporated into the 2029 No-Build and 2029 Build volume networks. Calculations and assumptions for the dispensary volumes are included in the Attachments.

### **Intersection or Roadway Improvement Projects**

In assessing future traffic conditions, proposed intersection or roadway improvements within the study area were considered. Based on discussions with MVC, there are no planned transportation projects that would impact the Project study area within the seven-year horizon.

### **No-Build Traffic Volumes**

The 2029 No-Build traffic volumes were generated by consideration of the above described factors. The resulting 2029 No-Build peak hour traffic volume networks are provided in the Attachments.

### **Trip Generation**

The proposed project involves several uses that are very unique and the Institute of Transportation Engineers ITE Trip Generation Manual, 10th Edition does not have land use categories appropriate for the all the proposed uses. Therefore, an assessment of traffic generation will be made based on the scheduling and program capacity information that has been provided to VHB from the Stillpoint Martha's Vineyard. The following provides a summary of the expected site activity, including assumed patrons and staff information:

- General: No more than 100 people attending an event at any given time (plus 3-6 staff or volunteers)
- Biggest weekday event (once weekly) would be an event in barn and spilling out onto the deck/firepit, with 100 patrons (plus 3-6 staff or volunteers)
- On a Saturday in the summer, there could be a 100 person event (plus 3-6 staff or volunteers) probably starting at 6:30 or 7:00pm
- Biggest Saturday event would be an event in barn and spilling out onto the deck/firepit, with 100 patrons (plus 3-6 staff or volunteers)
- Peak Summer activity evenings (June-August)
  - 2-3 nights a week 40-60 and 3-6 staff or volunteers
- Peak Summer activity daytime (June-August)
  - 2-3 events each day with 10-50 patrons and 3-6 staff or volunteers (8AM-9AM, 10 AM-noon, and 3-4:30PM)
- Housing (2 residential homes NOT A PART OF OUR PROJECT) 4-8 people living on abutting properties (sharing one entrance off State Road)
- 0-1 deliveries and pick-ups (Monday – Saturday)
- Off season activity (September – May)

- o 3 nights 20-50 patrons 3-6 staff
- o 6 days 10-50 patrons 3-6 staff

It is believed that patrons would primarily arrive by motor vehicle with an average occupancy of 2 patrons per car. Table 4 provides a trip generation summary, and the calculations are included in the Attachments.

**Table 4 Trip Generation Summary**

<b>Time Period</b>	<b>Direction</b>	<b>Weekday Vehicle Trips</b>
Daily with One Evening Event	Enter	137
	<u>Exit</u>	<u>137</u>
	Total	274
Midday (Any hour 10:00 AM to 2:00 PM)	Enter	28
	<u>Exit</u>	<u>28</u>
	Total	56
Evening (5:30 PM to 6:30 PM)	Enter	53
	<u>Exit</u>	<u>5</u>
	Total	58

As shown in Table 4, on weekdays and Saturdays, the proposed Project is expected to generate approximately 56 vehicle trips (28 entering/28 exiting) during the midday peak hour and approximately 58 vehicle trips (53 entering/5 exiting) during the evening peak hour. As noted previously, to present a conservative analysis, no credit was taken for residents that may commute via public transit.

**Trip Distribution**

The directional distribution of the traffic approaching and departing the Site is expected to largely reflect existing traffic patterns in the study area. Therefore, the trip distribution for the proposed Project was derived from traffic patterns observed in the collected traffic counts and VHB knowledge of the area. Table 5 summarizes the trip distribution. A figure displaying the trip distribution is provided in the Attachments.

**Table 5 Trip Distribution**

<b>Travel Route</b>	<b>Direction (from/to)</b>	<b>Percent Site Traffic</b>
State Road	North	40%
North Road	West	5%
Panhandle Road	Southwest	5%
Edgartown-West Tisbury Road	East	40%
<u>State Road</u>	<u>South</u>	<u>10%</u>
Total		100%

### Build Traffic Volumes

The project-related traffic volumes shown in Table 4 were assigned to the study area roadway network based on the trip distribution patterns shown in Table 5 and added to the 2029 No-Build peak hour traffic volume networks to develop the 2029 Build peak hour traffic volume networks. The 2029 Build peak hour traffic volume networks and the Site-generated traffic volume networks are provided in the Attachments.

### Traffic Operations Analysis

To assess quality of flow, intersection capacity analyses were conducted with respect to 2022 Existing, 2029 No-Build, and 2029 Build traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated levels-of-service.

### Level of Service Criteria

Level-of-service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay, freedom to maneuver, and safety. Level-of-service provides an index to operational qualities of a roadway segment or an intersection. Level-of-service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

For this study, capacity analyses were completed for the unsignalized intersections within the study area using Synchro traffic analysis software. For unsignalized intersections, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. The LOS is only determined for left-turns from the main street and all movements from the minor street. The evaluation criteria used to analyze the unsignalized study area intersections is based on the *2016 Highway Capacity Manual (HCM)*<sup>6</sup>.

---

<sup>6</sup> Highway Capacity Manual, Sixth Edition, Transportation Research Board, Washington D.C., 2016.

### **Intersection Capacity Analysis**

Levels-of-service analyses were conducted for the 2022 Existing, 2029 No-Build, and 2029 Build conditions for the study area intersections. Table 9 summarizes the capacity analysis for the unsignalized intersections. The capacity analyses worksheets are included in the Attachments to this memorandum.

**Table 9 Unsignalized Intersection Capacity Analysis**

Location / Movement	2021 Existing Conditions					2028 No-Build Conditions					2028 Build Conditions				
	D <sup>a</sup>	v/c <sup>b</sup>	Del <sup>c</sup>	LOS <sup>d</sup>	95 Q <sup>e</sup>	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
<b>State Road at North Road (north)</b>															
<i>Weekday Evening</i>															
EB L	55	0.10	11	B	8	60	0.11	12	B	10	60	0.12	12	B	10
<i>Saturday Midday</i>															
EB L	170	0.64	36	E	103	190	0.84	64	F	168	190	0.86	70	F	178
<i>Saturday Evening</i>															
EB L	135	0.28	14	B	28	150	0.33	15	C	35	150	0.35	16	C	40
<b>State Road at North Road (south)</b>															
<i>Weekday Evening</i>															
EB R	25	0.03	9	A	3	30	0.04	9	A	3	35	0.05	9	A	3
NB L	10	0.01	8	A	0	10	0.01	8	A	0	15	0.01	8	A	0
<i>Saturday Midday</i>															
EB R	30	0.05	11	B	5	35	0.06	11	B	5	35	0.06	11	B	5
NB L	20	0.02	8	A	3	25	0.03	8	A	3	25	0.03	8	A	3
<i>Saturday Evening</i>															
EB R	35	0.05	9	A	3	40	0.05	9	A	5	45	0.06	10	A	5
NB L	35	0.03	8	A	3	40	0.03	8	A	3	45	0.04	8	A	3
<b>North Road Split</b>															
<i>Weekday Evening</i>															
NB L	10	0.01	9	A	0	10	0.01	9	A	0	30	0.04	10	A	3
<i>Saturday Midday</i>															
NB L	20	0.04	11	B	3	25	0.05	11	B	3	25	0.05	11	B	3
<i>Saturday Evening</i>															
NB L	35	0.06	10	B	5	40	0.07	11	B	5	45	0.08	11	B	5

- a Demand
- b Volume to capacity ratio.
- c Average total delay, in seconds per vehicle.
- d Level-of-service.
- e 95th percentile queue, in feet.

**Table 9 Unsignalized Intersection Capacity Analysis (continued)**

Location / Movement	2021 Existing Conditions					2028 No-Build Conditions					2028 Build Conditions				
	D <sup>a</sup>	v/c <sup>b</sup>	Del <sup>c</sup>	LOS <sup>d</sup>	95 Q <sup>e</sup>	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
<b>State Road at Stillpoint Meadows Road</b>															
<i>Weekday Evening</i>															
EB L/R											50	0.09	11	B	8
NB L											25	0.02	8	A	3
<i>Saturday Midday</i>															
EB L/R											20	0.07	16	C	5
NB L											10	0.01	8	A	0
<i>Saturday Evening</i>															
EB L/R											50	0.10	12	B	8
NB L											25	0.02	8	A	3
<b>State Road at Panhandle Road/Scotchmans Lane</b>															
<i>Weekday Evening</i>															
EB L/T/R	56	0.11	12	B	10	61	0.13	13	B	10	61	0.14	14	B	13
WB L/T/R	36	0.05	10	A	5	41	0.06	10	B	5	41	0.06	10	B	5
NB L	2	0.00	8	A	0	2	0.00	8	A	0	2	0.00	8	A	0
SB L	20	0.02	8	A	0	25	0.02	8	A	3	25	0.02	8	A	3
<i>Saturday Midday</i>															
EB L/T/R	85	0.34	24	C	35	95	0.45	31	D	53	95	0.46	33	D	55
WB L/T/R	75	0.17	14	B	15	80	0.20	15	B	18	80	0.20	15	B	18
NB L	0	0.00	-	A	0	0	0.00	-	A	0	0	0.00	-	A	0
SB L	40	0.04	8	A	3	45	0.04	8	A	3	10	0.01	8	A	0
<i>Saturday Evening</i>															
EB L/T/R	72	0.15	13	B	13	82	0.19	14	B	18	82	0.20	15	B	18
WB L/T/R	40	0.06	10	B	5	45	0.07	10	B	5	45	0.07	11	B	5
NB L	0	0.00	-	A	0	0	0.00	-	A	0	0	0.00	-	A	0
SB L	15	0.01	7	A	0	10	0.01	8	A	0	15	0.01	8	A	0

- a Demand
- b Volume to capacity ratio.
- c Average total delay, in seconds per vehicle.
- d Level-of-service.
- e 95th percentile queue, in feet.

**Table 9 Unsignalized Intersection Capacity Analysis (continued)**

Location / Movement	2020 Existing Conditions					2027 No-Build Conditions					2027 Build Conditions				
	D <sup>a</sup>	v/c <sup>b</sup>	Del <sup>c</sup>	LOS <sup>d</sup>	95 Q <sup>e</sup>	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
<b>State Road at Edgartown-West Tisbury Road (north)</b>															
<i>Weekday Evening</i>															
WB R <sup>f</sup>	65	0.08	9	A	5	75	0.09	9	A	8	95	0.11	9	A	10
SB L	60	0.05	8	A	3	70	0.05	8	A	5	90	0.07	8	A	5
<i>Saturday Midday</i>															
WB R <sup>f</sup>	125	0.18	11	B	15	140	0.21	11	B	20	150	0.22	11	B	20
SB L	80	0.07	8	A	5	90	0.08	8	A	8	100	0.09	8	A	8
<i>Saturday Evening</i>															
WB R <sup>f</sup>	65	0.08	9	A	8	75	0.09	9	A	8	95	0.12	10	A	10
SB L	85	0.07	8	A	5	95	0.07	8	A	5	115	0.09	8	A	8
<b>State Road at Edgartown-West Tisbury Road (south)</b>															
<i>Weekday Evening</i>															
WB L	140	0.21	11	B	20	160	0.24	11	B	23	160	0.25	11	B	25
<i>Saturday Midday</i>															
WB L	285	0.69	28	D	130	320	0.86	47	E	213	320	0.86	47	E	213
<i>Saturday Evening</i>															
WB L	255	0.43	14	B	53	285	0.50	16	C	70	285	0.51	16	C	73
<b>Edgartown-West Tisbury Road Split</b>															
<i>Weekday Evening</i>															
SB L	60	0.11	12	B	10	70	0.14	12	B	13	90	0.18	13	B	18
<i>Saturday Midday</i>															
SB L	80	0.23	17	C	23	90	0.30	20	C	30	100	0.33	21	C	35
<i>Saturday Evening</i>															
SB L	85	0.21	15	B	20	95	0.26	16	C	25	115	0.31	18	C	33

- a Demand
- b Volume to capacity ratio.
- c Average total delay, in seconds per vehicle.
- d Level-of-service.
- e 95th percentile queue, in feet.
- f Yield-controlled movement modeled as a stop-controlled movement in Synchro to obtain results.



As shown in Table 9, the Project is expected to have minimal impacts on traffic operations at the study area intersections. Minimal changes to overall or individual movement delays and queues are expected between 2029 No-Build and 2029 Build conditions during all peak hours. The Site driveway is expected to operate at level-of-service C or better, with 95<sup>th</sup> percentile queues of less than one vehicle.

### **Site Access**

The site will continue to be accessed through Stillpoint Meadows Road. Optional pedestrian paths are being evaluated to connect the Site to Polly Hill Arboretum and/or the bus stop on State Road.

### **Parking Analysis**

Approximately 39 parking spaces are proposed on a loop road near the barn, including 3 Handicapped spots.

### **Conclusion**

VHB has conducted a traffic impact and access study to assess the potential traffic impacts associated with the proposed development located at the Stillpoint Site along State Road in West Tisbury, Massachusetts. The proposed site development program consists of indoor and outdoor spaces for Stillpoint Martha's Vineyard and Land Bank Space open to the public and retaining two existing residential homes. The Project will be supported with approximately 39 parking spaces.

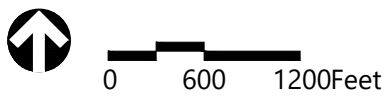
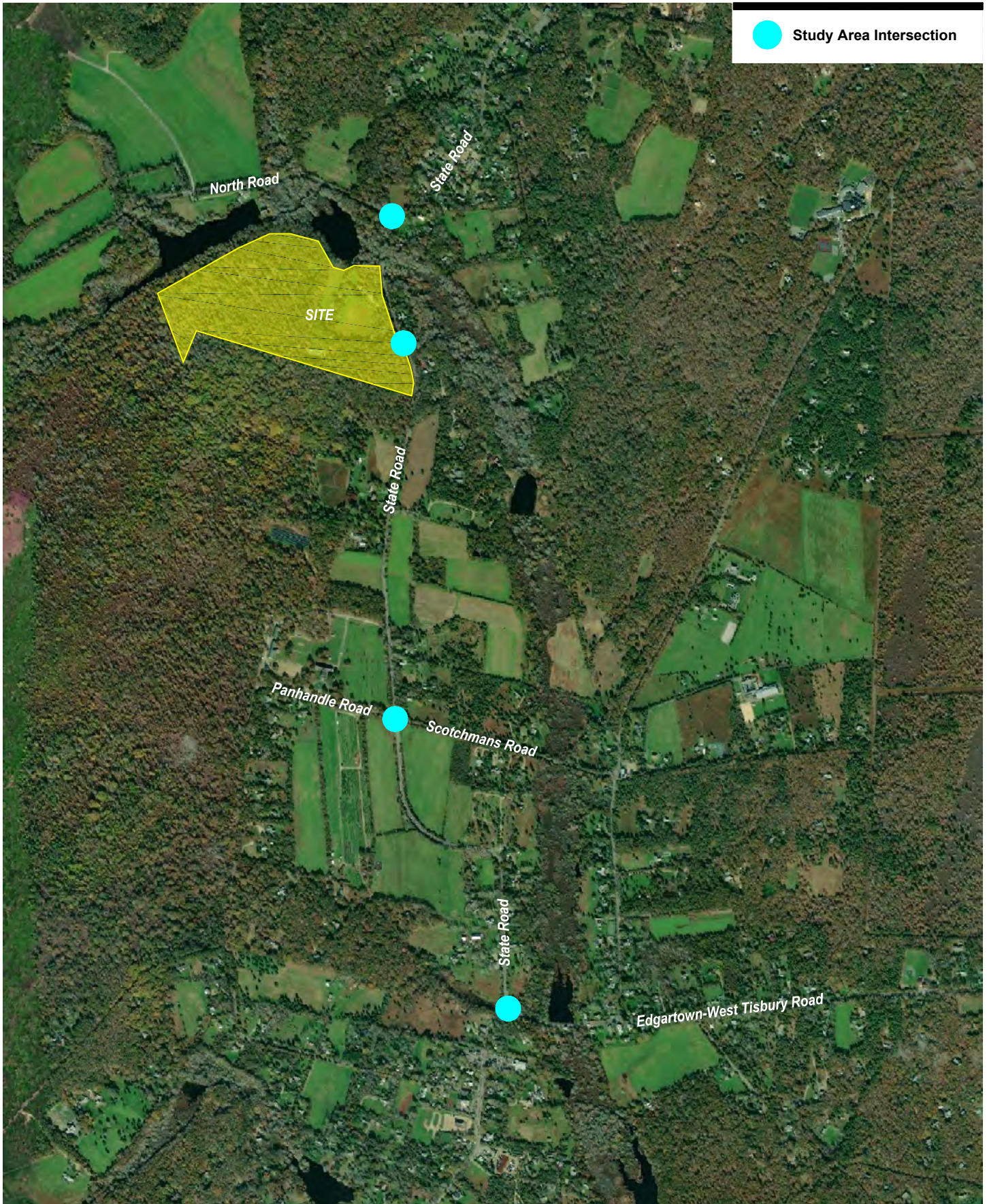
Based on the intersection capacity analysis, it was determined that the Project will have minimal impact upon intersection operations at the study area intersections. The Site driveway is expected to operate at level-of-service C or better, with 95<sup>th</sup> percentile queues of less than one vehicle.

# Attachments

- Figures
- Conceptual Site Plan
- March 2021 Traffic Count Data
- Historic ATR Data
- Count Adjustment Factor
  - › Historic Volume Comparisons
  - › MassDOT 2019 Seasonal Adjustment Factor
  - › MVC Transportation Seasonality Memo
- MVTA Bus Schedules
- Crash Data
- Sight Distance Evaluation
- Background Project
  - › MVC Transportation Staff Report
  - › Dispensary Daily Distribution
- Trip Generation Calculations and Assumptions
- Synchro Capacity Analysis Worksheets



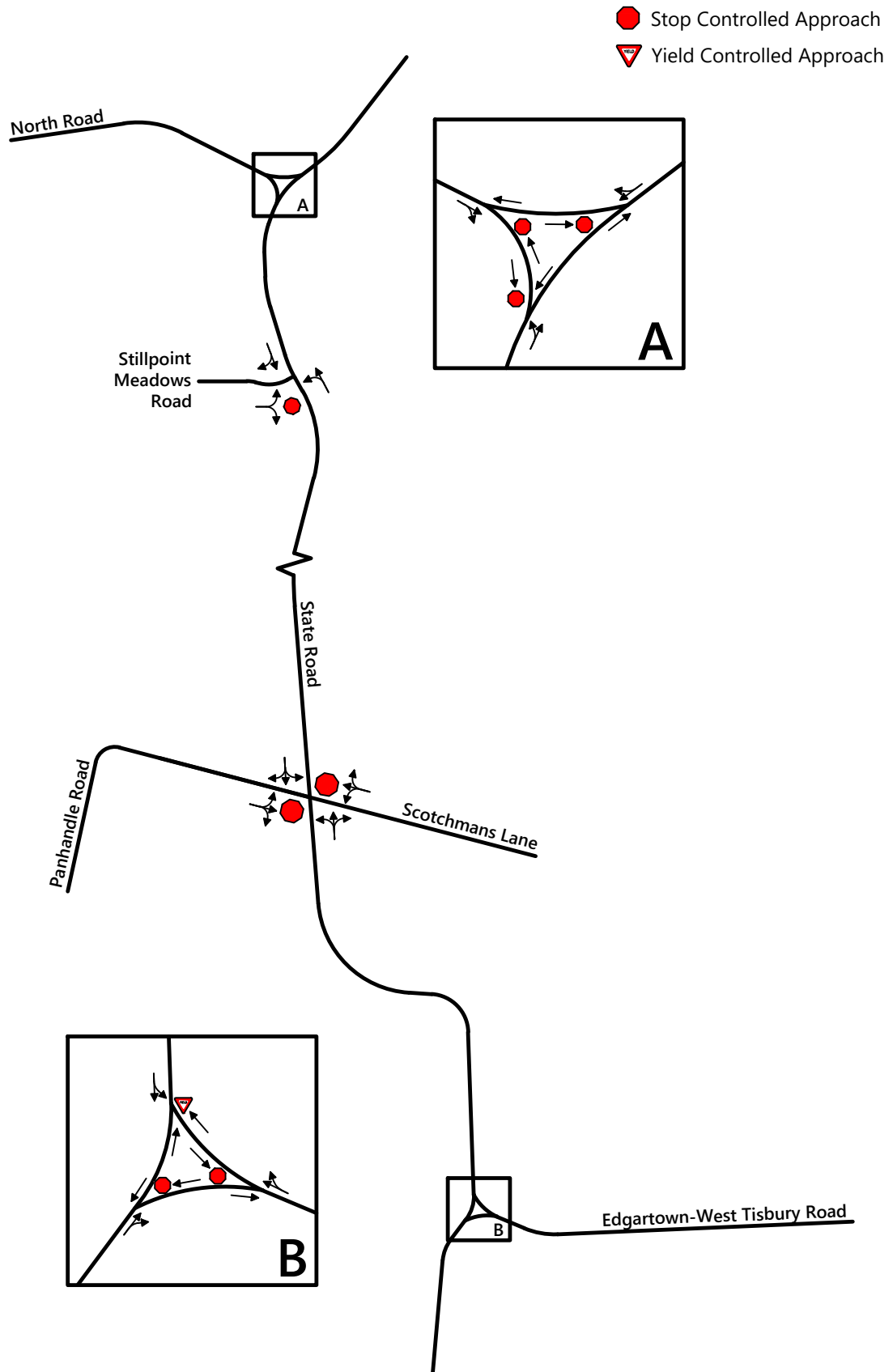




**Figure 1**  
Study Area Intersections

**Martha's Vineyard Stillpoint,  
West Tisbury, Massachusetts**





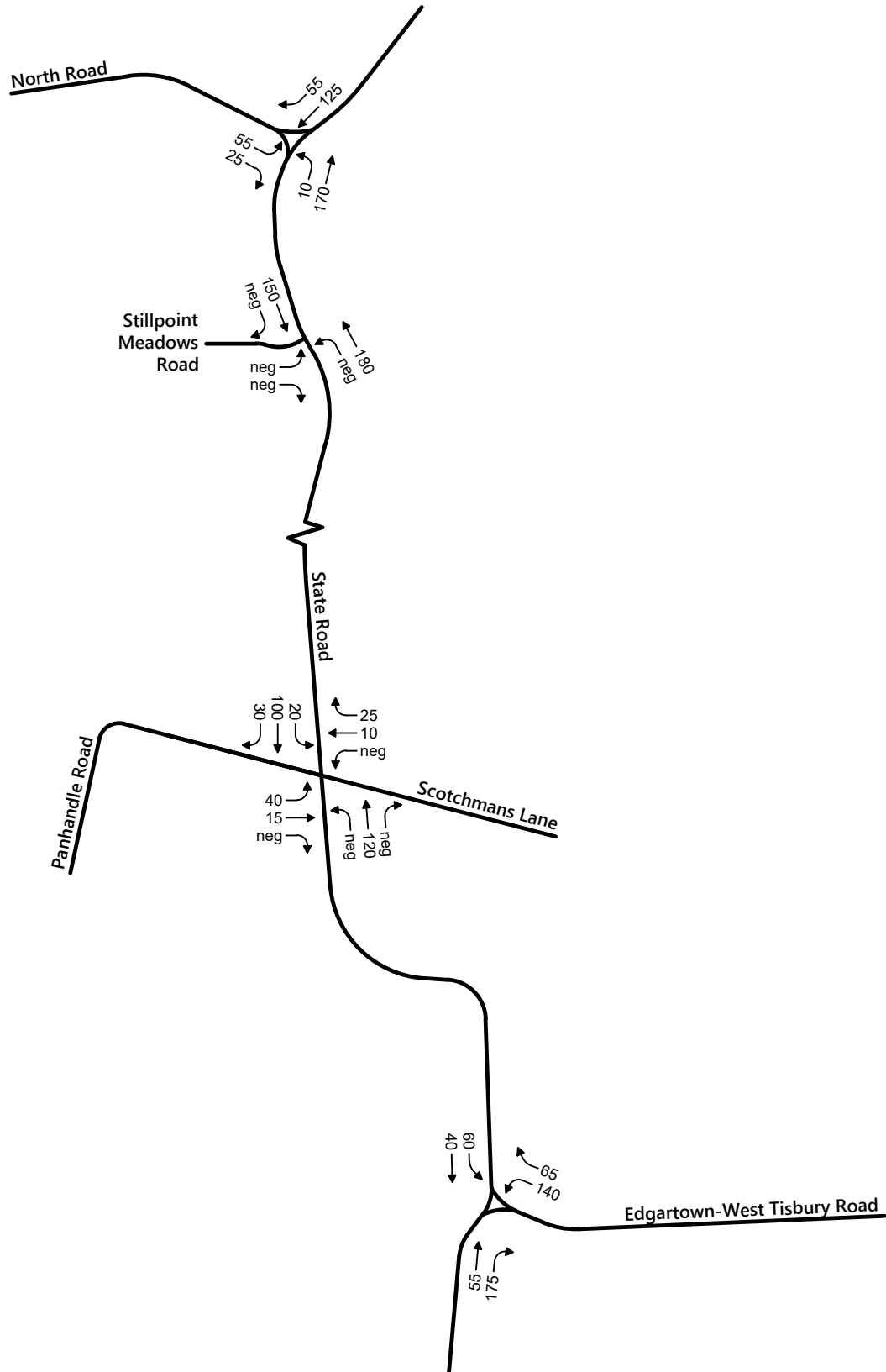
↑  
Not to Scale



**Figure 2**  
Existing Lane Geometry and Traffic Control

**Martha's Vineyard Stillpoint  
West Tisbury, Massachusetts**

XX = Evening (5:30 PM - 6:30 PM) volumes  
 neg = Negligible

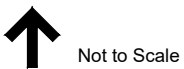
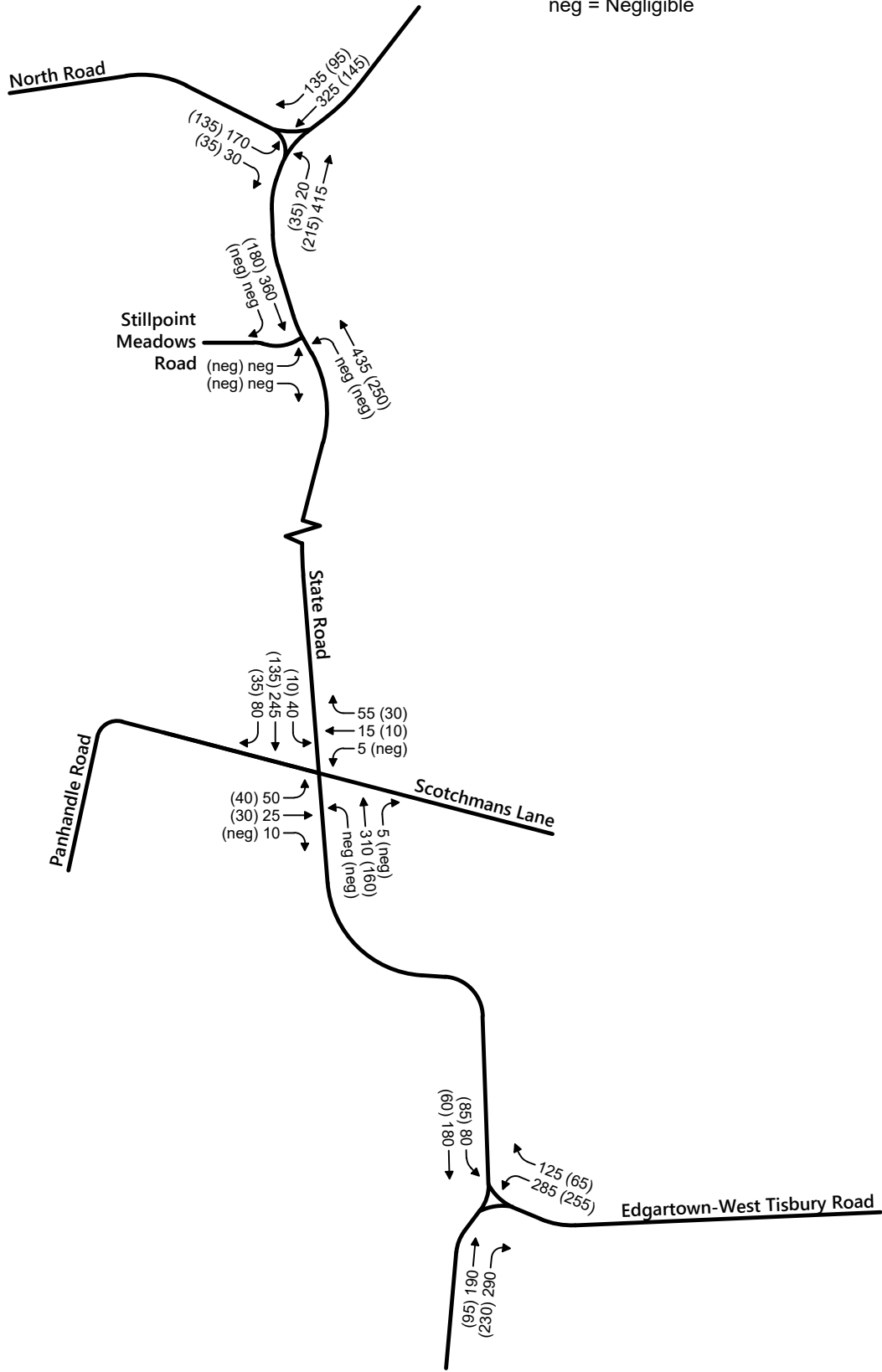


↑ Not to Scale



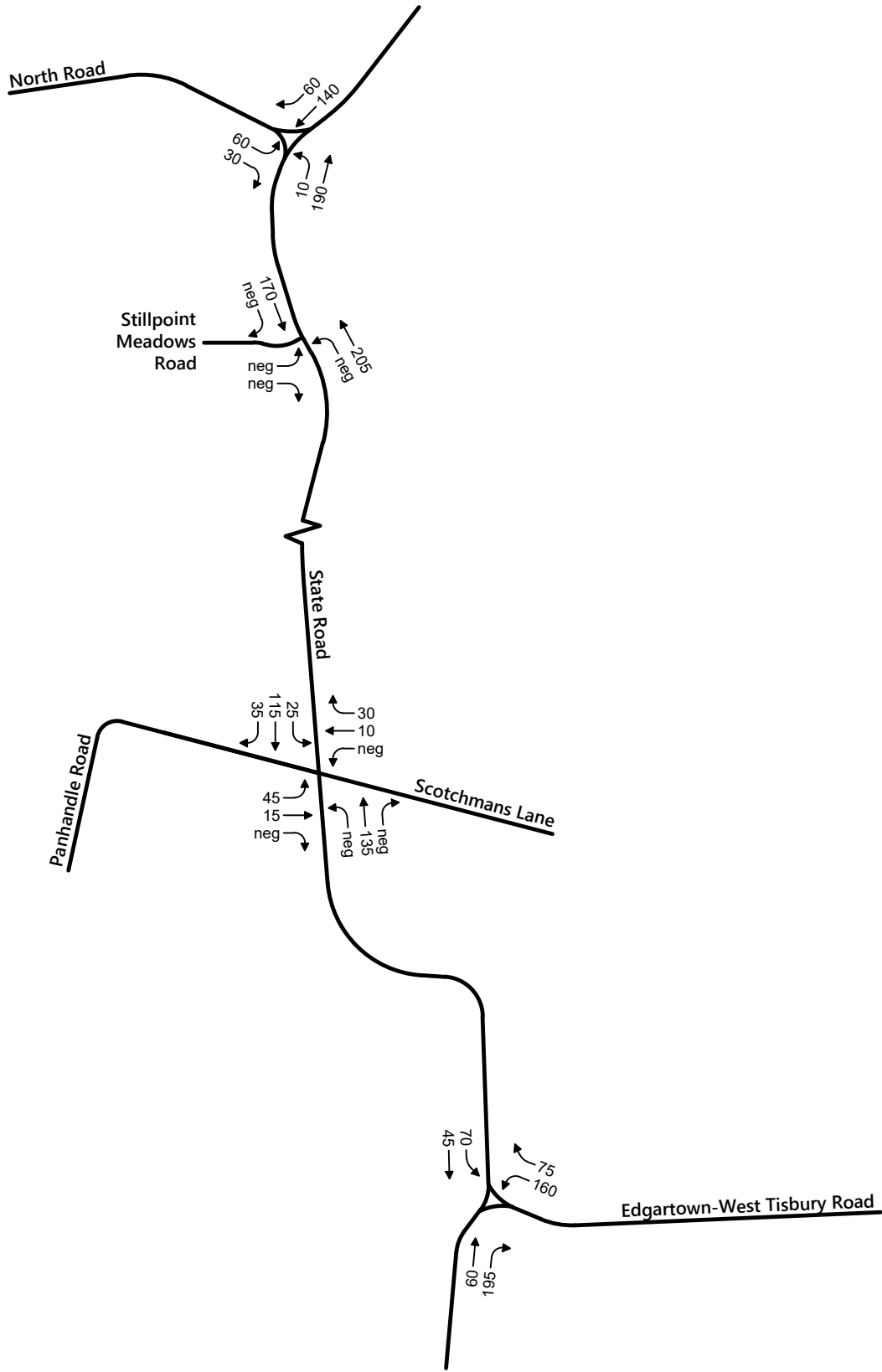
**Figure 3**  
 2022 Existing Conditions  
 Weekday Traffic Volumes  
**Martha's Vineyard Stillpoint**  
**West Tisbury, Massachusetts**

XX = Midday (11:00 AM - 12:00 PM) volumes  
 (XX) = Evening (5:30 PM - 6:30 PM) volumes  
 neg = Negligible



**Figure 4**  
 2022 Existing Conditions  
 Saturday Traffic Volumes  
**Martha's Vineyard Stillpoint**  
**West Tisbury, Massachusetts**

XX = Evening (5:30 PM - 6:30 PM) volumes  
 neg = Negligible



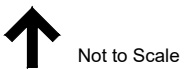
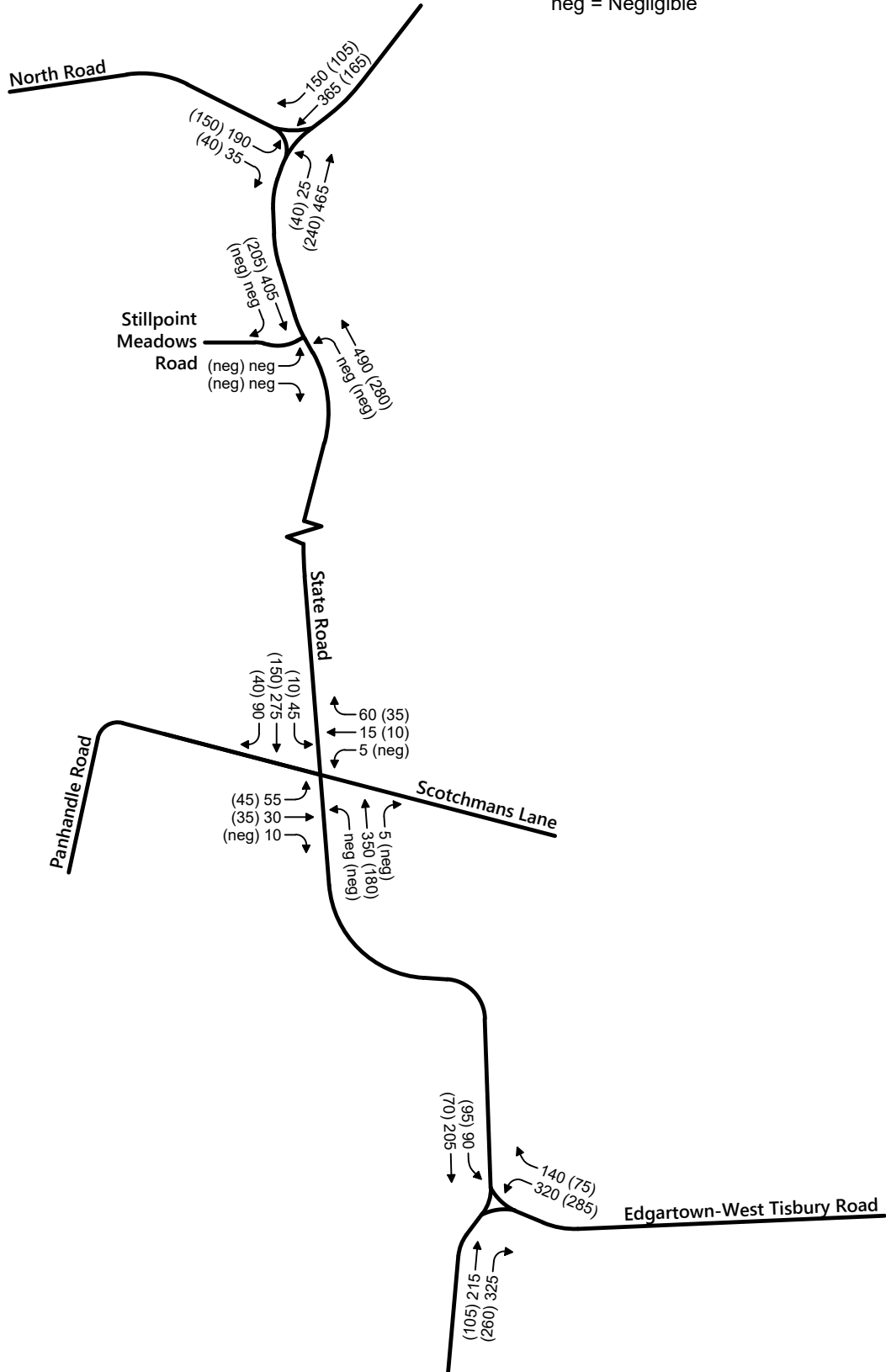
↑ Not to Scale



**Figure 5**  
 2029 No-Build Conditions  
 Weekday Traffic Volumes  
**Martha's Vineyard Stillpoint**  
**West Tisbury, Massachusetts**

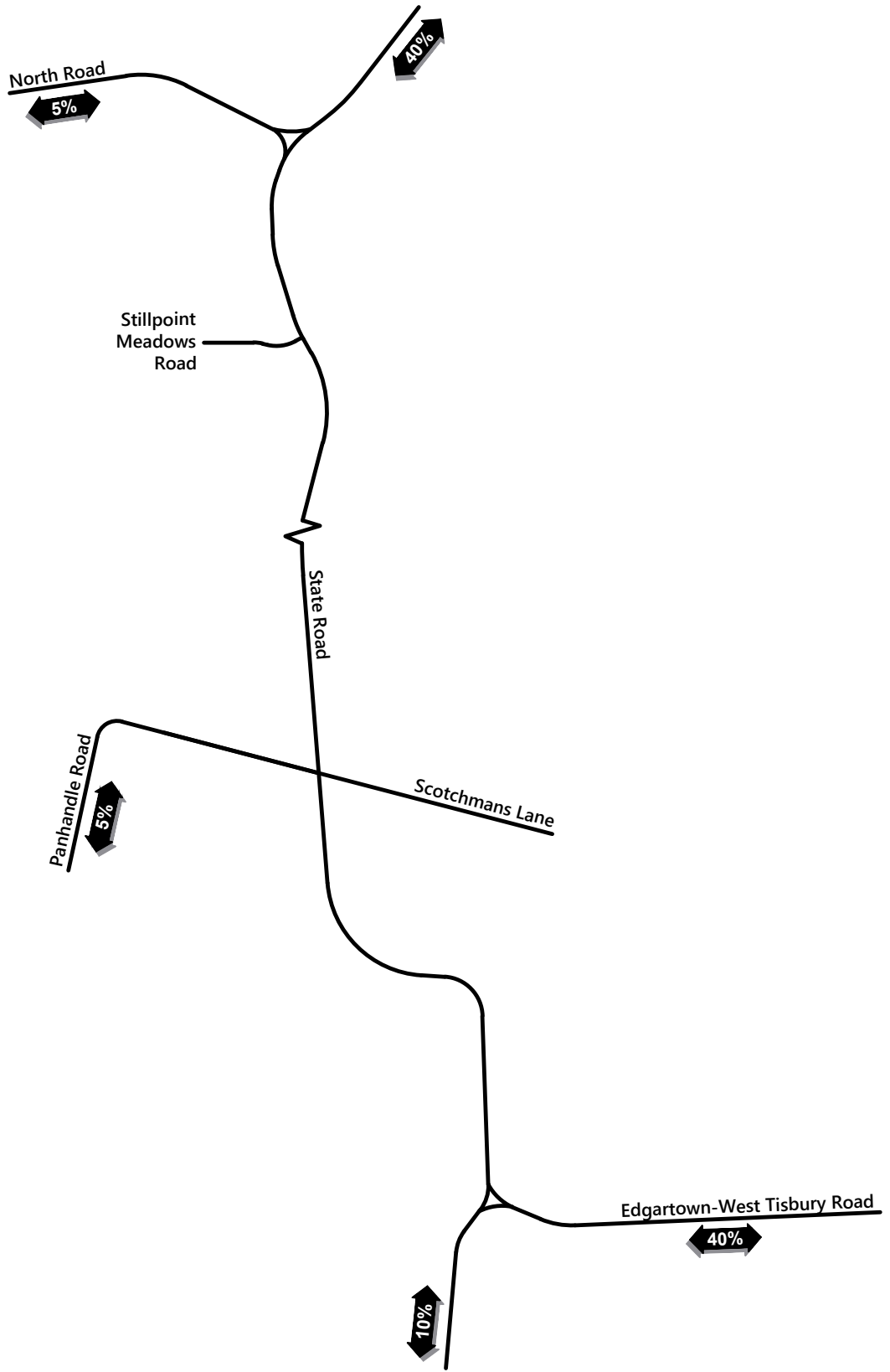


XX = Midday (11:00 AM - 12:00 PM) volumes  
 (XX) = Evening (5:30 PM - 6:30 PM) volumes  
 neg = Negligible



**Figure 6**  
 2029 No-Build Conditions  
 Saturday Traffic Volumes  
**Martha's Vineyard Stillpoint**  
**West Tisbury, Massachusetts**

xx% = Entering Trips  
(xx%) = Exiting Trips



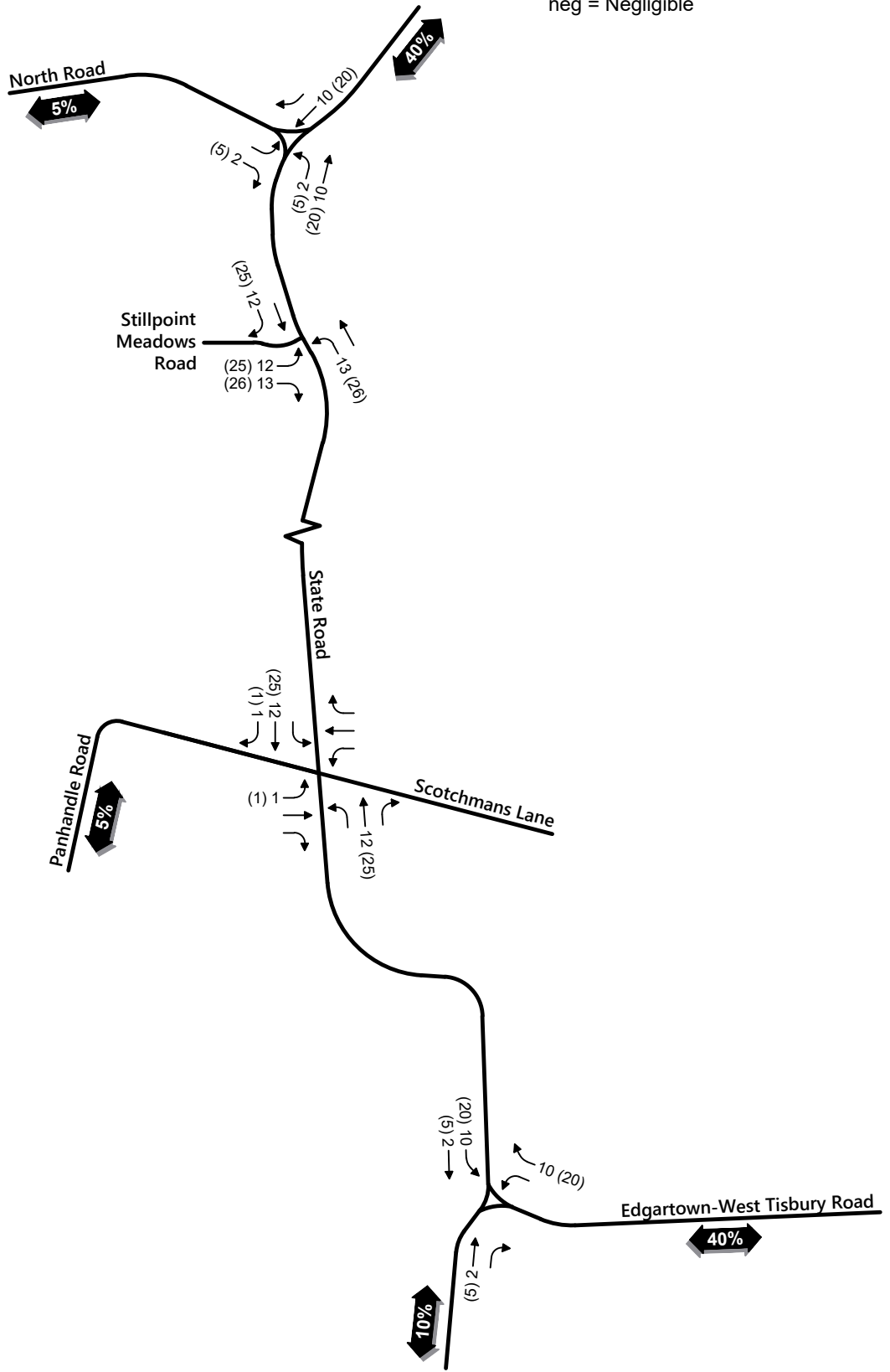
↑ Not to Scale



**Figure 7**  
Trip Distribution

**Martha's Vineyard Stillpoint  
West Tisbury, Massachusetts**

XX = Midday volumes  
 (XX) = Evening volumes  
 neg = Negligible

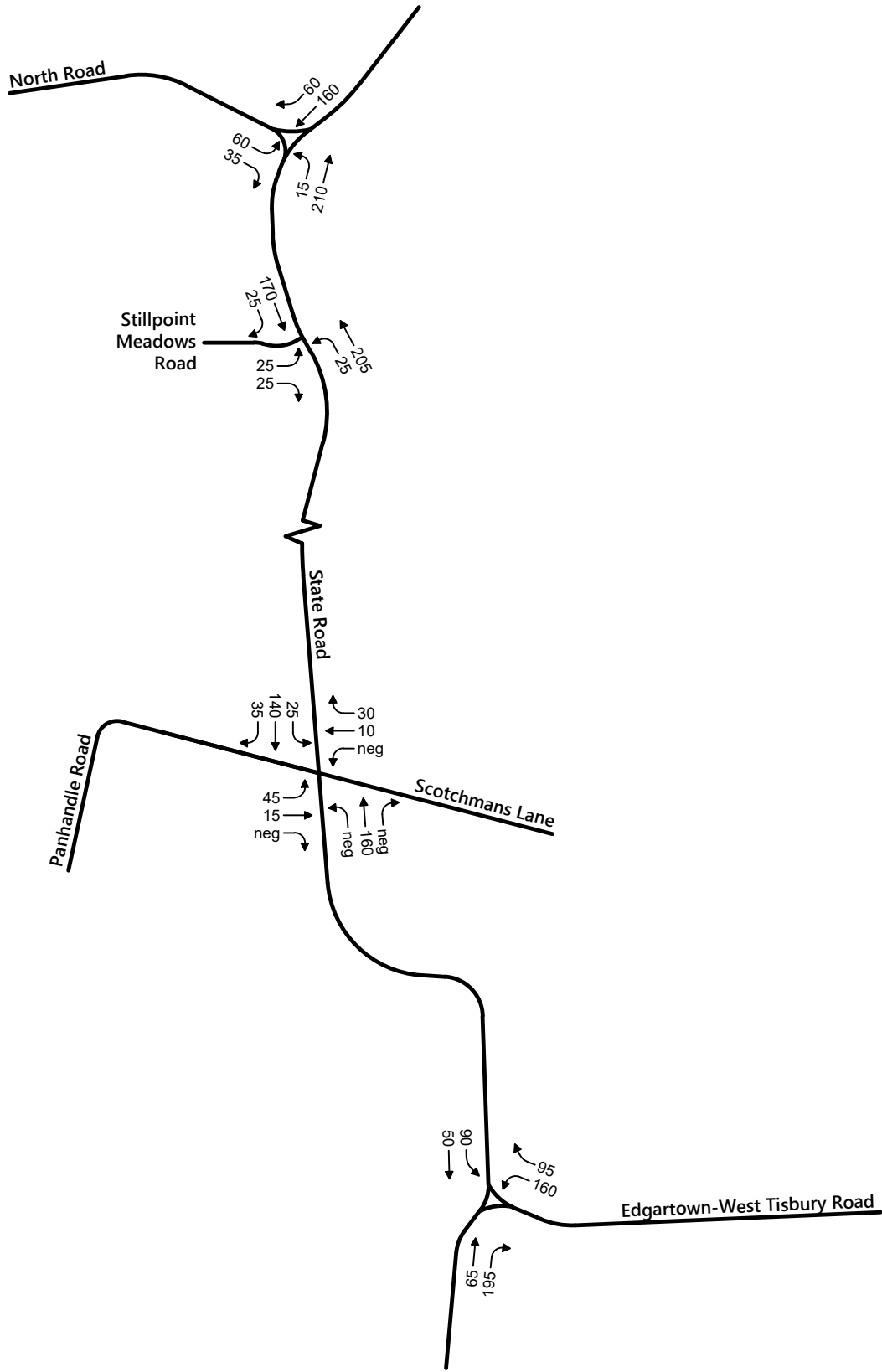


↑ Not to Scale



**Figure 8**  
 Site-Generated Trips  
 Weekday & Saturday  
**Martha's Vineyard Stillpoint**  
**West Tisbury, Massachusetts**

XX = Evening (5:30 PM - 6:30 PM) volumes  
 neg = Negligible

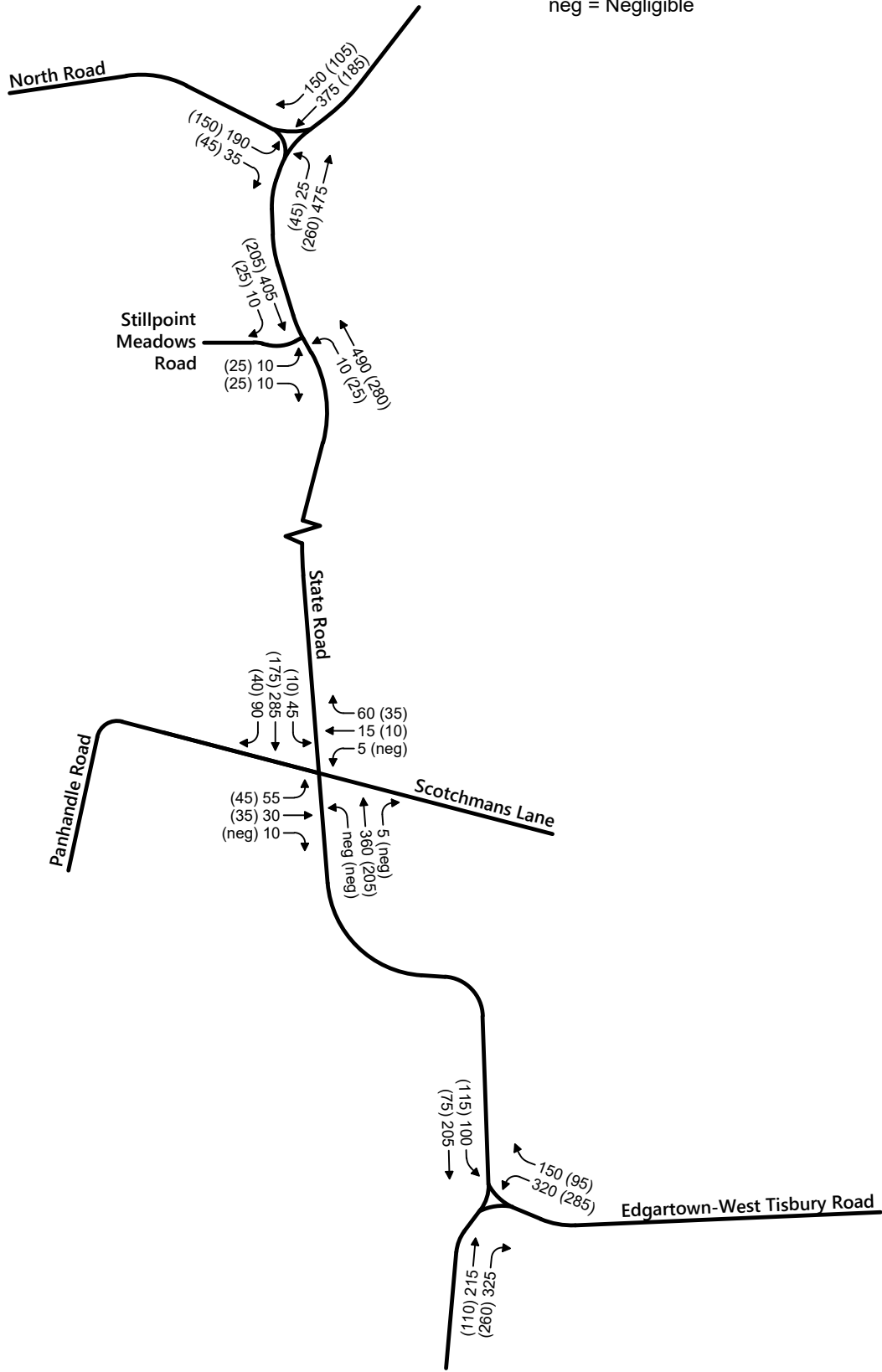


↑  
Not to Scale



**Figure 9**  
 2029 Build Conditions  
 Weekday Traffic Volumes  
**Martha's Vineyard Stillpoint**  
**West Tisbury, Massachusetts**

XX = Midday (11:00 AM - 12:00 PM) volumes  
 (XX) = Evening (5:30 PM - 6:30 PM) volumes  
 neg = Negligible

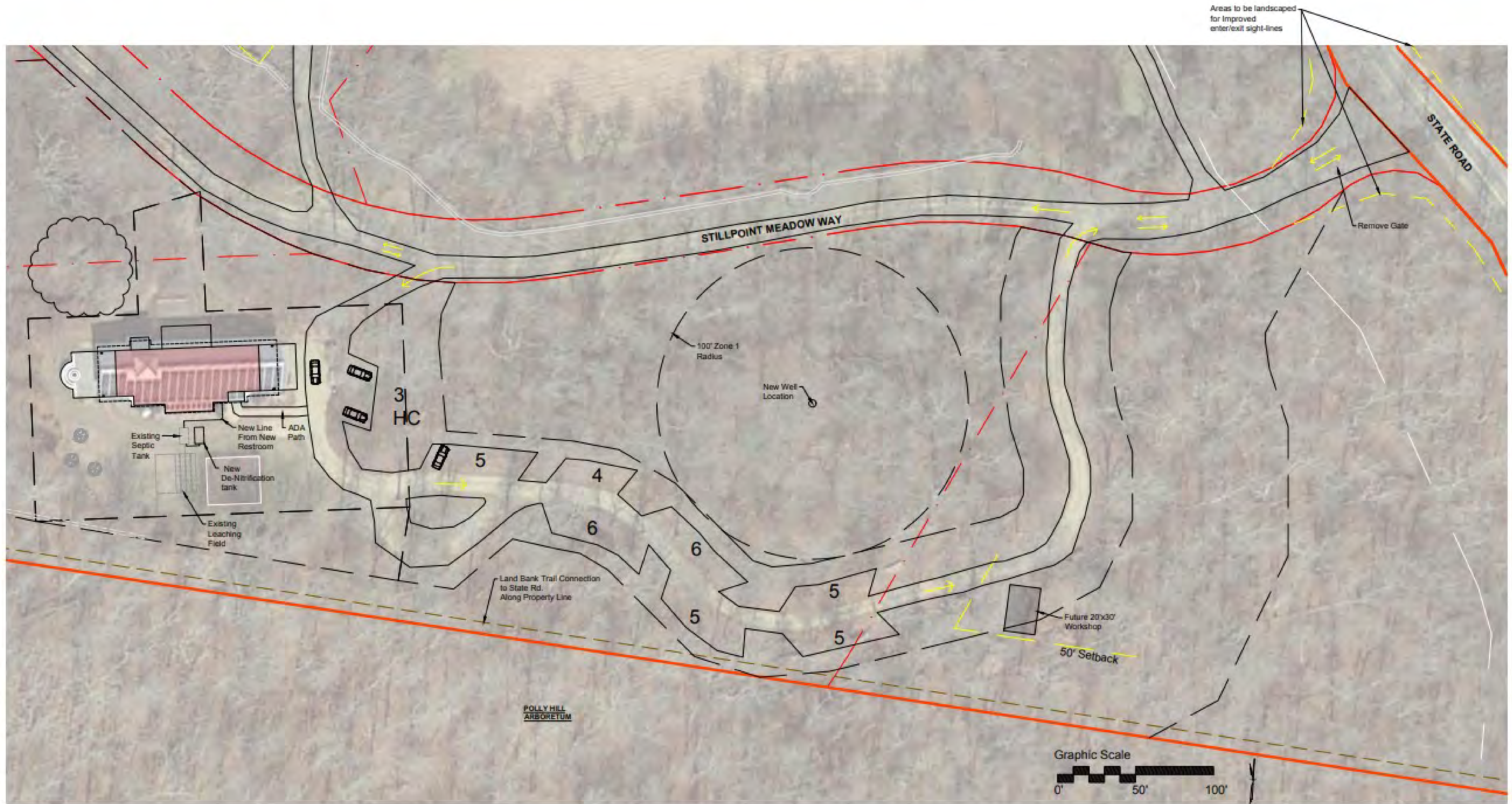


↑  
 Not to Scale



**Figure 10**  
 2029 Build Conditions  
 Saturday Traffic Volumes  
**Martha's Vineyard Stillpoint**  
**West Tisbury, Massachusetts**





1 Site Plan  
Scale 1" = 30'







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

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00

PDI File #: 217826 ATR-A

Count Date:

Wednesday, March, 17, 2021

**Volume**

SB					NB					Combined							
Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min			
12:00 AM	0		12:00 PM	41	12:00 AM	0		12:00 PM	35	12:00 AM	0		12:00 PM	76			
12:15 AM	0		12:15 PM	37	12:15 AM	0		12:15 PM	40	12:15 AM	0		12:15 PM	77			
12:30 AM	0		12:30 PM	29	12:30 AM	0		12:30 PM	30	12:30 AM	0		12:30 PM	59			
12:45 AM	0	0	12:45 PM	38	145	12:45 AM	0	0	12:45 PM	40	145	12:45 AM	0	0	12:45 PM	78	290
1:00 AM	0		1:00 PM	40		1:00 AM	0		1:00 PM	26		1:00 AM	0		1:00 PM	66	
1:15 AM	0		1:15 PM	32		1:15 AM	0		1:15 PM	27		1:15 AM	0		1:15 PM	59	
1:30 AM	0		1:30 PM	37		1:30 AM	0		1:30 PM	34		1:30 AM	0		1:30 PM	71	
1:45 AM	0	0	1:45 PM	34	143	1:45 AM	0	0	1:45 PM	31	118	1:45 AM	0	0	1:45 PM	65	261
2:00 AM	0		2:00 PM	29		2:00 AM	0		2:00 PM	39		2:00 AM	0		2:00 PM	68	
2:15 AM	0		2:15 PM	52		2:15 AM	0		2:15 PM	54		2:15 AM	0		2:15 PM	106	
2:30 AM	0		2:30 PM	37		2:30 AM	0		2:30 PM	47		2:30 AM	0		2:30 PM	84	
2:45 AM	0	0	2:45 PM	42	160	2:45 AM	0	0	2:45 PM	44	184	2:45 AM	0	0	2:45 PM	86	344
3:00 AM	0		3:00 PM	29		3:00 AM	0		3:00 PM	44		3:00 AM	0		3:00 PM	73	
3:15 AM	0		3:15 PM	46		3:15 AM	0		3:15 PM	35		3:15 AM	0		3:15 PM	81	
3:30 AM	0		3:30 PM	34		3:30 AM	0		3:30 PM	25		3:30 AM	0		3:30 PM	59	
3:45 AM	0	0	3:45 PM	33	142	3:45 AM	0	0	3:45 PM	45	149	3:45 AM	0	0	3:45 PM	78	291
4:00 AM	0		4:00 PM	29		4:00 AM	0		4:00 PM	40		4:00 AM	0		4:00 PM	69	
4:15 AM	0		4:15 PM	34		4:15 AM	0		4:15 PM	41		4:15 AM	0		4:15 PM	75	
4:30 AM	0		4:30 PM	36		4:30 AM	0		4:30 PM	36		4:30 AM	0		4:30 PM	72	
4:45 AM	0	0	4:45 PM	35	134	4:45 AM	0	0	4:45 PM	36	153	4:45 AM	0	0	4:45 PM	71	287
5:00 AM	0		5:00 PM	32		5:00 AM	0		5:00 PM	23		5:00 AM	0		5:00 PM	55	
5:15 AM	0		5:15 PM	21		5:15 AM	0		5:15 PM	35		5:15 AM	0		5:15 PM	56	
5:30 AM	0		5:30 PM	17		5:30 AM	0		5:30 PM	33		5:30 AM	0		5:30 PM	50	
5:45 AM	0	0	5:45 PM	26	96	5:45 AM	0	0	5:45 PM	26	117	5:45 AM	0	0	5:45 PM	52	213
6:00 AM	0		6:00 PM	15		6:00 AM	0		6:00 PM	16		6:00 AM	0		6:00 PM	31	
6:15 AM	0		6:15 PM	19		6:15 AM	0		6:15 PM	18		6:15 AM	0		6:15 PM	37	
6:30 AM	0		6:30 PM	15		6:30 AM	0		6:30 PM	16		6:30 AM	0		6:30 PM	31	
6:45 AM	0	0	6:45 PM	10	59	6:45 AM	0	0	6:45 PM	11	61	6:45 AM	0	0	6:45 PM	21	120
7:00 AM	0		7:00 PM	16		7:00 AM	0		7:00 PM	14		7:00 AM	0		7:00 PM	30	
7:15 AM	0		7:15 PM	5		7:15 AM	0		7:15 PM	9		7:15 AM	0		7:15 PM	14	
7:30 AM	0		7:30 PM	2		7:30 AM	0		7:30 PM	5		7:30 AM	0		7:30 PM	7	
7:45 AM	0	0	7:45 PM	4	27	7:45 AM	0	0	7:45 PM	4	32	7:45 AM	0	0	7:45 PM	8	59
8:00 AM	0		8:00 PM	3		8:00 AM	0		8:00 PM	5		8:00 AM	0		8:00 PM	8	
8:15 AM	0		8:15 PM	4		8:15 AM	0		8:15 PM	1		8:15 AM	0		8:15 PM	5	
8:30 AM	0		8:30 PM	2		8:30 AM	0		8:30 PM	5		8:30 AM	0		8:30 PM	7	
8:45 AM	0	0	8:45 PM	1	10	8:45 AM	0	0	8:45 PM	4	15	8:45 AM	0	0	8:45 PM	5	25
9:00 AM	30		9:00 PM	5		9:00 AM	36		9:00 PM	4		9:00 AM	66		9:00 PM	9	
9:15 AM	24		9:15 PM	2		9:15 AM	26		9:15 PM	4		9:15 AM	50		9:15 PM	6	
9:30 AM	26		9:30 PM	4		9:30 AM	33		9:30 PM	7		9:30 AM	59		9:30 PM	11	
9:45 AM	31	111	9:45 PM	2	13	9:45 AM	20	115	9:45 PM	0	15	9:45 AM	51	226	9:45 PM	2	28
10:00 AM	29		10:00 PM	3		10:00 AM	35		10:00 PM	1		10:00 AM	64		10:00 PM	4	
10:15 AM	12		10:15 PM	0		10:15 AM	15		10:15 PM	1		10:15 AM	27		10:15 PM	1	
10:30 AM	30		10:30 PM	0		10:30 AM	35		10:30 PM	0		10:30 AM	65		10:30 PM	0	
10:45 AM	21	92	10:45 PM	2	5	10:45 AM	39	124	10:45 PM	2	4	10:45 AM	60	216	10:45 PM	4	9
11:00 AM	26		11:00 PM	0		11:00 AM	30		11:00 PM	0		11:00 AM	56		11:00 PM	0	
11:15 AM	24		11:15 PM	0		11:15 AM	30		11:15 PM	0		11:15 AM	54		11:15 PM	0	
11:30 AM	30		11:30 PM	0		11:30 AM	36		11:30 PM	1		11:30 AM	66		11:30 PM	1	
11:45 AM	37	117	11:45 PM	2	2	11:45 AM	33	129	11:45 PM	0	1	11:45 AM	70	246	11:45 PM	2	3
Total	320			936		Total	368			994		Total	688			1930	
Percent	25.48%			74.52%		Percent	27.02%			72.98%		Percent	26.28%			73.72%	
Day Total			1256			Day Total			1362			Day Total			2618		
Peak Hour	11:30 AM			2:00 PM		Peak Hour	11:30 AM			2:15 PM		Peak Hour	11:30 AM			2:15 PM	
Volume	145			160		Volume	144			189		Volume	289			349	
P.H.F.	0.884			0.769		P.H.F.	0.900			0.875		P.H.F.	0.938			0.823	



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

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00

PDI File #: 217826 ATR-A

Count Date:  
Thursday, March 18, 2021

**Volume**

SB					NB					Combined							
Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min			
12:00 AM	0		12:00 PM	26	12:00 AM	0		12:00 PM	36	12:00 AM	0		12:00 PM	62			
12:15 AM	1		12:15 PM	41	12:15 AM	0		12:15 PM	34	12:15 AM	1		12:15 PM	75			
12:30 AM	0		12:30 PM	32	12:30 AM	1		12:30 PM	36	12:30 AM	1		12:30 PM	68			
12:45 AM	0	1	12:45 PM	35	134	12:45 AM	0	1	12:45 PM	40	146	12:45 AM	0	2	12:45 PM	75	280
1:00 AM	0		1:00 PM	36		1:00 AM	0		1:00 PM	30		1:00 AM	0		1:00 PM	66	
1:15 AM	0		1:15 PM	31		1:15 AM	0		1:15 PM	42		1:15 AM	0		1:15 PM	73	
1:30 AM	1		1:30 PM	39		1:30 AM	0		1:30 PM	29		1:30 AM	1		1:30 PM	68	
1:45 AM	2	3	1:45 PM	28	134	1:45 AM	1	1	1:45 PM	39	140	1:45 AM	3	4	1:45 PM	67	274
2:00 AM	0		2:00 PM	38		2:00 AM	1		2:00 PM	50		2:00 AM	1		2:00 PM	88	
2:15 AM	1		2:15 PM	55		2:15 AM	0		2:15 PM	47		2:15 AM	1		2:15 PM	102	
2:30 AM	0		2:30 PM	43		2:30 AM	0		2:30 PM	47		2:30 AM	0		2:30 PM	90	
2:45 AM	0	1	2:45 PM	38	174	2:45 AM	0	1	2:45 PM	53	197	2:45 AM	0	2	2:45 PM	91	371
3:00 AM	1		3:00 PM	46		3:00 AM	0		3:00 PM	46		3:00 AM	1		3:00 PM	92	
3:15 AM	0		3:15 PM	18		3:15 AM	0		3:15 PM	35		3:15 AM	0		3:15 PM	53	
3:30 AM	0		3:30 PM	30		3:30 AM	0		3:30 PM	37		3:30 AM	0		3:30 PM	67	
3:45 AM	1	2	3:45 PM	21	115	3:45 AM	1	1	3:45 PM	37	155	3:45 AM	2	3	3:45 PM	58	270
4:00 AM	0		4:00 PM	25		4:00 AM	0		4:00 PM	31		4:00 AM	0		4:00 PM	56	
4:15 AM	0		4:15 PM	16		4:15 AM	0		4:15 PM	23		4:15 AM	0		4:15 PM	39	
4:30 AM	0		4:30 PM	30		4:30 AM	0		4:30 PM	28		4:30 AM	0		4:30 PM	58	
4:45 AM	0	0	4:45 PM	22	93	4:45 AM	0	0	4:45 PM	17	99	4:45 AM	0	0	4:45 PM	39	192
5:00 AM	0		5:00 PM	23		5:00 AM	0		5:00 PM	25		5:00 AM	0		5:00 PM	48	
5:15 AM	0		5:15 PM	13		5:15 AM	1		5:15 PM	28		5:15 AM	1		5:15 PM	41	
5:30 AM	1		5:30 PM	14		5:30 AM	0		5:30 PM	18		5:30 AM	1		5:30 PM	32	
5:45 AM	1	2	5:45 PM	12	62	5:45 AM	0	1	5:45 PM	13	84	5:45 AM	1	3	5:45 PM	25	146
6:00 AM	3		6:00 PM	14		6:00 AM	2		6:00 PM	6		6:00 AM	5		6:00 PM	20	
6:15 AM	3		6:15 PM	6		6:15 AM	4		6:15 PM	10		6:15 AM	7		6:15 PM	16	
6:30 AM	5		6:30 PM	9		6:30 AM	8		6:30 PM	11		6:30 AM	13		6:30 PM	20	
6:45 AM	7	18	6:45 PM	4	33	6:45 AM	8	22	6:45 PM	5	32	6:45 AM	15	40	6:45 PM	9	65
7:00 AM	13		7:00 PM	5		7:00 AM	11		7:00 PM	7		7:00 AM	24		7:00 PM	12	
7:15 AM	25		7:15 PM	6		7:15 AM	21		7:15 PM	2		7:15 AM	46		7:15 PM	8	
7:30 AM	27		7:30 PM	5		7:30 AM	27		7:30 PM	3		7:30 AM	54		7:30 PM	8	
7:45 AM	38	103	7:45 PM	1	17	7:45 AM	24	83	7:45 PM	4	16	7:45 AM	62	186	7:45 PM	5	33
8:00 AM	51		8:00 PM	2		8:00 AM	33		8:00 PM	2		8:00 AM	84		8:00 PM	4	
8:15 AM	34		8:15 PM	6		8:15 AM	38		8:15 PM	0		8:15 AM	72		8:15 PM	6	
8:30 AM	48		8:30 PM	4		8:30 AM	36		8:30 PM	1		8:30 AM	84		8:30 PM	5	
8:45 AM	39	172	8:45 PM	2	14	8:45 AM	21	128	8:45 PM	5	8	8:45 AM	60	300	8:45 PM	7	22
9:00 AM	36		9:00 PM	1		9:00 AM	35		9:00 PM	0		9:00 AM	71		9:00 PM	1	
9:15 AM	35		9:15 PM	1		9:15 AM	26		9:15 PM	1		9:15 AM	61		9:15 PM	2	
9:30 AM	25		9:30 PM	6		9:30 AM	35		9:30 PM	2		9:30 AM	60		9:30 PM	8	
9:45 AM	34	130	9:45 PM	1	9	9:45 AM	18	114	9:45 PM	4	7	9:45 AM	52	244	9:45 PM	5	16
10:00 AM	29		10:00 PM	0		10:00 AM	27		10:00 PM	1		10:00 AM	56		10:00 PM	1	
10:15 AM	19		10:15 PM	0		10:15 AM	29		10:15 PM	2		10:15 AM	48		10:15 PM	2	
10:30 AM	41		10:30 PM	2		10:30 AM	38		10:30 PM	1		10:30 AM	79		10:30 PM	3	
10:45 AM	27	116	10:45 PM	1	3	10:45 AM	34	128	10:45 PM	1	5	10:45 AM	61	244	10:45 PM	2	8
11:00 AM	36		11:00 PM	0		11:00 AM	22		11:00 PM	2		11:00 AM	58		11:00 PM	2	
11:15 AM	36		11:15 PM	1		11:15 AM	25		11:15 PM	0		11:15 AM	61		11:15 PM	1	
11:30 AM	35		11:30 PM	4		11:30 AM	32		11:30 PM	0		11:30 AM	67		11:30 PM	4	
11:45 AM	38	145	11:45 PM	0	5	11:45 AM	30	109	11:45 PM	0	2	11:45 AM	68	254	11:45 PM	0	7
Total	693		793		Total	589		891		Total	1282		1684				
Percent	46.64%		53.36%		Percent	39.80%		60.20%		Percent	43.22%		56.78%				
Day Total		1486			Day Total		1480			Day Total		2966					
Peak Hour	8:00 AM		2:15 PM		Peak Hour	11:45 AM		2:00 PM		Peak Hour	7:45 AM		2:15 PM				
Volume	172		182		Volume	136		197		Volume	302		375				
P.H.F.	0.843		0.827		P.H.F.	0.944		0.929		P.H.F.	0.899		0.919				



PRECISION  
D A T A  
INDUSTRIES, LLC

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

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00

PDI File #: 217826 ATR-A

Count Date:  
Friday, March 19, 2021

Volume

SB					NB					Combined							
Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min			
12:00 AM	0		12:00 PM	32	12:00 AM	0		12:00 PM	45	12:00 AM	0		12:00 PM	77			
12:15 AM	1		12:15 PM	38	12:15 AM	1		12:15 PM	33	12:15 AM	2		12:15 PM	71			
12:30 AM	0		12:30 PM	25	12:30 AM	0		12:30 PM	40	12:30 AM	0		12:30 PM	65			
12:45 AM	0	1	12:45 PM	30	125	12:45 AM	1	2	12:45 PM	39	157	12:45 AM	1	3	12:45 PM	69	282
1:00 AM	0		1:00 PM	25		1:00 AM	0		1:00 PM	35		1:00 AM	0		1:00 PM	60	
1:15 AM	0		1:15 PM	41		1:15 AM	0		1:15 PM	40		1:15 AM	0		1:15 PM	81	
1:30 AM	0		1:30 PM	39		1:30 AM	0		1:30 PM	38		1:30 AM	0		1:30 PM	77	
1:45 AM	0	0	1:45 PM	36	141	1:45 AM	0	0	1:45 PM	41	154	1:45 AM	0	0	1:45 PM	77	295
2:00 AM	0		2:00 PM	39		2:00 AM	1		2:00 PM	32		2:00 AM	1		2:00 PM	71	
2:15 AM	0		2:15 PM	46		2:15 AM	0		2:15 PM	41		2:15 AM	0		2:15 PM	87	
2:30 AM	0		2:30 PM	40		2:30 AM	0		2:30 PM	53		2:30 AM	0		2:30 PM	93	
2:45 AM	0	0	2:45 PM	38	163	2:45 AM	0	1	2:45 PM	38	164	2:45 AM	0	1	2:45 PM	76	327
3:00 AM	0		3:00 PM	37		3:00 AM	0		3:00 PM	37		3:00 AM	0		3:00 PM	74	
3:15 AM	0		3:15 PM	35		3:15 AM	0		3:15 PM	44		3:15 AM	0		3:15 PM	79	
3:30 AM	0		3:30 PM	36		3:30 AM	0		3:30 PM	25		3:30 AM	0		3:30 PM	61	
3:45 AM	0	0	3:45 PM	39	147	3:45 AM	0	0	3:45 PM	28	134	3:45 AM	0	0	3:45 PM	67	281
4:00 AM	0		4:00 PM	29		4:00 AM	0		4:00 PM	38		4:00 AM	0		4:00 PM	67	
4:15 AM	0		4:15 PM	32		4:15 AM	0		4:15 PM	27		4:15 AM	0		4:15 PM	59	
4:30 AM	0		4:30 PM	23		4:30 AM	0		4:30 PM	31		4:30 AM	0		4:30 PM	54	
4:45 AM	0	0	4:45 PM	17	101	4:45 AM	0	0	4:45 PM	25	121	4:45 AM	0	0	4:45 PM	42	222
5:00 AM	0		5:00 PM	17		5:00 AM	0		5:00 PM	28		5:00 AM	0		5:00 PM	45	
5:15 AM	0		5:15 PM	26		5:15 AM	1		5:15 PM	26		5:15 AM	1		5:15 PM	52	
5:30 AM	2		5:30 PM	18		5:30 AM	1		5:30 PM	26		5:30 AM	3		5:30 PM	44	
5:45 AM	0	2	5:45 PM	21	82	5:45 AM	1	3	5:45 PM	12	92	5:45 AM	1	5	5:45 PM	33	174
6:00 AM	2		6:00 PM	17		6:00 AM	2		6:00 PM	15		6:00 AM	4		6:00 PM	32	
6:15 AM	2		6:15 PM	11		6:15 AM	4		6:15 PM	16		6:15 AM	6		6:15 PM	27	
6:30 AM	3		6:30 PM	15		6:30 AM	8		6:30 PM	20		6:30 AM	11		6:30 PM	35	
6:45 AM	12	19	6:45 PM	6	49	6:45 AM	11	25	6:45 PM	8	59	6:45 AM	23	44	6:45 PM	14	108
7:00 AM	14		7:00 PM	14		7:00 AM	10		7:00 PM	8		7:00 AM	24		7:00 PM	22	
7:15 AM	21		7:15 PM	10		7:15 AM	11		7:15 PM	6		7:15 AM	32		7:15 PM	16	
7:30 AM	22		7:30 PM	4		7:30 AM	16		7:30 PM	3		7:30 AM	38		7:30 PM	7	
7:45 AM	27	84	7:45 PM	3	31	7:45 AM	16	53	7:45 PM	7	24	7:45 AM	43	137	7:45 PM	10	55
8:00 AM	41		8:00 PM	2		8:00 AM	28		8:00 PM	7		8:00 AM	69		8:00 PM	9	
8:15 AM	32		8:15 PM	2		8:15 AM	23		8:15 PM	1		8:15 AM	55		8:15 PM	3	
8:30 AM	24		8:30 PM	2		8:30 AM	22		8:30 PM	3		8:30 AM	46		8:30 PM	5	
8:45 AM	24	121	8:45 PM	1	7	8:45 AM	27	100	8:45 PM	0	11	8:45 AM	51	221	8:45 PM	1	18
9:00 AM	25		9:00 PM	1		9:00 AM	29		9:00 PM	3		9:00 AM	54		9:00 PM	4	
9:15 AM	24		9:15 PM	7		9:15 AM	22		9:15 PM	1		9:15 AM	46		9:15 PM	8	
9:30 AM	27		9:30 PM	5		9:30 AM	21		9:30 PM	2		9:30 AM	48		9:30 PM	7	
9:45 AM	23	99	9:45 PM	2	15	9:45 AM	24	96	9:45 PM	6	12	9:45 AM	47	195	9:45 PM	8	27
10:00 AM	29		10:00 PM	0		10:00 AM	24		10:00 PM	0		10:00 AM	53		10:00 PM	0	
10:15 AM	25		10:15 PM	2		10:15 AM	17		10:15 PM	1		10:15 AM	42		10:15 PM	3	
10:30 AM	22		10:30 PM	1		10:30 AM	35		10:30 PM	1		10:30 AM	57		10:30 PM	2	
10:45 AM	41	117	10:45 PM	0	3	10:45 AM	39	115	10:45 PM	2	4	10:45 AM	80	232	10:45 PM	2	7
11:00 AM	33		11:00 PM	1		11:00 AM	35		11:00 PM	3		11:00 AM	68		11:00 PM	4	
11:15 AM	22		11:15 PM	0		11:15 AM	31		11:15 PM	2		11:15 AM	53		11:15 PM	2	
11:30 AM	34		11:30 PM	1		11:30 AM	34		11:30 PM	0		11:30 AM	68		11:30 PM	1	
11:45 AM	39	128	11:45 PM	1	3	11:45 AM	26	126	11:45 PM	1	6	11:45 AM	65	254	11:45 PM	2	9
Total	571			867		Total	521			938		Total	1092			1805	
Percent	39.71%			60.29%		Percent	35.71%			64.29%		Percent	37.69%			62.31%	
Day Total			1438			Day Total			1459			Day Total			2897		
Peak Hour	11:30 AM			2:00 PM		Peak Hour	11:45 AM			2:30 PM		Peak Hour	11:30 AM			2:15 PM	
Volume	143			163		Volume	144			172		Volume	281			330	
P.H.F.	0.917			0.886		P.H.F.	0.800			0.811		P.H.F.	0.912			0.887	



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

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00

PDI File #: 217826 ATR-A

Count Date:

Saturday, March 20, 2021

**Volume**

SB					NB					Combined							
Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min			
12:00 AM	0		12:00 PM	40	12:00 AM	1		12:00 PM	31	12:00 AM	1		12:00 PM	71			
12:15 AM	2		12:15 PM	46	12:15 AM	3		12:15 PM	27	12:15 AM	5		12:15 PM	73			
12:30 AM	0		12:30 PM	36	12:30 AM	0		12:30 PM	43	12:30 AM	0		12:30 PM	79			
12:45 AM	0	2	12:45 PM	37	159	12:45 AM	1	5	12:45 PM	41	142	12:45 AM	1	7	12:45 PM	78	301
1:00 AM	0		1:00 PM	30		1:00 AM	0		1:00 PM	38		1:00 AM	0		1:00 PM	68	
1:15 AM	0		1:15 PM	35		1:15 AM	0		1:15 PM	38		1:15 AM	0		1:15 PM	73	
1:30 AM	0		1:30 PM	37		1:30 AM	0		1:30 PM	39		1:30 AM	0		1:30 PM	76	
1:45 AM	0	0	1:45 PM	46	148	1:45 AM	0	0	1:45 PM	33	148	1:45 AM	0	0	1:45 PM	79	296
2:00 AM	0		2:00 PM	31		2:00 AM	0		2:00 PM	30		2:00 AM	0		2:00 PM	61	
2:15 AM	0		2:15 PM	36		2:15 AM	0		2:15 PM	30		2:15 AM	0		2:15 PM	66	
2:30 AM	0		2:30 PM	30		2:30 AM	1		2:30 PM	30		2:30 AM	1		2:30 PM	60	
2:45 AM	0	0	2:45 PM	34	131	2:45 AM	0	1	2:45 PM	20	110	2:45 AM	0	1	2:45 PM	54	241
3:00 AM	0		3:00 PM	34		3:00 AM	0		3:00 PM	34		3:00 AM	0		3:00 PM	68	
3:15 AM	0		3:15 PM	36		3:15 AM	0		3:15 PM	25		3:15 AM	0		3:15 PM	61	
3:30 AM	1		3:30 PM	29		3:30 AM	0		3:30 PM	36		3:30 AM	1		3:30 PM	65	
3:45 AM	0	1	3:45 PM	26	125	3:45 AM	0	0	3:45 PM	36	131	3:45 AM	0	1	3:45 PM	62	256
4:00 AM	0		4:00 PM	17		4:00 AM	0		4:00 PM	25		4:00 AM	0		4:00 PM	42	
4:15 AM	1		4:15 PM	22		4:15 AM	0		4:15 PM	33		4:15 AM	1		4:15 PM	55	
4:30 AM	0		4:30 PM	16		4:30 AM	0		4:30 PM	25		4:30 AM	0		4:30 PM	41	
4:45 AM	0	1	4:45 PM	19	74	4:45 AM	0	0	4:45 PM	25	108	4:45 AM	0	1	4:45 PM	44	182
5:00 AM	0		5:00 PM	22		5:00 AM	1		5:00 PM	23		5:00 AM	1		5:00 PM	45	
5:15 AM	0		5:15 PM	19		5:15 AM	0		5:15 PM	21		5:15 AM	0		5:15 PM	40	
5:30 AM	0		5:30 PM	17		5:30 AM	0		5:30 PM	15		5:30 AM	0		5:30 PM	32	
5:45 AM	1	1	5:45 PM	15	73	5:45 AM	0	1	5:45 PM	14	73	5:45 AM	1	2	5:45 PM	29	146
6:00 AM	3		6:00 PM	13		6:00 AM	3		6:00 PM	17		6:00 AM	6		6:00 PM	30	
6:15 AM	0		6:15 PM	12		6:15 AM	0		6:15 PM	11		6:15 AM	0		6:15 PM	23	
6:30 AM	5		6:30 PM	6		6:30 AM	3		6:30 PM	15		6:30 AM	8		6:30 PM	21	
6:45 AM	6	14	6:45 PM	7	38	6:45 AM	3	9	6:45 PM	12	55	6:45 AM	9	23	6:45 PM	19	93
7:00 AM	7		7:00 PM	11		7:00 AM	4		7:00 PM	5		7:00 AM	11		7:00 PM	16	
7:15 AM	8		7:15 PM	7		7:15 AM	6		7:15 PM	12		7:15 AM	14		7:15 PM	19	
7:30 AM	16		7:30 PM	5		7:30 AM	7		7:30 PM	6		7:30 AM	23		7:30 PM	11	
7:45 AM	16	47	7:45 PM	4	27	7:45 AM	15	32	7:45 PM	5	28	7:45 AM	31	79	7:45 PM	9	55
8:00 AM	14		8:00 PM	3		8:00 AM	14		8:00 PM	2		8:00 AM	28		8:00 PM	5	
8:15 AM	21		8:15 PM	3		8:15 AM	20		8:15 PM	2		8:15 AM	41		8:15 PM	5	
8:30 AM	26		8:30 PM	3		8:30 AM	16		8:30 PM	3		8:30 AM	42		8:30 PM	6	
8:45 AM	21	82	8:45 PM	2	11	8:45 AM	28	78	8:45 PM	3	10	8:45 AM	49	160	8:45 PM	5	21
9:00 AM	17		9:00 PM	1		9:00 AM	23		9:00 PM	7		9:00 AM	40		9:00 PM	8	
9:15 AM	25		9:15 PM	5		9:15 AM	17		9:15 PM	4		9:15 AM	42		9:15 PM	9	
9:30 AM	21		9:30 PM	3		9:30 AM	18		9:30 PM	0		9:30 AM	39		9:30 PM	3	
9:45 AM	27	90	9:45 PM	1	10	9:45 AM	21	79	9:45 PM	1	12	9:45 AM	48	169	9:45 PM	2	22
10:00 AM	23		10:00 PM	1		10:00 AM	28		10:00 PM	1		10:00 AM	51		10:00 PM	2	
10:15 AM	30		10:15 PM	3		10:15 AM	31		10:15 PM	1		10:15 AM	61		10:15 PM	4	
10:30 AM	30		10:30 PM	3		10:30 AM	43		10:30 PM	1		10:30 AM	73		10:30 PM	4	
10:45 AM	32	115	10:45 PM	1	8	10:45 AM	47	149	10:45 PM	1	4	10:45 AM	79	264	10:45 PM	2	12
11:00 AM	33		11:00 PM	0		11:00 AM	46		11:00 PM	3		11:00 AM	79		11:00 PM	3	
11:15 AM	43		11:15 PM	1		11:15 AM	51		11:15 PM	0		11:15 AM	94		11:15 PM	1	
11:30 AM	43		11:30 PM	0		11:30 AM	47		11:30 PM	0		11:30 AM	90		11:30 PM	0	
11:45 AM	40	159	11:45 PM	0	1	11:45 AM	42	186	11:45 PM	0	3	11:45 AM	82	345	11:45 PM	0	4
Total	512		805			Total	540		824			Total	1052		1629		
Percent	38.88%		61.12%			Percent	39.59%		60.41%			Percent	39.24%		60.76%		
Day Total			1317			Day Total			1364			Day Total			2681		
Peak Hour	11:30 AM		12:00 PM			Peak Hour	10:45 AM		12:30 PM			Peak Hour	11:00 AM		12:00 PM		
Volume	169		159			Volume	191		160			Volume	345		301		
P.H.F.	0.918		0.864			P.H.F.	0.936		0.930			P.H.F.	0.918		0.953		



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

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00

PDI File #: 217826 ATR-A

Count Date:

Sunday, March 21, 2021

**Volume**

SB					NB					Combined							
Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min			
12:00 AM	0		12:00 PM	16	12:00 AM	1		12:00 PM	27	12:00 AM	1		12:00 PM	43			
12:15 AM	1		12:15 PM	35	12:15 AM	0		12:15 PM	24	12:15 AM	1		12:15 PM	59			
12:30 AM	0		12:30 PM	28	12:30 AM	1		12:30 PM	20	12:30 AM	1		12:30 PM	48			
12:45 AM	0	1	12:45 PM	34	113	12:45 AM	0	2	12:45 PM	32	103	12:45 AM	0	3	12:45 PM	66	216
1:00 AM	0		1:00 PM	30		1:00 AM	0		1:00 PM	20		1:00 AM	0		1:00 PM	50	
1:15 AM	0		1:15 PM	35		1:15 AM	0		1:15 PM	33		1:15 AM	0		1:15 PM	68	
1:30 AM	0		1:30 PM	29		1:30 AM	0		1:30 PM	46		1:30 AM	0		1:30 PM	75	
1:45 AM	0	0	1:45 PM	31	125	1:45 AM	1	1	1:45 PM	19	118	1:45 AM	1	1	1:45 PM	50	243
2:00 AM	0		2:00 PM	29		2:00 AM	0		2:00 PM	46		2:00 AM	0		2:00 PM	75	
2:15 AM	0		2:15 PM	27		2:15 AM	0		2:15 PM	30		2:15 AM	0		2:15 PM	57	
2:30 AM	1		2:30 PM	25		2:30 AM	0		2:30 PM	25		2:30 AM	1		2:30 PM	50	
2:45 AM	0	1	2:45 PM	31	112	2:45 AM	0	0	2:45 PM	27	128	2:45 AM	0	1	2:45 PM	58	240
3:00 AM	0		3:00 PM	27		3:00 AM	1		3:00 PM	31		3:00 AM	1		3:00 PM	58	
3:15 AM	0		3:15 PM	23		3:15 AM	0		3:15 PM	36		3:15 AM	0		3:15 PM	59	
3:30 AM	0		3:30 PM	19		3:30 AM	0		3:30 PM	22		3:30 AM	0		3:30 PM	41	
3:45 AM	1	1	3:45 PM	21	90	3:45 AM	0	1	3:45 PM	17	106	3:45 AM	1	2	3:45 PM	38	196
4:00 AM	1		4:00 PM	16		4:00 AM	0		4:00 PM	20		4:00 AM	1		4:00 PM	36	
4:15 AM	0		4:15 PM	17		4:15 AM	0		4:15 PM	22		4:15 AM	0		4:15 PM	39	
4:30 AM	0		4:30 PM	25		4:30 AM	0		4:30 PM	21		4:30 AM	0		4:30 PM	46	
4:45 AM	0	1	4:45 PM	17	75	4:45 AM	0	0	4:45 PM	28	91	4:45 AM	0	1	4:45 PM	45	166
5:00 AM	0		5:00 PM	17		5:00 AM	0		5:00 PM	25		5:00 AM	0		5:00 PM	42	
5:15 AM	0		5:15 PM	10		5:15 AM	0		5:15 PM	15		5:15 AM	0		5:15 PM	25	
5:30 AM	0		5:30 PM	11		5:30 AM	0		5:30 PM	18		5:30 AM	0		5:30 PM	29	
5:45 AM	0	0	5:45 PM	14	52	5:45 AM	0	0	5:45 PM	10	68	5:45 AM	0	0	5:45 PM	24	120
6:00 AM	1		6:00 PM	10		6:00 AM	1		6:00 PM	12		6:00 AM	2		6:00 PM	22	
6:15 AM	0		6:15 PM	6		6:15 AM	1		6:15 PM	16		6:15 AM	1		6:15 PM	22	
6:30 AM	1		6:30 PM	13		6:30 AM	0		6:30 PM	9		6:30 AM	1		6:30 PM	22	
6:45 AM	3	5	6:45 PM	4	33	6:45 AM	0	2	6:45 PM	16	53	6:45 AM	3	7	6:45 PM	20	86
7:00 AM	4		7:00 PM	8		7:00 AM	2		7:00 PM	2		7:00 AM	6		7:00 PM	10	
7:15 AM	4		7:15 PM	5		7:15 AM	3		7:15 PM	9		7:15 AM	7		7:15 PM	14	
7:30 AM	9		7:30 PM	7		7:30 AM	4		7:30 PM	9		7:30 AM	13		7:30 PM	16	
7:45 AM	10	27	7:45 PM	7	27	7:45 AM	1	10	7:45 PM	4	24	7:45 AM	11	37	7:45 PM	11	51
8:00 AM	14		8:00 PM	0		8:00 AM	12		8:00 PM	5		8:00 AM	26		8:00 PM	5	
8:15 AM	18		8:15 PM	2		8:15 AM	5		8:15 PM	6		8:15 AM	23		8:15 PM	8	
8:30 AM	15		8:30 PM	2		8:30 AM	6		8:30 PM	5		8:30 AM	21		8:30 PM	7	
8:45 AM	12	59	8:45 PM	1	5	8:45 AM	15	38	8:45 PM	4	20	8:45 AM	27	97	8:45 PM	5	25
9:00 AM	17		9:00 PM	1		9:00 AM	15		9:00 PM	2		9:00 AM	32		9:00 PM	3	
9:15 AM	19		9:15 PM	2		9:15 AM	13		9:15 PM	2		9:15 AM	32		9:15 PM	4	
9:30 AM	18		9:30 PM	0		9:30 AM	19		9:30 PM	0		9:30 AM	37		9:30 PM	0	
9:45 AM	19	73	9:45 PM	0	3	9:45 AM	26	73	9:45 PM	0	4	9:45 AM	45	146	9:45 PM	0	7
10:00 AM	23		10:00 PM	2		10:00 AM	20		10:00 PM	3		10:00 AM	43		10:00 PM	5	
10:15 AM	29		10:15 PM	2		10:15 AM	9		10:15 PM	1		10:15 AM	38		10:15 PM	3	
10:30 AM	21		10:30 PM	0		10:30 AM	19		10:30 PM	1		10:30 AM	40		10:30 PM	1	
10:45 AM	25	98	10:45 PM	1	5	10:45 AM	16	64	10:45 PM	0	5	10:45 AM	41	162	10:45 PM	1	10
11:00 AM	22		11:00 PM	0		11:00 AM	31		11:00 PM	0		11:00 AM	53		11:00 PM	0	
11:15 AM	21		11:15 PM	0		11:15 AM	38		11:15 PM	2		11:15 AM	59		11:15 PM	2	
11:30 AM	21		11:30 PM	1		11:30 AM	17		11:30 PM	0		11:30 AM	38		11:30 PM	1	
11:45 AM	32	96	11:45 PM	0	1	11:45 AM	41	127	11:45 PM	0	2	11:45 AM	73	223	11:45 PM	0	3
Total	362		641			Total	318		722			Total	680		1363		
Percent	36.09%		63.91%			Percent	30.58%		69.42%			Percent	33.28%		66.72%		
Day Total			1003			Day Total			1040			Day Total			2043		
Peak Hour	11:45 AM		12:45 PM			Peak Hour	11:00 AM		1:15 PM			Peak Hour	11:00 AM		1:15 PM		
Volume	111		128			Volume	127		144			Volume	223		268		
P.H.F.	0.793		0.914			P.H.F.	0.774		0.783			P.H.F.	0.764		0.893		

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Wednesday, March, 17, 2021

Classification (60-minute)

SB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	45	36	2	24	2	0	2	0	0	0	0	0	111
10:00 AM	1	44	30	1	14	2	0	0	0	0	0	0	0	92
11:00 AM	0	66	30	0	20	1	0	0	0	0	0	0	0	117
12:00 PM	1	84	36	1	23	0	0	0	0	0	0	0	0	145
1:00 PM	0	66	56	0	19	1	0	1	0	0	0	0	0	143
2:00 PM	0	88	40	2	28	0	0	0	2	0	0	0	0	160
3:00 PM	0	75	48	2	17	0	0	0	0	0	0	0	0	142
4:00 PM	0	78	32	0	23	0	0	1	0	0	0	0	0	134
5:00 PM	1	51	27	0	17	0	0	0	0	0	0	0	0	96
6:00 PM	0	37	12	0	10	0	0	0	0	0	0	0	0	59
7:00 PM	0	17	5	0	5	0	0	0	0	0	0	0	0	27
8:00 PM	0	5	2	0	3	0	0	0	0	0	0	0	0	10
9:00 PM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
10:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	3	670	359	8	204	6	0	4	2	0	0	0	0	1256
Percent	0.24%	53.34%	28.58%	0.64%	16.24%	0.48%	0.00%	0.32%	0.16%	0.00%	0.00%	0.00%	0.00%	

AM Peak	10:00 AM	11:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM		9:00 AM						11:00 AM
Volume	1	66	36	2	24	2	0	2	0	0	0	0	0	117

PM Peak	12:00 PM	2:00 PM	1:00 PM	2:00 PM	2:00 PM	1:00 PM		1:00 PM	2:00 PM					2:00 PM
Volume	1	88	56	2	28	1	0	1	2	0	0	0	0	160

Cycles:	3	0.2%
Cars and Light Trucks:	1029	81.9%
Heavy Vehicles:	224	17.8%

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Wednesday, March, 17, 2021

**Classification (60-minute)**

NB															
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	52	46	1	13	2	0	0	1	0	0	0	0	115	
10:00 AM	0	64	31	0	26	3	0	0	0	0	0	0	0	124	
11:00 AM	0	69	46	0	10	2	0	2	0	0	0	0	0	129	
12:00 PM	1	71	58	0	14	1	0	0	0	0	0	0	0	145	
1:00 PM	0	59	45	1	13	0	0	0	0	0	0	0	0	118	
2:00 PM	0	123	42	1	16	2	0	0	0	0	0	0	0	184	
3:00 PM	1	78	57	1	7	2	0	2	1	0	0	0	0	149	
4:00 PM	0	79	52	0	21	0	0	1	0	0	0	0	0	153	
5:00 PM	0	65	40	0	11	1	0	0	0	0	0	0	0	117	
6:00 PM	0	32	25	0	4	0	0	0	0	0	0	0	0	61	
7:00 PM	0	22	9	0	1	0	0	0	0	0	0	0	0	32	
8:00 PM	0	10	4	0	1	0	0	0	0	0	0	0	0	15	
9:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
10:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
PM Total	2	743	455	4	138	13	0	5	2	0	0	0	0	1362	
Percent	0.15%	54.55%	33.41%	0.29%	10.13%	0.95%	0.00%	0.37%	0.15%	0.00%	0.00%	0.00%	0.00%		

AM Peak		11:00 AM	9:00 AM	9:00 AM	10:00 AM	10:00 AM		11:00 AM	9:00 AM					11:00 AM
Volume	0	69	46	1	26	3	0	2	1	0	0	0	0	129
PM Peak	12:00 PM	2:00 PM	12:00 PM	1:00 PM	4:00 PM	2:00 PM		3:00 PM	3:00 PM					2:00 PM
Volume	1	123	58	1	21	2	0	2	1	0	0	0	0	184

Cycles:	2	0.1%
Cars and Light Trucks:	1198	88.0%
Heavy Vehicles:	162	11.9%

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Wednesday, March, 17, 2021

**Classification (60-minute)**

Combined														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	97	82	3	37	4	0	2	1	0	0	0	0	226
10:00 AM	1	108	61	1	40	5	0	0	0	0	0	0	0	216
11:00 AM	0	135	76	0	30	3	0	2	0	0	0	0	0	246
12:00 PM	2	155	94	1	37	1	0	0	0	0	0	0	0	290
1:00 PM	0	125	101	1	32	1	0	1	0	0	0	0	0	261
2:00 PM	0	211	82	3	44	2	0	0	2	0	0	0	0	344
3:00 PM	1	153	105	3	24	2	0	2	1	0	0	0	0	291
4:00 PM	0	157	84	0	44	0	0	2	0	0	0	0	0	287
5:00 PM	1	116	67	0	28	1	0	0	0	0	0	0	0	213
6:00 PM	0	69	37	0	14	0	0	0	0	0	0	0	0	120
7:00 PM	0	39	14	0	6	0	0	0	0	0	0	0	0	59
8:00 PM	0	15	6	0	4	0	0	0	0	0	0	0	0	25
9:00 PM	0	25	2	0	1	0	0	0	0	0	0	0	0	28
10:00 PM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
PM Total	5	1413	814	12	342	19	0	9	4	0	0	0	0	2618
Percent	0.19%	53.97%	31.09%	0.46%	13.06%	0.73%	0.00%	0.34%	0.15%	0.00%	0.00%	0.00%	0.00%	

AM Peak	10:00 AM	11:00 AM	9:00 AM	9:00 AM	10:00 AM	10:00 AM		9:00 AM	9:00 AM					11:00 AM
Volume	1	135	82	3	40	5	0	2	1	0	0	0	0	246

PM Peak	12:00 PM	2:00 PM	3:00 PM	2:00 PM	2:00 PM	2:00 PM		3:00 PM	2:00 PM					2:00 PM
Volume	2	211	105	3	44	2	0	2	2	0	0	0	0	344

Cycles:	5	0.2%
Cars and Light Trucks:	2227	85.1%
Heavy Vehicles:	386	14.7%



State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



PRECISION  
 D A T A  
 INDUSTRIES, LLC

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

PDI File #: 217826 ATR-A

Count Date  
 Thursday, March 18, 2021

**Classification (60-minute)**

SB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	5	8	0	5	0	0	0	0	0	0	0	0	18
7:00 AM	0	42	43	1	16	0	0	1	0	0	0	0	0	103
8:00 AM	0	68	66	2	32	2	0	1	1	0	0	0	0	172
9:00 AM	0	52	43	2	33	0	0	0	0	0	0	0	0	130
10:00 AM	1	66	31	2	14	1	0	1	0	0	0	0	0	116
11:00 AM	1	73	46	0	20	1	0	4	0	0	0	0	0	145
12:00 PM	0	67	44	0	21	2	0	0	0	0	0	0	0	134
1:00 PM	1	66	46	1	19	0	0	1	0	0	0	0	0	134
2:00 PM	0	101	54	3	13	2	0	1	0	0	0	0	0	174
3:00 PM	0	63	35	1	16	0	0	0	0	0	0	0	0	115
4:00 PM	0	37	36	0	19	0	0	1	0	0	0	0	0	93
5:00 PM	0	19	22	0	21	0	0	0	0	0	0	0	0	62
6:00 PM	0	10	16	0	6	0	0	1	0	0	0	0	0	33
7:00 PM	0	6	7	0	4	0	0	0	0	0	0	0	0	17
8:00 PM	0	3	8	0	3	0	0	0	0	0	0	0	0	14
9:00 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	9
10:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	1	3	0	1	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>3</b>	<b>693</b>	<b>515</b>	<b>12</b>	<b>243</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1486</b>
<b>Percent</b>	<b>0.20%</b>	<b>46.64%</b>	<b>34.66%</b>	<b>0.81%</b>	<b>16.35%</b>	<b>0.54%</b>	<b>0.00%</b>	<b>0.74%</b>	<b>0.07%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	

AM Peak	10:00 AM	11:00 AM	8:00 AM	8:00 AM	9:00 AM	8:00 AM		11:00 AM	8:00 AM					8:00 AM
Volume	1	73	66	2	33	2	0	4	1	0	0	0	0	172

PM Peak	1:00 PM	2:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM		1:00 PM						2:00 PM
Volume	1	101	54	3	21	2	0	1	0	0	0	0	0	174

Cycles:	3	0.2%
Cars and Light Trucks:	1208	81.3%
Heavy Vehicles:	275	18.5%

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



PRECISION  
 D A T A  
 INDUSTRIES, LLC

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

PDI File #: 217826 ATR-A

Count Date  
 Thursday, March 18, 2021

**Classification (60-minute)**

NB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	6	13	0	3	0	0	0	0	0	0	0	0	22
7:00 AM	0	43	30	2	8	0	0	0	0	0	0	0	0	83
8:00 AM	0	68	45	2	9	2	0	2	0	0	0	0	0	128
9:00 AM	0	57	38	3	15	1	0	0	0	0	0	0	0	114
10:00 AM	0	58	51	2	14	1	0	2	0	0	0	0	0	128
11:00 AM	1	52	40	0	14	2	0	0	0	0	0	0	0	109
12:00 PM	0	81	55	0	6	1	0	3	0	0	0	0	0	146
1:00 PM	0	72	49	2	15	2	0	0	0	0	0	0	0	140
2:00 PM	0	99	77	1	16	0	0	4	0	0	0	0	0	197
3:00 PM	0	72	52	0	28	3	0	0	0	0	0	0	0	155
4:00 PM	1	27	44	0	26	1	0	0	0	0	0	0	0	99
5:00 PM	1	12	40	0	31	0	0	0	0	0	0	0	0	84
6:00 PM	0	5	11	0	16	0	0	0	0	0	0	0	0	32
7:00 PM	0	1	11	0	4	0	0	0	0	0	0	0	0	16
8:00 PM	0	0	5	0	3	0	0	0	0	0	0	0	0	8
9:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
10:00 PM	0	2	1	0	2	0	0	0	0	0	0	0	0	5
11:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
PM Total	3	664	565	12	212	13	0	11	0	0	0	0	0	1480
Percent	0.20%	44.86%	38.18%	0.81%	14.32%	0.88%	0.00%	0.74%	0.00%	0.00%	0.00%	0.00%	0.00%	

AM Peak	11:00 AM	8:00 AM	10:00 AM	9:00 AM	9:00 AM	8:00 AM		8:00 AM						8:00 AM
Volume	1	68	51	3	15	2	0	2	0	0	0	0	0	128

PM Peak	4:00 PM	2:00 PM	2:00 PM	1:00 PM	5:00 PM	3:00 PM		2:00 PM						2:00 PM
Volume	1	99	77	2	31	3	0	4	0	0	0	0	0	197

Cycles:	3	0.2%
Cars and Light Trucks:	1229	83.0%
Heavy Vehicles:	248	16.8%

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Thursday, March 18, 2021

**Classification (60-minute)**

Combined														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	11	21	0	8	0	0	0	0	0	0	0	0	40
7:00 AM	0	85	73	3	24	0	0	1	0	0	0	0	0	186
8:00 AM	0	136	111	4	41	4	0	3	1	0	0	0	0	300
9:00 AM	0	109	81	5	48	1	0	0	0	0	0	0	0	244
10:00 AM	1	124	82	4	28	2	0	3	0	0	0	0	0	244
11:00 AM	2	125	86	0	34	3	0	4	0	0	0	0	0	254
12:00 PM	0	148	99	0	27	3	0	3	0	0	0	0	0	280
1:00 PM	1	138	95	3	34	2	0	1	0	0	0	0	0	274
2:00 PM	0	200	131	4	29	2	0	5	0	0	0	0	0	371
3:00 PM	0	135	87	1	44	3	0	0	0	0	0	0	0	270
4:00 PM	1	64	80	0	45	1	0	1	0	0	0	0	0	192
5:00 PM	1	31	62	0	52	0	0	0	0	0	0	0	0	146
6:00 PM	0	15	27	0	22	0	0	1	0	0	0	0	0	65
7:00 PM	0	7	18	0	8	0	0	0	0	0	0	0	0	33
8:00 PM	0	3	13	0	6	0	0	0	0	0	0	0	0	22
9:00 PM	0	9	6	0	1	0	0	0	0	0	0	0	0	16
10:00 PM	0	3	3	0	2	0	0	0	0	0	0	0	0	8
11:00 PM	0	2	3	0	2	0	0	0	0	0	0	0	0	7
PM Total	6	1357	1080	24	455	21	0	22	1	0	0	0	0	2966
Percent	0.20%	45.75%	36.41%	0.81%	15.34%	0.71%	0.00%	0.74%	0.03%	0.00%	0.00%	0.00%	0.00%	

AM Peak	11:00 AM	8:00 AM	8:00 AM	9:00 AM	9:00 AM	8:00 AM		11:00 AM	8:00 AM					8:00 AM
Volume	2	136	111	5	48	4	0	4	1	0	0	0	0	300
PM Peak	1:00 PM	2:00 PM	2:00 PM	2:00 PM	5:00 PM	12:00 PM		2:00 PM						2:00 PM
Volume	1	200	131	4	52	3	0	5	0	0	0	0	0	371

Cycles:	6	0.2%
Cars and Light Trucks:	2437	82.2%
Heavy Vehicles:	523	17.6%

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Friday, March 19, 2021

**Classification (60-minute)**

SB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2
6:00 AM	0	6	8	0	5	0	0	0	0	0	0	0	0	19
7:00 AM	0	34	34	0	14	1	0	0	1	0	0	0	0	84
8:00 AM	0	44	44	0	25	4	0	3	1	0	0	0	0	121
9:00 AM	0	37	35	0	21	3	0	1	2	0	0	0	0	99
10:00 AM	1	49	33	0	27	4	0	2	1	0	0	0	0	117
11:00 AM	0	66	35	1	24	1	0	0	1	0	0	0	0	128
12:00 PM	0	70	34	0	19	1	0	1	0	0	0	0	0	125
1:00 PM	0	69	42	0	27	2	0	1	0	0	0	0	0	141
2:00 PM	0	86	50	3	23	1	0	0	0	0	0	0	0	163
3:00 PM	0	75	47	1	22	1	0	1	0	0	0	0	0	147
4:00 PM	2	55	33	0	11	0	0	0	0	0	0	0	0	101
5:00 PM	1	49	22	0	10	0	0	0	0	0	0	0	0	82
6:00 PM	0	27	14	0	8	0	0	0	0	0	0	0	0	49
7:00 PM	0	22	5	0	4	0	0	0	0	0	0	0	0	31
8:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:00 PM	0	7	6	0	2	0	0	0	0	0	0	0	0	15
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>4</b>	<b>709</b>	<b>443</b>	<b>5</b>	<b>242</b>	<b>20</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1438</b>
<b>Percent</b>	<b>0.28%</b>	<b>49.30%</b>	<b>30.81%</b>	<b>0.35%</b>	<b>16.83%</b>	<b>1.39%</b>	<b>0.00%</b>	<b>0.63%</b>	<b>0.42%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	

AM Peak	10:00 AM	11:00 AM	8:00 AM	11:00 AM	10:00 AM	8:00 AM		8:00 AM	9:00 AM					11:00 AM
Volume	1	66	44	1	27	4	0	3	2	0	0	0	0	128
PM Peak	4:00 PM	2:00 PM	2:00 PM	2:00 PM	1:00 PM	1:00 PM		12:00 PM						2:00 PM
Volume	2	86	50	3	27	2	0	1	0	0	0	0	0	163

Cycles:	4	0.3%
Cars and Light Trucks:	1152	80.1%
Heavy Vehicles:	282	19.6%

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Friday, March 19, 2021

**Classification (60-minute)**

NB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	5	4	1	14	1	0	0	0	0	0	0	0	25
7:00 AM	0	30	12	2	9	0	0	0	0	0	0	0	0	53
8:00 AM	0	46	34	0	17	2	0	0	1	0	0	0	0	100
9:00 AM	1	36	38	0	16	3	0	1	1	0	0	0	0	96
10:00 AM	0	42	41	0	24	4	0	2	2	0	0	0	0	115
11:00 AM	0	52	52	1	18	1	0	1	1	0	0	0	0	126
12:00 PM	0	88	41	1	26	1	0	0	0	0	0	0	0	157
1:00 PM	0	77	49	1	23	2	0	1	1	0	0	0	0	154
2:00 PM	0	90	49	1	23	0	0	1	0	0	0	0	0	164
3:00 PM	0	72	43	0	17	1	0	1	0	0	0	0	0	134
4:00 PM	0	75	39	0	6	1	0	0	0	0	0	0	0	121
5:00 PM	1	49	36	0	5	0	0	1	0	0	0	0	0	92
6:00 PM	1	39	15	0	4	0	0	0	0	0	0	0	0	59
7:00 PM	0	18	3	0	3	0	0	0	0	0	0	0	0	24
8:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
9:00 PM	0	6	6	0	0	0	0	0	0	0	0	0	0	12
10:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
11:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
PM Total	3	744	469	7	206	16	0	8	6	0	0	0	0	1459
Percent	0.21%	50.99%	32.15%	0.48%	14.12%	1.10%	0.00%	0.55%	0.41%	0.00%	0.00%	0.00%	0.00%	

AM Peak	9:00 AM	11:00 AM	11:00 AM	7:00 AM	10:00 AM	10:00 AM		10:00 AM	10:00 AM					11:00 AM
Volume	1	52	52	2	24	4	0	2	2	0	0	0	0	126
PM Peak	5:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	1:00 PM		1:00 PM	1:00 PM					2:00 PM
Volume	1	90	49	1	26	2	0	1	1	0	0	0	0	164

Cycles:	3	0.2%
Cars and Light Trucks:	1213	83.1%
Heavy Vehicles:	243	16.7%

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Friday, March 19, 2021

**Classification (60-minute)**

Combined														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	2	0	0	2	0	0	0	0	0	0	0	5
6:00 AM	0	11	12	1	19	1	0	0	0	0	0	0	0	44
7:00 AM	0	64	46	2	23	1	0	0	1	0	0	0	0	137
8:00 AM	0	90	78	0	42	6	0	3	2	0	0	0	0	221
9:00 AM	1	73	73	0	37	6	0	2	3	0	0	0	0	195
10:00 AM	1	91	74	0	51	8	0	4	3	0	0	0	0	232
11:00 AM	0	118	87	2	42	2	0	1	2	0	0	0	0	254
12:00 PM	0	158	75	1	45	2	0	1	0	0	0	0	0	282
1:00 PM	0	146	91	1	50	4	0	2	1	0	0	0	0	295
2:00 PM	0	176	99	4	46	1	0	1	0	0	0	0	0	327
3:00 PM	0	147	90	1	39	2	0	2	0	0	0	0	0	281
4:00 PM	2	130	72	0	17	1	0	0	0	0	0	0	0	222
5:00 PM	2	98	58	0	15	0	0	1	0	0	0	0	0	174
6:00 PM	1	66	29	0	12	0	0	0	0	0	0	0	0	108
7:00 PM	0	40	8	0	7	0	0	0	0	0	0	0	0	55
8:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
9:00 PM	0	13	12	0	2	0	0	0	0	0	0	0	0	27
10:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
11:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
PM Total	7	1453	912	12	448	36	0	17	12	0	0	0	0	2897
Percent	0.24%	50.16%	31.48%	0.41%	15.46%	1.24%	0.00%	0.59%	0.41%	0.00%	0.00%	0.00%	0.00%	

AM Peak	9:00 AM	11:00 AM	11:00 AM	7:00 AM	10:00 AM	10:00 AM		10:00 AM	9:00 AM					11:00 AM
Volume	1	118	87	2	51	8	0	4	3	0	0	0	0	254
PM Peak	4:00 PM	2:00 PM	2:00 PM	2:00 PM	1:00 PM	1:00 PM		1:00 PM	1:00 PM					2:00 PM
Volume	2	176	99	4	50	4	0	2	1	0	0	0	0	327

Cycles:	7	0.2%
Cars and Light Trucks:	2365	81.6%
Heavy Vehicles:	525	18.1%

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Saturday, March 20, 2021

**Classification (60-minute)**

SB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	5	5	0	4	0	0	0	0	0	0	0	0	14
7:00 AM	0	27	16	0	4	0	0	0	0	0	0	0	0	47
8:00 AM	1	32	32	0	15	1	0	0	1	0	0	0	0	82
9:00 AM	2	40	30	0	17	0	0	1	0	0	0	0	0	90
10:00 AM	0	59	37	0	17	0	0	1	1	0	0	0	0	115
11:00 AM	1	96	47	0	15	0	0	0	0	0	0	0	0	159
12:00 PM	0	104	43	1	8	0	0	3	0	0	0	0	0	159
1:00 PM	0	93	42	1	11	0	0	0	1	0	0	0	0	148
2:00 PM	0	82	35	0	12	0	0	1	1	0	0	0	0	131
3:00 PM	0	85	22	1	16	0	0	1	0	0	0	0	0	125
4:00 PM	1	44	20	0	9	0	0	0	0	0	0	0	0	74
5:00 PM	0	45	20	0	8	0	0	0	0	0	0	0	0	73
6:00 PM	1	22	11	0	4	0	0	0	0	0	0	0	0	38
7:00 PM	0	16	8	0	3	0	0	0	0	0	0	0	0	27
8:00 PM	0	5	4	0	2	0	0	0	0	0	0	0	0	11
9:00 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
10:00 PM	0	2	6	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>6</b>	<b>767</b>	<b>381</b>	<b>3</b>	<b>148</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1317</b>
<b>Percent</b>	<b>0.46%</b>	<b>58.24%</b>	<b>28.93%</b>	<b>0.23%</b>	<b>11.24%</b>	<b>0.08%</b>	<b>0.00%</b>	<b>0.53%</b>	<b>0.30%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	

AM Peak	9:00 AM	11:00 AM	11:00 AM		9:00 AM	8:00 AM		9:00 AM	8:00 AM					11:00 AM
Volume	2	96	47	0	17	1	0	1	1	0	0	0	0	159

PM Peak	4:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM			12:00 PM	1:00 PM					12:00 PM
Volume	1	104	43	1	16	0	0	3	1	0	0	0	0	159

Cycles:	6	0.5%
Cars and Light Trucks:	1148	87.2%
Heavy Vehicles:	163	12.4%

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Saturday, March 20, 2021

**Classification (60-minute)**

NB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
7:00 AM	0	13	12	0	7	0	0	0	0	0	0	0	0	32
8:00 AM	0	29	36	0	12	0	0	1	0	0	0	0	0	78
9:00 AM	1	40	22	0	13	1	0	1	1	0	0	0	0	79
10:00 AM	2	79	53	0	12	2	0	1	0	0	0	0	0	149
11:00 AM	1	122	48	0	14	0	0	0	1	0	0	0	0	186
12:00 PM	1	100	35	0	6	0	0	0	0	0	0	0	0	142
1:00 PM	0	103	38	1	5	0	0	1	0	0	0	0	0	148
2:00 PM	0	75	28	1	4	0	0	1	1	0	0	0	0	110
3:00 PM	2	79	38	0	10	2	0	0	0	0	0	0	0	131
4:00 PM	1	69	27	0	11	0	0	0	0	0	0	0	0	108
5:00 PM	0	50	20	0	2	1	0	0	0	0	0	0	0	73
6:00 PM	0	34	12	0	9	0	0	0	0	0	0	0	0	55
7:00 PM	1	16	9	0	2	0	0	0	0	0	0	0	0	28
8:00 PM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
9:00 PM	0	7	3	0	2	0	0	0	0	0	0	0	0	12
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
PM Total	9	841	386	2	112	6	0	5	3	0	0	0	0	1364
Percent	0.66%	61.66%	28.30%	0.15%	8.21%	0.44%	0.00%	0.37%	0.22%	0.00%	0.00%	0.00%	0.00%	

AM Peak	10:00 AM	11:00 AM	10:00 AM		11:00 AM	10:00 AM		8:00 AM	9:00 AM					11:00 AM
Volume	2	122	53	0	14	2	0	1	1	0	0	0	0	186

PM Peak	3:00 PM	1:00 PM	1:00 PM	1:00 PM	4:00 PM	3:00 PM		1:00 PM	2:00 PM					1:00 PM
Volume	2	103	38	1	11	2	0	1	1	0	0	0	0	148

Cycles:	9	0.7%
Cars and Light Trucks:	1227	90.0%
Heavy Vehicles:	128	9.4%



State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Saturday, March 20, 2021

**Classification (60-minute)**

Combined														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	10	8	0	5	0	0	0	0	0	0	0	0	23
7:00 AM	0	40	28	0	11	0	0	0	0	0	0	0	0	79
8:00 AM	1	61	68	0	27	1	0	1	1	0	0	0	0	160
9:00 AM	3	80	52	0	30	1	0	2	1	0	0	0	0	169
10:00 AM	2	138	90	0	29	2	0	2	1	0	0	0	0	264
11:00 AM	2	218	95	0	29	0	0	0	1	0	0	0	0	345
12:00 PM	1	204	78	1	14	0	0	3	0	0	0	0	0	301
1:00 PM	0	196	80	2	16	0	0	1	1	0	0	0	0	296
2:00 PM	0	157	63	1	16	0	0	2	2	0	0	0	0	241
3:00 PM	2	164	60	1	26	2	0	1	0	0	0	0	0	256
4:00 PM	2	113	47	0	20	0	0	0	0	0	0	0	0	182
5:00 PM	0	95	40	0	10	1	0	0	0	0	0	0	0	146
6:00 PM	1	56	23	0	13	0	0	0	0	0	0	0	0	93
7:00 PM	1	32	17	0	5	0	0	0	0	0	0	0	0	55
8:00 PM	0	12	5	0	4	0	0	0	0	0	0	0	0	21
9:00 PM	0	15	4	0	3	0	0	0	0	0	0	0	0	22
10:00 PM	0	6	6	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
PM Total	15	1608	767	5	260	7	0	12	7	0	0	0	0	2681
Percent	0.56%	59.98%	28.61%	0.19%	9.70%	0.26%	0.00%	0.45%	0.26%	0.00%	0.00%	0.00%	0.00%	

AM Peak	9:00 AM	11:00 AM	11:00 AM		9:00 AM	10:00 AM		9:00 AM	8:00 AM					11:00 AM
Volume	3	218	95	0	30	2	0	2	1	0	0	0	0	345

PM Peak	3:00 PM	12:00 PM	1:00 PM	1:00 PM	3:00 PM	3:00 PM		12:00 PM	2:00 PM					12:00 PM
Volume	2	204	80	2	26	2	0	3	2	0	0	0	0	301

Cycles:	15	0.6%
Cars and Light Trucks:	2375	88.6%
Heavy Vehicles:	291	10.9%

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Sunday, March 21, 2021

**Classification (60-minute)**

SB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
7:00 AM	1	10	13	0	2	0	0	1	0	0	0	0	0	27
8:00 AM	1	26	19	0	11	0	0	2	0	0	0	0	0	59
9:00 AM	0	38	22	0	13	0	0	0	0	0	0	0	0	73
10:00 AM	2	52	25	0	16	0	0	3	0	0	0	0	0	98
11:00 AM	0	59	26	0	8	0	0	3	0	0	0	0	0	96
12:00 PM	2	69	30	3	9	0	0	0	0	0	0	0	0	113
1:00 PM	0	88	25	1	11	0	0	0	0	0	0	0	0	125
2:00 PM	0	72	24	0	14	1	0	1	0	0	0	0	0	112
3:00 PM	2	56	11	0	21	0	0	0	0	0	0	0	0	90
4:00 PM	2	49	18	0	6	0	0	0	0	0	0	0	0	75
5:00 PM	0	34	14	0	4	0	0	0	0	0	0	0	0	52
6:00 PM	0	21	9	0	3	0	0	0	0	0	0	0	0	33
7:00 PM	0	16	8	0	3	0	0	0	0	0	0	0	0	27
8:00 PM	0	0	4	0	1	0	0	0	0	0	0	0	0	5
9:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>10</b>	<b>599</b>	<b>254</b>	<b>4</b>	<b>125</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1003</b>
<b>Percent</b>	<b>1.00%</b>	<b>59.72%</b>	<b>25.32%</b>	<b>0.40%</b>	<b>12.46%</b>	<b>0.10%</b>	<b>0.00%</b>	<b>1.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	

AM Peak	10:00 AM	11:00 AM	11:00 AM		10:00 AM			10:00 AM						10:00 AM
Volume	2	59	26	0	16	0	0	3	0	0	0	0	0	98
PM Peak	12:00 PM	1:00 PM	12:00 PM	12:00 PM	3:00 PM	2:00 PM		2:00 PM						1:00 PM
Volume	2	88	30	3	21	1	0	1	0	0	0	0	0	125

Cycles:	10	1.0%
Cars and Light Trucks:	853	85.0%
Heavy Vehicles:	140	14.0%

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Sunday, March 21, 2021

**Classification (60-minute)**

NB															
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
7:00 AM	0	5	4	0	1	0	0	0	0	0	0	0	0	10	
8:00 AM	0	15	17	0	6	0	0	0	0	0	0	0	0	38	
9:00 AM	1	36	26	0	10	0	0	0	0	0	0	0	0	73	
10:00 AM	1	39	17	0	5	1	0	1	0	0	0	0	0	64	
11:00 AM	1	88	28	0	10	0	0	0	0	0	0	0	0	127	
12:00 PM	0	68	28	1	6	0	0	0	0	0	0	0	0	103	
1:00 PM	0	91	21	1	5	0	0	0	0	0	0	0	0	118	
2:00 PM	3	89	29	0	7	0	0	0	0	0	0	0	0	128	
3:00 PM	6	73	18	1	8	0	0	0	0	0	0	0	0	106	
4:00 PM	1	60	23	0	7	0	0	0	0	0	0	0	0	91	
5:00 PM	0	46	17	0	5	0	0	0	0	0	0	0	0	68	
6:00 PM	0	31	17	0	5	0	0	0	0	0	0	0	0	53	
7:00 PM	0	16	4	0	4	0	0	0	0	0	0	0	0	24	
8:00 PM	0	11	6	0	3	0	0	0	0	0	0	0	0	20	
9:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
10:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
PM Total	13	681	258	3	83	1	0	1	0	0	0	0	0	1040	
Percent	1.25%	65.48%	24.81%	0.29%	7.98%	0.10%	0.00%	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%		

AM Peak	9:00 AM	11:00 AM	11:00 AM		9:00 AM	10:00 AM		10:00 AM						11:00 AM
Volume	1	88	28	0	10	1	0	1	0	0	0	0	0	127
PM Peak	3:00 PM	1:00 PM	2:00 PM	12:00 PM	3:00 PM									2:00 PM
Volume	6	91	29	1	8	0	0	0	0	0	0	0	0	128

Cycles:	13	1.3%
Cars and Light Trucks:	939	90.3%
Heavy Vehicles:	88	8.5%

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



PRECISION  
 D A T A  
 INDUSTRIES, LLC

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

PDI File #: 217826 ATR-A

Count Date  
 Sunday, March 21, 2021

**Classification (60-minute)**

Combined														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
7:00 AM	1	15	17	0	3	0	0	1	0	0	0	0	0	37
8:00 AM	1	41	36	0	17	0	0	2	0	0	0	0	0	97
9:00 AM	1	74	48	0	23	0	0	0	0	0	0	0	0	146
10:00 AM	3	91	42	0	21	1	0	4	0	0	0	0	0	162
11:00 AM	1	147	54	0	18	0	0	3	0	0	0	0	0	223
12:00 PM	2	137	58	4	15	0	0	0	0	0	0	0	0	216
1:00 PM	0	179	46	2	16	0	0	0	0	0	0	0	0	243
2:00 PM	3	161	53	0	21	1	0	1	0	0	0	0	0	240
3:00 PM	8	129	29	1	29	0	0	0	0	0	0	0	0	196
4:00 PM	3	109	41	0	13	0	0	0	0	0	0	0	0	166
5:00 PM	0	80	31	0	9	0	0	0	0	0	0	0	0	120
6:00 PM	0	52	26	0	8	0	0	0	0	0	0	0	0	86
7:00 PM	0	32	12	0	7	0	0	0	0	0	0	0	0	51
8:00 PM	0	11	10	0	4	0	0	0	0	0	0	0	0	25
9:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
10:00 PM	0	5	5	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
PM Total	23	1280	512	7	208	2	0	11	0	0	0	0	0	2043
Percent	1.13%	62.65%	25.06%	0.34%	10.18%	0.10%	0.00%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%	

AM Peak	10:00 AM	11:00 AM	11:00 AM		9:00 AM	10:00 AM		10:00 AM						11:00 AM
Volume	3	147	54	0	23	1	0	4	0	0	0	0	0	223

PM Peak	3:00 PM	1:00 PM	12:00 PM	12:00 PM	3:00 PM	2:00 PM		2:00 PM						1:00 PM
Volume	8	179	58	4	29	1	0	1	0	0	0	0	0	243

Cycles:	23	1.1%
Cars and Light Trucks:	1792	87.7%
Heavy Vehicles:	228	11.2%

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



PDI File #: 217826 ATR-A

Count Date  
Wednesday, March, 17, 2021

Speed (60-minute)

Start Time:	SB													Total	85th %ile	Ave Speed	
	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+				
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
9:00 AM	0	0	1	17	53	34	6	0	0	0	0	0	0	111	37.0	33.1	
10:00 AM	1	3	3	20	34	29	2	0	0	0	0	0	0	92	37.0	31.7	
11:00 AM	1	0	0	19	60	33	4	0	0	0	0	0	0	117	36.0	32.7	
12:00 PM	1	0	1	8	65	62	8	0	0	0	0	0	0	145	38.0	34.2	
1:00 PM	0	0	4	3	66	53	16	1	0	0	0	0	0	143	39.0	34.9	
2:00 PM	0	0	1	5	75	66	12	1	0	0	0	0	0	160	38.0	34.7	
3:00 PM	0	0	1	6	48	72	13	0	1	0	0	0	1	142	39.0	35.8	
4:00 PM	0	0	1	4	54	60	13	2	0	0	0	0	0	134	38.1	35.0	
5:00 PM	0	0	0	2	31	47	14	2	0	0	0	0	0	96	40.0	36.3	
6:00 PM	0	0	0	5	20	23	9	2	0	0	0	0	0	59	40.0	35.4	
7:00 PM	0	0	1	1	12	7	6	0	0	0	0	0	0	27	40.1	35.2	
8:00 PM	0	0	0	1	5	2	2	0	0	0	0	0	0	10	38.3	34.0	
9:00 PM	0	0	1	0	5	5	1	1	0	0	0	0	0	13	37.8	34.5	
10:00 PM	0	0	0	1	1	1	1	0	0	1	0	0	0	5	46.0	37.8	
11:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	34.7	34.0	
Total	3	3	14	92	530	495	107	9	1	1	0	0	1	1256	38.0	34.4	
Percent	0.24%	0.24%	1.11%	7.32%	42.20%	39.41%	8.52%	0.72%	0.08%	0.08%	0.00%	0.00%	0.08%				

AM Peak	10:00 AM	10:00 AM	10:00 AM	10:00 AM	11:00 AM	9:00 AM	9:00 AM										11:00 AM
Volume	1	3	3	20	60	34	6	0	0	0	0	0	0	0	0	0	117

PM Peak	12:00 PM		1:00 PM	12:00 PM	2:00 PM	3:00 PM	1:00 PM	4:00 PM	3:00 PM	10:00 PM				3:00 PM	2:00 PM
Volume	1	0	4	8	75	72	16	2	1	1	0	0	1	160	

15th Percentile:	31.0 MPH	Average Speed:	34.4 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	34.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	482
85th Percentile:	38.0 MPH	Number in Pace:	1025	Percent of Vehicles > 35 MPH:	38.4%
95th Percentile:	41.0 MPH	Percent in Pace:	81.6%		

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Wednesday, March, 17, 2021

Speed (60-minute)

Start Time:	NB													Total	85th %ile	Ave Speed	
	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+				
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
9:00 AM	0	0	2	13	41	51	8	0	0	0	0	0	0	115	38.0	34.0	
10:00 AM	0	0	1	13	43	60	7	0	0	0	0	0	0	124	38.0	34.6	
11:00 AM	0	3	1	5	33	69	15	3	0	0	0	0	0	129	39.0	35.5	
12:00 PM	0	0	1	6	38	68	29	3	0	0	0	0	0	145	40.0	36.1	
1:00 PM	0	0	1	5	41	64	7	0	0	0	0	0	0	118	38.0	35.0	
2:00 PM	0	0	3	10	70	82	17	2	0	0	0	0	0	184	38.0	34.9	
3:00 PM	0	4	3	15	53	64	10	0	0	0	0	0	0	149	38.0	33.9	
4:00 PM	0	0	1	9	55	69	18	1	0	0	0	0	0	153	39.0	35.1	
5:00 PM	0	0	0	4	36	61	14	2	0	0	0	0	0	117	39.0	35.9	
6:00 PM	0	0	0	4	18	29	10	0	0	0	0	0	0	61	40.0	35.7	
7:00 PM	0	0	0	2	14	12	4	0	0	0	0	0	0	32	39.0	34.8	
8:00 PM	0	0	0	1	6	6	1	0	1	0	0	0	0	15	37.9	35.8	
9:00 PM	0	0	0	5	3	5	2	0	0	0	0	0	0	15	39.0	33.9	
10:00 PM	0	0	0	0	1	2	1	0	0	0	0	0	0	4	41.2	37.5	
11:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	42.0	42.0	
Total	0	7	13	92	452	642	144	11	1	0	0	0	0	1362	39.0	35.0	
Percent	0.00%	0.51%	0.95%	6.75%	33.19%	47.14%	10.57%	0.81%	0.07%	0.00%	0.00%	0.00%	0.00%				

AM Peak	11:00 AM	9:00 AM	9:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM							11:00 AM
Volume	0	3	2	13	43	69	15	3	0	0	0	0	0	129
PM Peak	3:00 PM	2:00 PM	3:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM	8:00 PM						2:00 PM
Volume	0	4	3	15	70	82	29	3	1	0	0	0	0	184

15th Percentile:	31.0 MPH	Average Speed:	35.0 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	641
85th Percentile:	39.0 MPH	Number in Pace:	1112	Percent of Vehicles > 35 MPH:	47.1%
95th Percentile:	41.0 MPH	Percent in Pace:	81.6%		

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Wednesday, March, 17, 2021

**Speed (60-minute)**

**Combined SB and NB**

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
9:00 AM	0	0	3	30	94	85	14	0	0	0	0	0	0	226	38.0	33.6
10:00 AM	1	3	4	33	77	89	9	0	0	0	0	0	0	216	38.0	33.4
11:00 AM	1	3	1	24	93	102	19	3	0	0	0	0	0	246	38.0	34.2
12:00 PM	1	0	2	14	103	130	37	3	0	0	0	0	0	290	39.0	35.2
1:00 PM	0	0	5	8	107	117	23	1	0	0	0	0	0	261	38.0	34.9
2:00 PM	0	0	4	15	145	148	29	3	0	0	0	0	0	344	38.0	34.8
3:00 PM	0	4	4	21	101	136	23	0	1	0	0	0	1	291	39.0	34.8
4:00 PM	0	0	2	13	109	129	31	3	0	0	0	0	0	287	39.0	35.0
5:00 PM	0	0	0	6	67	108	28	4	0	0	0	0	0	213	39.2	36.1
6:00 PM	0	0	0	9	38	52	19	2	0	0	0	0	0	120	40.0	35.5
7:00 PM	0	0	1	3	26	19	10	0	0	0	0	0	0	59	40.0	35.0
8:00 PM	0	0	0	2	11	8	3	0	1	0	0	0	0	25	38.8	35.1
9:00 PM	0	0	1	5	8	10	3	1	0	0	0	0	0	28	39.0	34.2
10:00 PM	0	0	0	1	2	3	2	0	0	1	0	0	0	9	42.4	37.7
11:00 PM	0	0	0	0	1	1	1	0	0	0	0	0	0	3	39.9	36.7
Total	3	10	27	184	982	1137	251	20	2	1	0	0	1	2618	39.0	34.8
Percent	0.11%	0.38%	1.03%	7.03%	37.51%	43.43%	9.59%	0.76%	0.08%	0.04%	0.00%	0.00%	0.04%			

AM Peak	10:00 AM	10:00 AM	10:00 AM	10:00 AM	9:00 AM	11:00 AM	11:00 AM	11:00 AM								11:00 AM
Volume	1	3	4	33	94	102	19	3	0	0	0	0	0	0	0	246

PM Peak	12:00 PM	3:00 PM	1:00 PM	3:00 PM	2:00 PM	2:00 PM	12:00 PM	5:00 PM	3:00 PM	10:00 PM				3:00 PM	2:00 PM
Volume	1	4	5	21	145	148	37	4	1	1	0	0	1	344	

15th Percentile:	31.0 MPH	Average Speed:	34.8 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	1123
85th Percentile:	39.0 MPH	Number in Pace:	2119	Percent of Vehicles > 35 MPH:	42.9%
95th Percentile:	41.0 MPH	Percent in Pace:	80.9%		

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Thursday, March 18, 2021

Speed (60-minute)

Start Time:	SB													Total	85th %ile	Ave Speed
	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+			
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38.0	38.0
1:00 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	3	55.1	46.3
2:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	47.0	47.0
3:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	2	42.0	42.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	2	40.3	38.5
6:00 AM	0	0	0	1	6	6	3	1	1	0	0	0	0	18	43.5	36.6
7:00 AM	0	0	0	12	43	35	11	1	1	0	0	0	0	103	38.0	34.5
8:00 AM	1	0	0	6	74	73	17	1	0	0	0	0	0	172	38.0	34.7
9:00 AM	0	0	0	2	50	65	12	1	0	0	0	0	0	130	39.0	35.4
10:00 AM	0	0	0	9	54	41	11	1	0	0	0	0	0	116	39.0	34.6
11:00 AM	2	0	0	8	77	51	6	0	0	0	0	0	1	145	37.0	34.1
12:00 PM	0	1	0	6	46	69	11	0	0	0	0	0	1	134	39.0	35.4
1:00 PM	0	1	0	9	61	56	7	0	0	0	0	0	0	134	37.0	34.1
2:00 PM	0	0	3	22	73	66	8	2	0	0	0	0	0	174	38.0	33.9
3:00 PM	0	0	0	9	59	39	7	1	0	0	0	0	0	115	37.0	34.0
4:00 PM	1	0	0	5	20	40	21	3	2	0	0	0	1	93	43.0	37.4
5:00 PM	1	0	0	1	13	23	20	3	1	0	0	0	0	62	42.9	37.7
6:00 PM	0	0	0	1	5	13	12	1	0	0	0	1	0	33	43.0	39.0
7:00 PM	0	0	1	1	3	9	3	0	0	0	0	0	0	17	40.2	35.6
8:00 PM	0	0	0	1	4	8	1	0	0	0	0	0	0	14	38.1	35.1
9:00 PM	0	0	0	0	5	2	2	0	0	0	0	0	0	9	41.2	35.6
10:00 PM	0	0	0	1	1	1	0	0	0	0	0	0	0	3	34.9	32.0
11:00 PM	0	0	0	1	3	0	0	0	0	0	1	0	0	5	44.4	37.2
Total	5	2	4	95	597	601	155	16	5	0	2	1	3	1486	39.0	35.0
Percent	0.34%	0.13%	0.27%	6.39%	40.17%	40.44%	10.43%	1.08%	0.34%	0.00%	0.13%	0.07%	0.20%			

AM Peak	11:00 AM			7:00 AM	11:00 AM	8:00 AM	8:00 AM	2:00 AM	6:00 AM		1:00 AM		11:00 AM	8:00 AM
Volume	2	0	0	12	77	73	17	1	1	0	1	0	1	172
PM Peak	4:00 PM	12:00 PM	2:00 PM	2:00 PM	2:00 PM	12:00 PM	4:00 PM	4:00 PM	4:00 PM		11:00 PM	6:00 PM	12:00 PM	2:00 PM
Volume	1	1	3	22	73	69	21	3	2	0	1	1	1	174

15th Percentile:	31.0 MPH	Average Speed:	35.0 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	618
85th Percentile:	39.0 MPH	Number in Pace:	1198	Percent of Vehicles > 35 MPH:	41.6%
95th Percentile:	42.0 MPH	Percent in Pace:	80.6%		



State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Thursday, March 18, 2021

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	32.0	32.0
1:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	45.0	45.0
2:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	45.0	45.0
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41.0	41.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	37.0	37.0
6:00 AM	1	0	0	1	6	8	5	1	0	0	0	0	0	22	40.0	35.7
7:00 AM	0	0	0	4	20	41	17	0	1	0	0	0	0	83	40.7	36.4
8:00 AM	1	1	2	11	48	57	8	0	0	0	0	0	0	128	38.0	34.1
9:00 AM	0	0	3	6	31	59	12	3	0	0	0	0	0	114	39.0	35.3
10:00 AM	0	0	1	5	54	59	8	1	0	0	0	0	0	128	38.0	34.6
11:00 AM	0	0	0	13	45	47	4	0	0	0	0	0	0	109	37.0	33.9
12:00 PM	0	0	0	7	63	67	9	0	0	0	0	0	0	146	38.0	34.8
1:00 PM	0	0	0	3	57	68	11	0	1	0	0	0	0	140	38.0	35.4
2:00 PM	0	0	3	11	79	92	11	1	0	0	0	0	0	197	38.0	34.7
3:00 PM	0	0	1	11	64	68	11	0	0	0	0	0	0	155	38.0	34.6
4:00 PM	0	0	0	3	21	38	19	16	2	0	0	0	0	99	45.3	38.4
5:00 PM	1	0	0	1	3	29	31	12	6	0	1	0	0	84	46.0	41.1
6:00 PM	0	0	0	0	1	16	6	6	1	1	0	1	0	32	46.4	42.1
7:00 PM	0	0	0	0	0	1	9	5	1	0	0	0	0	16	45.8	43.6
8:00 PM	0	0	0	0	0	2	5	1	0	0	0	0	0	8	43.0	40.5
9:00 PM	0	0	0	0	0	5	2	0	0	0	0	0	0	7	41.1	38.6
10:00 PM	0	0	0	0	1	1	2	1	0	0	0	0	0	5	44.6	39.4
11:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	36.4	35.0
Total	3	1	10	76	495	660	171	49	12	1	1	1	0	1480	40.0	35.8
Percent	0.20%	0.07%	0.68%	5.14%	33.45%	44.59%	11.55%	3.31%	0.81%	0.07%	0.07%	0.07%	0.00%			

AM Peak	6:00 AM	8:00 AM	9:00 AM	11:00 AM	10:00 AM	9:00 AM	7:00 AM	9:00 AM	7:00 AM					8:00 AM
Volume	1	1	3	13	54	59	17	3	1	0	0	0	0	128
PM Peak	5:00 PM		2:00 PM	2:00 PM	2:00 PM	2:00 PM	5:00 PM	4:00 PM	5:00 PM	6:00 PM	5:00 PM	6:00 PM		2:00 PM
Volume	1	0	3	11	79	92	31	16	6	1	1	1	0	197

15th Percentile:	32.0 MPH	Average Speed:	35.8 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	749
85th Percentile:	40.0 MPH	Number in Pace:	1174	Percent of Vehicles > 35 MPH:	50.6%
95th Percentile:	44.0 MPH	Percent in Pace:	79.3%		

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Thursday, March 18, 2021

**Speed (60-minute)**

**Combined SB and NB**

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37.1	35.0
1:00 AM	0	0	0	0	0	2	0	1	0	0	1	0	0	4	54.4	46.0
2:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	46.7	46.0
3:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	3	42.0	41.7
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	3	39.8	38.0
6:00 AM	1	0	0	2	12	14	8	2	1	0	0	0	0	40	42.2	36.1
7:00 AM	0	0	0	16	63	76	28	1	2	0	0	0	0	186	40.0	35.4
8:00 AM	2	1	2	17	122	130	25	1	0	0	0	0	0	300	38.0	34.4
9:00 AM	0	0	3	8	81	124	24	4	0	0	0	0	0	244	39.0	35.4
10:00 AM	0	0	1	14	108	100	19	2	0	0	0	0	0	244	38.0	34.6
11:00 AM	2	0	0	21	122	98	10	0	0	0	0	0	1	254	37.0	34.1
12:00 PM	0	1	0	13	109	136	20	0	0	0	0	0	1	280	38.0	35.1
1:00 PM	0	1	0	12	118	124	18	0	1	0	0	0	0	274	38.0	34.8
2:00 PM	0	0	6	33	152	158	19	3	0	0	0	0	0	371	38.0	34.3
3:00 PM	0	0	1	20	123	107	18	1	0	0	0	0	0	270	38.0	34.3
4:00 PM	1	0	0	8	41	78	40	19	4	0	0	0	1	192	43.0	37.9
5:00 PM	2	0	0	2	16	52	51	15	7	0	1	0	0	146	45.0	39.6
6:00 PM	0	0	0	1	6	29	18	7	1	1	0	2	0	65	45.0	40.5
7:00 PM	0	0	1	1	3	10	12	5	1	0	0	0	0	33	45.0	39.5
8:00 PM	0	0	0	1	4	10	6	1	0	0	0	0	0	22	40.9	37.1
9:00 PM	0	0	0	0	5	7	4	0	0	0	0	0	0	16	41.8	36.9
10:00 PM	0	0	0	1	2	2	2	1	0	0	0	0	0	8	42.9	36.6
11:00 PM	0	0	0	1	4	1	0	0	0	0	1	0	0	7	39.3	36.6
Total	8	3	14	171	1092	1261	326	65	17	1	3	2	3	2966	39.0	35.4
Percent	0.27%	0.10%	0.47%	5.77%	36.82%	42.52%	10.99%	2.19%	0.57%	0.03%	0.10%	0.07%	0.10%			

AM Peak	8:00 AM	8:00 AM	9:00 AM	11:00 AM	8:00 AM	8:00 AM	7:00 AM	9:00 AM	7:00 AM		1:00 AM		11:00 AM	8:00 AM
Volume	2	1	3	21	122	130	28	4	2	0	1	0	1	300

PM Peak	5:00 PM	12:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	5:00 PM	4:00 PM	5:00 PM	6:00 PM	5:00 PM	6:00 PM	12:00 PM	2:00 PM
Volume	2	1	6	33	152	158	51	19	7	1	1	2	1	371

15th Percentile:	31.0 MPH	Average Speed:	35.4 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	1367
85th Percentile:	39.0 MPH	Number in Pace:	2353	Percent of Vehicles > 35 MPH:	46.1%
95th Percentile:	43.0 MPH	Percent in Pace:	79.3%		

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Friday, March 19, 2021

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	37.0	37.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	26.6	25.5
6:00 AM	0	0	0	3	6	7	3	0	0	0	0	0	0	19	38.6	34.3
7:00 AM	0	0	0	5	29	31	18	1	0	0	0	0	0	84	40.6	35.8
8:00 AM	1	0	0	8	43	58	11	0	0	0	0	0	0	121	39.0	34.9
9:00 AM	1	0	0	14	31	44	8	1	0	0	0	0	0	99	38.0	34.3
10:00 AM	2	0	0	7	41	53	12	1	1	0	0	0	0	117	39.0	34.8
11:00 AM	0	0	0	5	50	58	14	1	0	0	0	0	0	128	39.0	35.3
12:00 PM	0	1	0	5	34	55	27	3	0	0	0	0	0	125	41.0	36.5
1:00 PM	0	1	0	7	50	61	21	1	0	0	0	0	0	141	40.0	35.3
2:00 PM	0	1	0	2	57	83	17	2	1	0	0	0	0	163	39.0	35.8
3:00 PM	0	0	0	12	51	65	15	3	1	0	0	0	0	147	39.0	35.3
4:00 PM	0	0	0	7	29	54	11	0	0	0	0	0	0	101	39.0	35.5
5:00 PM	0	0	0	3	23	38	15	2	1	0	0	0	0	82	40.0	36.4
6:00 PM	0	0	0	1	15	29	4	0	0	0	0	0	0	49	38.8	35.5
7:00 PM	0	0	0	3	11	15	1	1	0	0	0	0	0	31	38.0	35.1
8:00 PM	0	0	0	1	2	3	0	1	0	0	0	0	0	7	39.7	36.6
9:00 PM	0	0	0	6	3	5	1	0	0	0	0	0	0	15	36.0	32.6
10:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	38.7	38.0
11:00 PM	0	0	0	0	2	0	1	0	0	0	0	0	0	3	38.3	34.3
Total	4	3	1	90	477	663	179	17	4	0	0	0	0	1438	39.0	35.4
Percent	0.28%	0.21%	0.07%	6.26%	33.17%	46.11%	12.45%	1.18%	0.28%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM		5:00 AM	9:00 AM	11:00 AM	8:00 AM	7:00 AM	7:00 AM	10:00 AM						11:00 AM
Volume	2	0	1	14	50	58	18	1	1	0	0	0	0	0	128
PM Peak		12:00 PM		3:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM	2:00 PM						2:00 PM
Volume	0	1	0	12	57	83	27	3	1	0	0	0	0	163	

15th Percentile:	32.0 MPH	Average Speed:	35.4 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	693
85th Percentile:	39.0 MPH	Number in Pace:	1158	Percent of Vehicles > 35 MPH:	48.2%
95th Percentile:	42.0 MPH	Percent in Pace:	80.5%		

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Friday, March 19, 2021

Speed (60-minute)

Start Time:	NB													Total	85th %ile	Ave Speed
	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+			
12:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	35.1	33.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	44.0	44.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	3	36.4	35.0
6:00 AM	0	0	0	2	4	14	3	1	1	0	0	0	0	25	41.0	37.0
7:00 AM	0	0	0	4	23	21	3	2	0	0	0	0	0	53	39.0	34.8
8:00 AM	0	1	2	5	24	50	16	2	0	0	0	0	0	100	40.0	35.8
9:00 AM	0	0	4	4	32	40	15	1	0	0	0	0	0	96	40.0	35.1
10:00 AM	0	0	0	4	31	64	15	1	0	0	0	0	0	115	39.0	36.0
11:00 AM	0	0	0	3	47	60	15	1	0	0	0	0	0	126	39.0	35.8
12:00 PM	0	0	0	4	53	79	20	1	0	0	0	0	0	157	39.0	35.9
1:00 PM	0	0	0	9	45	70	29	1	0	0	0	0	0	154	40.0	36.0
2:00 PM	0	0	0	9	37	84	31	3	0	0	0	0	0	164	40.0	36.2
3:00 PM	0	1	0	9	34	68	19	3	0	0	0	0	0	134	40.0	35.9
4:00 PM	0	1	0	9	43	60	6	2	0	0	0	0	0	121	38.0	34.8
5:00 PM	0	0	0	8	26	43	15	0	0	0	0	0	0	92	40.0	35.3
6:00 PM	0	1	0	10	15	28	3	2	0	0	0	0	0	59	38.3	34.2
7:00 PM	0	0	0	3	12	8	0	1	0	0	0	0	0	24	37.0	34.1
8:00 PM	0	0	0	1	5	4	1	0	0	0	0	0	0	11	37.0	34.3
9:00 PM	0	0	0	1	7	3	1	0	0	0	0	0	0	12	36.7	33.9
10:00 PM	0	0	0	0	2	1	0	0	1	0	0	0	0	4	44.9	38.3
11:00 PM	0	0	0	2	2	2	0	0	0	0	0	0	0	6	38.0	33.0
Total	0	4	6	87	444	702	193	21	2	0	0	0	0	1459	39.0	35.6
Percent	0.00%	0.27%	0.41%	5.96%	30.43%	48.12%	13.23%	1.44%	0.14%	0.00%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	9:00 AM	8:00 AM	11:00 AM	10:00 AM	8:00 AM	7:00 AM	6:00 AM						11:00 AM
Volume	0	1	4	5	47	64	16	2	1	0	0	0	0	126
PM Peak	3:00 PM		6:00 PM	12:00 PM	2:00 PM	2:00 PM	2:00 PM	10:00 PM						2:00 PM
Volume	0	1	0	10	53	84	31	3	1	0	0	0	0	164

15th Percentile:	32.0 MPH	Average Speed:	35.6 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	756
85th Percentile:	39.0 MPH	Number in Pace:	1184	Percent of Vehicles > 35 MPH:	51.8%
95th Percentile:	42.0 MPH	Percent in Pace:	81.2%		

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Friday, March 19, 2021

**Speed (60-minute)**

**Combined SB and NB**

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	3	36.7	34.3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	44.0	44.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	1	1	1	2	0	0	0	0	0	0	0	5	35.8	31.2
6:00 AM	0	0	0	5	10	21	6	1	1	0	0	0	0	44	40.6	35.8
7:00 AM	0	0	0	9	52	52	21	3	0	0	0	0	0	137	40.0	35.4
8:00 AM	1	1	2	13	67	108	27	2	0	0	0	0	0	221	39.0	35.3
9:00 AM	1	0	4	18	63	84	23	2	0	0	0	0	0	195	39.0	34.7
10:00 AM	2	0	0	11	72	117	27	2	1	0	0	0	0	232	39.0	35.4
11:00 AM	0	0	0	8	97	118	29	2	0	0	0	0	0	254	39.0	35.5
12:00 PM	0	1	0	9	87	134	47	4	0	0	0	0	0	282	40.0	36.2
1:00 PM	0	1	0	16	95	131	50	2	0	0	0	0	0	295	40.0	35.6
2:00 PM	0	1	0	11	94	167	48	5	1	0	0	0	0	327	40.0	36.0
3:00 PM	0	1	0	21	85	133	34	6	1	0	0	0	0	281	39.0	35.6
4:00 PM	0	1	0	16	72	114	17	2	0	0	0	0	0	222	39.0	35.1
5:00 PM	0	0	0	11	49	81	30	2	1	0	0	0	0	174	40.0	35.8
6:00 PM	0	1	0	11	30	57	7	2	0	0	0	0	0	108	39.0	34.8
7:00 PM	0	0	0	6	23	23	1	2	0	0	0	0	0	55	38.0	34.7
8:00 PM	0	0	0	2	7	7	1	1	0	0	0	0	0	18	39.0	35.2
9:00 PM	0	0	0	7	10	8	2	0	0	0	0	0	0	27	36.1	33.2
10:00 PM	0	0	0	0	2	4	0	0	1	0	0	0	0	7	40.4	38.1
11:00 PM	0	0	0	2	4	2	1	0	0	0	0	0	0	9	38.0	33.4
Total	4	7	7	177	921	1365	372	38	6	0	0	0	0	2897	39.0	35.5
Percent	0.14%	0.24%	0.24%	6.11%	31.79%	47.12%	12.84%	1.31%	0.21%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	8:00 AM	9:00 AM	9:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	6:00 AM							11:00 AM
Volume	2	1	4	18	97	118	29	3	1	0	0	0	0	0	0	254

PM Peak		12:00 PM		3:00 PM	1:00 PM	2:00 PM	1:00 PM	3:00 PM	2:00 PM							2:00 PM
Volume	0	1	0	21	95	167	50	6	1	0	0	0	0	0	0	327

15th Percentile:	32.0 MPH	Average Speed:	35.5 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	1449
85th Percentile:	39.0 MPH	Number in Pace:	2342	Percent of Vehicles > 35 MPH:	50.0%
95th Percentile:	42.0 MPH	Percent in Pace:	80.8%		

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Saturday, March 20, 2021

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2	32.6	31.5
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38.0	38.0
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	32.0	32.0
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33.0	33.0
6:00 AM	0	0	0	1	4	7	2	0	0	0	0	0	0	14	39.2	35.9
7:00 AM	0	0	0	8	11	17	10	1	0	0	0	0	0	47	40.0	35.6
8:00 AM	0	0	0	6	30	39	6	1	0	0	0	0	0	82	39.0	35.0
9:00 AM	2	0	1	4	26	45	12	0	0	0	0	0	0	90	39.0	35.0
10:00 AM	0	0	1	6	35	59	11	3	0	0	0	0	0	115	39.0	35.6
11:00 AM	1	0	0	6	63	69	18	2	0	0	0	0	0	159	39.0	35.2
12:00 PM	1	0	3	13	51	81	10	0	0	0	0	0	0	159	38.3	34.7
1:00 PM	1	2	0	12	64	62	6	0	0	0	0	0	1	148	38.0	34.3
2:00 PM	1	0	1	9	52	58	9	1	0	0	0	0	0	131	38.0	34.5
3:00 PM	1	0	1	7	64	43	9	0	0	0	0	0	0	125	38.0	34.0
4:00 PM	0	0	0	7	20	32	13	2	0	0	0	0	0	74	41.0	35.7
5:00 PM	0	0	1	5	16	38	12	1	0	0	0	0	0	73	40.0	36.0
6:00 PM	0	0	0	0	14	21	2	1	0	0	0	0	0	38	39.0	35.8
7:00 PM	0	0	0	3	11	10	3	0	0	0	0	0	0	27	39.0	33.7
8:00 PM	0	0	0	2	1	7	1	0	0	0	0	0	0	11	36.0	34.0
9:00 PM	0	0	0	3	3	2	2	0	0	0	0	0	0	10	40.3	33.9
10:00 PM	0	0	0	0	4	2	1	1	0	0	0	0	0	8	43.8	36.9
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33.0	33.0
Total	7	2	8	92	474	593	127	13	0	0	0	0	1	1317	39.0	34.9
Percent	0.53%	0.15%	0.61%	6.99%	35.99%	45.03%	9.64%	0.99%	0.00%	0.00%	0.00%	0.00%	0.08%			

AM Peak	9:00 AM		9:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM							11:00 AM
Volume	2	0	1	8	63	69	18	3	0	0	0	0	0	0	159

PM Peak	12:00 PM	1:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	4:00 PM	4:00 PM						1:00 PM	12:00 PM
Volume	1	2	3	13	64	81	13	2	0	0	0	0	0	1	159

15th Percentile:	31.0 MPH	Average Speed:	34.9 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	598
85th Percentile:	39.0 MPH	Number in Pace:	1067	Percent of Vehicles > 35 MPH:	45.4%
95th Percentile:	41.0 MPH	Percent in Pace:	81.0%		

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Saturday, March 20, 2021

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	3	1	1	0	0	0	0	0	0	5	37.0	33.8
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33.0	33.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	52.0	52.0
6:00 AM	0	0	1	1	1	4	2	0	0	0	0	0	0	9	40.6	34.4
7:00 AM	0	0	0	0	4	19	7	2	0	0	0	0	0	32	41.4	37.6
8:00 AM	0	0	1	6	31	29	11	0	0	0	0	0	0	78	39.0	34.8
9:00 AM	0	0	1	2	26	42	8	0	0	0	0	0	0	79	38.3	35.1
10:00 AM	0	0	5	11	40	79	13	1	0	0	0	0	0	149	39.0	35.0
11:00 AM	0	0	2	13	60	91	19	1	0	0	0	0	0	186	39.0	35.2
12:00 PM	0	4	1	4	49	63	19	2	0	0	0	0	0	142	39.0	35.0
1:00 PM	0	0	6	13	54	70	5	0	0	0	0	0	0	148	38.0	33.9
2:00 PM	0	0	0	13	37	55	5	0	0	0	0	0	0	110	38.0	34.3
3:00 PM	1	3	1	5	44	55	20	1	1	0	0	0	0	131	40.0	35.1
4:00 PM	0	0	0	1	25	58	23	1	0	0	0	0	0	108	40.0	36.8
5:00 PM	0	0	0	3	23	32	14	1	0	0	0	0	0	73	41.0	36.0
6:00 PM	0	0	1	2	22	15	14	1	0	0	0	0	0	55	41.9	35.9
7:00 PM	0	0	0	2	11	14	1	0	0	0	0	0	0	28	36.0	34.4
8:00 PM	0	0	0	0	4	5	0	0	1	0	0	0	0	10	37.0	36.0
9:00 PM	0	0	1	2	5	4	0	0	0	0	0	0	0	12	37.4	33.2
10:00 PM	0	0	0	0	2	1	1	0	0	0	0	0	0	4	37.8	34.3
11:00 PM	0	0	0	0	2	0	1	0	0	0	0	0	0	3	37.6	34.7
Total	1	7	20	78	444	637	164	10	3	0	0	0	0	1364	39.0	35.1
Percent	0.07%	0.51%	1.47%	5.72%	32.55%	46.70%	12.02%	0.73%	0.22%	0.00%	0.00%	0.00%	0.00%			

AM Peak			10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	5:00 AM						11:00 AM
Volume	0	0	5	13	60	91	19	2	1	0	0	0	0	0	186

PM Peak	3:00 PM	12:00 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM	4:00 PM	12:00 PM	3:00 PM						1:00 PM
Volume	1	4	6	13	54	70	23	2	1	0	0	0	0	0	148

15th Percentile:	31.0 MPH	Average Speed:	35.1 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	661
85th Percentile:	39.0 MPH	Number in Pace:	1085	Percent of Vehicles > 35 MPH:	48.5%
95th Percentile:	41.8 MPH	Percent in Pace:	79.5%		

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



PDI File #: 217826 ATR-A

Count Date  
 Saturday, March 20, 2021

Speed (60-minute)

Combined SB and NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	5	1	1	0	0	0	0	0	0	7	35.5	33.1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33.0	33.0
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38.0	38.0
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	32.0	32.0
5:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	2	49.2	42.5
6:00 AM	0	0	1	2	5	11	4	0	0	0	0	0	0	23	40.4	35.3
7:00 AM	0	0	0	8	15	36	17	3	0	0	0	0	0	79	41.0	36.4
8:00 AM	0	0	1	12	61	68	17	1	0	0	0	0	0	160	39.0	34.9
9:00 AM	2	0	2	6	52	87	20	0	0	0	0	0	0	169	39.0	35.0
10:00 AM	0	0	6	17	75	138	24	4	0	0	0	0	0	264	39.0	35.3
11:00 AM	1	0	2	19	123	160	37	3	0	0	0	0	0	345	39.0	35.2
12:00 PM	1	4	4	17	100	144	29	2	0	0	0	0	0	301	39.0	34.8
1:00 PM	1	2	6	25	118	132	11	0	0	0	0	0	1	296	38.0	34.1
2:00 PM	1	0	1	22	89	113	14	1	0	0	0	0	0	241	38.0	34.4
3:00 PM	2	3	2	12	108	98	29	1	1	0	0	0	0	256	39.0	34.6
4:00 PM	0	0	0	8	45	90	36	3	0	0	0	0	0	182	40.0	36.4
5:00 PM	0	0	1	8	39	70	26	2	0	0	0	0	0	146	40.0	36.0
6:00 PM	0	0	1	2	36	36	16	2	0	0	0	0	0	93	41.0	35.8
7:00 PM	0	0	0	5	22	24	4	0	0	0	0	0	0	55	37.0	34.1
8:00 PM	0	0	0	2	5	12	1	0	1	0	0	0	0	21	37.0	35.0
9:00 PM	0	0	1	5	8	6	2	0	0	0	0	0	0	22	39.0	33.5
10:00 PM	0	0	0	0	6	3	2	1	0	0	0	0	0	12	41.4	36.0
11:00 PM	0	0	0	0	3	0	1	0	0	0	0	0	0	4	36.9	34.3
Total	8	9	28	170	918	1230	291	23	3	0	0	0	1	2681	39.0	35.0
Percent	0.30%	0.34%	1.04%	6.34%	34.24%	45.88%	10.85%	0.86%	0.11%	0.00%	0.00%	0.00%	0.04%			

AM Peak	9:00 AM		10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	5:00 AM					11:00 AM
Volume	2	0	6	19	123	160	37	4	1	0	0	0	0	345	

PM Peak	3:00 PM	12:00 PM	1:00 PM	1:00 PM	1:00 PM	12:00 PM	4:00 PM	4:00 PM	3:00 PM				1:00 PM	12:00 PM
Volume	2	4	6	25	118	144	36	3	1	0	0	0	1	301

15th Percentile:	31.0 MPH	Average Speed:	35.0 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	30 to 39 MPH	Number of Vehicles > 35 MPH:	1259
85th Percentile:	39.0 MPH	Number in Pace:	2148	Percent of Vehicles > 35 MPH:	47.0%
95th Percentile:	41.0 MPH	Percent in Pace:	80.1%		



State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Sunday, March 21, 2021

Speed (60-minute)

Start Time:	SB													Total	85th %ile	Ave Speed
	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+			
12:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	42.0	42.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	53.0	53.0
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41.0	41.0
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	32.0	32.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	0	0	1	2	1	0	1	0	0	0	0	0	0	5	37.0	31.4
7:00 AM	0	0	0	2	15	7	3	0	0	0	0	0	0	27	38.1	34.2
8:00 AM	0	0	0	2	16	30	10	1	0	0	0	0	0	59	40.0	36.3
9:00 AM	0	1	0	3	23	35	10	1	0	0	0	0	0	73	39.2	35.3
10:00 AM	3	0	3	5	29	49	9	0	0	0	0	0	0	98	38.0	34.1
11:00 AM	0	0	1	3	39	47	6	0	0	0	0	0	0	96	38.0	34.8
12:00 PM	0	0	2	8	39	51	12	1	0	0	0	0	0	113	39.0	35.1
1:00 PM	0	0	1	6	42	64	12	0	0	0	0	0	0	125	39.0	35.1
2:00 PM	0	2	2	0	52	45	11	0	0	0	0	0	0	112	38.0	34.4
3:00 PM	2	0	0	4	29	41	13	0	1	0	0	0	0	90	39.7	35.1
4:00 PM	0	2	0	3	20	38	11	1	0	0	0	0	0	75	39.9	35.5
5:00 PM	0	0	0	1	9	32	9	1	0	0	0	0	0	52	40.0	36.6
6:00 PM	0	0	0	4	9	16	4	0	0	0	0	0	0	33	39.0	35.3
7:00 PM	0	0	0	3	10	13	1	0	0	0	0	0	0	27	37.1	34.4
8:00 PM	0	0	0	1	2	2	0	0	0	0	0	0	0	5	35.4	32.6
9:00 PM	0	0	0	0	2	0	1	0	0	0	0	0	0	3	37.9	35.3
10:00 PM	0	0	0	1	2	2	0	0	0	0	0	0	0	5	36.8	33.8
11:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43.0	43.0
Total	5	5	10	48	340	472	116	5	2	0	0	0	0	1003	39.0	35.1
Percent	0.50%	0.50%	1.00%	4.79%	33.90%	47.06%	11.57%	0.50%	0.20%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	9:00 AM	10:00 AM	10:00 AM	11:00 AM	10:00 AM	8:00 AM	8:00 AM	2:00 AM						10:00 AM
Volume	3	1	3	5	39	49	10	1	1	0	0	0	0	0	98

PM Peak	3:00 PM	2:00 PM	12:00 PM	12:00 PM	2:00 PM	1:00 PM	3:00 PM	12:00 PM	3:00 PM						1:00 PM
Volume	2	2	2	8	52	64	13	1	1	0	0	0	0	125	

15th Percentile:	32.0 MPH	Average Speed:	35.1 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	475
85th Percentile:	39.0 MPH	Number in Pace:	832	Percent of Vehicles > 35 MPH:	47.4%
95th Percentile:	41.0 MPH	Percent in Pace:	83.0%		

State Road  
 south of North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
 Sunday, March 21, 2021

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26.7	26.0
1:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41.0	41.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	37.0	37.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	2	38.2	34.0
7:00 AM	0	0	0	1	4	3	1	1	0	0	0	0	0	10	39.3	36.1
8:00 AM	0	0	0	0	15	20	3	0	0	0	0	0	0	38	38.0	35.7
9:00 AM	0	0	0	2	26	35	9	1	0	0	0	0	0	73	39.0	35.7
10:00 AM	0	0	1	5	23	26	9	0	0	0	0	0	0	64	39.0	35.2
11:00 AM	0	0	2	3	48	53	18	3	0	0	0	0	0	127	40.0	35.6
12:00 PM	0	0	0	6	24	59	14	0	0	0	0	0	0	103	39.0	35.9
1:00 PM	0	0	1	6	49	48	14	0	0	0	0	0	0	118	39.0	34.8
2:00 PM	0	1	0	8	51	53	14	0	1	0	0	0	0	128	39.0	34.8
3:00 PM	0	2	0	4	36	52	11	1	0	0	0	0	0	106	39.0	35.0
4:00 PM	0	0	1	1	28	54	7	0	0	0	0	0	0	91	39.0	35.3
5:00 PM	0	0	0	1	19	33	15	0	0	0	0	0	0	68	40.0	36.6
6:00 PM	0	0	0	3	11	29	9	0	1	0	0	0	0	53	41.0	36.5
7:00 PM	0	0	0	4	7	9	3	1	0	0	0	0	0	24	39.6	35.0
8:00 PM	0	0	0	1	7	7	5	0	0	0	0	0	0	20	40.0	35.6
9:00 PM	0	0	0	2	1	0	0	1	0	0	0	0	0	4	38.3	33.3
10:00 PM	0	0	0	1	2	2	0	0	0	0	0	0	0	5	35.0	32.4
11:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	2	33.7	33.0
Total	0	3	5	51	353	484	134	8	2	0	0	0	0	1040	39.0	35.4
Percent	0.00%	0.29%	0.48%	4.90%	33.94%	46.54%	12.88%	0.77%	0.19%	0.00%	0.00%	0.00%	0.00%			

AM Peak			11:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM							11:00 AM
Volume	0	0	2	5	48	53	18	3	0	0	0	0	0	0	127

PM Peak		3:00 PM	1:00 PM	2:00 PM	2:00 PM	12:00 PM	5:00 PM	3:00 PM	2:00 PM						2:00 PM
Volume	0	2	1	8	51	59	15	1	1	0	0	0	0	0	128

15th Percentile:	32.0 MPH	Average Speed:	35.4 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	510
85th Percentile:	39.0 MPH	Number in Pace:	851	Percent of Vehicles > 35 MPH:	49.0%
95th Percentile:	42.0 MPH	Percent in Pace:	81.8%		

State Road  
south of North Road  
City, State: West Tisbury, MA  
Client: VHB/A. Domogala  
Site Code: 15160.00



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

PDI File #: 217826 ATR-A

Count Date  
Sunday, March 21, 2021

**Speed (60-minute)**

**Combined SB and NB**

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	2	0	0	1	0	0	0	0	0	0	3	37.5	31.3
1:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41.0	41.0
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	53.0	53.0
3:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	2	40.4	39.0
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	32.0	32.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	0	0	1	3	1	0	2	0	0	0	0	0	0	7	40.3	32.1
7:00 AM	0	0	0	3	19	10	4	1	0	0	0	0	0	37	38.6	34.7
8:00 AM	0	0	0	2	31	50	13	1	0	0	0	0	0	97	39.0	36.1
9:00 AM	0	1	0	5	49	70	19	2	0	0	0	0	0	146	39.0	35.5
10:00 AM	3	0	4	10	52	75	18	0	0	0	0	0	0	162	39.0	34.5
11:00 AM	0	0	3	6	87	100	24	3	0	0	0	0	0	223	38.7	35.3
12:00 PM	0	0	2	14	63	110	26	1	0	0	0	0	0	216	39.0	35.5
1:00 PM	0	0	2	12	91	112	26	0	0	0	0	0	0	243	39.0	35.0
2:00 PM	0	3	2	8	103	98	25	0	1	0	0	0	0	240	38.0	34.6
3:00 PM	2	2	0	8	65	93	24	1	1	0	0	0	0	196	39.0	35.0
4:00 PM	0	2	1	4	48	92	18	1	0	0	0	0	0	166	39.0	35.4
5:00 PM	0	0	0	2	28	65	24	1	0	0	0	0	0	120	40.0	36.6
6:00 PM	0	0	0	7	20	45	13	0	1	0	0	0	0	86	40.0	36.0
7:00 PM	0	0	0	7	17	22	4	1	0	0	0	0	0	51	38.5	34.7
8:00 PM	0	0	0	2	9	9	5	0	0	0	0	0	0	25	40.0	35.0
9:00 PM	0	0	0	2	3	0	1	1	0	0	0	0	0	7	40.5	34.1
10:00 PM	0	0	0	2	4	4	0	0	0	0	0	0	0	10	35.7	33.1
11:00 PM	0	0	0	0	2	0	1	0	0	0	0	0	0	3	40.3	36.3
Total	5	8	15	99	693	956	250	13	4	0	0	0	0	2043	39.0	35.2
Percent	0.24%	0.39%	0.73%	4.85%	33.92%	46.79%	12.24%	0.64%	0.20%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	9:00 AM	10:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	2:00 AM						11:00 AM
Volume	3	1	4	10	87	100	24	3	1	0	0	0	0	223	

PM Peak	3:00 PM	2:00 PM	12:00 PM	12:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	2:00 PM						1:00 PM
Volume	2	3	2	14	103	112	26	1	1	0	0	0	0	243	

15th Percentile:	32.0 MPH	Average Speed:	35.2 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	35.0 MPH	10 MPH Pace:	31 to 40 MPH	Number of Vehicles > 35 MPH:	985
85th Percentile:	39.0 MPH	Number in Pace:	1683	Percent of Vehicles > 35 MPH:	48.2%
95th Percentile:	41.0 MPH	Percent in Pace:	82.4%		

PDI File #: **217826 A**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
10:00 AM	13	24	0	37	25	6	0	31	3	16	0	19	87
10:15 AM	11	12	0	23	18	4	0	22	1	12	0	13	58
10:30 AM	13	21	0	34	25	3	0	28	3	13	0	16	78
10:45 AM	13	26	0	39	42	3	0	45	4	10	0	14	98
Total	50	83	0	133	110	16	0	126	11	51	0	62	321
11:00 AM	10	24	0	34	33	2	0	35	4	10	0	14	83
11:15 AM	14	23	0	37	27	3	0	30	1	16	0	17	84
11:30 AM	15	26	0	41	33	3	0	36	2	8	0	10	87
11:45 AM	15	30	0	45	27	3	0	30	3	7	0	10	85
Total	54	103	0	157	120	11	0	131	10	41	0	51	339
12:00 PM	15	31	0	46	33	4	0	37	7	14	0	21	104
12:15 PM	24	35	1	60	33	6	0	39	3	14	0	17	116
12:30 PM	20	28	0	48	32	3	0	35	3	16	0	19	102
12:45 PM	8	29	0	37	37	3	0	40	5	9	0	14	91
Total	67	123	1	191	135	16	0	151	18	53	0	71	413
1:00 PM	17	44	0	61	35	0	0	35	6	9	0	15	111
1:15 PM	11	31	0	42	27	3	0	30	2	7	0	9	81
1:30 PM	13	35	0	48	35	3	0	38	7	10	0	17	103
1:45 PM	13	27	0	40	32	1	0	33	4	9	0	13	86
Total	54	137	0	191	129	7	0	136	19	35	0	54	381
Grand Total	225	446	1	672	494	50	0	544	58	180	0	238	1454
Approach %	33.5	66.4	0.1		90.8	9.2	0.0		24.4	75.6	0.0		
Total %	15.5	30.7	0.1	46.2	34.0	3.4	0.0	37.4	4.0	12.4	0.0	16.4	
Exiting Leg Total				675				504				275	1454
Cars	201	416	0	617	449	45	0	494	50	170	0	220	1331
% Cars	89.3	93.3	0.0	91.8	90.9	90.0	0.0	90.8	86.2	94.4	0.0	92.4	91.5
Exiting Leg Total				619				466				246	1331
Heavy Vehicles	24	30	1	55	45	5	0	50	8	10	0	18	123
% Heavy Vehicles	10.7	6.7	100.0	8.2	9.1	10.0	0.0	9.2	13.8	5.6	0.0	7.6	8.5
Exiting Leg Total				56				38				29	123

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
12:15 PM	24	35	1	60	33	6	0	39	3	14	0	17	116
12:30 PM	20	28	0	48	32	3	0	35	3	16	0	19	102
12:45 PM	8	29	0	37	37	3	0	40	5	9	0	14	91
1:00 PM	17	44	0	61	35	0	0	35	6	9	0	15	111
Total Volume	69	136	1	206	137	12	0	149	17	48	0	65	420
% Approach Total	33.5	66.0	0.5		91.9	8.1	0.0		26.2	73.8	0.0		
PHF	0.719	0.773	0.250	0.844	0.926	0.500	0.000	0.931	0.708	0.750	0.000	0.855	0.905
Cars	61	123	0	184	128	12	0	140	15	45	0	60	384
Cars %	88.4	90.4	0.0	89.3	93.4	100.0	0.0	94.0	88.2	93.8	0.0	92.3	91.4
Heavy Vehicles	8	13	1	22	9	0	0	9	2	3	0	5	36
Heavy Vehicles %	11.6	9.6	100.0	10.7	6.6	0.0	0.0	6.0	11.8	6.3	0.0	7.7	8.6
Cars Enter Leg	61	123	0	184	128	12	0	140	15	45	0	60	384
Heavy Enter Leg	8	13	1	22	9	0	0	9	2	3	0	5	36
Total Entering Leg	69	136	1	206	137	12	0	149	17	48	0	65	420
Cars Exiting Leg				173				138				73	384
Heavy Exiting Leg				13				15				8	36
Total Exiting Leg				186				153				81	420

PDI File #: **217826 A**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Cars**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
10:00 AM	10	22	0	32	23	6	0	29	2	15	0	17	78
10:15 AM	9	12	0	21	15	4	0	19	1	12	0	13	53
10:30 AM	12	17	0	29	19	2	0	21	2	13	0	15	65
10:45 AM	12	23	0	35	39	2	0	41	4	10	0	14	90
Total	43	74	0	117	96	14	0	110	9	50	0	59	286
11:00 AM	8	22	0	30	29	1	0	30	2	9	0	11	71
11:15 AM	14	22	0	36	26	3	0	29	1	15	0	16	81
11:30 AM	14	25	0	39	33	2	0	35	1	7	0	8	82
11:45 AM	14	29	0	43	24	3	0	27	3	6	0	9	79
Total	50	98	0	148	112	9	0	121	7	37	0	44	313
12:00 PM	15	31	0	46	33	3	0	36	7	13	0	20	102
12:15 PM	20	32	0	52	28	6	0	34	3	12	0	15	101
12:30 PM	19	25	0	44	32	3	0	35	2	15	0	17	96
12:45 PM	8	26	0	34	35	3	0	38	5	9	0	14	86
Total	62	114	0	176	128	15	0	143	17	49	0	66	385
1:00 PM	14	40	0	54	33	0	0	33	5	9	0	14	101
1:15 PM	8	30	0	38	23	3	0	26	2	7	0	9	73
1:30 PM	12	34	0	46	29	3	0	32	7	10	0	17	95
1:45 PM	12	26	0	38	28	1	0	29	3	8	0	11	78
Total	46	130	0	176	113	7	0	120	17	34	0	51	347
Grand Total	201	416	0	617	449	45	0	494	50	170	0	220	1331
Approach %	32.6	67.4	0.0		90.9	9.1	0.0		22.7	77.3	0.0		
Total %	15.1	31.3	0.0	46.4	33.7	3.4	0.0	37.1	3.8	12.8	0.0	16.5	
Exiting Leg Total				619				466				246	1331

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:00 PM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
12:00 PM	15	31	0	46	33	3	0	36	7	13	0	20	102
12:15 PM	20	32	0	52	28	6	0	34	3	12	0	15	101
12:30 PM	19	25	0	44	32	3	0	35	2	15	0	17	96
12:45 PM	8	26	0	34	35	3	0	38	5	9	0	14	86
Total Volume	62	114	0	176	128	15	0	143	17	49	0	66	385
% Approach Total	35.2	64.8	0.0		89.5	10.5	0.0		25.8	74.2	0.0		
PHF	0.775	0.891	0.000	0.846	0.914	0.625	0.000	0.941	0.607	0.817	0.000	0.825	0.944
Entering Leg	62	114	0	176	128	15	0	143	17	49	0	66	385
Exiting Leg				177				131				77	385
Total				353				274				143	770

PDI File #: **217826 A**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

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

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
10:00 AM	3	2	0	5	2	0	0	2	1	1	0	2	9
10:15 AM	2	0	0	2	3	0	0	3	0	0	0	0	5
10:30 AM	1	4	0	5	6	1	0	7	1	0	0	1	13
10:45 AM	1	3	0	4	3	1	0	4	0	0	0	0	8
Total	7	9	0	16	14	2	0	16	2	1	0	3	35
11:00 AM	2	2	0	4	4	1	0	5	2	1	0	3	12
11:15 AM	0	1	0	1	1	0	0	1	0	1	0	1	3
11:30 AM	1	1	0	2	0	1	0	1	1	1	0	2	5
11:45 AM	1	1	0	2	3	0	0	3	0	1	0	1	6
Total	4	5	0	9	8	2	0	10	3	4	0	7	26
12:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
12:15 PM	4	3	1	8	5	0	0	5	0	2	0	2	15
12:30 PM	1	3	0	4	0	0	0	0	1	1	0	2	6
12:45 PM	0	3	0	3	2	0	0	2	0	0	0	0	5
Total	5	9	1	15	7	1	0	8	1	4	0	5	28
1:00 PM	3	4	0	7	2	0	0	2	1	0	0	1	10
1:15 PM	3	1	0	4	4	0	0	4	0	0	0	0	8
1:30 PM	1	1	0	2	6	0	0	6	0	0	0	0	8
1:45 PM	1	1	0	2	4	0	0	4	1	1	0	2	8
Total	8	7	0	15	16	0	0	16	2	1	0	3	34
Grand Total	24	30	1	55	45	5	0	50	8	10	0	18	123
Approach %	43.6	54.5	1.8		90.0	10.0	0.0		44.4	55.6	0.0		
Total %	19.5	24.4	0.8	44.7	36.6	4.1	0.0	40.7	6.5	8.1	0.0	14.6	
Exiting Leg Total				56				38				29	123
Buses	0	1	0	1	3	0	0	3	0	1	0	1	5
% Buses	0.0	3.3	0.0	1.8	6.7	0.0	0.0	6.0	0.0	10.0	0.0	5.6	4.1
Exiting Leg Total				4				1				0	5
Single-Unit Trucks	21	28	1	50	40	5	0	45	6	9	0	15	110
% Single-Unit	87.5	93.3	100.0	90.9	88.9	100.0	0.0	90.0	75.0	90.0	0.0	83.3	89.4
Exiting Leg Total				50				34				26	110
Articulated Trucks	3	1	0	4	2	0	0	2	2	0	0	2	8
% Articulated	12.5	3.3	0.0	7.3	4.4	0.0	0.0	4.0	25.0	0.0	0.0	11.1	6.5
Exiting Leg Total				2				3				3	8

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:15 AM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
10:15 AM	2	0	0	2	3	0	0	3	0	0	0	0	5
10:30 AM	1	4	0	5	6	1	0	7	1	0	0	1	13
10:45 AM	1	3	0	4	3	1	0	4	0	0	0	0	8
11:00 AM	2	2	0	4	4	1	0	5	2	1	0	3	12
Total Volume	6	9	0	15	16	3	0	19	3	1	0	4	38
% Approach Total	40.0	60.0	0.0		84.2	15.8	0.0		75.0	25.0	0.0		
PHF	0.750	0.563	0.000	0.750	0.667	0.750	0.000	0.679	0.375	0.250	0.000	0.333	0.731
Buses	0	0	0	0	2	0	0	2	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.5	0.0	0.0	0.0	0.0	5.3
Single-Unit Trucks	5	8	0	13	13	3	0	16	2	1	0	3	32
Single-Unit %	83.3	88.9	0.0	86.7	81.3	100.0	0.0	84.2	66.7	100.0	0.0	75.0	84.2
Articulated Trucks	1	1	0	2	1	0	0	1	1	0	0	1	4
Articulated %	16.7	11.1	0.0	13.3	6.3	0.0	0.0	5.3	33.3	0.0	0.0	25.0	10.5
Buses	0	0	0	0	2	0	0	2	0	0	0	0	2
Single-Unit Trucks	5	8	0	13	13	3	0	16	2	1	0	3	32
Articulated Trucks	1	1	0	2	1	0	0	1	1	0	0	1	4
Total Entering Leg	6	9	0	15	16	3	0	19	3	1	0	4	38
Buses				2				0				0	2
Single-Unit Trucks				14				10				8	32
Articulated Trucks				1				2				1	4
Total Exiting Leg				17				12				9	38

PDI File #: **217826 A**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

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

State Road				State Road				North Road				
from North				from South				from West				
Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total

PDI File #: **217826 A**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Buses**

	State Road				State Road				North Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
10:00 AM	0	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	0
10:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	1	0	1	3	0	0	3	0	1	0	1	0	5
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0			
Total %	0.0	20.0	0.0	20.0	60.0	0.0	0.0	60.0	0.0	20.0	0.0	20.0		
Exiting Leg Total				4				1						5

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:00 AM	State Road				State Road				North Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
10:00 AM	0	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	0
10:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000		0.500
Entering Leg	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Exiting Leg				2				0						2
Total				2				2					0	4



PDI File #: **217826 A**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Single-Unit Trucks**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
10:00 AM	3	2	0	5	2	0	0	2	1	1	0	2	9
10:15 AM	1	0	0	1	3	0	0	3	0	0	0	0	4
10:30 AM	1	3	0	4	5	1	0	6	1	0	0	1	11
10:45 AM	1	3	0	4	2	1	0	3	0	0	0	0	7
<b>Total</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>31</b>
11:00 AM	2	2	0	4	3	1	0	4	1	1	0	2	10
11:15 AM	0	1	0	1	1	0	0	1	0	1	0	1	3
11:30 AM	0	1	0	1	0	1	0	1	1	1	0	2	4
11:45 AM	1	1	0	2	2	0	0	2	0	1	0	1	5
<b>Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>22</b>
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:15 PM	4	3	1	8	5	0	0	5	0	2	0	2	15
12:30 PM	1	2	0	3	0	0	0	0	1	1	0	2	5
12:45 PM	0	3	0	3	2	0	0	2	0	0	0	0	5
<b>Total</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>26</b>
1:00 PM	3	4	0	7	2	0	0	2	1	0	0	1	10
1:15 PM	2	1	0	3	4	0	0	4	0	0	0	0	7
1:30 PM	1	1	0	2	5	0	0	5	0	0	0	0	7
1:45 PM	1	1	0	2	4	0	0	4	0	1	0	1	7
<b>Total</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>31</b>
<b>Grand Total</b>	<b>21</b>	<b>28</b>	<b>1</b>	<b>50</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>45</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>15</b>	<b>110</b>
Approach %	42.0	56.0	2.0		88.9	11.1	0.0		40.0	60.0	0.0		
Total %	19.1	25.5	0.9	45.5	36.4	4.5	0.0	40.9	5.5	8.2	0.0	13.6	
Exiting Leg Total				50				34				26	110

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
12:15 PM	4	3	1	8	5	0	0	5	0	2	0	2	15
12:30 PM	1	2	0	3	0	0	0	0	1	1	0	2	5
12:45 PM	0	3	0	3	2	0	0	2	0	0	0	0	5
1:00 PM	3	4	0	7	2	0	0	2	1	0	0	1	10
<b>Total Volume</b>	<b>8</b>	<b>12</b>	<b>1</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>35</b>
% Approach Total	38.1	57.1	4.8		100.0	0.0	0.0		40.0	60.0	0.0		
PHF	0.500	0.750	0.250	0.656	0.450	0.000	0.000	0.450	0.500	0.375	0.000	0.625	0.583
Entering Leg	8	12	1	21	9	0	0	9	2	3	0	5	35
Exiting Leg				13				14				8	35
<b>Total</b>				<b>34</b>				<b>23</b>				<b>13</b>	<b>70</b>

PDI File #: **217826 A**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Articulated Trucks**

	State Road				State Road				North Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	1	0	0	1	1	0	0	1	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	0	0	1	2	0	0	2	1	0	0	1	1	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Total	1	0	0	1	0	0	0	0	1	0	0	1	1	2
Grand Total	3	1	0	4	2	0	0	2	2	0	0	2	2	8
Approach %	75.0	25.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0			
Total %	37.5	12.5	0.0	50.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	25.0	25.0	
Exiting Leg Total				2				3				3		8

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:15 AM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
10:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
10:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total Volume	1	1	0	2	1	0	0	1	1	0	0	1	4
% Approach Total	50.0	50.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.500
Entering Leg	1	1	0	2	1	0	0	1	1	0	0	1	4
Exiting Leg				1				2				1	4
Total				3				3				2	8

PDI File #: 217826 A  
 Location: N: State Road S: State Road  
 Location: W: North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Wednesday, March 17, 2021  
 Start Time: 10:00 AM  
 End Time: 2:00 PM



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

**Bicycles (on Roadway and Crosswalks)**

	State Road							State Road							North Road							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total				
10:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2			
Total	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	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	2	0	0	0	2	2			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1			
Total	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	3			
1:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
Grand Total	3	1	0	0	0	4	1	0	0	0	0	1	1	2	0	0	0	3	8			
Approach %	75.0	25.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0	0.0					
Total %	37.5	12.5	0.0	0.0	0.0	50.0	12.5	0.0	0.0	0.0	0.0	12.5	12.5	25.0	0.0	0.0	0.0	37.5				
Exiting Leg Total	3						2						3						8			

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

	State Road							State Road							North Road							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total				
11:30 AM	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	2	0	0	0	2	2			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2			
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	3	4			
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0	0.0					
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.375	0.500			
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	3	4			
Exiting Leg	2						1						1						4			
Total	3						1						4						8			

PDI File #: 217826 A  
 Location: N: State Road S: State Road  
 Location: W: North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Wednesday, March 17, 2021  
 Start Time: 10:00 AM  
 End Time: 2:00 PM  
 Class:



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

**Pedestrians**

	State Road						State Road						North Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	5
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
11:30 AM	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
Total	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	0	0	9
Approach %	0	0	0	0	0	0	0	0	0	55.556	44.444		0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	55.556	44.444	100	0	0	0	0	0	0	
Exiting Leg Total	0						9						0						9

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:30 AM	State Road						State Road						North Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
10:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	0	7
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1	42.9		0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	0	7
Exiting Leg	0						7						0						7
Total	0						14						0						14

PDI File #: **217826 AA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



**Cars and Heavy Vehicles (Combined)**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	20	26	0	46	36	5	0	41	2	11	0	13	100
4:15 PM	13	28	0	41	38	4	0	42	4	22	0	26	109
4:30 PM	9	29	0	38	35	0	0	35	7	7	0	14	87
4:45 PM	6	27	0	33	41	1	0	42	8	10	0	18	93
<b>Total</b>	<b>48</b>	<b>110</b>	<b>0</b>	<b>158</b>	<b>150</b>	<b>10</b>	<b>0</b>	<b>160</b>	<b>21</b>	<b>50</b>	<b>0</b>	<b>71</b>	<b>389</b>
5:00 PM	12	30	0	42	24	2	0	26	6	10	0	16	84
5:15 PM	15	19	0	34	28	3	0	31	4	7	0	11	76
5:30 PM	5	16	0	21	32	4	0	36	1	8	0	9	66
5:45 PM	11	24	0	35	28	1	0	29	3	8	0	11	75
<b>Total</b>	<b>43</b>	<b>89</b>	<b>0</b>	<b>132</b>	<b>112</b>	<b>10</b>	<b>0</b>	<b>122</b>	<b>14</b>	<b>33</b>	<b>0</b>	<b>47</b>	<b>301</b>
6:00 PM	11	13	0	24	13	2	0	15	2	5	0	7	46
6:15 PM	7	14	0	21	14	4	0	18	1	13	0	14	53
6:30 PM	5	17	0	22	13	0	0	13	1	12	0	13	48
6:45 PM	3	11	0	14	16	0	0	16	0	7	0	7	37
<b>Total</b>	<b>26</b>	<b>55</b>	<b>0</b>	<b>81</b>	<b>56</b>	<b>6</b>	<b>0</b>	<b>62</b>	<b>4</b>	<b>37</b>	<b>0</b>	<b>41</b>	<b>184</b>
<b>Grand Total</b>	<b>117</b>	<b>254</b>	<b>0</b>	<b>371</b>	<b>318</b>	<b>26</b>	<b>0</b>	<b>344</b>	<b>39</b>	<b>120</b>	<b>0</b>	<b>159</b>	<b>874</b>
Approach %	31.5	68.5	0.0		92.4	7.6	0.0		24.5	75.5	0.0		
Total %	13.4	29.1	0.0	42.4	36.4	3.0	0.0	39.4	4.5	13.7	0.0	18.2	
Exiting Leg Total				438				293				143	874
Cars	112	246	0	358	291	25	0	316	36	113	0	149	823
% Cars	95.7	96.9	0.0	96.5	91.5	96.2	0.0	91.9	92.3	94.2	0.0	93.7	94.2
Exiting Leg Total				404				282				137	823
Heavy Vehicles	5	8	0	13	27	1	0	28	3	7	0	10	51
% Heavy Vehicles	4.3	3.1	0.0	3.5	8.5	3.8	0.0	8.1	7.7	5.8	0.0	6.3	5.8
Exiting Leg Total				34				11				6	51

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	20	26	0	46	36	5	0	41	2	11	0	13	100
4:15 PM	13	28	0	41	38	4	0	42	4	22	0	26	109
4:30 PM	9	29	0	38	35	0	0	35	7	7	0	14	87
4:45 PM	6	27	0	33	41	1	0	42	8	10	0	18	93
<b>Total Volume</b>	<b>48</b>	<b>110</b>	<b>0</b>	<b>158</b>	<b>150</b>	<b>10</b>	<b>0</b>	<b>160</b>	<b>21</b>	<b>50</b>	<b>0</b>	<b>71</b>	<b>389</b>
% Approach Total	30.4	69.6	0.0		93.8	6.3	0.0		29.6	70.4	0.0		
PHF	0.600	0.948	0.000	0.859	0.915	0.500	0.000	0.952	0.656	0.568	0.000	0.683	0.892
Cars	44	103	0	147	132	9	0	141	19	46	0	65	353
Cars %	91.7	93.6	0.0	93.0	88.0	90.0	0.0	88.1	90.5	92.0	0.0	91.5	90.7
Heavy Vehicles	4	7	0	11	18	1	0	19	2	4	0	6	36
Heavy Vehicles %	8.3	6.4	0.0	7.0	12.0	10.0	0.0	11.9	9.5	8.0	0.0	8.5	9.3
Cars Enter Leg	44	103	0	147	132	9	0	141	19	46	0	65	353
Heavy Enter Leg	4	7	0	11	18	1	0	19	2	4	0	6	36
<b>Total Entering Leg</b>	<b>48</b>	<b>110</b>	<b>0</b>	<b>158</b>	<b>150</b>	<b>10</b>	<b>0</b>	<b>160</b>	<b>21</b>	<b>50</b>	<b>0</b>	<b>71</b>	<b>389</b>
Cars Exiting Leg				178				122				53	353
Heavy Exiting Leg				22				9				5	36
<b>Total Exiting Leg</b>				<b>200</b>				<b>131</b>				<b>58</b>	<b>389</b>

PDI File #: **217826 AA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Cars**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	19	25	0	44	30	4	0	34	2	9	0	11	89
4:15 PM	12	26	0	38	36	4	0	40	4	20	0	24	102
4:30 PM	7	28	0	35	31	0	0	31	6	7	0	13	79
4:45 PM	6	24	0	30	35	1	0	36	7	10	0	17	83
<b>Total</b>	<b>44</b>	<b>103</b>	<b>0</b>	<b>147</b>	<b>132</b>	<b>9</b>	<b>0</b>	<b>141</b>	<b>19</b>	<b>46</b>	<b>0</b>	<b>65</b>	<b>353</b>
5:00 PM	12	30	0	42	24	2	0	26	5	10	0	15	83
5:15 PM	15	19	0	34	26	3	0	29	4	6	0	10	73
5:30 PM	5	16	0	21	29	4	0	33	1	8	0	9	63
5:45 PM	11	23	0	34	25	1	0	26	3	8	0	11	71
<b>Total</b>	<b>43</b>	<b>88</b>	<b>0</b>	<b>131</b>	<b>104</b>	<b>10</b>	<b>0</b>	<b>114</b>	<b>13</b>	<b>32</b>	<b>0</b>	<b>45</b>	<b>290</b>
6:00 PM	10	13	0	23	13	2	0	15	2	5	0	7	45
6:15 PM	7	14	0	21	13	4	0	17	1	12	0	13	51
6:30 PM	5	17	0	22	13	0	0	13	1	11	0	12	47
6:45 PM	3	11	0	14	16	0	0	16	0	7	0	7	37
<b>Total</b>	<b>25</b>	<b>55</b>	<b>0</b>	<b>80</b>	<b>55</b>	<b>6</b>	<b>0</b>	<b>61</b>	<b>4</b>	<b>35</b>	<b>0</b>	<b>39</b>	<b>180</b>
<b>Grand Total</b>	<b>112</b>	<b>246</b>	<b>0</b>	<b>358</b>	<b>291</b>	<b>25</b>	<b>0</b>	<b>316</b>	<b>36</b>	<b>113</b>	<b>0</b>	<b>149</b>	<b>823</b>
<b>Approach %</b>	<b>31.3</b>	<b>68.7</b>	<b>0.0</b>		<b>92.1</b>	<b>7.9</b>	<b>0.0</b>		<b>24.2</b>	<b>75.8</b>	<b>0.0</b>		
<b>Total %</b>	<b>13.6</b>	<b>29.9</b>	<b>0.0</b>	<b>43.5</b>	<b>35.4</b>	<b>3.0</b>	<b>0.0</b>	<b>38.4</b>	<b>4.4</b>	<b>13.7</b>	<b>0.0</b>	<b>18.1</b>	
<b>Exiting Leg Total</b>				<b>404</b>				<b>282</b>				<b>137</b>	<b>823</b>

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	19	25	0	44	30	4	0	34	2	9	0	11	89
4:15 PM	12	26	0	38	36	4	0	40	4	20	0	24	102
4:30 PM	7	28	0	35	31	0	0	31	6	7	0	13	79
4:45 PM	6	24	0	30	35	1	0	36	7	10	0	17	83
<b>Total Volume</b>	<b>44</b>	<b>103</b>	<b>0</b>	<b>147</b>	<b>132</b>	<b>9</b>	<b>0</b>	<b>141</b>	<b>19</b>	<b>46</b>	<b>0</b>	<b>65</b>	<b>353</b>
<b>% Approach Total</b>	<b>29.9</b>	<b>70.1</b>	<b>0.0</b>		<b>93.6</b>	<b>6.4</b>	<b>0.0</b>		<b>29.2</b>	<b>70.8</b>	<b>0.0</b>		
<b>PHF</b>	<b>0.579</b>	<b>0.920</b>	<b>0.000</b>	<b>0.835</b>	<b>0.917</b>	<b>0.563</b>	<b>0.000</b>	<b>0.881</b>	<b>0.679</b>	<b>0.575</b>	<b>0.000</b>	<b>0.677</b>	<b>0.865</b>
<b>Entering Leg</b>	<b>44</b>	<b>103</b>	<b>0</b>	<b>147</b>	<b>132</b>	<b>9</b>	<b>0</b>	<b>141</b>	<b>19</b>	<b>46</b>	<b>0</b>	<b>65</b>	<b>353</b>
<b>Exiting Leg</b>				<b>178</b>				<b>122</b>				<b>53</b>	<b>353</b>
<b>Total</b>				<b>325</b>				<b>263</b>				<b>118</b>	<b>706</b>

PDI File #: **217826 AA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	1	0	2	6	1	0	7	0	2	0	2	11
4:15 PM	1	2	0	3	2	0	0	2	0	2	0	2	7
4:30 PM	2	1	0	3	4	0	0	4	1	0	0	1	8
4:45 PM	0	3	0	3	6	0	0	6	1	0	0	1	10
<b>Total</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>36</b>
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	2	0	0	2	0	1	0	1	3
5:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	3
5:45 PM	0	1	0	1	3	0	0	3	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>11</b>
6:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>
<b>Grand Total</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>51</b>
Approach %	38.5	61.5	0.0		96.4	3.6	0.0		30.0	70.0	0.0		
Total %	9.8	15.7	0.0	25.5	52.9	2.0	0.0	54.9	5.9	13.7	0.0	19.6	
Exiting Leg Total				34				11				6	51
Buses	0	0	0	0	1	0	0	1	0	1	0	1	2
% Buses	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.6	0.0	14.3	0.0	10.0	3.9
Exiting Leg Total				2				0				0	2
Single-Unit Trucks	4	8	0	12	25	1	0	26	3	6	0	9	47
% Single-Unit	80.0	100.0	0.0	92.3	92.6	100.0	0.0	92.9	100.0	85.7	0.0	90.0	92.2
Exiting Leg Total				31				11				5	47
Articulated Trucks	1	0	0	1	1	0	0	1	0	0	0	0	2
% Articulated	20.0	0.0	0.0	7.7	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	3.9
Exiting Leg Total				1				0				1	2

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	1	0	2	6	1	0	7	0	2	0	2	11
4:15 PM	1	2	0	3	2	0	0	2	0	2	0	2	7
4:30 PM	2	1	0	3	4	0	0	4	1	0	0	1	8
4:45 PM	0	3	0	3	6	0	0	6	1	0	0	1	10
<b>Total Volume</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>36</b>
% Approach Total	36.4	63.6	0.0		94.7	5.3	0.0		33.3	66.7	0.0		
PHF	0.500	0.583	0.000	0.917	0.750	0.250	0.000	0.679	0.500	0.500	0.000	0.750	0.818
Buses	0	0	0	0	1	0	0	1	0	1	0	1	2
Buses %	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.3	0.0	25.0	0.0	16.7	5.6
Single-Unit Trucks	3	7	0	10	17	1	0	18	2	3	0	5	33
Single-Unit %	75.0	100.0	0.0	90.9	94.4	100.0	0.0	94.7	100.0	75.0	0.0	83.3	91.7
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
Articulated %	25.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
Buses	0	0	0	0	1	0	0	1	0	1	0	1	2
Single-Unit Trucks	3	7	0	10	17	1	0	18	2	3	0	5	33
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total Entering Leg</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>36</b>
Buses				2				0				0	2
Single-Unit Trucks				20				9				4	33
Articulated Trucks				0				0				1	1
<b>Total Exiting Leg</b>				<b>22</b>				<b>9</b>				<b>5</b>	<b>36</b>

PDI File #: **217826 AA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Buses**

	State Road				State Road				North Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
Total	0	0	0	0	1	0	0	1	0	1	0	1	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	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	
Grand Total	0	0	0	0	1	0	0	1	0	1	0	1	2	
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0			
Total %	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	50.0	0.0	50.0		
Exiting Leg Total					2								0	2

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				State Road				North Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
Total Volume	0	0	0	0	1	0	0	1	0	1	0	1	2	
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.500	
Entering Leg	0	0	0	0	1	0	0	1	0	1	0	1	2	
Exiting Leg					2								0	2
Total					2								1	4



PDI File #: **217826 AA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



Class:

**Single-Unit Trucks**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	1	0	2	6	1	0	7	0	2	0	2	11
4:15 PM	1	2	0	3	2	0	0	2	0	1	0	1	6
4:30 PM	1	1	0	2	4	0	0	4	1	0	0	1	7
4:45 PM	0	3	0	3	5	0	0	5	1	0	0	1	9
Total	3	7	0	10	17	1	0	18	2	3	0	5	33
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
5:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	3
5:45 PM	0	1	0	1	3	0	0	3	0	0	0	0	4
Total	0	1	0	1	7	0	0	7	1	1	0	2	10
6:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	1	0	0	1	0	2	0	2	4
Grand Total	4	8	0	12	25	1	0	26	3	6	0	9	47
Approach %	33.3	66.7	0.0		96.2	3.8	0.0		33.3	66.7	0.0		
Total %	8.5	17.0	0.0	25.5	53.2	2.1	0.0	55.3	6.4	12.8	0.0	19.1	
Exiting Leg Total				31				11				5	47

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	1	0	2	6	1	0	7	0	2	0	2	11
4:15 PM	1	2	0	3	2	0	0	2	0	1	0	1	6
4:30 PM	1	1	0	2	4	0	0	4	1	0	0	1	7
4:45 PM	0	3	0	3	5	0	0	5	1	0	0	1	9
Total Volume	3	7	0	10	17	1	0	18	2	3	0	5	33
% Approach Total	30.0	70.0	0.0		94.4	5.6	0.0		40.0	60.0	0.0		
PHF	0.750	0.583	0.000	0.833	0.708	0.250	0.000	0.643	0.500	0.375	0.000	0.625	0.750
Entering Leg	3	7	0	10	17	1	0	18	2	3	0	5	33
Exiting Leg				20				9				4	33
Total				30				27				9	66

PDI File #: **217826 AA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Articulated Trucks**

	State Road				State Road				North Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	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
Grand Total	1	0	0	1	1	0	0	1	0	0	0	0	0	2
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	50.0	0.0	0.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				1				0					1	2

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				State Road				North Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Exiting Leg				0				0					1	1
Total				1				0					1	2

PDI File #: 217826 AA  
 Location: N: State Road S: State Road  
 Location: W: North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Wednesday, March 17, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM



**Bicycles (on Roadway and Crosswalks)**

	State Road						State Road						North Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						1						1

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	State Road						State Road						North Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Exiting Leg	0						0						1						1
Total	0						1						1						2

PDI File #: 217826 AA  
 Location: N: State Road S: State Road  
 Location: W: North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Wednesday, March 17, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM



**Pedestrians**

	State Road						State Road						North Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

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

PDI File #: **217826 AAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**



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

**Cars and Heavy Vehicles (Combined)**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	14	30	0	44	41	3	0	44	1	11	0	12	100
11:15 AM	10	32	0	42	51	2	0	53	6	18	0	24	119
11:30 AM	14	39	0	53	45	2	0	47	5	20	0	25	125
11:45 AM	20	42	0	62	45	2	0	47	2	25	0	27	136
<b>Total</b>	<b>58</b>	<b>143</b>	<b>0</b>	<b>201</b>	<b>182</b>	<b>9</b>	<b>0</b>	<b>191</b>	<b>14</b>	<b>74</b>	<b>0</b>	<b>88</b>	<b>480</b>
12:00 PM	19	35	0	54	28	2	0	30	4	11	0	15	99
12:15 PM	15	36	0	51	29	0	0	29	10	10	0	20	100
12:30 PM	15	37	0	52	37	1	0	38	0	13	0	13	103
12:45 PM	16	29	0	45	36	7	0	43	5	18	0	23	111
<b>Total</b>	<b>65</b>	<b>137</b>	<b>0</b>	<b>202</b>	<b>130</b>	<b>10</b>	<b>0</b>	<b>140</b>	<b>19</b>	<b>52</b>	<b>0</b>	<b>71</b>	<b>413</b>
1:00 PM	18	30	0	48	39	5	0	44	1	14	0	15	107
1:15 PM	11	29	1	41	25	8	0	33	4	11	0	15	89
1:30 PM	17	31	0	48	29	5	0	34	3	9	0	12	94
1:45 PM	7	44	0	51	38	4	0	42	6	15	0	21	114
<b>Total</b>	<b>53</b>	<b>134</b>	<b>1</b>	<b>188</b>	<b>131</b>	<b>22</b>	<b>0</b>	<b>153</b>	<b>14</b>	<b>49</b>	<b>0</b>	<b>63</b>	<b>404</b>
Grand Total	176	414	1	591	443	41	0	484	47	175	0	222	1297
Approach %	29.8	70.1	0.2		91.5	8.5	0.0		21.2	78.8	0.0		
Total %	13.6	31.9	0.1	45.6	34.2	3.2	0.0	37.3	3.6	13.5	0.0	17.1	
Exiting Leg Total				619				461				217	1297
Cars	173	402	1	576	425	35	0	460	46	171	0	217	1253
% Cars	98.3	97.1	100.0	97.5	95.9	85.4	0.0	95.0	97.9	97.7	0.0	97.7	96.6
Exiting Leg Total				597				448				208	1253
Heavy Vehicles	3	12	0	15	18	6	0	24	1	4	0	5	44
% Heavy Vehicles	1.7	2.9	0.0	2.5	4.1	14.6	0.0	5.0	2.1	2.3	0.0	2.3	3.4
Exiting Leg Total				22				13				9	44

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	14	30	0	44	41	3	0	44	1	11	0	12	100
11:15 AM	10	32	0	42	51	2	0	53	6	18	0	24	119
11:30 AM	14	39	0	53	45	2	0	47	5	20	0	25	125
11:45 AM	20	42	0	62	45	2	0	47	2	25	0	27	136
Total Volume	58	143	0	201	182	9	0	191	14	74	0	88	480
% Approach Total	28.9	71.1	0.0		95.3	4.7	0.0		15.9	84.1	0.0		
PHF	0.725	0.851	0.000	0.810	0.892	0.750	0.000	0.901	0.583	0.740	0.000	0.815	0.882
Cars	55	142	0	197	177	8	0	185	14	73	0	87	469
Cars %	94.8	99.3	0.0	98.0	97.3	88.9	0.0	96.9	100.0	98.6	0.0	98.9	97.7
Heavy Vehicles	3	1	0	4	5	1	0	6	0	1	0	1	11
Heavy Vehicles %	5.2	0.7	0.0	2.0	2.7	11.1	0.0	3.1	0.0	1.4	0.0	1.1	2.3
Cars Enter Leg	55	142	0	197	177	8	0	185	14	73	0	87	469
Heavy Enter Leg	3	1	0	4	5	1	0	6	0	1	0	1	11
Total Entering Leg	58	143	0	201	182	9	0	191	14	74	0	88	480
Cars Exiting Leg				250				156				63	469
Heavy Exiting Leg				6				1				4	11
Total Exiting Leg				256				157				67	480

PDI File #: **217826 AAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Cars**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	13	30	0	43	39	3	0	42	1	11	0	12	97
11:15 AM	9	32	0	41	50	1	0	51	6	18	0	24	116
11:30 AM	13	39	0	52	44	2	0	46	5	19	0	24	122
11:45 AM	20	41	0	61	44	2	0	46	2	25	0	27	134
<b>Total</b>	<b>55</b>	<b>142</b>	<b>0</b>	<b>197</b>	<b>177</b>	<b>8</b>	<b>0</b>	<b>185</b>	<b>14</b>	<b>73</b>	<b>0</b>	<b>87</b>	<b>469</b>
12:00 PM	19	34	0	53	28	2	0	30	4	10	0	14	97
12:15 PM	15	36	0	51	27	0	0	27	10	8	0	18	96
12:30 PM	15	32	0	47	35	1	0	36	0	13	0	13	96
12:45 PM	16	28	0	44	34	5	0	39	4	18	0	22	105
<b>Total</b>	<b>65</b>	<b>130</b>	<b>0</b>	<b>195</b>	<b>124</b>	<b>8</b>	<b>0</b>	<b>132</b>	<b>18</b>	<b>49</b>	<b>0</b>	<b>67</b>	<b>394</b>
1:00 PM	18	29	0	47	37	5	0	42	1	14	0	15	104
1:15 PM	11	28	1	40	24	7	0	31	4	11	0	15	86
1:30 PM	17	30	0	47	28	3	0	31	3	9	0	12	90
1:45 PM	7	43	0	50	35	4	0	39	6	15	0	21	110
<b>Total</b>	<b>53</b>	<b>130</b>	<b>1</b>	<b>184</b>	<b>124</b>	<b>19</b>	<b>0</b>	<b>143</b>	<b>14</b>	<b>49</b>	<b>0</b>	<b>63</b>	<b>390</b>
Grand Total	173	402	1	576	425	35	0	460	46	171	0	217	1253
Approach %	30.0	69.8	0.2		92.4	7.6	0.0		21.2	78.8	0.0		
Total %	13.8	32.1	0.1	46.0	33.9	2.8	0.0	36.7	3.7	13.6	0.0	17.3	
Exiting Leg Total				597				448				208	1253

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	13	30	0	43	39	3	0	42	1	11	0	12	97
11:15 AM	9	32	0	41	50	1	0	51	6	18	0	24	116
11:30 AM	13	39	0	52	44	2	0	46	5	19	0	24	122
11:45 AM	20	41	0	61	44	2	0	46	2	25	0	27	134
Total Volume	55	142	0	197	177	8	0	185	14	73	0	87	469
% Approach Total	27.9	72.1	0.0		95.7	4.3	0.0		16.1	83.9	0.0		
PHF	0.688	0.866	0.000	0.807	0.885	0.667	0.000	0.907	0.583	0.730	0.000	0.806	0.875
Entering Leg	55	142	0	197	177	8	0	185	14	73	0	87	469
Exiting Leg				250				156				63	469
Total				447				341				150	938

PDI File #: **217826 AAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	1	0	0	1	2	0	0	2	0	0	0	0	3
11:15 AM	1	0	0	1	1	1	0	2	0	0	0	0	3
11:30 AM	1	0	0	1	1	0	0	1	0	1	0	1	3
11:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	3	1	0	4	5	1	0	6	0	1	0	1	11
12:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
12:15 PM	0	0	0	0	2	0	0	2	0	2	0	2	4
12:30 PM	0	5	0	5	2	0	0	2	0	0	0	0	7
12:45 PM	0	1	0	1	2	2	0	4	1	0	0	1	6
Total	0	7	0	7	6	2	0	8	1	3	0	4	19
1:00 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
1:15 PM	0	1	0	1	1	1	0	2	0	0	0	0	3
1:30 PM	0	1	0	1	1	2	0	3	0	0	0	0	4
1:45 PM	0	1	0	1	3	0	0	3	0	0	0	0	4
Total	0	4	0	4	7	3	0	10	0	0	0	0	14
Grand Total	3	12	0	15	18	6	0	24	1	4	0	5	44
Approach %	20.0	80.0	0.0		75.0	25.0	0.0		20.0	80.0	0.0		
Total %	6.8	27.3	0.0	34.1	40.9	13.6	0.0	54.5	2.3	9.1	0.0	11.4	
Exiting Leg Total	22				13				9				44
Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	40.0	4.5
Exiting Leg Total	2				0				0				2
Single-Unit Trucks	3	10	0	13	15	6	0	21	1	2	0	3	37
% Single-Unit	100.0	83.3	0.0	86.7	83.3	100.0	0.0	87.5	100.0	50.0	0.0	60.0	84.1
Exiting Leg Total	17				11				9				37
Articulated Trucks	0	2	0	2	3	0	0	3	0	0	0	0	5
% Articulated	0.0	16.7	0.0	13.3	16.7	0.0	0.0	12.5	0.0	0.0	0.0	0.0	11.4
Exiting Leg Total	3				2				0				5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
12:15 PM	0	0	0	0	2	0	0	2	0	2	0	2	4
12:30 PM	0	5	0	5	2	0	0	2	0	0	0	0	7
12:45 PM	0	1	0	1	2	2	0	4	1	0	0	1	6
1:00 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total Volume	0	7	0	7	8	2	0	10	1	2	0	3	20
% Approach Total	0.0	100.0	0.0		80.0	20.0	0.0		33.3	66.7	0.0		
PHF	0.000	0.350	0.000	0.350	1.000	0.250	0.000	0.625	0.250	0.250	0.000	0.375	0.714
Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	66.7	10.0
Single-Unit Trucks	0	6	0	6	8	2	0	10	1	0	0	1	17
Single-Unit %	0.0	85.7	0.0	85.7	100.0	100.0	0.0	100.0	100.0	0.0	0.0	33.3	85.0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated %	0.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	0	6	0	6	8	2	0	10	1	0	0	1	17
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	7	0	7	8	2	0	10	1	2	0	3	20
Buses	2				0				0				2
Single-Unit Trucks	8				7				2				17
Articulated Trucks	0				1				0				1
Total Exiting Leg	10				8				2				20

PDI File #: **217826 AAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Buses**

	State Road				State Road				North Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	2	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	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
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	2	2
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0		
Exiting Leg Total													2	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	State Road				State Road				North Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
11:30 AM	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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	2
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	2	2
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	2	0	2	2	2
Exiting Leg													2	
Total													4	



PDI File #: **217826 AAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**



Class:

**Single-Unit Trucks**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
11:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
11:30 AM	1	0	0	1	1	0	0	1	0	1	0	1	3
11:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>
12:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
12:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
12:30 PM	0	5	0	5	2	0	0	2	0	0	0	0	7
12:45 PM	0	0	0	0	2	2	0	4	1	0	0	1	5
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>16</b>
1:00 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
1:15 PM	0	1	0	1	1	1	0	2	0	0	0	0	3
1:30 PM	0	0	0	0	1	2	0	3	0	0	0	0	3
1:45 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>Grand Total</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>13</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>37</b>
Approach %	23.1	76.9	0.0		71.4	28.6	0.0		33.3	66.7	0.0		
Total %	8.1	27.0	0.0	35.1	40.5	16.2	0.0	56.8	2.7	5.4	0.0	8.1	
Exiting Leg Total				17				11				9	37

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
12:30 PM	0	5	0	5	2	0	0	2	0	0	0	0	7
12:45 PM	0	0	0	0	2	2	0	4	1	0	0	1	5
1:00 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
1:15 PM	0	1	0	1	1	1	0	2	0	0	0	0	3
Total Volume	0	7	0	7	7	3	0	10	1	0	0	1	18
% Approach Total	0.0	100.0	0.0		70.0	30.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.350	0.000	0.350	0.875	0.375	0.000	0.625	0.250	0.000	0.000	0.250	0.643
Entering Leg	0	7	0	7	7	3	0	10	1	0	0	1	18
Exiting Leg				7				8				3	18
<b>Total</b>				<b>14</b>				<b>18</b>				<b>4</b>	<b>36</b>

PDI File #: **217826 AAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Articulated Trucks**

	State Road				State Road				North Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
11:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	
11:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	
11:30 AM	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	
Total	0	0	0	0	2	0	0	2	0	0	0	0	2	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
Total	0	1	0	1	0	0	0	0	0	0	0	0	1	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
1:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
Total	0	1	0	1	1	0	0	1	0	0	0	0	2	
Grand Total	0	2	0	2	3	0	0	3	0	0	0	0	5	
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	40.0	0.0	40.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				3				2					0	5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
11:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
11:30 AM	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
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	2
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	2	0	0	2	0	0	0	0	2
Exiting Leg				2				0					2
Total				2				2					4

PDI File #: 217826 AAA  
 Location: N: State Road S: State Road  
 Location: W: North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 11:00 AM  
 End Time: 2:00 PM



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

**Bicycles (on Roadway and Crosswalks)**

	State Road						State Road						North Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total	3	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	4
12:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	4
Total	0	3	0	0	0	3	4	0	0	0	0	4	0	0	0	0	0	0	7
1:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	1	1	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	3	5
Grand Total	4	4	0	0	0	8	5	0	0	0	0	5	2	1	0	0	0	3	16
Approach %	50.0	50.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0	0.0		
Total %	25.0	25.0	0.0	0.0	0.0	50.0	31.3	0.0	0.0	0.0	0.0	31.3	12.5	6.3	0.0	0.0	0.0	18.8	
Exiting Leg Total	6						6						4						16

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	State Road						State Road						North Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
12:45 PM	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	4
1:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Total Volume	1	1	0	0	0	2	4	0	0	0	0	4	1	1	0	0	0	2	8
% Approach Total	50.0	50.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.500	0.500
Entering Leg	1	1	0	0	0	2	4	0	0	0	0	4	1	1	0	0	0	2	8
Exiting Leg	5						2						1						8
Total	7						6						3						16

PDI File #: 217826 AAA  
 Location: N: State Road S: State Road  
 Location: W: North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 11:00 AM  
 End Time: 2:00 PM  
 Class:



**Pedestrians**

	State Road							State Road							North Road							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	State Road							State Road							North Road							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0
Total	0							0							0							0

PDI File #: **217826 AAAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



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

**Cars and Heavy Vehicles (Combined)**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	10	14	0	24	21	2	0	23	2	12	0	14	61
4:15 PM	8	19	0	27	33	5	0	38	2	20	0	22	87
4:30 PM	8	16	0	24	20	4	0	24	3	12	0	15	63
4:45 PM	7	11	0	18	23	2	0	25	6	12	0	18	61
<b>Total</b>	<b>33</b>	<b>60</b>	<b>0</b>	<b>93</b>	<b>97</b>	<b>13</b>	<b>0</b>	<b>110</b>	<b>13</b>	<b>56</b>	<b>0</b>	<b>69</b>	<b>272</b>
5:00 PM	18	17	0	35	18	5	0	23	5	16	0	21	79
5:15 PM	9	17	0	26	18	4	1	23	2	12	0	14	63
5:30 PM	3	18	0	21	13	2	0	15	1	15	0	16	52
5:45 PM	12	15	0	27	11	1	0	12	1	9	0	10	49
<b>Total</b>	<b>42</b>	<b>67</b>	<b>0</b>	<b>109</b>	<b>60</b>	<b>12</b>	<b>1</b>	<b>73</b>	<b>9</b>	<b>52</b>	<b>0</b>	<b>61</b>	<b>243</b>
6:00 PM	4	11	0	15	16	4	0	20	1	6	0	7	42
6:15 PM	13	10	0	23	11	0	0	11	1	16	0	17	51
6:30 PM	7	7	0	14	14	1	0	15	0	3	0	3	32
6:45 PM	4	7	0	11	13	0	0	13	0	6	0	6	30
<b>Total</b>	<b>28</b>	<b>35</b>	<b>0</b>	<b>63</b>	<b>54</b>	<b>5</b>	<b>0</b>	<b>59</b>	<b>2</b>	<b>31</b>	<b>0</b>	<b>33</b>	<b>155</b>
<b>Grand Total</b>	<b>103</b>	<b>162</b>	<b>0</b>	<b>265</b>	<b>211</b>	<b>30</b>	<b>1</b>	<b>242</b>	<b>24</b>	<b>139</b>	<b>0</b>	<b>163</b>	<b>670</b>
Approach %	38.9	61.1	0.0		87.2	12.4	0.4		14.7	85.3	0.0		
Total %	15.4	24.2	0.0	39.6	31.5	4.5	0.1	36.1	3.6	20.7	0.0	24.3	
Exiting Leg Total				350				187				133	670
Cars	100	159	0	259	204	30	1	235	24	135	0	159	653
% Cars	97.1	98.1	0.0	97.7	96.7	100.0	100.0	97.1	100.0	97.1	0.0	97.5	97.5
Exiting Leg Total				339				184				130	653
Heavy Vehicles	3	3	0	6	7	0	0	7	0	4	0	4	17
% Heavy Vehicles	2.9	1.9	0.0	2.3	3.3	0.0	0.0	2.9	0.0	2.9	0.0	2.5	2.5
Exiting Leg Total				11				3				3	17

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:15 PM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:15 PM	8	19	0	27	33	5	0	38	2	20	0	22	87
4:30 PM	8	16	0	24	20	4	0	24	3	12	0	15	63
4:45 PM	7	11	0	18	23	2	0	25	6	12	0	18	61
5:00 PM	18	17	0	35	18	5	0	23	5	16	0	21	79
<b>Total Volume</b>	<b>41</b>	<b>63</b>	<b>0</b>	<b>104</b>	<b>94</b>	<b>16</b>	<b>0</b>	<b>110</b>	<b>16</b>	<b>60</b>	<b>0</b>	<b>76</b>	<b>290</b>
% Approach Total	39.4	60.6	0.0		85.5	14.5	0.0		21.1	78.9	0.0		
PHF	0.569	0.829	0.000	0.743	0.712	0.800	0.000	0.724	0.667	0.750	0.000	0.864	0.833
Cars	40	61	0	101	92	16	0	108	16	59	0	75	284
Cars %	97.6	96.8	0.0	97.1	97.9	100.0	0.0	98.2	100.0	98.3	0.0	98.7	97.9
Heavy Vehicles	1	2	0	3	2	0	0	2	0	1	0	1	6
Heavy Vehicles %	2.4	3.2	0.0	2.9	2.1	0.0	0.0	1.8	0.0	1.7	0.0	1.3	2.1
Cars Enter Leg	40	61	0	101	92	16	0	108	16	59	0	75	284
Heavy Enter Leg	1	2	0	3	2	0	0	2	0	1	0	1	6
<b>Total Entering Leg</b>	<b>41</b>	<b>63</b>	<b>0</b>	<b>104</b>	<b>94</b>	<b>16</b>	<b>0</b>	<b>110</b>	<b>16</b>	<b>60</b>	<b>0</b>	<b>76</b>	<b>290</b>
Cars Exiting Leg				151				77				56	284
Heavy Exiting Leg				3				2				1	6
<b>Total Exiting Leg</b>				<b>154</b>				<b>79</b>				<b>57</b>	<b>290</b>

PDI File #: **217826 AAAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Cars**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	9	14	0	23	20	2	0	22	2	12	0	14	59
4:15 PM	7	19	0	26	33	5	0	38	2	19	0	21	85
4:30 PM	8	16	0	24	19	4	0	23	3	12	0	15	62
4:45 PM	7	11	0	18	23	2	0	25	6	12	0	18	61
<b>Total</b>	<b>31</b>	<b>60</b>	<b>0</b>	<b>91</b>	<b>95</b>	<b>13</b>	<b>0</b>	<b>108</b>	<b>13</b>	<b>55</b>	<b>0</b>	<b>68</b>	<b>267</b>
5:00 PM	18	15	0	33	17	5	0	22	5	16	0	21	76
5:15 PM	9	17	0	26	17	4	1	22	2	12	0	14	62
5:30 PM	2	18	0	20	13	2	0	15	1	13	0	14	49
5:45 PM	12	15	0	27	11	1	0	12	1	9	0	10	49
<b>Total</b>	<b>41</b>	<b>65</b>	<b>0</b>	<b>106</b>	<b>58</b>	<b>12</b>	<b>1</b>	<b>71</b>	<b>9</b>	<b>50</b>	<b>0</b>	<b>59</b>	<b>236</b>
6:00 PM	4	10	0	14	15	4	0	19	1	5	0	6	39
6:15 PM	13	10	0	23	10	0	0	10	1	16	0	17	50
6:30 PM	7	7	0	14	13	1	0	14	0	3	0	3	31
6:45 PM	4	7	0	11	13	0	0	13	0	6	0	6	30
<b>Total</b>	<b>28</b>	<b>34</b>	<b>0</b>	<b>62</b>	<b>51</b>	<b>5</b>	<b>0</b>	<b>56</b>	<b>2</b>	<b>30</b>	<b>0</b>	<b>32</b>	<b>150</b>
Grand Total	100	159	0	259	204	30	1	235	24	135	0	159	653
Approach %	38.6	61.4	0.0		86.8	12.8	0.4		15.1	84.9	0.0		
Total %	15.3	24.3	0.0	39.7	31.2	4.6	0.2	36.0	3.7	20.7	0.0	24.3	
Exiting Leg Total				339				184				130	653

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:15 PM	7	19	0	26	33	5	0	38	2	19	0	21	85
4:30 PM	8	16	0	24	19	4	0	23	3	12	0	15	62
4:45 PM	7	11	0	18	23	2	0	25	6	12	0	18	61
5:00 PM	18	15	0	33	17	5	0	22	5	16	0	21	76
Total Volume	40	61	0	101	92	16	0	108	16	59	0	75	284
% Approach Total	39.6	60.4	0.0		85.2	14.8	0.0		21.3	78.7	0.0		
PHF	0.556	0.803	0.000	0.765	0.697	0.800	0.000	0.711	0.667	0.776	0.000	0.893	0.835
Entering Leg	40	61	0	101	92	16	0	108	16	59	0	75	284
Exiting Leg				151				77				56	284
Total				252				185				131	568

PDI File #: **217826 AAAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
4:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	2	0	0	2	0	1	0	1	5
5:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	3	2	0	0	2	0	2	0	2	7
6:00 PM	0	1	0	1	1	0	0	1	0	1	0	1	3
6:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
6:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	3	0	0	3	0	1	0	1	5
Grand Total	3	3	0	6	7	0	0	7	0	4	0	4	17
Approach %	50.0	50.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	17.6	17.6	0.0	35.3	41.2	0.0	0.0	41.2	0.0	23.5	0.0	23.5	
Exiting Leg Total	11				3				3				17
Buses	1	0	0	1	0	0	0	0	0	1	0	1	2
% Buses	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	11.8
Exiting Leg Total	1				0				1				2
Single-Unit Trucks	1	3	0	4	7	0	0	7	0	3	0	3	14
% Single-Unit	33.3	100.0	0.0	66.7	100.0	0.0	0.0	100.0	0.0	75.0	0.0	75.0	82.4
Exiting Leg Total	10				3				1				14
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
% Articulated	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9
Exiting Leg Total	0				0				1				1

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:45 PM	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total Volume	1	2	0	3	2	0	0	2	0	2	0	2	7
% Approach Total	33.3	66.7	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.375	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.583
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Buses %	100.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3
Single-Unit Trucks	0	2	0	2	2	0	0	2	0	2	0	2	6
Single-Unit %	0.0	100.0	0.0	66.7	100.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	85.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	2	0	2	2	0	0	2	0	2	0	2	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	2	0	3	2	0	0	2	0	2	0	2	7
Buses	0				0				1				1
Single-Unit Trucks	4				2				0				6
Articulated Trucks	0				0				0				0
Total Exiting Leg	4				2				1				7

PDI File #: **217826 AAAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Buses**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	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
Grand Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total				1				0				1	2

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg				1				0				0	1
Total				1				0				1	2



PDI File #: **217826 AAAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



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

**Single-Unit Trucks**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
5:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>6</b>
6:00 PM	0	1	0	1	1	0	0	1	0	1	0	1	3
6:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
6:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>
<b>Grand Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>14</b>
Approach %	25.0	75.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	7.1	21.4	0.0	28.6	50.0	0.0	0.0	50.0	0.0	21.4	0.0	21.4	
Exiting Leg Total				10				3				1	14

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	2	0	0	2	0	0	0	0	3
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.375
Entering Leg	1	0	0	1	2	0	0	2	0	0	0	0	3
Exiting Leg				2				0				1	3
<b>Total</b>				<b>3</b>				<b>2</b>				<b>1</b>	<b>6</b>

PDI File #: **217826 AAAA**  
 Location: **N: State Road S: State Road**  
 Location: **W: North Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Articulated Trucks**

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0					1

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				State Road				North Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	1	0	0	1	0	0	0	0	0	0	0	0	1
Exiting Leg				0				0					1
<b>Total</b>				<b>1</b>				<b>0</b>					<b>2</b>

PDI File #: 217826 AAAA  
 Location: N: State Road S: State Road  
 Location: W: North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM



**Bicycles (on Roadway and Crosswalks)**

	State Road							State Road							North Road							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total				
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2			
4:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	1	2	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	2	5			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
Grand Total	1	3	0	0	0	4	0	0	0	0	0	0	1	1	0	0	0	2	6			
Approach %	25.0	75.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0					
Total %	16.7	50.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	16.7	16.7	0.0	0.0	0.0	33.3				
Exiting Leg Total	1						4						1						6			

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	State Road							State Road							North Road							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total				
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2			
4:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Volume	1	2	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	2	5			
% Approach Total	33.3	66.7	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0					
PHF	0.250	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.417			
Entering Leg	1	2	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	2	5			
Exiting Leg	1						3						1						5			
Total	4						3						3						10			

PDI File #: 217826 AAAA  
 Location: N: State Road S: State Road  
 Location: W: North Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM



**Pedestrians**

	State Road						State Road						North Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

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

PDI File #: **217826 C**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	4	21	2	0	27	9	3	0	0	12	0	19	0	0	19	0	5	8	0	13	71
10:15 AM	0	11	4	0	15	3	4	0	0	7	0	11	0	0	11	0	5	4	0	9	42
10:30 AM	5	14	3	0	22	1	3	1	0	5	0	28	2	0	30	0	2	5	0	7	64
10:45 AM	5	19	5	0	29	6	0	0	0	6	0	32	0	0	32	0	2	9	0	11	78
<b>Total</b>	<b>14</b>	<b>65</b>	<b>14</b>	<b>0</b>	<b>93</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>14</b>	<b>26</b>	<b>0</b>	<b>40</b>	<b>255</b>
11:00 AM	4	18	3	0	25	3	1	2	0	6	0	22	1	0	23	2	4	3	0	9	63
11:15 AM	2	22	1	0	25	4	2	0	0	6	1	22	1	0	24	0	2	2	0	4	59
11:30 AM	4	22	4	0	30	5	3	0	0	8	0	26	0	0	26	0	0	5	0	5	69
11:45 AM	6	27	2	0	35	2	2	0	0	4	2	26	0	0	28	0	2	6	0	8	75
<b>Total</b>	<b>16</b>	<b>89</b>	<b>10</b>	<b>0</b>	<b>115</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>96</b>	<b>2</b>	<b>0</b>	<b>101</b>	<b>2</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>26</b>	<b>266</b>
12:00 PM	3	31	3	0	37	5	2	0	0	7	0	25	0	0	25	0	1	4	0	5	74
12:15 PM	3	27	5	0	35	3	3	1	0	7	0	31	0	0	31	0	3	4	0	7	80
12:30 PM	4	26	5	0	35	6	1	1	0	8	0	27	0	0	27	1	4	2	0	7	77
12:45 PM	1	21	3	0	25	5	3	1	0	9	0	26	0	0	26	0	2	5	0	7	67
<b>Total</b>	<b>11</b>	<b>105</b>	<b>16</b>	<b>0</b>	<b>132</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>1</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>26</b>	<b>298</b>
1:00 PM	6	46	3	0	55	4	3	0	0	7	0	26	1	0	27	1	0	7	0	8	97
1:15 PM	5	23	3	0	31	3	2	0	0	5	2	20	0	0	22	0	4	2	0	6	64
1:30 PM	5	35	3	0	43	3	2	1	0	6	0	25	0	0	25	0	2	5	0	7	81
1:45 PM	4	30	3	0	37	3	2	0	0	5	0	23	0	0	23	1	5	4	0	10	75
<b>Total</b>	<b>20</b>	<b>134</b>	<b>12</b>	<b>0</b>	<b>166</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>94</b>	<b>1</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>31</b>	<b>317</b>
Grand Total	61	393	52	0	506	65	36	7	0	108	5	389	5	0	399	5	43	75	0	123	1136
Approach %	12.1	77.7	10.3	0.0		60.2	33.3	6.5	0.0		1.3	97.5	1.3	0.0		4.1	35.0	61.0	0.0		
Total %	5.4	34.6	4.6	0.0	44.5	5.7	3.2	0.6	0.0	9.5	0.4	34.2	0.4	0.0	35.1	0.4	3.8	6.6	0.0	10.8	
Exiting Leg Total	529					100					405					102					1136
Cars	57	360	49	0	466	62	36	7	0	105	5	349	4	0	358	5	43	69	0	117	1046
% Cars	93.4	91.6	94.2	0.0	92.1	95.4	100.0	100.0	0.0	97.2	100.0	89.7	80.0	0.0	89.7	100.0	100.0	92.0	0.0	95.1	92.1
Exiting Leg Total	480					97					372					97					1046
Heavy Vehicles	4	33	3	0	40	3	0	0	0	3	0	40	1	0	41	0	0	6	0	6	90
% Heavy Vehicles	6.6	8.4	5.8	0.0	7.9	4.6	0.0	0.0	0.0	2.8	0.0	10.3	20.0	0.0	10.3	0.0	0.0	8.0	0.0	4.9	7.9
Exiting Leg Total	49					3					33					5					90

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	3	27	5	0	35	3	3	1	0	7	0	31	0	0	31	0	3	4	0	7	80
12:30 PM	4	26	5	0	35	6	1	1	0	8	0	27	0	0	27	1	4	2	0	7	77
12:45 PM	1	21	3	0	25	5	3	1	0	9	0	26	0	0	26	0	2	5	0	7	67
1:00 PM	6	46	3	0	55	4	3	0	0	7	0	26	1	0	27	1	0	7	0	8	97
Total Volume	14	120	16	0	150	18	10	3	0	31	0	110	1	0	111	2	9	18	0	29	321
% Approach Total	9.3	80.0	10.7	0.0		58.1	32.3	9.7	0.0		0.0	99.1	0.9	0.0		6.9	31.0	62.1	0.0		
PHF	0.583	0.652	0.800	0.000	0.682	0.750	0.833	0.750	0.000	0.861	0.000	0.887	0.250	0.000	0.895	0.500	0.563	0.643	0.000	0.906	0.827
Cars	12	112	14	0	138	18	10	3	0	31	0	106	1	0	107	2	9	15	0	26	302
Cars %	85.7	93.3	87.5	0.0	92.0	100.0	100.0	100.0	0.0	100.0	0.0	96.4	100.0	0.0	96.4	100.0	100.0	83.3	0.0	89.7	94.1
Heavy Vehicles	2	8	2	0	12	0	0	0	0	0	0	4	0	0	4	0	0	3	0	3	19
Heavy Vehicles %	14.3	6.7	12.5	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0	0.0	16.7	0.0	10.3	5.9
Cars Enter Leg	12	112	14	0	138	18	10	3	0	31	0	106	1	0	107	2	9	15	0	26	302
Heavy Enter Leg	2	8	2	0	12	0	0	0	0	0	0	4	0	0	4	0	0	3	0	3	19
Total Entering Leg	14	120	16	0	150	18	10	3	0	31	0	110	1	0	111	2	9	18	0	29	321
Cars Exiting Leg	139					23					117					23					302
Heavy Exiting Leg	7					2					8					2					19
Total Exiting Leg	146					25					125					25					321

PDI File #: **217826 C**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Cars**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	4	15	2	0	21	8	3	0	0	11	0	17	0	0	17	0	5	8	0	13	62
10:15 AM	0	11	4	0	15	3	4	0	0	7	0	8	0	0	8	0	5	4	0	9	39
10:30 AM	5	10	3	0	18	1	3	1	0	5	0	22	2	0	24	0	2	4	0	6	53
10:45 AM	4	15	5	0	24	5	0	0	0	5	0	28	0	0	28	0	2	9	0	11	68
<b>Total</b>	13	51	14	0	78	17	10	1	0	28	0	75	2	0	77	0	14	25	0	39	222
11:00 AM	4	16	3	0	23	3	1	2	0	6	0	20	0	0	20	2	4	2	0	8	57
11:15 AM	2	20	1	0	23	4	2	0	0	6	1	21	1	0	23	0	2	2	0	4	56
11:30 AM	4	21	4	0	29	5	3	0	0	8	0	26	0	0	26	0	0	4	0	4	67
11:45 AM	6	27	2	0	35	1	2	0	0	3	2	22	0	0	24	0	2	6	0	8	70
<b>Total</b>	16	84	10	0	110	13	8	2	0	23	3	89	1	0	93	2	8	14	0	24	250
12:00 PM	3	30	3	0	36	5	2	0	0	7	0	24	0	0	24	0	1	4	0	5	72
12:15 PM	2	26	4	0	32	3	3	1	0	7	0	28	0	0	28	0	3	3	0	6	73
12:30 PM	3	24	4	0	31	6	1	1	0	8	0	27	0	0	27	1	4	1	0	6	72
12:45 PM	1	20	3	0	24	5	3	1	0	9	0	26	0	0	26	0	2	5	0	7	66
<b>Total</b>	9	100	14	0	123	19	9	3	0	31	0	105	0	0	105	1	10	13	0	24	283
1:00 PM	6	42	3	0	51	4	3	0	0	7	0	25	1	0	26	1	0	6	0	7	91
1:15 PM	5	21	2	0	28	3	2	0	0	5	2	15	0	0	17	0	4	2	0	6	56
1:30 PM	4	34	3	0	41	3	2	1	0	6	0	21	0	0	21	0	2	5	0	7	75
1:45 PM	4	28	3	0	35	3	2	0	0	5	0	19	0	0	19	1	5	4	0	10	69
<b>Total</b>	19	125	11	0	155	13	9	1	0	23	2	80	1	0	83	2	11	17	0	30	291
<b>Grand Total</b>	57	360	49	0	466	62	36	7	0	105	5	349	4	0	358	5	43	69	0	117	1046
Approach %	12.2	77.3	10.5	0.0		59.0	34.3	6.7	0.0		1.4	97.5	1.1	0.0		4.3	36.8	59.0	0.0		
Total %	5.4	34.4	4.7	0.0	44.6	5.9	3.4	0.7	0.0	10.0	0.5	33.4	0.4	0.0	34.2	0.5	4.1	6.6	0.0	11.2	
Exiting Leg Total	480					97					372					97					1046

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	2	26	4	0	32	3	3	1	0	7	0	28	0	0	28	0	3	3	0	6	73
12:30 PM	3	24	4	0	31	6	1	1	0	8	0	27	0	0	27	1	4	1	0	6	72
12:45 PM	1	20	3	0	24	5	3	1	0	9	0	26	0	0	26	0	2	5	0	7	66
1:00 PM	6	42	3	0	51	4	3	0	0	7	0	25	1	0	26	1	0	6	0	7	91
<b>Total Volume</b>	12	112	14	0	138	18	10	3	0	31	0	106	1	0	107	2	9	15	0	26	302
% Approach Total	8.7	81.2	10.1	0.0		58.1	32.3	9.7	0.0		0.0	99.1	0.9	0.0		7.7	34.6	57.7	0.0		
PHF	0.500	0.667	0.875	0.000	0.676	0.750	0.833	0.750	0.000	0.861	0.000	0.946	0.250	0.000	0.955	0.500	0.563	0.625	0.000	0.929	0.830
Entering Leg	12	112	14	0	138	18	10	3	0	31	0	106	1	0	107	2	9	15	0	26	302
Exiting Leg	139					23					117					23					302
<b>Total</b>	277					54					224					49					604

PDI File #: **217826 C**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



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

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	6	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	9
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
10:30 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	11
10:45 AM	1	4	0	0	5	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	10
<b>Total</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>33</b>
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	6
11:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>16</b>
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	1	1	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
12:30 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>15</b>
1:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
1:15 PM	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
1:30 PM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
<b>Total</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>26</b>
Grand Total	4	33	3	0	40	3	0	0	0	3	0	40	1	0	41	0	0	6	0	6	90
Approach %	10.0	82.5	7.5	0.0		100.0	0.0	0.0	0.0		0.0	97.6	2.4	0.0		0.0	0.0	100.0	0.0		
Total %	4.4	36.7	3.3	0.0	44.4	3.3	0.0	0.0	0.0	3.3	0.0	44.4	1.1	0.0	45.6	0.0	0.0	6.7	0.0	6.7	
Exiting Leg Total	49					3					33					5					90
Buses	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Buses	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	2.5	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	2.2
Exiting Leg Total	2					0					0					0					2
Single-Unit Trucks	4	30	3	0	37	2	0	0	0	2	0	36	1	0	37	0	0	6	0	6	82
% Single-Unit	100.0	90.9	100.0	0.0	92.5	66.7	0.0	0.0	0.0	66.7	0.0	90.0	100.0	0.0	90.2	0.0	0.0	100.0	0.0	100.0	91.1
Exiting Leg Total	44					3					30					5					82
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Articulated	0.0	9.1	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	6.7
Exiting Leg Total	3					0					3					0					6

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:00 AM	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	6	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	9
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
10:30 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	11
10:45 AM	1	4	0	0	5	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	10
<b>Total Volume</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>33</b>
<b>% Approach Total</b>	<b>6.7</b>	<b>93.3</b>	<b>0.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
PHF	0.250	0.583	0.000	0.000	0.625	0.500	0.000	0.000	0.000	0.500	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.750
Buses	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	6.1
Single-Unit Trucks	1	13	0	0	14	1	0	0	0	1	0	13	0	0	13	0	0	1	0	1	29
Single-Unit %	100.0	92.9	0.0	0.0	93.3	50.0	0.0	0.0	0.0	50.0	0.0	86.7	0.0	0.0	86.7	0.0	0.0	100.0	0.0	100.0	87.9
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Articulated %	0.0	7.1	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	6.1
Buses	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Single-Unit Trucks	1	13	0	0	14	1	0	0	0	1	0	13	0	0	13	0	0	1	0	1	29
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total Entering Leg</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>33</b>
Buses	2					0					0					0					2
Single-Unit Trucks	15					0					13					1					29
Articulated Trucks	1					0					1					0					2
<b>Total Exiting Leg</b>	<b>18</b>					<b>0</b>					<b>14</b>					<b>1</b>					<b>33</b>

PDI File #: **217826 C**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

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

State Road					Scotchmans Lane					State Road					Panhandle Road					
from North					from East					from South					from West					
Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total



PDI File #: **217826 C**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Buses**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2					0					0					0					2

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg	2					0					0					0					2
Total	2					1					1					0					4

PDI File #: **217826 C**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Single-Unit Trucks**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
10:00 AM	0	6	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	9	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
10:30 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	9	
10:45 AM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	
<b>Total</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>29</b>	
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	5	
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4	
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>13</b>	
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
12:15 PM	1	1	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7	
12:30 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Total</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>15</b>	
1:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6	
1:15 PM	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	
1:30 PM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	
<b>Total</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>25</b>	
<b>Grand Total</b>	<b>4</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>82</b>	
Approach %	10.8	81.1	8.1	0.0		100.0	0.0	0.0	0.0		0.0	97.3	2.7	0.0		0.0	0.0	100.0	0.0			
Total %	4.9	36.6	3.7	0.0	45.1	2.4	0.0	0.0	0.0	2.4	0.0	43.9	1.2	0.0	45.1	0.0	0.0	7.3	0.0	7.3		
<b>Exiting Leg Total</b>						<b>44</b>					<b>3</b>					<b>30</b>					<b>5</b>	<b>82</b>

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
10:00 AM	0	6	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	9	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
10:30 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	9	
10:45 AM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	
<b>Total Volume</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>29</b>	
<b>% Approach Total</b>	<b>7.1</b>	<b>92.9</b>	<b>0.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>			
PHF	0.250	0.542	0.000	0.000	0.583	0.250	0.000	0.000	0.000	0.250	0.000	0.650	0.000	0.000	0.650	0.000	0.000	0.250	0.000	0.250	0.806	
Entering Leg	1	13	0	0	14	1	0	0	0	1	0	13	0	0	13	0	0	1	0	1	29	
Exiting Leg																					1	29
<b>Total</b>						<b>29</b>					<b>1</b>					<b>26</b>					<b>2</b>	<b>58</b>

PDI File #: **217826 C**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Articulated Trucks**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3					0					3					0					6

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:30 AM	0	1	0	0	1	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	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	1.000
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Exiting Leg	2					0					2					0					4
Total	4					0					4					0					8

PDI File #: 217826 C  
 Location: N: State Road S: State Road  
 Location: E: Scotchmans Lane W: Panhandle Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Wednesday, March 17, 2021  
 Start Time: 10:00 AM  
 End Time: 2:00 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3	3		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
Grand Total	0	0	1	0	0	1	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	5	5		
Approach %	0.0	0.0	50.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0					
Total %	0.0	0.0	20.0	0.0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	40.0				
Exiting Leg Total	2							1							0							2							5

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
Total Volume	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3	3		
% Approach Total	0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0					
PHF	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.375			
Entering Leg	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3			
Exiting Leg	1							1							0							1							3
Total	2							1							0							3							6

PDI File #: **217826 C**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Pedestrians**

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **217826 CC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	22	1	0	30	5	3	1	0	9	1	30	0	0	31	0	3	8	0	11	81
4:15 PM	7	17	7	0	31	7	4	0	0	11	0	20	0	0	20	1	3	11	0	15	77
4:30 PM	8	28	4	0	40	4	1	0	0	5	0	25	2	0	27	0	2	7	0	9	81
4:45 PM	3	21	5	0	29	4	0	0	0	4	0	31	0	0	31	0	3	7	0	10	74
<b>Total</b>	<b>25</b>	<b>88</b>	<b>17</b>	<b>0</b>	<b>130</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>106</b>	<b>2</b>	<b>0</b>	<b>109</b>	<b>1</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>45</b>	<b>313</b>
5:00 PM	6	24	6	0	36	1	6	0	0	7	0	20	1	0	21	0	2	1	0	3	67
5:15 PM	4	18	3	0	25	1	0	0	0	1	0	29	1	0	30	0	4	6	0	10	66
5:30 PM	7	11	1	0	19	4	1	0	0	5	0	22	0	0	22	1	3	6	0	10	56
5:45 PM	1	25	1	0	27	4	5	1	0	10	0	17	0	0	17	0	2	3	0	5	59
<b>Total</b>	<b>18</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>107</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>1</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>28</b>	<b>248</b>
6:00 PM	1	10	1	0	12	2	0	0	0	2	0	11	1	0	12	0	1	4	0	5	31
6:15 PM	2	15	0	0	17	1	0	1	0	2	0	12	0	0	12	1	0	4	0	5	36
6:30 PM	9	8	0	0	17	0	0	0	0	0	1	15	2	0	18	0	5	1	0	6	41
6:45 PM	1	9	0	0	10	1	0	0	0	1	1	8	0	0	9	0	0	2	0	2	22
<b>Total</b>	<b>13</b>	<b>42</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>46</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>1</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>130</b>
<b>Grand Total</b>	<b>56</b>	<b>208</b>	<b>29</b>	<b>0</b>	<b>293</b>	<b>34</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>57</b>	<b>3</b>	<b>240</b>	<b>7</b>	<b>0</b>	<b>250</b>	<b>3</b>	<b>28</b>	<b>60</b>	<b>0</b>	<b>91</b>	<b>691</b>
Approach %	19.1	71.0	9.9	0.0		59.6	35.1	5.3	0.0		1.2	96.0	2.8	0.0		3.3	30.8	65.9	0.0		
Total %	8.1	30.1	4.2	0.0	42.4	4.9	2.9	0.4	0.0	8.2	0.4	34.7	1.0	0.0	36.2	0.4	4.1	8.7	0.0	13.2	
Exiting Leg Total	334					60					214					83					691
Cars	54	199	27	0	280	32	20	3	0	55	3	217	7	0	227	3	26	54	0	83	645
% Cars	96.4	95.7	93.1	0.0	95.6	94.1	100.0	100.0	0.0	96.5	100.0	90.4	100.0	0.0	90.8	100.0	92.9	90.0	0.0	91.2	93.3
Exiting Leg Total	303					56					205					81					645
Heavy Vehicles	2	9	2	0	13	2	0	0	0	2	0	23	0	0	23	0	2	6	0	8	46
% Heavy Vehicles	3.6	4.3	6.9	0.0	4.4	5.9	0.0	0.0	0.0	3.5	0.0	9.6	0.0	0.0	9.2	0.0	7.1	10.0	0.0	8.8	6.7
Exiting Leg Total	31					4					9					2					46

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	22	1	0	30	5	3	1	0	9	1	30	0	0	31	0	3	8	0	11	81
4:15 PM	7	17	7	0	31	7	4	0	0	11	0	20	0	0	20	1	3	11	0	15	77
4:30 PM	8	28	4	0	40	4	1	0	0	5	0	25	2	0	27	0	2	7	0	9	81
4:45 PM	3	21	5	0	29	4	0	0	0	4	0	31	0	0	31	0	3	7	0	10	74
<b>Total Volume</b>	<b>25</b>	<b>88</b>	<b>17</b>	<b>0</b>	<b>130</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>106</b>	<b>2</b>	<b>0</b>	<b>109</b>	<b>1</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>45</b>	<b>313</b>
% Approach Total	19.2	67.7	13.1	0.0		69.0	27.6	3.4	0.0		0.9	97.2	1.8	0.0		2.2	24.4	73.3	0.0		
PHF	0.781	0.786	0.607	0.000	0.813	0.714	0.500	0.250	0.000	0.659	0.250	0.855	0.250	0.000	0.879	0.250	0.917	0.750	0.000	0.750	0.966
Cars	25	83	15	0	123	18	8	1	0	27	1	93	2	0	96	1	11	30	0	42	288
Cars %	100.0	94.3	88.2	0.0	94.6	90.0	100.0	100.0	0.0	93.1	100.0	87.7	100.0	0.0	88.1	100.0	100.0	90.9	0.0	93.3	92.0
Heavy Vehicles	0	5	2	0	7	2	0	0	0	2	0	13	0	0	13	0	0	3	0	3	25
Heavy Vehicles %	0.0	5.7	11.8	0.0	5.4	10.0	0.0	0.0	0.0	6.9	0.0	12.3	0.0	0.0	11.9	0.0	0.0	9.1	0.0	6.7	8.0
Cars Enter Leg	25	83	15	0	123	18	8	1	0	27	1	93	2	0	96	1	11	30	0	42	288
Heavy Enter Leg	0	5	2	0	7	2	0	0	0	2	0	13	0	0	13	0	0	3	0	3	25
<b>Total Entering Leg</b>	<b>25</b>	<b>88</b>	<b>17</b>	<b>0</b>	<b>130</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>106</b>	<b>2</b>	<b>0</b>	<b>109</b>	<b>1</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>45</b>	<b>313</b>
Cars Exiting Leg	141					27					85					35					288
Heavy Exiting Leg	18					2					5					0					25
<b>Total Exiting Leg</b>	<b>159</b>					<b>29</b>					<b>90</b>					<b>35</b>					<b>313</b>

PDI File #: **217826 CC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**Cars**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	21	1	0	29	4	3	1	0	8	1	25	0	0	26	0	3	7	0	10	73
4:15 PM	7	16	6	0	29	7	4	0	0	11	0	19	0	0	19	1	3	10	0	14	73
4:30 PM	8	28	4	0	40	3	1	0	0	4	0	22	2	0	24	0	2	7	0	9	77
4:45 PM	3	18	4	0	25	4	0	0	0	4	0	27	0	0	27	0	3	6	0	9	65
<b>Total</b>	<b>25</b>	<b>83</b>	<b>15</b>	<b>0</b>	<b>123</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>11</b>	<b>30</b>	<b>0</b>	<b>42</b>	<b>288</b>
5:00 PM	5	23	6	0	34	1	6	0	0	7	0	19	1	0	20	0	1	1	0	2	63
5:15 PM	3	18	3	0	24	1	0	0	0	1	0	27	1	0	28	0	4	4	0	8	61
5:30 PM	7	11	1	0	19	4	1	0	0	5	0	19	0	0	19	1	3	5	0	9	52
5:45 PM	1	23	1	0	25	4	5	1	0	10	0	14	0	0	14	0	2	3	0	5	54
<b>Total</b>	<b>16</b>	<b>75</b>	<b>11</b>	<b>0</b>	<b>102</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>79</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>1</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>24</b>	<b>230</b>
6:00 PM	1	10	1	0	12	2	0	0	0	2	0	10	1	0	11	0	1	4	0	5	30
6:15 PM	2	15	0	0	17	1	0	1	0	2	0	12	0	0	12	1	0	4	0	5	36
6:30 PM	9	7	0	0	16	0	0	0	0	0	1	15	2	0	18	0	4	1	0	5	39
6:45 PM	1	9	0	0	10	1	0	0	0	1	1	8	0	0	9	0	0	2	0	2	22
<b>Total</b>	<b>13</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>45</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>1</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>127</b>
<b>Grand Total</b>	<b>54</b>	<b>199</b>	<b>27</b>	<b>0</b>	<b>280</b>	<b>32</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>55</b>	<b>3</b>	<b>217</b>	<b>7</b>	<b>0</b>	<b>227</b>	<b>3</b>	<b>26</b>	<b>54</b>	<b>0</b>	<b>83</b>	<b>645</b>
<b>Approach %</b>	<b>19.3</b>	<b>71.1</b>	<b>9.6</b>	<b>0.0</b>		<b>58.2</b>	<b>36.4</b>	<b>5.5</b>	<b>0.0</b>		<b>1.3</b>	<b>95.6</b>	<b>3.1</b>	<b>0.0</b>		<b>3.6</b>	<b>31.3</b>	<b>65.1</b>	<b>0.0</b>		
<b>Total %</b>	<b>8.4</b>	<b>30.9</b>	<b>4.2</b>	<b>0.0</b>	<b>43.4</b>	<b>5.0</b>	<b>3.1</b>	<b>0.5</b>	<b>0.0</b>	<b>8.5</b>	<b>0.5</b>	<b>33.6</b>	<b>1.1</b>	<b>0.0</b>	<b>35.2</b>	<b>0.5</b>	<b>4.0</b>	<b>8.4</b>	<b>0.0</b>	<b>12.9</b>	
<b>Exiting Leg Total</b>					<b>303</b>					<b>56</b>					<b>205</b>					<b>81</b>	<b>645</b>

**Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	21	1	0	29	4	3	1	0	8	1	25	0	0	26	0	3	7	0	10	73
4:15 PM	7	16	6	0	29	7	4	0	0	11	0	19	0	0	19	1	3	10	0	14	73
4:30 PM	8	28	4	0	40	3	1	0	0	4	0	22	2	0	24	0	2	7	0	9	77
4:45 PM	3	18	4	0	25	4	0	0	0	4	0	27	0	0	27	0	3	6	0	9	65
<b>Total Volume</b>	<b>25</b>	<b>83</b>	<b>15</b>	<b>0</b>	<b>123</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>11</b>	<b>30</b>	<b>0</b>	<b>42</b>	<b>288</b>
<b>% Approach Total</b>	<b>20.3</b>	<b>67.5</b>	<b>12.2</b>	<b>0.0</b>		<b>66.7</b>	<b>29.6</b>	<b>3.7</b>	<b>0.0</b>		<b>1.0</b>	<b>96.9</b>	<b>2.1</b>	<b>0.0</b>		<b>2.4</b>	<b>26.2</b>	<b>71.4</b>	<b>0.0</b>		
<b>PHF</b>	<b>0.781</b>	<b>0.741</b>	<b>0.625</b>	<b>0.000</b>	<b>0.769</b>	<b>0.643</b>	<b>0.500</b>	<b>0.250</b>	<b>0.000</b>	<b>0.614</b>	<b>0.250</b>	<b>0.861</b>	<b>0.250</b>	<b>0.000</b>	<b>0.889</b>	<b>0.250</b>	<b>0.917</b>	<b>0.750</b>	<b>0.000</b>	<b>0.750</b>	<b>0.935</b>
<b>Entering Leg</b>	<b>25</b>	<b>83</b>	<b>15</b>	<b>0</b>	<b>123</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>11</b>	<b>30</b>	<b>0</b>	<b>42</b>	<b>288</b>
<b>Exiting Leg</b>					<b>141</b>					<b>27</b>					<b>85</b>					<b>35</b>	<b>288</b>
<b>Total</b>					<b>264</b>					<b>54</b>					<b>181</b>					<b>77</b>	<b>576</b>

PDI File #: **217826 CC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	1	0	0	0	1	0	5	0	0	5	0	0	1	0	1	8
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
4:45 PM	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	9
<b>Total</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>25</b>
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
<b>Total</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>18</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
<b>Grand Total</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>46</b>
Approach %	15.4	69.2	15.4	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	25.0	75.0	0.0		
Total %	4.3	19.6	4.3	0.0	28.3	4.3	0.0	0.0	0.0	4.3	0.0	50.0	0.0	0.0	50.0	0.0	4.3	13.0	0.0	17.4	
Exiting Leg Total	31					4					9					2					46
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	2	9	2	0	13	2	0	0	0	2	0	23	0	0	23	0	2	6	0	8	46
% Single-Unit	100.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0
Exiting Leg Total	31					4					9					2					46
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

**Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	1	0	0	0	1	0	5	0	0	5	0	0	1	0	1	8
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
4:45 PM	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	9
<b>Total Volume</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>25</b>
% Approach Total	0.0	71.4	28.6	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.417	0.500	0.000	0.438	0.500	0.000	0.000	0.000	0.500	0.000	0.650	0.000	0.000	0.650	0.000	0.000	0.750	0.000	0.750	0.694
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	5	2	0	7	2	0	0	0	2	0	13	0	0	13	0	0	3	0	3	25
Single-Unit %	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	5	2	0	7	2	0	0	0	2	0	13	0	0	13	0	0	3	0	3	25
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Entering Leg</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>25</b>
Buses	0					0					0					0					0
Single-Unit Trucks	18					2					5					0					25
Articulated Trucks	0					0					0					0					0
<b>Total Exiting Leg</b>	<b>18</b>					<b>2</b>					<b>5</b>					<b>0</b>					<b>25</b>



PDI File #: **217826 CC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**Buses**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **217826 CC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**Single-Unit Trucks**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	1	0	0	0	1	0	5	0	0	5	0	0	1	0	1	8
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
4:45 PM	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	9
<b>Total</b>	0	5	2	0	7	2	0	0	0	2	0	13	0	0	13	0	0	3	0	3	25
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
<b>Total</b>	2	3	0	0	5	0	0	0	0	0	0	9	0	0	9	0	1	3	0	4	18
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
<b>Grand Total</b>	2	9	2	0	13	2	0	0	0	2	0	23	0	0	23	0	2	6	0	8	46
Approach %	15.4	69.2	15.4	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	25.0	75.0	0.0		
Total %	4.3	19.6	4.3	0.0	28.3	4.3	0.0	0.0	0.0	4.3	0.0	50.0	0.0	0.0	50.0	0.0	4.3	13.0	0.0	17.4	
Exiting Leg Total	31					4					9					2					46

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	1	0	0	0	1	0	5	0	0	5	0	0	1	0	1	8
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
4:45 PM	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	9
<b>Total Volume</b>	0	5	2	0	7	2	0	0	0	2	0	13	0	0	13	0	0	3	0	3	25
% Approach Total	0.0	71.4	28.6	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.417	0.500	0.000	0.438	0.500	0.000	0.000	0.000	0.500	0.000	0.650	0.000	0.000	0.650	0.000	0.000	0.750	0.000	0.750	0.694
Entering Leg	0	5	2	0	7	2	0	0	0	2	0	13	0	0	13	0	0	3	0	3	25
Exiting Leg	18					2					5					0					25
<b>Total</b>	25					4					18					3					50

PDI File #: **217826 CC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**Articulated Trucks**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: 217826 CC  
 Location: N: State Road S: State Road  
 Location: E: Scotchmans Lane W: Panhandle Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Wednesday, March 17, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	State Road								Scotchmans Lane								State Road								Panhandle Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1			
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0					
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	1								0								0								0								1

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road								Scotchmans Lane								State Road								Panhandle Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1				
Exiting Leg	1								0								0								0								1
Total	1								0								1								0								2

PDI File #: 217826 CC  
 Location: N: State Road S: State Road  
 Location: E: Scotchmans Lane W: Panhandle Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Wednesday, March 17, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM  
 Class:



**Pedestrians**

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **217826 CCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	6	25	3	0	34	7	3	0	0	10	0	30	0	0	30	1	3	6	0	10	84
11:15 AM	6	25	4	0	35	5	2	0	0	7	0	41	0	0	41	1	2	7	0	10	93
11:30 AM	8	27	7	0	42	5	1	2	0	8	1	35	0	0	36	3	3	4	0	10	96
11:45 AM	14	29	4	0	47	7	1	0	0	8	1	29	0	0	30	0	4	5	0	9	94
<b>Total</b>	<b>34</b>	<b>106</b>	<b>18</b>	<b>0</b>	<b>158</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>5</b>	<b>12</b>	<b>22</b>	<b>0</b>	<b>39</b>	<b>367</b>
12:00 PM	6	22	5	0	33	4	1	0	0	5	0	23	0	0	23	0	2	4	0	6	67
12:15 PM	10	29	7	0	46	5	2	0	0	7	1	23	0	1	25	0	5	1	0	6	84
12:30 PM	1	34	2	0	37	7	2	0	0	9	0	29	1	0	30	3	5	6	0	14	90
12:45 PM	7	28	4	0	39	3	3	0	0	6	0	27	1	0	28	0	4	10	0	14	87
<b>Total</b>	<b>24</b>	<b>113</b>	<b>18</b>	<b>0</b>	<b>155</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>102</b>	<b>2</b>	<b>1</b>	<b>106</b>	<b>3</b>	<b>16</b>	<b>21</b>	<b>0</b>	<b>40</b>	<b>328</b>
1:00 PM	4	28	2	0	34	3	2	1	0	6	0	24	0	0	24	0	3	10	0	13	77
1:15 PM	4	28	0	0	32	5	1	0	0	6	0	31	3	0	34	1	1	3	0	5	77
1:30 PM	5	26	4	0	35	5	0	1	0	6	0	25	1	0	26	0	1	9	0	10	77
1:45 PM	9	35	3	0	47	3	1	0	0	4	0	28	1	0	29	0	5	7	0	12	92
<b>Total</b>	<b>22</b>	<b>117</b>	<b>9</b>	<b>0</b>	<b>148</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>108</b>	<b>5</b>	<b>0</b>	<b>113</b>	<b>1</b>	<b>10</b>	<b>29</b>	<b>0</b>	<b>40</b>	<b>323</b>
<b>Grand Total</b>	<b>80</b>	<b>336</b>	<b>45</b>	<b>0</b>	<b>461</b>	<b>59</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>345</b>	<b>7</b>	<b>1</b>	<b>356</b>	<b>9</b>	<b>38</b>	<b>72</b>	<b>0</b>	<b>119</b>	<b>1018</b>
Approach %	17.4	72.9	9.8	0.0		72.0	23.2	4.9	0.0		0.8	96.9	2.0	0.3		7.6	31.9	60.5	0.0		
Total %	7.9	33.0	4.4	0.0	45.3	5.8	1.9	0.4	0.0	8.1	0.3	33.9	0.7	0.1	35.0	0.9	3.7	7.1	0.0	11.7	
Exiting Leg Total	476					86					350					106					1018
Cars	76	327	45	0	448	58	19	4	0	81	2	326	7	1	336	9	36	69	0	114	979
% Cars	95.0	97.3	100.0	0.0	97.2	98.3	100.0	100.0	0.0	98.8	66.7	94.5	100.0	100.0	94.4	100.0	94.7	95.8	0.0	95.8	96.2
Exiting Leg Total	453					83					341					102					979
Heavy Vehicles	4	9	0	0	13	1	0	0	0	1	1	19	0	0	20	0	2	3	0	5	39
% Heavy Vehicles	5.0	2.7	0.0	0.0	2.8	1.7	0.0	0.0	0.0	1.2	33.3	5.5	0.0	0.0	5.6	0.0	5.3	4.2	0.0	4.2	3.8
Exiting Leg Total	23					3					9					4					39

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	6	25	3	0	34	7	3	0	0	10	0	30	0	0	30	1	3	6	0	10	84
11:15 AM	6	25	4	0	35	5	2	0	0	7	0	41	0	0	41	1	2	7	0	10	93
11:30 AM	8	27	7	0	42	5	1	2	0	8	1	35	0	0	36	3	3	4	0	10	96
11:45 AM	14	29	4	0	47	7	1	0	0	8	1	29	0	0	30	0	4	5	0	9	94
<b>Total Volume</b>	<b>34</b>	<b>106</b>	<b>18</b>	<b>0</b>	<b>158</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>5</b>	<b>12</b>	<b>22</b>	<b>0</b>	<b>39</b>	<b>367</b>
% Approach Total	21.5	67.1	11.4	0.0		72.7	21.2	6.1	0.0		1.5	98.5	0.0	0.0		12.8	30.8	56.4	0.0		
PHF	0.607	0.914	0.643	0.000	0.840	0.857	0.583	0.250	0.000	0.825	0.500	0.823	0.000	0.000	0.835	0.417	0.750	0.786	0.000	0.975	0.956
Cars	32	105	18	0	155	24	7	2	0	33	2	131	0	0	133	5	12	21	0	38	359
Cars %	94.1	99.1	100.0	0.0	98.1	100.0	100.0	100.0	0.0	100.0	100.0	97.0	0.0	0.0	97.1	100.0	100.0	95.5	0.0	97.4	97.8
Heavy Vehicles	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8
Heavy Vehicles %	5.9	0.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	0.0	0.0	4.5	0.0	2.6	2.2
Cars Enter Leg	32	105	18	0	155	24	7	2	0	33	2	131	0	0	133	5	12	21	0	38	359
Heavy Enter Leg	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8
<b>Total Entering Leg</b>	<b>34</b>	<b>106</b>	<b>18</b>	<b>0</b>	<b>158</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>5</b>	<b>12</b>	<b>22</b>	<b>0</b>	<b>39</b>	<b>367</b>
Cars Exiting Leg	176					32					112					39					359
Heavy Exiting Leg	5					0					1					2					8
<b>Total Exiting Leg</b>	<b>181</b>					<b>32</b>					<b>113</b>					<b>41</b>					<b>367</b>

PDI File #: **217826 CCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Cars**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	5	25	3	0	33	7	3	0	0	10	0	29	0	0	29	1	3	6	0	10	82
11:15 AM	6	25	4	0	35	5	2	0	0	7	0	39	0	0	39	1	2	6	0	9	90
11:30 AM	8	27	7	0	42	5	1	2	0	8	1	34	0	0	35	3	3	4	0	10	95
11:45 AM	13	28	4	0	45	7	1	0	0	8	1	29	0	0	30	0	4	5	0	9	92
<b>Total</b>	<b>32</b>	<b>105</b>	<b>18</b>	<b>0</b>	<b>155</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>5</b>	<b>12</b>	<b>21</b>	<b>0</b>	<b>38</b>	<b>359</b>
12:00 PM	5	21	5	0	31	4	1	0	0	5	0	23	0	0	23	0	2	3	0	5	64
12:15 PM	10	29	7	0	46	5	2	0	0	7	0	22	0	1	23	0	4	1	0	5	81
12:30 PM	1	32	2	0	35	6	2	0	0	8	0	26	1	0	27	3	5	6	0	14	84
12:45 PM	7	27	4	0	38	3	3	0	0	6	0	24	1	0	25	0	3	10	0	13	82
<b>Total</b>	<b>23</b>	<b>109</b>	<b>18</b>	<b>0</b>	<b>150</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>98</b>	<b>3</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>37</b>	<b>311</b>
1:00 PM	3	28	2	0	33	3	2	1	0	6	0	23	0	0	23	0	3	10	0	13	75
1:15 PM	4	27	0	0	31	5	1	0	0	6	0	28	3	0	31	1	1	3	0	5	73
1:30 PM	5	25	4	0	34	5	0	1	0	6	0	23	1	0	24	0	1	8	0	9	73
1:45 PM	9	33	3	0	45	3	1	0	0	4	0	26	1	0	27	0	5	7	0	12	88
<b>Total</b>	<b>21</b>	<b>113</b>	<b>9</b>	<b>0</b>	<b>143</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>100</b>	<b>5</b>	<b>0</b>	<b>105</b>	<b>1</b>	<b>10</b>	<b>28</b>	<b>0</b>	<b>39</b>	<b>309</b>
Grand Total	76	327	45	0	448	58	19	4	0	81	2	326	7	1	336	9	36	69	0	114	979
Approach %	17.0	73.0	10.0	0.0		71.6	23.5	4.9	0.0		0.6	97.0	2.1	0.3		7.9	31.6	60.5	0.0		
Total %	7.8	33.4	4.6	0.0	45.8	5.9	1.9	0.4	0.0	8.3	0.2	33.3	0.7	0.1	34.3	0.9	3.7	7.0	0.0	11.6	
Exiting Leg Total	453					83					341					102					979

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	5	25	3	0	33	7	3	0	0	10	0	29	0	0	29	1	3	6	0	10	82
11:15 AM	6	25	4	0	35	5	2	0	0	7	0	39	0	0	39	1	2	6	0	9	90
11:30 AM	8	27	7	0	42	5	1	2	0	8	1	34	0	0	35	3	3	4	0	10	95
11:45 AM	13	28	4	0	45	7	1	0	0	8	1	29	0	0	30	0	4	5	0	9	92
<b>Total Volume</b>	<b>32</b>	<b>105</b>	<b>18</b>	<b>0</b>	<b>155</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>5</b>	<b>12</b>	<b>21</b>	<b>0</b>	<b>38</b>	<b>359</b>
% Approach Total	20.6	67.7	11.6	0.0		72.7	21.2	6.1	0.0		1.5	98.5	0.0	0.0		13.2	31.6	55.3	0.0		
PHF	0.615	0.938	0.643	0.000	0.861	0.857	0.583	0.250	0.000	0.825	0.500	0.840	0.000	0.000	0.853	0.417	0.750	0.875	0.000	0.950	0.945
Entering Leg	32	105	18	0	155	24	7	2	0	33	2	131	0	0	133	5	12	21	0	38	359
Exiting Leg	176					32					112					39					359
<b>Total</b>	<b>331</b>					<b>65</b>					<b>245</b>					<b>77</b>					<b>718</b>

PDI File #: **217826 CCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



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

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>
12:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
12:30 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
<b>Total</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>17</b>
1:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
<b>Total</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>14</b>
<b>Grand Total</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>39</b>
Approach %	30.8	69.2	0.0	0.0		100.0	0.0	0.0	0.0		5.0	95.0	0.0	0.0		0.0	40.0	60.0	0.0		
Total %	10.3	23.1	0.0	0.0	33.3	2.6	0.0	0.0	0.0	2.6	2.6	48.7	0.0	0.0	51.3	0.0	5.1	7.7	0.0	12.8	
Exiting Leg Total	23					3					9					4					39
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	4	8	0	0	12	1	0	0	0	1	1	17	0	0	18	0	2	3	0	5	36
% Single-Unit	100.0	88.9	0.0	0.0	92.3	100.0	0.0	0.0	0.0	100.0	100.0	89.5	0.0	0.0	90.0	0.0	100.0	100.0	0.0	100.0	92.3
Exiting Leg Total	21					3					8					4					36
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Articulated	0.0	11.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	7.7
Exiting Leg Total	2					0					1					0					3

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
12:30 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
Total Volume	1	4	0	0	5	1	0	0	0	1	1	7	0	0	8	0	2	1	0	3	17
% Approach Total	20.0	80.0	0.0	0.0		100.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		0.0	66.7	33.3	0.0		
PHF	0.250	0.500	0.000	0.000	0.625	0.250	0.000	0.000	0.000	0.250	0.250	0.583	0.000	0.000	0.667	0.000	0.500	0.250	0.000	0.750	0.708
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	1	4	0	0	5	1	0	0	0	1	1	7	0	0	8	0	2	1	0	3	17
Single-Unit %	100.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	4	0	0	5	1	0	0	0	1	1	7	0	0	8	0	2	1	0	3	17
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	4	0	0	5	1	0	0	0	1	1	7	0	0	8	0	2	1	0	3	17
Buses	0					0					0					0					0
Single-Unit Trucks	9					3					4					1					17
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	9					3					4					1					17



PDI File #: **217826 CCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Buses**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **217826 CCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Single-Unit Trucks**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>
12:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
12:30 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
<b>Total</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>17</b>
1:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>
<b>Grand Total</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>36</b>
Approach %	33.3	66.7	0.0	0.0		100.0	0.0	0.0	0.0		5.6	94.4	0.0	0.0		0.0	40.0	60.0	0.0		
Total %	11.1	22.2	0.0	0.0	33.3	2.8	0.0	0.0	0.0	2.8	2.8	47.2	0.0	0.0	50.0	0.0	5.6	8.3	0.0	13.9	
Exiting Leg Total	21					3					8					4					36

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
12:30 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
Total Volume	1	4	0	0	5	1	0	0	0	1	1	7	0	0	8	0	2	1	0	3	17
% Approach Total	20.0	80.0	0.0	0.0		100.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		0.0	66.7	33.3	0.0		
PHF	0.250	0.500	0.000	0.000	0.625	0.250	0.000	0.000	0.000	0.250	0.250	0.583	0.000	0.000	0.667	0.000	0.500	0.250	0.000	0.750	0.708
Entering Leg	1	4	0	0	5	1	0	0	0	1	1	7	0	0	8	0	2	1	0	3	17
Exiting Leg	9					3					4					1					17
Total	14					4					12					4					34

PDI File #: **217826 CCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class: **Articulated Trucks**



**Articulated Trucks**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1				
11:30 AM	0	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	0				
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1				
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1				
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2				
Grand Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3				
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0							
Total %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0					
Exiting Leg Total						2					0					1					0					3

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	State Road					Scotchmans Lane					State Road					Panhandle Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1				
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2				
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0							
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500				
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2				
Exiting Leg						1					0					1					0					2
Total						2					0					2					0					4

PDI File #: 217826 CCC  
 Location: N: State Road S: State Road  
 Location: E: Scotchmans Lane W: Panhandle Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 11:00 AM  
 End Time: 2:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
12:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
1:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Grand Total	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
Approach %	0.0	75.0	25.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		33.3	0.0	33.3	0.0	33.3	0.0		
Total %	0.0	33.3	11.1	0.0	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0		0.0	22.2	0.0	0.0	0.0	0.0		22.2	11.1	0.0	11.1	0.0	11.1	0.0	33.3
Exiting Leg Total	3							1							4							1							9

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		33.3	0.0	33.3	0.0	33.3	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.250	0.000	0.000	0.000	0.000		0.250	0.000	0.250	0.000	0.250	0.000	0.375	0.500
Entering Leg	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
Exiting Leg	2							0							3							1							6
Total	4							0							4							4							12

PDI File #: 217826 CCC  
 Location: N: State Road S: State Road  
 Location: E: Scotchmans Lane W: Panhandle Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 11:00 AM  
 End Time: 2:00 PM  
 Class:



**Pedestrians**

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **217826 CCCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	4	8	1	0	13	3	3	0	0	6	0	18	1	0	19	0	5	4	0	9	47
4:15 PM	1	18	2	0	21	6	1	0	0	7	0	22	0	0	22	1	1	4	0	6	56
4:30 PM	7	11	1	0	19	2	3	0	0	5	1	13	0	0	14	0	7	7	0	14	52
4:45 PM	3	13	1	0	17	5	0	0	0	5	0	18	0	0	18	0	3	3	0	6	46
<b>Total</b>	15	50	5	0	70	16	7	0	0	23	1	71	1	0	73	1	16	18	0	35	201
5:00 PM	4	17	1	0	22	1	1	0	0	2	0	16	0	0	16	0	3	3	0	6	46
5:15 PM	4	14	3	0	21	2	2	0	0	4	0	13	0	0	13	1	6	4	0	11	49
5:30 PM	4	11	2	0	17	4	0	1	0	5	0	9	0	0	9	0	0	3	0	3	34
5:45 PM	4	13	2	0	19	2	4	0	0	6	1	8	0	0	9	1	1	2	0	4	38
<b>Total</b>	16	55	8	0	79	9	7	1	0	17	1	46	0	0	47	2	10	12	0	24	167
6:00 PM	1	10	0	0	11	1	3	0	0	4	0	11	0	0	11	0	1	5	0	6	32
6:15 PM	3	10	2	0	15	1	1	0	0	2	0	6	0	0	6	0	5	3	0	8	31
6:30 PM	0	7	0	0	7	2	1	0	0	3	0	13	0	0	13	0	0	2	0	2	25
6:45 PM	3	2	2	0	7	1	0	0	0	1	0	10	0	0	10	1	1	1	0	3	21
<b>Total</b>	7	29	4	0	40	5	5	0	0	10	0	40	0	0	40	1	7	11	0	19	109
<b>Grand Total</b>	38	134	17	0	189	30	19	1	0	50	2	157	1	0	160	4	33	41	0	78	477
Approach %	20.1	70.9	9.0	0.0		60.0	38.0	2.0	0.0		1.3	98.1	0.6	0.0		5.1	42.3	52.6	0.0		
Total %	8.0	28.1	3.6	0.0	39.6	6.3	4.0	0.2	0.0	10.5	0.4	32.9	0.2	0.0	33.5	0.8	6.9	8.6	0.0	16.4	
<b>Exiting Leg Total</b>	228					52					139					58					477
Cars	38	131	17	0	186	29	19	1	0	49	2	154	1	0	157	4	32	40	0	76	468
% Cars	100.0	97.8	100.0	0.0	98.4	96.7	100.0	100.0	0.0	98.1	100.0	98.1	100.0	0.0	98.1	100.0	97.0	97.6	0.0	97.4	98.1
<b>Exiting Leg Total</b>	223					51					136					58					468
Heavy Vehicles	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	1	1	0	2	9
% Heavy Vehicles	0.0	2.2	0.0	0.0	1.6	3.3	0.0	0.0	0.0	2.0	0.0	1.9	0.0	0.0	1.9	0.0	3.0	2.4	0.0	2.6	1.9
<b>Exiting Leg Total</b>	5					1					3					0					9

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	4	8	1	0	13	3	3	0	0	6	0	18	1	0	19	0	5	4	0	9	47
4:15 PM	1	18	2	0	21	6	1	0	0	7	0	22	0	0	22	1	1	4	0	6	56
4:30 PM	7	11	1	0	19	2	3	0	0	5	1	13	0	0	14	0	7	7	0	14	52
4:45 PM	3	13	1	0	17	5	0	0	0	5	0	18	0	0	18	0	3	3	0	6	46
<b>Total Volume</b>	15	50	5	0	70	16	7	0	0	23	1	71	1	0	73	1	16	18	0	35	201
% Approach Total	21.4	71.4	7.1	0.0		69.6	30.4	0.0	0.0		1.4	97.3	1.4	0.0		2.9	45.7	51.4	0.0		
PHF	0.536	0.694	0.625	0.000	0.833	0.667	0.583	0.000	0.000	0.821	0.250	0.807	0.250	0.000	0.830	0.250	0.571	0.643	0.000	0.625	0.897
Cars	15	50	5	0	70	15	7	0	0	22	1	71	1	0	73	1	16	17	0	34	199
Cars %	100.0	100.0	100.0	0.0	100.0	93.8	100.0	0.0	0.0	95.7	100.0	100.0	100.0	0.0	100.0	100.0	100.0	94.4	0.0	97.1	99.0
Heavy Vehicles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	2.9	1.0
Cars Enter Leg	15	50	5	0	70	15	7	0	0	22	1	71	1	0	73	1	16	17	0	34	199
Heavy Enter Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
<b>Total Entering Leg</b>	15	50	5	0	70	16	7	0	0	23	1	71	1	0	73	1	16	18	0	35	201
Cars Exiting Leg	103					22					51					23					199
Heavy Exiting Leg	2					0					0					0					2
<b>Total Exiting Leg</b>	105					22					51					23					201

PDI File #: **217826 CCCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**Cars**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	4	8	1	0	13	3	3	0	0	6	0	18	1	0	19	0	5	4	0	9	47
4:15 PM	1	18	2	0	21	6	1	0	0	7	0	22	0	0	22	1	1	4	0	6	56
4:30 PM	7	11	1	0	19	2	3	0	0	5	1	13	0	0	14	0	7	6	0	13	51
4:45 PM	3	13	1	0	17	4	0	0	0	4	0	18	0	0	18	0	3	3	0	6	45
<b>Total</b>	15	50	5	0	70	15	7	0	0	22	1	71	1	0	73	1	16	17	0	34	199
5:00 PM	4	15	1	0	20	1	1	0	0	2	0	15	0	0	15	0	3	3	0	6	43
5:15 PM	4	14	3	0	21	2	2	0	0	4	0	13	0	0	13	1	5	4	0	10	48
5:30 PM	4	11	2	0	17	4	0	1	0	5	0	9	0	0	9	0	0	3	0	3	34
5:45 PM	4	13	2	0	19	2	4	0	0	6	1	8	0	0	9	1	1	2	0	4	38
<b>Total</b>	16	53	8	0	77	9	7	1	0	17	1	45	0	0	46	2	9	12	0	23	163
6:00 PM	1	9	0	0	10	1	3	0	0	4	0	10	0	0	10	0	1	5	0	6	30
6:15 PM	3	10	2	0	15	1	1	0	0	2	0	6	0	0	6	0	5	3	0	8	31
6:30 PM	0	7	0	0	7	2	1	0	0	3	0	12	0	0	12	0	0	2	0	2	24
6:45 PM	3	2	2	0	7	1	0	0	0	1	0	10	0	0	10	1	1	1	0	3	21
<b>Total</b>	7	28	4	0	39	5	5	0	0	10	0	38	0	0	38	1	7	11	0	19	106
Grand Total	38	131	17	0	186	29	19	1	0	49	2	154	1	0	157	4	32	40	0	76	468
Approach %	20.4	70.4	9.1	0.0		59.2	38.8	2.0	0.0		1.3	98.1	0.6	0.0		5.3	42.1	52.6	0.0		
Total %	8.1	28.0	3.6	0.0	39.7	6.2	4.1	0.2	0.0	10.5	0.4	32.9	0.2	0.0	33.5	0.9	6.8	8.5	0.0	16.2	
Exiting Leg Total	223					51					136					58					468

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	4	8	1	0	13	3	3	0	0	6	0	18	1	0	19	0	5	4	0	9	47
4:15 PM	1	18	2	0	21	6	1	0	0	7	0	22	0	0	22	1	1	4	0	6	56
4:30 PM	7	11	1	0	19	2	3	0	0	5	1	13	0	0	14	0	7	6	0	13	51
4:45 PM	3	13	1	0	17	4	0	0	0	4	0	18	0	0	18	0	3	3	0	6	45
Total Volume	15	50	5	0	70	15	7	0	0	22	1	71	1	0	73	1	16	17	0	34	199
% Approach Total	21.4	71.4	7.1	0.0		68.2	31.8	0.0	0.0		1.4	97.3	1.4	0.0		2.9	47.1	50.0	0.0		
PHF	0.536	0.694	0.625	0.000	0.833	0.625	0.583	0.000	0.000	0.786	0.250	0.807	0.250	0.000	0.830	0.250	0.571	0.708	0.000	0.654	0.888
Entering Leg	15	50	5	0	70	15	7	0	0	22	1	71	1	0	73	1	16	17	0	34	199
Exiting Leg	103					22					51					23					199
Total	173					44					124					57					398

PDI File #: **217826 CCCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

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

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total				
	from North					from East					from South					from West									
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1				
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1				
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2				
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<b>Total</b>	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4				
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1				
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3				
Grand Total	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	1	1	0	2	9				
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0						
Total %	0.0	33.3	0.0	0.0	33.3	11.1	0.0	0.0	0.0	11.1	0.0	33.3	0.0	0.0	33.3	0.0	11.1	11.1	0.0	22.2					
Exiting Leg Total						5						1						3						0	9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total						0						0						0						0	
Single-Unit Trucks	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	1	1	0	2	9				
% Single-Unit	0.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0				
Exiting Leg Total						5						1						3						0	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total						0						0						0						0	

**Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total			
	from North					from East					from South					from West								
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3			
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1			
<b>Total Volume</b>	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	6			
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0					
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.500	0.500			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Single-Unit Trucks	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	6			
Single-Unit %	0.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	6			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total Entering Leg</b>	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	6			
Buses						0						0						0						0
Single-Unit Trucks						3						1						2						6
Articulated Trucks						0						0						0						0
<b>Total Exiting Leg</b>						3						1						2						6



PDI File #: **217826 CCCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**Buses**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **217826 CCCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Single-Unit Trucks**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total				
	from North					from East					from South					from West									
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1				
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1				
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2				
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4				
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1				
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3				
Grand Total	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	1	1	0	2	9				
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0						
Total %	0.0	33.3	0.0	0.0	33.3	11.1	0.0	0.0	0.0	11.1	0.0	33.3	0.0	0.0	33.3	0.0	11.1	11.1	0.0	22.2					
Exiting Leg Total						5						1						3						0	9

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total				
	from North					from East					from South					from West									
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1				
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1				
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2				
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500				
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2				
Exiting Leg						2						0						0						2	
Total						2						1						0						1	4

PDI File #: **217826 CCCC**  
 Location: **N: State Road S: State Road**  
 Location: **E: Scotchmans Lane W: Panhandle Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**Articulated Trucks**

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road					Scotchmans Lane					State Road					Panhandle Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: 217826 CCCC  
 Location: N: State Road S: State Road  
 Location: E: Scotchmans Lane W: Panhandle Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	State Road								Scotchmans Lane								State Road								Panhandle Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2			
Total	0	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4					
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1					
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1					
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Total	0	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	2	5					
Approach %	0.0	50.0	50.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0								
Total %	0.0	20.0	20.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	40.0							
Exiting Leg Total								1								2								1	5								

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road								Scotchmans Lane								State Road								Panhandle Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2			
Total Volume	0	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4					
% Approach Total	0.0	50.0	50.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0								
PHF	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500						
Entering Leg	0	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4					
Exiting Leg								1								2								1	4								
Total								3								2								1	8								

PDI File #: 217826 CCCC  
 Location: N: State Road S: State Road  
 Location: E: Scotchmans Lane W: Panhandle Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM  
 Class:



**Pedestrians**

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road							Scotchmans Lane							State Road							Panhandle Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **217826 D**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	14	5	0	19	6	22	0	28	18	12	0	30	77
10:15 AM	9	3	0	12	5	31	0	36	27	6	0	33	81
10:30 AM	7	9	0	16	15	31	0	46	27	16	0	43	105
10:45 AM	8	11	0	19	16	24	0	40	25	15	0	40	99
<b>Total</b>	<b>38</b>	<b>28</b>	<b>0</b>	<b>66</b>	<b>42</b>	<b>108</b>	<b>0</b>	<b>150</b>	<b>97</b>	<b>49</b>	<b>0</b>	<b>146</b>	<b>362</b>
11:00 AM	8	15	0	23	10	27	0	37	29	18	0	47	107
11:15 AM	15	8	0	23	9	22	0	31	28	15	0	43	97
11:30 AM	9	12	0	21	13	25	0	38	32	14	0	46	105
11:45 AM	18	9	0	27	12	28	0	40	24	15	0	39	106
<b>Total</b>	<b>50</b>	<b>44</b>	<b>0</b>	<b>94</b>	<b>44</b>	<b>102</b>	<b>0</b>	<b>146</b>	<b>113</b>	<b>62</b>	<b>0</b>	<b>175</b>	<b>415</b>
12:00 PM	16	13	0	29	10	24	0	34	34	16	0	50	113
12:15 PM	19	13	0	32	15	29	0	44	31	19	0	50	126
12:30 PM	10	18	0	28	10	28	0	38	30	12	0	42	108
12:45 PM	15	7	0	22	9	33	0	42	33	15	0	48	112
<b>Total</b>	<b>60</b>	<b>51</b>	<b>0</b>	<b>111</b>	<b>44</b>	<b>114</b>	<b>0</b>	<b>158</b>	<b>128</b>	<b>62</b>	<b>0</b>	<b>190</b>	<b>459</b>
1:00 PM	23	20	0	43	13	26	0	39	34	13	0	47	129
1:15 PM	14	12	0	26	10	20	0	30	35	10	0	45	101
1:30 PM	19	14	0	33	19	25	0	44	24	7	0	31	108
1:45 PM	15	18	0	33	12	21	0	33	32	11	0	43	109
<b>Total</b>	<b>71</b>	<b>64</b>	<b>0</b>	<b>135</b>	<b>54</b>	<b>92</b>	<b>0</b>	<b>146</b>	<b>125</b>	<b>41</b>	<b>0</b>	<b>166</b>	<b>447</b>
Grand Total	219	187	0	406	184	416	0	600	463	214	0	677	1683
Approach %	53.9	46.1	0.0		30.7	69.3	0.0		68.4	31.6	0.0		
Total %	13.0	11.1	0.0	24.1	10.9	24.7	0.0	35.7	27.5	12.7	0.0	40.2	
Exiting Leg Total				398				650				635	1683
Cars	202	168	0	370	165	385	0	550	422	199	0	621	1541
% Cars	92.2	89.8	0.0	91.1	89.7	92.5	0.0	91.7	91.1	93.0	0.0	91.7	91.6
Exiting Leg Total				364				590				587	1541
Heavy Vehicles	17	19	0	36	19	31	0	50	41	15	0	56	142
% Heavy Vehicles	7.8	10.2	0.0	8.9	10.3	7.5	0.0	8.3	8.9	7.0	0.0	8.3	8.4
Exiting Leg Total				34				60				48	142

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:15 PM	19	13	0	32	15	29	0	44	31	19	0	50	126
12:30 PM	10	18	0	28	10	28	0	38	30	12	0	42	108
12:45 PM	15	7	0	22	9	33	0	42	33	15	0	48	112
1:00 PM	23	20	0	43	13	26	0	39	34	13	0	47	129
Total Volume	67	58	0	125	47	116	0	163	128	59	0	187	475
% Approach Total	53.6	46.4	0.0		28.8	71.2	0.0		68.4	31.6	0.0		
PHF	0.728	0.725	0.000	0.727	0.783	0.879	0.000	0.926	0.941	0.776	0.000	0.935	0.921
Cars	60	55	0	115	45	110	0	155	118	58	0	176	446
Cars %	89.6	94.8	0.0	92.0	95.7	94.8	0.0	95.1	92.2	98.3	0.0	94.1	93.9
Heavy Vehicles	7	3	0	10	2	6	0	8	10	1	0	11	29
Heavy Vehicles %	10.4	5.2	0.0	8.0	4.3	5.2	0.0	4.9	7.8	1.7	0.0	5.9	6.1
Cars Enter Leg	60	55	0	115	45	110	0	155	118	58	0	176	446
Heavy Enter Leg	7	3	0	10	2	6	0	8	10	1	0	11	29
Total Entering Leg	67	58	0	125	47	116	0	163	128	59	0	187	475
Cars Exiting Leg				103				173				170	446
Heavy Exiting Leg				3				13				13	29
Total Exiting Leg				106				186				183	475

PDI File #: **217826 D**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Cars**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	11	3	0	14	6	19	0	25	13	10	0	23	62
10:15 AM	9	2	0	11	5	29	0	34	26	4	0	30	75
10:30 AM	7	7	0	14	11	28	0	39	20	14	0	34	87
10:45 AM	7	8	0	15	14	23	0	37	24	14	0	38	90
Total	34	20	0	54	36	99	0	135	83	42	0	125	314
11:00 AM	8	12	0	20	9	27	0	36	26	15	0	41	97
11:15 AM	14	6	0	20	8	19	0	27	26	15	0	41	88
11:30 AM	9	11	0	20	13	23	0	36	28	14	0	42	98
11:45 AM	18	9	0	27	9	26	0	35	22	15	0	37	99
Total	49	38	0	87	39	95	0	134	102	59	0	161	382
12:00 PM	15	13	0	28	9	22	0	31	33	16	0	49	108
12:15 PM	18	13	0	31	14	27	0	41	28	18	0	46	118
12:30 PM	8	16	0	24	10	27	0	37	25	12	0	37	98
12:45 PM	14	6	0	20	9	32	0	41	33	15	0	48	109
Total	55	48	0	103	42	108	0	150	119	61	0	180	433
1:00 PM	20	20	0	40	12	24	0	36	32	13	0	45	121
1:15 PM	12	12	0	24	8	16	0	24	32	9	0	41	89
1:30 PM	19	13	0	32	16	24	0	40	23	6	0	29	101
1:45 PM	13	17	0	30	12	19	0	31	31	9	0	40	101
Total	64	62	0	126	48	83	0	131	118	37	0	155	412
Grand Total	202	168	0	370	165	385	0	550	422	199	0	621	1541
Approach %	54.6	45.4	0.0		30.0	70.0	0.0		68.0	32.0	0.0		
Total %	13.1	10.9	0.0	24.0	10.7	25.0	0.0	35.7	27.4	12.9	0.0	40.3	
Exiting Leg Total				364				590				587	1541

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:15 PM	18	13	0	31	14	27	0	41	28	18	0	46	118
12:30 PM	8	16	0	24	10	27	0	37	25	12	0	37	98
12:45 PM	14	6	0	20	9	32	0	41	33	15	0	48	109
1:00 PM	20	20	0	40	12	24	0	36	32	13	0	45	121
Total Volume	60	55	0	115	45	110	0	155	118	58	0	176	446
% Approach Total	52.2	47.8	0.0		29.0	71.0	0.0		67.0	33.0	0.0		
PHF	0.750	0.688	0.000	0.719	0.804	0.859	0.000	0.945	0.894	0.806	0.000	0.917	0.921
Entering Leg	60	55	0	115	45	110	0	155	118	58	0	176	446
Exiting Leg				103				173				170	446
Total				218				328				346	892

PDI File #: **217826 D**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



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

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	3	2	0	5	0	3	0	3	5	2	0	7	15
10:15 AM	0	1	0	1	0	2	0	2	1	2	0	3	6
10:30 AM	0	2	0	2	4	3	0	7	7	2	0	9	18
10:45 AM	1	3	0	4	2	1	0	3	1	1	0	2	9
Total	4	8	0	12	6	9	0	15	14	7	0	21	48
11:00 AM	0	3	0	3	1	0	0	1	3	3	0	6	10
11:15 AM	1	2	0	3	1	3	0	4	2	0	0	2	9
11:30 AM	0	1	0	1	0	2	0	2	4	0	0	4	7
11:45 AM	0	0	0	0	3	2	0	5	2	0	0	2	7
Total	1	6	0	7	5	7	0	12	11	3	0	14	33
12:00 PM	1	0	0	1	1	2	0	3	1	0	0	1	5
12:15 PM	1	0	0	1	1	2	0	3	3	1	0	4	8
12:30 PM	2	2	0	4	0	1	0	1	5	0	0	5	10
12:45 PM	1	1	0	2	0	1	0	1	0	0	0	0	3
Total	5	3	0	8	2	6	0	8	9	1	0	10	26
1:00 PM	3	0	0	3	1	2	0	3	2	0	0	2	8
1:15 PM	2	0	0	2	2	4	0	6	3	1	0	4	12
1:30 PM	0	1	0	1	3	1	0	4	1	1	0	2	7
1:45 PM	2	1	0	3	0	2	0	2	1	2	0	3	8
Total	7	2	0	9	6	9	0	15	7	4	0	11	35
Grand Total	17	19	0	36	19	31	0	50	41	15	0	56	142
Approach %	47.2	52.8	0.0		38.0	62.0	0.0		73.2	26.8	0.0		
Total %	12.0	13.4	0.0	25.4	13.4	21.8	0.0	35.2	28.9	10.6	0.0	39.4	
Exiting Leg Total				34				60				48	142
Buses	0	0	0	0	1	6	0	7	4	1	0	5	12
% Buses	0.0	0.0	0.0	0.0	5.3	19.4	0.0	14.0	9.8	6.7	0.0	8.9	8.5
Exiting Leg Total				2				4				6	12
Single-Unit Trucks	16	17	0	33	16	22	0	38	33	14	0	47	118
% Single-Unit	94.1	89.5	0.0	91.7	84.2	71.0	0.0	76.0	80.5	93.3	0.0	83.9	83.1
Exiting Leg Total				30				50				38	118
Articulated Trucks	1	2	0	3	2	3	0	5	4	0	0	4	12
% Articulated	5.9	10.5	0.0	8.3	10.5	9.7	0.0	10.0	9.8	0.0	0.0	7.1	8.5
Exiting Leg Total				2				6				4	12

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:00 AM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	3	2	0	5	0	3	0	3	5	2	0	7	15
10:15 AM	0	1	0	1	0	2	0	2	1	2	0	3	6
10:30 AM	0	2	0	2	4	3	0	7	7	2	0	9	18
10:45 AM	1	3	0	4	2	1	0	3	1	1	0	2	9
Total Volume	4	8	0	12	6	9	0	15	14	7	0	21	48
% Approach Total	33.3	66.7	0.0		40.0	60.0	0.0		66.7	33.3	0.0		
PHF	0.333	0.667	0.000	0.600	0.375	0.750	0.000	0.536	0.500	0.875	0.000	0.583	0.667
Buses	0	0	0	0	0	1	0	1	1	1	0	2	3
Buses %	0.0	0.0	0.0	0.0	0.0	11.1	0.0	6.7	7.1	14.3	0.0	9.5	6.3
Single-Unit Trucks	4	7	0	11	5	6	0	11	12	6	0	18	40
Single-Unit %	100.0	87.5	0.0	91.7	83.3	66.7	0.0	73.3	85.7	85.7	0.0	85.7	83.3
Articulated Trucks	0	1	0	1	1	2	0	3	1	0	0	1	5
Articulated %	0.0	12.5	0.0	8.3	16.7	22.2	0.0	20.0	7.1	0.0	0.0	4.8	10.4
Buses	0	0	0	0	0	1	0	1	1	1	0	2	3
Single-Unit Trucks	4	7	0	11	5	6	0	11	12	6	0	18	40
Articulated Trucks	0	1	0	1	1	2	0	3	1	0	0	1	5
Total Entering Leg	4	8	0	12	6	9	0	15	14	7	0	21	48
Buses				1				1				1	3
Single-Unit Trucks				11				19				10	40
Articulated Trucks				1				2				2	5
Total Exiting Leg				13				22				13	48



PDI File #: **217826 D**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**



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

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

State Road				Edgartown West Tisbury Road				State Road				
from North				from East				from South				
Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total

PDI File #: **217826 D**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Buses**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	1	0	2	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
11:30 AM	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
Total	0	0	0	0	0	2	0	2	1	0	0	1	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	1	0	0	1	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	1	0	0	1	3
Grand Total	0	0	0	0	1	6	0	7	4	1	0	5	12
Approach %	0.0	0.0	0.0		14.3	85.7	0.0		80.0	20.0	0.0		
Total %	0.0	0.0	0.0	0.0	8.3	50.0	0.0	58.3	33.3	8.3	0.0	41.7	
Exiting Leg Total	2				4				6				12

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:30 AM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
Total Volume	0	0	0	0	0	2	0	2	2	1	0	3	5
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		66.7	33.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.250	0.000	0.375	0.417
Entering Leg	0	0	0	0	0	2	0	2	2	1	0	3	5
Exiting Leg	1				2				2				5
Total	1				4				5				10

PDI File #: **217826 D**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Single-Unit Trucks**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	3	2	0	5	0	2	0	2	4	2	0	6	13
10:15 AM	0	1	0	1	0	1	0	1	1	2	0	3	5
10:30 AM	0	1	0	1	4	2	0	6	6	1	0	7	14
10:45 AM	1	3	0	4	1	1	0	2	1	1	0	2	8
Total	4	7	0	11	5	6	0	11	12	6	0	18	40
11:00 AM	0	3	0	3	1	0	0	1	3	3	0	6	10
11:15 AM	1	1	0	2	1	1	0	2	1	0	0	1	5
11:30 AM	0	1	0	1	0	2	0	2	4	0	0	4	7
11:45 AM	0	0	0	0	2	1	0	3	2	0	0	2	5
Total	1	5	0	6	4	4	0	8	10	3	0	13	27
12:00 PM	1	0	0	1	1	2	0	3	1	0	0	1	5
12:15 PM	1	0	0	1	0	1	0	1	2	1	0	3	5
12:30 PM	2	2	0	4	0	1	0	1	2	0	0	2	7
12:45 PM	1	1	0	2	0	1	0	1	0	0	0	0	3
Total	5	3	0	8	1	5	0	6	5	1	0	6	20
1:00 PM	3	0	0	3	1	2	0	3	2	0	0	2	8
1:15 PM	2	0	0	2	2	2	0	4	2	1	0	3	9
1:30 PM	0	1	0	1	3	1	0	4	1	1	0	2	7
1:45 PM	1	1	0	2	0	2	0	2	1	2	0	3	7
Total	6	2	0	8	6	7	0	13	6	4	0	10	31
Grand Total	16	17	0	33	16	22	0	38	33	14	0	47	118
Approach %	48.5	51.5	0.0		42.1	57.9	0.0		70.2	29.8	0.0		
Total %	13.6	14.4	0.0	28.0	13.6	18.6	0.0	32.2	28.0	11.9	0.0	39.8	
Exiting Leg Total	30				50				38				118

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:00 AM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	3	2	0	5	0	2	0	2	4	2	0	6	13
10:15 AM	0	1	0	1	0	1	0	1	1	2	0	3	5
10:30 AM	0	1	0	1	4	2	0	6	6	1	0	7	14
10:45 AM	1	3	0	4	1	1	0	2	1	1	0	2	8
Total Volume	4	7	0	11	5	6	0	11	12	6	0	18	40
% Approach Total	36.4	63.6	0.0		45.5	54.5	0.0		66.7	33.3	0.0		
PHF	0.333	0.583	0.000	0.550	0.313	0.750	0.000	0.458	0.500	0.750	0.000	0.643	0.714
Entering Leg	4	7	0	11	5	6	0	11	12	6	0	18	40
Exiting Leg	11				19				10				40
Total	22				30				28				80

PDI File #: **217826 D**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



**Articulated Trucks**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
10:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	1	0	1	1	2	0	3	1	0	0	1	5
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	2
Total	0	1	0	1	1	1	0	2	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	3	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	2	0	3	2	3	0	5	4	0	0	4	12
Approach %	33.3	66.7	0.0		40.0	60.0	0.0		100.0	0.0	0.0		
Total %	8.3	16.7	0.0	25.0	16.7	25.0	0.0	41.7	33.3	0.0	0.0	33.3	
Exiting Leg Total	2				6				4				12

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:00 AM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
10:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	1	0	1	1	2	0	3	1	0	0	1	5
% Approach Total	0.0	100.0	0.0		33.3	66.7	0.0		100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.250	0.500	0.000	0.750	0.250	0.000	0.000	0.250	0.625
Entering Leg	0	1	0	1	1	2	0	3	1	0	0	1	5
Exiting Leg	1				2				2				5
Total	2				5				3				10

PDI File #: 217826 D  
 Location: N: State Road S: State Road  
 Location: E: Edgartown West Tisbury Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Wednesday, March 17, 2021  
 Start Time: 10:00 AM  
 End Time: 2:00 PM



**Bicycles (on Roadway and Crosswalks)**

	State Road						Edgartown West Tisbury Road						State Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
10:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
10:30 AM	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:00 AM	State Road						Edgartown West Tisbury Road						State Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
10:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
10:30 AM	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **217826 D**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

**Pedestrians**

	State Road						Edgartown West Tisbury Road						State Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
10:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
10:30 AM	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:00 AM	State Road						Edgartown West Tisbury Road						State Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
10:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
10:30 AM	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **217826 DD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	8	14	0	22	14	28	0	42	39	13	0	52	116
4:15 PM	6	10	0	16	8	36	0	44	30	13	0	43	103
4:30 PM	13	14	0	27	19	24	0	43	43	10	0	53	123
4:45 PM	10	14	0	24	17	36	1	54	42	13	0	55	133
<b>Total</b>	<b>37</b>	<b>52</b>	<b>0</b>	<b>89</b>	<b>58</b>	<b>124</b>	<b>1</b>	<b>183</b>	<b>154</b>	<b>49</b>	<b>0</b>	<b>203</b>	<b>475</b>
5:00 PM	9	12	0	21	10	24	0	34	43	12	0	55	110
5:15 PM	7	14	0	21	13	29	0	42	36	17	0	53	116
5:30 PM	5	8	0	13	15	29	0	44	29	7	0	36	93
5:45 PM	11	14	0	25	11	30	0	41	41	7	0	48	114
<b>Total</b>	<b>32</b>	<b>48</b>	<b>0</b>	<b>80</b>	<b>49</b>	<b>112</b>	<b>0</b>	<b>161</b>	<b>149</b>	<b>43</b>	<b>0</b>	<b>192</b>	<b>433</b>
6:00 PM	0	9	0	9	7	23	0	30	24	5	0	29	68
6:15 PM	10	6	0	16	8	19	0	27	22	5	0	27	70
6:30 PM	2	7	0	9	12	17	0	29	24	5	0	29	67
6:45 PM	5	3	0	8	1	4	0	5	19	6	0	25	38
<b>Total</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>42</b>	<b>28</b>	<b>63</b>	<b>0</b>	<b>91</b>	<b>89</b>	<b>21</b>	<b>0</b>	<b>110</b>	<b>243</b>
<b>Grand Total</b>	<b>86</b>	<b>125</b>	<b>0</b>	<b>211</b>	<b>135</b>	<b>299</b>	<b>1</b>	<b>435</b>	<b>392</b>	<b>113</b>	<b>0</b>	<b>505</b>	<b>1151</b>
Approach %	40.8	59.2	0.0		31.0	68.7	0.2		77.6	22.4	0.0		
Total %	7.5	10.9	0.0	18.3	11.7	26.0	0.1	37.8	34.1	9.8	0.0	43.9	
Exiting Leg Total				248				518				385	1151
Cars	84	116	0	200	119	289	1	409	362	110	0	472	1081
% Cars	97.7	92.8	0.0	94.8	88.1	96.7	100.0	94.0	92.3	97.3	0.0	93.5	93.9
Exiting Leg Total				229				479				373	1081
Heavy Vehicles	2	9	0	11	16	10	0	26	30	3	0	33	70
% Heavy Vehicles	2.3	7.2	0.0	5.2	11.9	3.3	0.0	6.0	7.7	2.7	0.0	6.5	6.1
Exiting Leg Total				19				39				12	70

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	13	14	0	27	19	24	0	43	43	10	0	53	123
4:45 PM	10	14	0	24	17	36	1	54	42	13	0	55	133
5:00 PM	9	12	0	21	10	24	0	34	43	12	0	55	110
5:15 PM	7	14	0	21	13	29	0	42	36	17	0	53	116
<b>Total Volume</b>	<b>39</b>	<b>54</b>	<b>0</b>	<b>93</b>	<b>59</b>	<b>113</b>	<b>1</b>	<b>173</b>	<b>164</b>	<b>52</b>	<b>0</b>	<b>216</b>	<b>482</b>
% Approach Total	41.9	58.1	0.0		34.1	65.3	0.6		75.9	24.1	0.0		
PHF	0.750	0.964	0.000	0.861	0.776	0.785	0.250	0.801	0.953	0.765	0.000	0.982	0.906
Cars	38	50	0	88	54	110	1	165	152	50	0	202	455
Cars %	97.4	92.6	0.0	94.6	91.5	97.3	100.0	95.4	92.7	96.2	0.0	93.5	94.4
Heavy Vehicles	1	4	0	5	5	3	0	8	12	2	0	14	27
Heavy Vehicles %	2.6	7.4	0.0	5.4	8.5	2.7	0.0	4.6	7.3	3.8	0.0	6.5	5.6
Cars Enter Leg	38	50	0	88	54	110	1	165	152	50	0	202	455
Heavy Enter Leg	1	4	0	5	5	3	0	8	12	2	0	14	27
<b>Total Entering Leg</b>	<b>39</b>	<b>54</b>	<b>0</b>	<b>93</b>	<b>59</b>	<b>113</b>	<b>1</b>	<b>173</b>	<b>164</b>	<b>52</b>	<b>0</b>	<b>216</b>	<b>482</b>
Cars Exiting Leg				104				203				148	455
Heavy Exiting Leg				7				16				4	27
<b>Total Exiting Leg</b>				<b>111</b>				<b>219</b>				<b>152</b>	<b>482</b>

PDI File #: **217826 DD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



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

Class: **Cars**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	8	13	0	21	9	28	0	37	36	13	0	49	107
4:15 PM	6	9	0	15	7	34	0	41	29	13	0	42	98
4:30 PM	13	14	0	27	18	24	0	42	39	10	0	49	118
4:45 PM	9	11	0	20	15	36	1	52	40	11	0	51	123
Total	36	47	0	83	49	122	1	172	144	47	0	191	446
5:00 PM	9	11	0	20	10	24	0	34	41	12	0	53	107
5:15 PM	7	14	0	21	11	26	0	37	32	17	0	49	107
5:30 PM	5	8	0	13	14	28	0	42	26	7	0	33	88
5:45 PM	10	13	0	23	8	28	0	36	38	7	0	45	104
Total	31	46	0	77	43	106	0	149	137	43	0	180	406
6:00 PM	0	8	0	8	6	23	0	29	21	5	0	26	63
6:15 PM	10	6	0	16	8	18	0	26	21	5	0	26	68
6:30 PM	2	7	0	9	12	16	0	28	22	4	0	26	63
6:45 PM	5	2	0	7	1	4	0	5	17	6	0	23	35
Total	17	23	0	40	27	61	0	88	81	20	0	101	229
Grand Total	84	116	0	200	119	289	1	409	362	110	0	472	1081
Approach %	42.0	58.0	0.0		29.1	70.7	0.2		76.7	23.3	0.0		
Total %	7.8	10.7	0.0	18.5	11.0	26.7	0.1	37.8	33.5	10.2	0.0	43.7	
Exiting Leg Total				229				479				373	1081

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:30 PM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	13	14	0	27	18	24	0	42	39	10	0	49	118
4:45 PM	9	11	0	20	15	36	1	52	40	11	0	51	123
5:00 PM	9	11	0	20	10	24	0	34	41	12	0	53	107
5:15 PM	7	14	0	21	11	26	0	37	32	17	0	49	107
Total Volume	38	50	0	88	54	110	1	165	152	50	0	202	455
% Approach Total	43.2	56.8	0.0		32.7	66.7	0.6		75.2	24.8	0.0		
PHF	0.731	0.893	0.000	0.815	0.750	0.764	0.250	0.793	0.927	0.735	0.000	0.953	0.925
Entering Leg	38	50	0	88	54	110	1	165	152	50	0	202	455
Exiting Leg				104				203				148	455
Total				192				368				350	910



PDI File #: **217826 DD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	1	0	1	5	0	0	5	3	0	0	3	9
4:15 PM	0	1	0	1	1	2	0	3	1	0	0	1	5
4:30 PM	0	0	0	0	1	0	0	1	4	0	0	4	5
4:45 PM	1	3	0	4	2	0	0	2	2	2	0	4	10
<b>Total</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>29</b>
5:00 PM	0	1	0	1	0	0	0	0	2	0	0	2	3
5:15 PM	0	0	0	0	2	3	0	5	4	0	0	4	9
5:30 PM	0	0	0	0	1	1	0	2	3	0	0	3	5
5:45 PM	1	1	0	2	3	2	0	5	3	0	0	3	10
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>27</b>
6:00 PM	0	1	0	1	1	0	0	1	3	0	0	3	5
6:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
6:30 PM	0	0	0	0	0	1	0	1	2	1	0	3	4
6:45 PM	0	1	0	1	0	0	0	0	2	0	0	2	3
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>14</b>
<b>Grand Total</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>26</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>70</b>
Approach %	18.2	81.8	0.0		61.5	38.5	0.0		90.9	9.1	0.0		
Total %	2.9	12.9	0.0	15.7	22.9	14.3	0.0	37.1	42.9	4.3	0.0	47.1	
Exiting Leg Total				19				39				12	70
Buses	0	0	0	0	0	4	0	4	4	0	0	4	8
% Buses	0.0	0.0	0.0	0.0	0.0	40.0	0.0	15.4	13.3	0.0	0.0	12.1	11.4
Exiting Leg Total				0				4				4	8
Single-Unit Trucks	2	9	0	11	16	3	0	19	24	3	0	27	57
% Single-Unit	100.0	100.0	0.0	100.0	100.0	30.0	0.0	73.1	80.0	100.0	0.0	81.8	81.4
Exiting Leg Total				19				33				5	57
Articulated Trucks	0	0	0	0	0	3	0	3	2	0	0	2	5
% Articulated	0.0	0.0	0.0	0.0	0.0	30.0	0.0	11.5	6.7	0.0	0.0	6.1	7.1
Exiting Leg Total				0				2				3	5

**Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	1	0	1	5	0	0	5	3	0	0	3	9
4:15 PM	0	1	0	1	1	2	0	3	1	0	0	1	5
4:30 PM	0	0	0	0	1	0	0	1	4	0	0	4	5
4:45 PM	1	3	0	4	2	0	0	2	2	2	0	4	10
<b>Total Volume</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>29</b>
% Approach Total	16.7	83.3	0.0		81.8	18.2	0.0		83.3	16.7	0.0		
PHF	0.250	0.417	0.000	0.375	0.450	0.250	0.000	0.550	0.625	0.250	0.000	0.750	0.725
Buses	0	0	0	0	0	1	0	1	1	0	0	1	2
Buses %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	9.1	10.0	0.0	0.0	8.3	6.9
Single-Unit Trucks	1	5	0	6	9	0	0	9	8	2	0	10	25
Single-Unit %	100.0	100.0	0.0	100.0	100.0	0.0	0.0	81.8	80.0	100.0	0.0	83.3	86.2
Articulated Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2
Articulated %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	9.1	10.0	0.0	0.0	8.3	6.9
Buses	0	0	0	0	0	1	0	1	1	0	0	1	2
Single-Unit Trucks	1	5	0	6	9	0	0	9	8	2	0	10	25
Articulated Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2
<b>Total Entering Leg</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>29</b>
Buses				0				1				1	2
Single-Unit Trucks				11				13				1	25
Articulated Trucks				0				1				1	2
<b>Total Exiting Leg</b>				<b>11</b>				<b>15</b>				<b>3</b>	<b>29</b>

PDI File #: **217826 DD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Buses**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	1	0	0	1	3
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	2	0	0	2	3
Grand Total	0	0	0	0	0	4	0	4	4	0	0	4	8
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0				4				4				8

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	2
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	1	0	1	1	0	0	1	2
Exiting Leg	0				1				1				2
Total	0				2				2				4

PDI File #: **217826 DD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



Class:

**Single-Unit Trucks**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	1	0	1	5	0	0	5	3	0	0	3	9
4:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
4:30 PM	0	0	0	0	1	0	0	1	3	0	0	3	4
4:45 PM	1	3	0	4	2	0	0	2	2	2	0	4	10
Total	1	5	0	6	9	0	0	9	8	2	0	10	25
5:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
5:15 PM	0	0	0	0	2	1	0	3	3	0	0	3	6
5:30 PM	0	0	0	0	1	1	0	2	3	0	0	3	5
5:45 PM	1	1	0	2	3	0	0	3	3	0	0	3	8
Total	1	2	0	3	6	2	0	8	10	0	0	10	21
6:00 PM	0	1	0	1	1	0	0	1	2	0	0	2	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	1	0	1	2	1	0	3	4
6:45 PM	0	1	0	1	0	0	0	0	2	0	0	2	3
Total	0	2	0	2	1	1	0	2	6	1	0	7	11
Grand Total	2	9	0	11	16	3	0	19	24	3	0	27	57
Approach %	18.2	81.8	0.0		84.2	15.8	0.0		88.9	11.1	0.0		
Total %	3.5	15.8	0.0	19.3	28.1	5.3	0.0	33.3	42.1	5.3	0.0	47.4	
Exiting Leg Total				19				33				5	57

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	1	0	1	5	0	0	5	3	0	0	3	9
4:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
4:30 PM	0	0	0	0	1	0	0	1	3	0	0	3	4
4:45 PM	1	3	0	4	2	0	0	2	2	2	0	4	10
Total Volume	1	5	0	6	9	0	0	9	8	2	0	10	25
% Approach Total	16.7	83.3	0.0		100.0	0.0	0.0		80.0	20.0	0.0		
PHF	0.250	0.417	0.000	0.375	0.450	0.000	0.000	0.450	0.667	0.250	0.000	0.625	0.625
Entering Leg	1	5	0	6	9	0	0	9	8	2	0	10	25
Exiting Leg				11				13				1	25
Total				17				22				11	50

PDI File #: **217826 DD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Wednesday, March 17, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Articulated Trucks**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	1	0	0	1	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	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
Grand Total	0	0	0	0	0	3	0	3	2	0	0	2	5
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	40.0	0.0	0.0	40.0	
Exiting Leg Total	0				2				3				5

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	2
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	1	0	1	1	0	0	1	2
Exiting Leg	0				1				1				2
Total	0				2				2				4

PDI File #: 217826 DD  
 Location: N: State Road S: State Road  
 Location: E: Edgartown West Tisbury Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Wednesday, March 17, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM



**Bicycles (on Roadway and Crosswalks)**

	State Road						Edgartown West Tisbury Road						State Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	1						0						0						1

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road						Edgartown West Tisbury Road						State Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Exiting Leg	1						0						0						1
Total	1						0						0						2

PDI File #: 217826 DD  
 Location: N: State Road S: State Road  
 Location: E: Edgartown West Tisbury Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Wednesday, March 17, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM  
 Class:



**Pedestrians**

	State Road						Edgartown West Tisbury Road						State Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road						Edgartown West Tisbury Road						State Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **217826 DDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class: **Cars and Heavy Vehicles (Combined)**



	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	16	7	0	23	17	29	0	46	26	15	0	41	110
11:15 AM	15	14	0	29	15	34	0	49	35	25	0	60	138
11:30 AM	23	8	0	31	13	24	0	37	30	25	0	55	123
11:45 AM	25	6	0	31	9	37	0	46	36	17	0	53	130
<b>Total</b>	<b>79</b>	<b>35</b>	<b>0</b>	<b>114</b>	<b>54</b>	<b>124</b>	<b>0</b>	<b>178</b>	<b>127</b>	<b>82</b>	<b>0</b>	<b>209</b>	<b>501</b>
12:00 PM	10	13	0	23	8	37	0	45	28	14	0	42	110
12:15 PM	11	17	0	28	6	33	0	39	43	18	0	61	128
12:30 PM	26	13	0	39	17	33	0	50	36	15	1	52	141
12:45 PM	17	11	0	28	15	32	0	47	27	14	0	41	116
<b>Total</b>	<b>64</b>	<b>54</b>	<b>0</b>	<b>118</b>	<b>46</b>	<b>135</b>	<b>0</b>	<b>181</b>	<b>134</b>	<b>61</b>	<b>1</b>	<b>196</b>	<b>495</b>
1:00 PM	15	9	0	24	9	35	0	44	33	14	0	47	115
1:15 PM	14	18	0	32	16	37	0	53	34	19	0	53	138
1:30 PM	20	9	0	29	14	34	0	48	33	11	0	44	121
1:45 PM	19	16	0	35	19	57	0	76	38	10	0	48	159
<b>Total</b>	<b>68</b>	<b>52</b>	<b>0</b>	<b>120</b>	<b>58</b>	<b>163</b>	<b>0</b>	<b>221</b>	<b>138</b>	<b>54</b>	<b>0</b>	<b>192</b>	<b>533</b>
Grand Total	211	141	0	352	158	422	0	580	399	197	1	597	1529
Approach %	59.9	40.1	0.0		27.2	72.8	0.0		66.8	33.0	0.2		
Total %	13.8	9.2	0.0	23.0	10.3	27.6	0.0	37.9	26.1	12.9	0.1	39.0	
Exiting Leg Total				355				540				634	1529
Cars	203	133	0	336	147	407	0	554	382	188	1	571	1461
% Cars	96.2	94.3	0.0	95.5	93.0	96.4	0.0	95.5	95.7	95.4	100.0	95.6	95.6
Exiting Leg Total				335				515				611	1461
Heavy Vehicles	8	8	0	16	11	15	0	26	17	9	0	26	68
% Heavy Vehicles	3.8	5.7	0.0	4.5	7.0	3.6	0.0	4.5	4.3	4.6	0.0	4.4	4.4
Exiting Leg Total				20				25				23	68

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
1:00 PM	15	9	0	24	9	35	0	44	33	14	0	47	115
1:15 PM	14	18	0	32	16	37	0	53	34	19	0	53	138
1:30 PM	20	9	0	29	14	34	0	48	33	11	0	44	121
1:45 PM	19	16	0	35	19	57	0	76	38	10	0	48	159
Total Volume	68	52	0	120	58	163	0	221	138	54	0	192	533
% Approach Total	56.7	43.3	0.0		26.2	73.8	0.0		71.9	28.1	0.0		
PHF	0.850	0.722	0.000	0.857	0.763	0.715	0.000	0.727	0.908	0.711	0.000	0.906	0.838
Cars	65	51	0	116	53	158	0	211	134	49	0	183	510
Cars %	95.6	98.1	0.0	96.7	91.4	96.9	0.0	95.5	97.1	90.7	0.0	95.3	95.7
Heavy Vehicles	3	1	0	4	5	5	0	10	4	5	0	9	23
Heavy Vehicles %	4.4	1.9	0.0	3.3	8.6	3.1	0.0	4.5	2.9	9.3	0.0	4.7	4.3
Cars Enter Leg	65	51	0	116	53	158	0	211	134	49	0	183	510
Heavy Enter Leg	3	1	0	4	5	5	0	10	4	5	0	9	23
Total Entering Leg	68	52	0	120	58	163	0	221	138	54	0	192	533
Cars Exiting Leg				102				185				223	510
Heavy Exiting Leg				10				5				8	23
Total Exiting Leg				112				190				231	533

PDI File #: **217826 DDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class:

**Cars**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	16	7	0	23	17	29	0	46	26	15	0	41	110
11:15 AM	14	14	0	28	13	31	0	44	33	25	0	58	130
11:30 AM	23	7	0	30	11	24	0	35	27	25	0	52	117
11:45 AM	24	6	0	30	9	34	0	43	33	17	0	50	123
Total	77	34	0	111	50	118	0	168	119	82	0	201	480
12:00 PM	9	12	0	21	8	36	0	44	27	14	0	41	106
12:15 PM	11	17	0	28	5	32	0	37	42	17	0	59	124
12:30 PM	25	10	0	35	16	32	0	48	35	15	1	51	134
12:45 PM	16	9	0	25	15	31	0	46	25	11	0	36	107
Total	61	48	0	109	44	131	0	175	129	57	1	187	471
1:00 PM	15	9	0	24	9	35	0	44	32	11	0	43	111
1:15 PM	13	18	0	31	13	34	0	47	33	18	0	51	129
1:30 PM	19	9	0	28	14	33	0	47	33	10	0	43	118
1:45 PM	18	15	0	33	17	56	0	73	36	10	0	46	152
Total	65	51	0	116	53	158	0	211	134	49	0	183	510
Grand Total	203	133	0	336	147	407	0	554	382	188	1	571	1461
Approach %	60.4	39.6	0.0		26.5	73.5	0.0		66.9	32.9	0.2		
Total %	13.9	9.1	0.0	23.0	10.1	27.9	0.0	37.9	26.1	12.9	0.1	39.1	
Exiting Leg Total				335				515				611	1461

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
1:00 PM	15	9	0	24	9	35	0	44	32	11	0	43	111
1:15 PM	13	18	0	31	13	34	0	47	33	18	0	51	129
1:30 PM	19	9	0	28	14	33	0	47	33	10	0	43	118
1:45 PM	18	15	0	33	17	56	0	73	36	10	0	46	152
Total Volume	65	51	0	116	53	158	0	211	134	49	0	183	510
% Approach Total	56.0	44.0	0.0		25.1	74.9	0.0		73.2	26.8	0.0		
PHF	0.855	0.708	0.000	0.879	0.779	0.705	0.000	0.723	0.931	0.681	0.000	0.897	0.839
Entering Leg	65	51	0	116	53	158	0	211	134	49	0	183	510
Exiting Leg				102				185				223	510
Total				218				396				406	1020



PDI File #: **217826 DDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class:

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

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	1	2	3	0	5	2	0	0	2	8
11:30 AM	0	1	0	1	2	0	0	2	3	0	0	3	6
11:45 AM	1	0	0	1	0	3	0	3	3	0	0	3	7
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>21</b>
12:00 PM	1	1	0	2	0	1	0	1	1	0	0	1	4
12:15 PM	0	0	0	0	1	1	0	2	1	1	0	2	4
12:30 PM	1	3	0	4	1	1	0	2	1	0	0	1	7
12:45 PM	1	2	0	3	0	1	0	1	2	3	0	5	9
<b>Total</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>24</b>
1:00 PM	0	0	0	0	0	0	0	0	1	3	0	4	4
1:15 PM	1	0	0	1	3	3	0	6	1	1	0	2	9
1:30 PM	1	0	0	1	0	1	0	1	0	1	0	1	3
1:45 PM	1	1	0	2	2	1	0	3	2	0	0	2	7
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>23</b>
<b>Grand Total</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>26</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>26</b>	<b>68</b>
Approach %	50.0	50.0	0.0		42.3	57.7	0.0		65.4	34.6	0.0		
Total %	11.8	11.8	0.0	23.5	16.2	22.1	0.0	38.2	25.0	13.2	0.0	38.2	
Exiting Leg Total				20				25				23	68
Buses	0	0	0	0	0	6	0	6	3	0	0	3	9
% Buses	0.0	0.0	0.0	0.0	0.0	40.0	0.0	23.1	17.6	0.0	0.0	11.5	13.2
Exiting Leg Total				0				3				6	9
Single-Unit Trucks	7	7	0	14	10	9	0	19	12	8	0	20	53
% Single-Unit	87.5	87.5	0.0	87.5	90.9	60.0	0.0	73.1	70.6	88.9	0.0	76.9	77.9
Exiting Leg Total				18				19				16	53
Articulated Trucks	1	1	0	2	1	0	0	1	2	1	0	3	6
% Articulated	12.5	12.5	0.0	12.5	9.1	0.0	0.0	3.8	11.8	11.1	0.0	11.5	8.8
Exiting Leg Total				2				3				1	6

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:30 PM	1	3	0	4	1	1	0	2	1	0	0	1	7
12:45 PM	1	2	0	3	0	1	0	1	2	3	0	5	9
1:00 PM	0	0	0	0	0	0	0	0	1	3	0	4	4
1:15 PM	1	0	0	1	3	3	0	6	1	1	0	2	9
<b>Total Volume</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>29</b>
% Approach Total	37.5	62.5	0.0		44.4	55.6	0.0		41.7	58.3	0.0		
PHF	0.750	0.417	0.000	0.500	0.333	0.417	0.000	0.375	0.625	0.583	0.000	0.600	0.806
Buses	0	0	0	0	0	2	0	2	2	0	0	2	4
Buses %	0.0	0.0	0.0	0.0	0.0	40.0	0.0	22.2	40.0	0.0	0.0	16.7	13.8
Single-Unit Trucks	3	4	0	7	4	3	0	7	2	6	0	8	22
Single-Unit %	100.0	80.0	0.0	87.5	100.0	60.0	0.0	77.8	40.0	85.7	0.0	66.7	75.9
Articulated Trucks	0	1	0	1	0	0	0	0	1	1	0	2	3
Articulated %	0.0	20.0	0.0	12.5	0.0	0.0	0.0	0.0	20.0	14.3	0.0	16.7	10.3
Buses	0	0	0	0	0	2	0	2	2	0	0	2	4
Single-Unit Trucks	3	4	0	7	4	3	0	7	2	6	0	8	22
Articulated Trucks	0	1	0	1	0	0	0	0	1	1	0	2	3
<b>Total Entering Leg</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>29</b>
Buses				0				2				2	4
Single-Unit Trucks				10				6				6	22
Articulated Trucks				1				2				0	3
<b>Total Exiting Leg</b>				<b>11</b>				<b>10</b>				<b>8</b>	<b>29</b>

PDI File #: **217826 DDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**  
 Class:

**Buses**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	1	0	0	1	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	1	0	0	1	3
Grand Total	0	0	0	0	0	6	0	6	3	0	0	3	9
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	33.3	0.0	0.0	33.3	
Exiting Leg Total	0				3				6				9

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	4
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.250	0.000	0.000	0.250	0.333
Entering Leg	0	0	0	0	0	3	0	3	1	0	0	1	4
Exiting Leg	0				1				3				4
Total	0				4				4				8

PDI File #: **217826 DDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**

Class:

**Single-Unit Trucks**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	1	2	1	0	3	1	0	0	1	5
11:30 AM	0	1	0	1	2	0	0	2	3	0	0	3	6
11:45 AM	1	0	0	1	0	2	0	2	3	0	0	3	6
Total	2	1	0	3	4	3	0	7	7	0	0	7	17
12:00 PM	1	1	0	2	0	1	0	1	1	0	0	1	4
12:15 PM	0	0	0	0	1	0	0	1	1	1	0	2	3
12:30 PM	1	3	0	4	1	1	0	2	0	0	0	0	6
12:45 PM	1	1	0	2	0	1	0	1	1	3	0	4	7
Total	3	5	0	8	2	3	0	5	3	4	0	7	20
1:00 PM	0	0	0	0	0	0	0	0	1	2	0	3	3
1:15 PM	1	0	0	1	3	1	0	4	0	1	0	1	6
1:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
1:45 PM	1	1	0	2	1	1	0	2	1	0	0	1	5
Total	2	1	0	3	4	3	0	7	2	4	0	6	16
Grand Total	7	7	0	14	10	9	0	19	12	8	0	20	53
Approach %	50.0	50.0	0.0		52.6	47.4	0.0		60.0	40.0	0.0		
Total %	13.2	13.2	0.0	26.4	18.9	17.0	0.0	35.8	22.6	15.1	0.0	37.7	
Exiting Leg Total	18				19				16				53

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:30 PM	1	3	0	4	1	1	0	2	0	0	0	0	6
12:45 PM	1	1	0	2	0	1	0	1	1	3	0	4	7
1:00 PM	0	0	0	0	0	0	0	0	1	2	0	3	3
1:15 PM	1	0	0	1	3	1	0	4	0	1	0	1	6
Total Volume	3	4	0	7	4	3	0	7	2	6	0	8	22
% Approach Total	42.9	57.1	0.0		57.1	42.9	0.0		25.0	75.0	0.0		
PHF	0.750	0.333	0.000	0.438	0.333	0.750	0.000	0.438	0.500	0.500	0.000	0.500	0.786
Entering Leg	3	4	0	7	4	3	0	7	2	6	0	8	22
Exiting Leg	10				6				6				22
Total	17				13				14				44

PDI File #: **217826 DDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **11:00 AM**  
 End Time: **2:00 PM**

Class:

**Articulated Trucks**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	0	1	0	1	0	0	0	0	1	0	0	1	2
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	1	0	0	1	1	0	0	1	1	1	0	2	4
Grand Total	1	1	0	2	1	0	0	1	2	1	0	3	6
Approach %	50.0	50.0	0.0		100.0	0.0	0.0		66.7	33.3	0.0		
Total %	16.7	16.7	0.0	33.3	16.7	0.0	0.0	16.7	33.3	16.7	0.0	50.0	
Exiting Leg Total				2				3				1	6

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	0	0	0	0	1	1	0	2	4
% Approach Total	50.0	50.0	0.0		0.0	0.0	0.0		50.0	50.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.500
Entering Leg	1	1	0	2	0	0	0	0	1	1	0	2	4
Exiting Leg				1				2				1	4
Total				3				2				3	8

PDI File #: 217826 DDD  
 Location: N: State Road S: State Road  
 Location: E: Edgartown West Tisbury Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 11:00 AM  
 End Time: 2:00 PM

Class: Bicycles (on Roadway and Crosswalks)

	State Road						Edgartown West Tisbury Road						State Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	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	1	0	0	0	1	1	1	0	0	0	2	3
Total	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	2	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	3	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	2	0	0	0	0	2	0	1	0	0	0	1	3	2	0	0	0	5	8
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		60.0	40.0	0.0	0.0	0.0		
Total %	25.0	0.0	0.0	0.0	0.0	25.0	0.0	12.5	0.0	0.0	0.0	12.5	37.5	25.0	0.0	0.0	0.0	62.5	
Exiting Leg Total	2						3						3						8

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	State Road						Edgartown West Tisbury Road						State Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	2	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	1	0	0	0	0	1	0	1	0	0	0	1	3	2	0	0	0	5	7
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		60.0	40.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.375	0.500	0.000	0.000	0.000	0.625	0.583
Entering Leg	1	0	0	0	0	1	0	1	0	0	0	1	3	2	0	0	0	5	7
Exiting Leg	2						3						7						7
Total	3						4						7						14

PDI File #: 217826 DDD  
 Location: N: State Road S: State Road  
 Location: E: Edgartown West Tisbury Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 11:00 AM  
 End Time: 2:00 PM

Class: Pedestrians

	State Road						Edgartown West Tisbury Road						State Road						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	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	0	0	
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0	0	0	0	100		0	0	0	0	0		0	0	0	0	0			
Total %	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total							1												0	1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	State Road						Edgartown West Tisbury Road						State Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0												0
Total							0												0

PDI File #: **217826 DDDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



**Cars and Heavy Vehicles (Combined)**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	5	0	8	16	26	0	42	34	6	0	40	90
4:15 PM	8	10	0	18	4	28	0	32	30	16	0	46	96
4:30 PM	6	6	0	12	7	32	0	39	25	10	0	35	86
4:45 PM	7	6	0	13	7	29	0	36	21	11	0	32	81
<b>Total</b>	<b>24</b>	<b>27</b>	<b>0</b>	<b>51</b>	<b>34</b>	<b>115</b>	<b>0</b>	<b>149</b>	<b>110</b>	<b>43</b>	<b>0</b>	<b>153</b>	<b>353</b>
5:00 PM	5	15	0	20	11	22	0	33	24	4	0	28	81
5:15 PM	7	4	0	11	7	16	0	23	28	6	0	34	68
5:30 PM	7	8	0	15	3	19	0	22	21	6	0	27	64
5:45 PM	6	6	0	12	3	20	0	23	20	6	0	26	61
<b>Total</b>	<b>25</b>	<b>33</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>77</b>	<b>0</b>	<b>101</b>	<b>93</b>	<b>22</b>	<b>0</b>	<b>115</b>	<b>274</b>
6:00 PM	7	4	0	11	3	21	0	24	17	6	0	23	58
6:15 PM	6	4	0	10	4	11	0	15	19	1	0	20	45
6:30 PM	3	2	0	5	5	7	0	12	19	6	0	25	42
6:45 PM	4	2	0	6	4	6	1	11	10	7	0	17	34
<b>Total</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>32</b>	<b>16</b>	<b>45</b>	<b>1</b>	<b>62</b>	<b>65</b>	<b>20</b>	<b>0</b>	<b>85</b>	<b>179</b>
<b>Grand Total</b>	<b>69</b>	<b>72</b>	<b>0</b>	<b>141</b>	<b>74</b>	<b>237</b>	<b>1</b>	<b>312</b>	<b>268</b>	<b>85</b>	<b>0</b>	<b>353</b>	<b>806</b>
Approach %	48.9	51.1	0.0		23.7	76.0	0.3		75.9	24.1	0.0		
Total %	8.6	8.9	0.0	17.5	9.2	29.4	0.1	38.7	33.3	10.5	0.0	43.8	
Exiting Leg Total				159				341				306	806
Cars	68	69	0	137	70	227	1	298	257	84	0	341	776
% Cars	98.6	95.8	0.0	97.2	94.6	95.8	100.0	95.5	95.9	98.8	0.0	96.6	96.3
Exiting Leg Total				154				327				295	776
Heavy Vehicles	1	3	0	4	4	10	0	14	11	1	0	12	30
% Heavy Vehicles	1.4	4.2	0.0	2.8	5.4	4.2	0.0	4.5	4.1	1.2	0.0	3.4	3.7
Exiting Leg Total				5				14				11	30

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	5	0	8	16	26	0	42	34	6	0	40	90
4:15 PM	8	10	0	18	4	28	0	32	30	16	0	46	96
4:30 PM	6	6	0	12	7	32	0	39	25	10	0	35	86
4:45 PM	7	6	0	13	7	29	0	36	21	11	0	32	81
<b>Total Volume</b>	<b>24</b>	<b>27</b>	<b>0</b>	<b>51</b>	<b>34</b>	<b>115</b>	<b>0</b>	<b>149</b>	<b>110</b>	<b>43</b>	<b>0</b>	<b>153</b>	<b>353</b>
% Approach Total	47.1	52.9	0.0		22.8	77.2	0.0		71.9	28.1	0.0		
PHF	0.750	0.675	0.000	0.708	0.531	0.898	0.000	0.887	0.809	0.672	0.000	0.832	0.919
Cars	24	27	0	51	33	113	0	146	108	43	0	151	348
Cars %	100.0	100.0	0.0	100.0	97.1	98.3	0.0	98.0	98.2	100.0	0.0	98.7	98.6
Heavy Vehicles	0	0	0	0	1	2	0	3	2	0	0	2	5
Heavy Vehicles %	0.0	0.0	0.0	0.0	2.9	1.7	0.0	2.0	1.8	0.0	0.0	1.3	1.4
Cars Enter Leg	24	27	0	51	33	113	0	146	108	43	0	151	348
Heavy Enter Leg	0	0	0	0	1	2	0	3	2	0	0	2	5
<b>Total Entering Leg</b>	<b>24</b>	<b>27</b>	<b>0</b>	<b>51</b>	<b>34</b>	<b>115</b>	<b>0</b>	<b>149</b>	<b>110</b>	<b>43</b>	<b>0</b>	<b>153</b>	<b>353</b>
Cars Exiting Leg				76				135				137	348
Heavy Exiting Leg				1				2				2	5
<b>Total Exiting Leg</b>				<b>77</b>				<b>137</b>				<b>139</b>	<b>353</b>

PDI File #: **217826 DDDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



Class: **Cars**

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	5	0	8	16	26	0	42	33	6	0	39	89
4:15 PM	8	10	0	18	4	27	0	31	30	16	0	46	95
4:30 PM	6	6	0	12	6	31	0	37	24	10	0	34	83
4:45 PM	7	6	0	13	7	29	0	36	21	11	0	32	81
Total	24	27	0	51	33	113	0	146	108	43	0	151	348
5:00 PM	4	13	0	17	9	19	0	28	24	4	0	28	73
5:15 PM	7	4	0	11	7	13	0	20	26	6	0	32	63
5:30 PM	7	8	0	15	3	18	0	21	19	6	0	25	61
5:45 PM	6	6	0	12	3	20	0	23	18	6	0	24	59
Total	24	31	0	55	22	70	0	92	87	22	0	109	256
6:00 PM	7	3	0	10	3	21	0	24	16	5	0	21	55
6:15 PM	6	4	0	10	4	10	0	14	17	1	0	18	42
6:30 PM	3	2	0	5	4	7	0	11	19	6	0	25	41
6:45 PM	4	2	0	6	4	6	1	11	10	7	0	17	34
Total	20	11	0	31	15	44	1	60	62	19	0	81	172
Grand Total	68	69	0	137	70	227	1	298	257	84	0	341	776
Approach %	49.6	50.4	0.0		23.5	76.2	0.3		75.4	24.6	0.0		
Total %	8.8	8.9	0.0	17.7	9.0	29.3	0.1	38.4	33.1	10.8	0.0	43.9	
Exiting Leg Total				154				327				295	776

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	5	0	8	16	26	0	42	33	6	0	39	89
4:15 PM	8	10	0	18	4	27	0	31	30	16	0	46	95
4:30 PM	6	6	0	12	6	31	0	37	24	10	0	34	83
4:45 PM	7	6	0	13	7	29	0	36	21	11	0	32	81
Total Volume	24	27	0	51	33	113	0	146	108	43	0	151	348
% Approach Total	47.1	52.9	0.0		22.6	77.4	0.0		71.5	28.5	0.0		
PHF	0.750	0.675	0.000	0.708	0.516	0.911	0.000	0.869	0.818	0.672	0.000	0.821	0.916
Entering Leg	24	27	0	51	33	113	0	146	108	43	0	151	348
Exiting Leg				76				135				137	348
Total				127				281				288	696



PDI File #: **217826 DDDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	State Road				Edgartown West Tisbury Road				State Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	1	0	2	0	1	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	2	0	3	0	2	0	0	2	5
5:00 PM	1	2	0	3	2	3	0	5	0	0	0	0	0	8
5:15 PM	0	0	0	0	0	3	0	3	2	0	0	0	2	5
5:30 PM	0	0	0	0	0	1	0	1	2	0	0	0	2	3
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	1	2	0	3	2	7	0	9	6	0	0	0	6	18
6:00 PM	0	1	0	1	0	0	0	0	1	1	0	0	2	3
6:15 PM	0	0	0	0	0	1	0	1	2	0	0	0	2	3
6:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	1	0	2	3	1	0	0	4	7
Grand Total	1	3	0	4	4	10	0	14	11	1	0	0	12	30
Approach %	25.0	75.0	0.0		28.6	71.4	0.0		91.7	8.3	0.0			
Total %	3.3	10.0	0.0	13.3	13.3	33.3	0.0	46.7	36.7	3.3	0.0		40.0	
Exiting Leg Total				5				14					11	30
Buses	0	0	0	0	0	4	0	4	5	0	0	0	5	9
% Buses	0.0	0.0	0.0	0.0	0.0	40.0	0.0	28.6	45.5	0.0	0.0	0.0	41.7	30.0
Exiting Leg Total				0				5					4	9
Single-Unit Trucks	1	3	0	4	4	6	0	10	4	1	0	0	5	19
% Single-Unit	100.0	100.0	0.0	100.0	100.0	60.0	0.0	71.4	36.4	100.0	0.0	0.0	41.7	63.3
Exiting Leg Total				5				7					7	19
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	0.0	16.7	6.7
Exiting Leg Total				0				2					0	2

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	1	2	0	3	2	3	0	5	0	0	0	0	8
5:15 PM	0	0	0	0	0	3	0	3	2	0	0	0	5
5:30 PM	0	0	0	0	0	1	0	1	2	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
Total Volume	1	2	0	3	2	7	0	9	6	0	0	0	18
% Approach Total	33.3	66.7	0.0		22.2	77.8	0.0		100.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.250	0.250	0.583	0.000	0.450	0.750	0.000	0.000	0.750	0.563
Buses	0	0	0	0	0	2	0	2	1	0	0	0	3
Buses %	0.0	0.0	0.0	0.0	0.0	28.6	0.0	22.2	16.7	0.0	0.0	0.0	16.7
Single-Unit Trucks	1	2	0	3	2	5	0	7	3	0	0	0	13
Single-Unit %	100.0	100.0	0.0	100.0	100.0	71.4	0.0	77.8	50.0	0.0	0.0	50.0	72.2
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	0	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	11.1
Buses	0	0	0	0	0	2	0	2	1	0	0	0	3
Single-Unit Trucks	1	2	0	3	2	5	0	7	3	0	0	0	13
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	0	2
Total Entering Leg	1	2	0	3	2	7	0	9	6	0	0	0	18
Buses				0				1					2
Single-Unit Trucks				2				5					6
Articulated Trucks				0				2					2
Total Exiting Leg				2				8					18

PDI File #: **217826 DDDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Buses**

	State Road				Edgartown West Tisbury Road				State Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	3	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	1	0	0	1	3	3
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1
6:15 PM	0	0	0	0	0	1	0	1	2	0	0	2	3	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	3	0	0	3	4	4
Grand Total	0	0	0	0	0	4	0	4	5	0	0	5	9	9
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	44.4	0.0	44.4	55.6	0.0	0.0	55.6		
Exiting Leg Total	0				5				4				9	

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
Total Volume	0	0	0	0	0	3	0	3	2	0	0	2	5
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.500	0.000	0.000	0.500	0.417
Entering Leg	0	0	0	0	0	3	0	3	2	0	0	2	5
Exiting Leg	0				2				3				5
Total	0				5				5				10

PDI File #: **217826 DDDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**



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

**Single-Unit Trucks**

	State Road				Edgartown West Tisbury Road				State Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	1	0	0	1	3	3
5:00 PM	1	2	0	3	2	3	0	5	0	0	0	0	8	8
5:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2	2
5:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2	2
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Total	1	2	0	3	2	5	0	7	3	0	0	3	13	13
6:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	2	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	1	0	1	3	3
Grand Total	1	3	0	4	4	6	0	10	4	1	0	5	19	19
Approach %	25.0	75.0	0.0		40.0	60.0	0.0		80.0	20.0	0.0			
Total %	5.3	15.8	0.0	21.1	21.1	31.6	0.0	52.6	21.1	5.3	0.0	26.3		
Exiting Leg Total				5				7				7	19	19

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				Edgartown West Tisbury Road				State Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	2	1	0	0	1	3
% Approach Total	0.0	0.0	0.0		50.0	50.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.250	0.000	0.000	0.250	0.750
Entering Leg	0	0	0	0	1	1	0	2	1	0	0	1	3
Exiting Leg				1				1				1	3
Total				1				3				2	6

PDI File #: **217826 DDDD**  
 Location: **N: State Road S: State Road**  
 Location: **E: Edgartown West Tisbury Road**  
 City, State: **West Tisbury, MA**  
 Client: **VHB/A. Domogala**  
 Site Code: **15160.00**  
 Count Date: **Saturday, March 20, 2021**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



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

**Articulated Trucks**

	State Road				Edgartown West Tisbury Road				State Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	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
Grand Total	0	0	0	0	0	0	0	0	2	0	0	2	2	2
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0		
Exiting Leg Total				0				2				0		2

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	State Road				Edgartown West Tisbury Road				State Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0		0
Total				0				0				0		0

PDI File #: 217826 DDDD  
 Location: N: State Road S: State Road  
 Location: E: Edgartown West Tisbury Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM



**Bicycles (on Roadway and Crosswalks)**

	State Road						Edgartown West Tisbury Road						State Road						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	3	
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0			
Total %	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	66.7		
Exiting Leg Total							0						2						1	3

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:15 PM	State Road						Edgartown West Tisbury Road						State Road						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2	
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0			
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500	
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2	
Exiting Leg							0						1						1	2
Total	1						1						2						4	

PDI File #: 217826 DDDD  
 Location: N: State Road S: State Road  
 Location: E: Edgartown West Tisbury Road  
 City, State: West Tisbury, MA  
 Client: VHB/A. Domogala  
 Site Code: 15160.00  
 Count Date: Saturday, March 20, 2021  
 Start Time: 4:00 PM  
 End Time: 7:00 PM



**Pedestrians**

	State Road						Edgartown West Tisbury Road						State Road						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0	

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	State Road						Edgartown West Tisbury Road						State Road						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0	
Total	0						0						0						0	



Volume By Hour By Week for 12/2/2019 - 12/8/2019

District :  
 Located On : STATE ROAD

Location ID : MVC625

County : Dukes  
 Functional Class : (5) Major Collector

Factor Group : R4-7  
 Area Type : Rural

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
AADT																					

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019			
12:00 AM	12	12	5	17	7	21	17	13		0.2%
1:00 AM	3	4	3	6	6	8	9	6		0.1%
2:00 AM	3	2	2	1	2	3	4	2		0.0%
3:00 AM	2	2	1	3	1	2	3	2		0.0%
4:00 AM	6	5	11	4	9	7	3	6		0.1%
5:00 AM	43	41	57	52	45	31	12	40		0.6%
6:00 AM	149	171	174	180	199	86	58	145		2.2%
7:00 AM	408	409	453	517	510	229	117	378		5.8%
8:00 AM	588	529	736	747	704	370	248	560		8.5%
9:00 AM	496	398	549	529	535	465	352	475		7.2%
10:00 AM	459	369	511	491	514	615	377	477		7.3%
11:00 AM	481	373	496	500	538	647	385	489		7.5%
12:00 PM	517	457	543	561	565	691	485	546		8.3%
1:00 PM	494	430	569	541	535	576	460	515		7.9%
2:00 PM	555	552	619	596	635	513	393	552		8.4%
3:00 PM	607	610	642	719	746	496	383	600		9.2%
4:00 PM	583	566	648	741	650	456	390	576		8.8%
5:00 PM	441	442	559	558	561	337	228	447		6.8%
6:00 PM	248	200	273	325	379	249	148	260		4.0%
7:00 PM	130	177	194	190	235	175	125	175		2.7%
8:00 PM	94	105	171	144	145	141	107	130		2.0%
9:00 PM	72	63	91	100	129	122	72	93		1.4%
10:00 PM	30	35	32	37	83	93	37	50		0.8%
11:00 PM	9	10	15	29	34	33	13	20		0.3%
<b>Total</b>	<b>6430</b>	<b>5962</b>	<b>7354</b>	<b>7588</b>	<b>7767</b>	<b>6366</b>	<b>4426</b>	<b>Avg</b>		
AM Pk Hr	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM			
AM Peak	588	529	736	747	704	647	385	619		
PM Pk Hr	3:00 PM	3:00 PM	4:00 PM	4:00 PM	3:00 PM	12:00 PM	12:00 PM			
PM Peak	607	610	648	741	746	691	485	647		
Peak %	9.44%	10.23%	10.01%	9.84%	9.60%	10.85%	10.96%	10.13%		



## Volume By Hour By Week for 12/2/2019 - 12/8/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019
End	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019	12/9/2019
24h Total	6430	5962	7354	7588	7767	6366	4426

Volume By Hour By Week for 12/2/2019 - 12/8/2019

District : Location ID : MVC625\_NB County : Dukes Factor Group : R4-7  
 Located On : STATE ROAD Functional Class : (5) Major Collector Area Type : Rural

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
AADT																				

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019			
12:00 AM	3	2	2	6	1	5	7	4		0.1%
1:00 AM	3	2	1	3	3	4	4	3		0.1%
2:00 AM	2	1	1	1	2	1	3	2		0.0%
3:00 AM	1	1	1	2	1	1	0	1		0.0%
4:00 AM	6	4	6	4	8	5	3	5		0.2%
5:00 AM	27	32	41	38	31	15	9	28		0.8%
6:00 AM	72	83	99	98	105	58	36	79		2.4%
7:00 AM	217	214	209	251	234	113	51	184		5.5%
8:00 AM	311	272	369	369	366	200	138	289		8.7%
9:00 AM	267	219	287	285	280	250	193	254		7.7%
10:00 AM	247	201	271	262	262	334	199	254		7.6%
11:00 AM	242	193	257	251	282	324	203	250		7.5%
12:00 PM	272	255	280	304	302	348	253	288		8.7%
1:00 PM	261	203	300	284	281	284	228	263		7.9%
2:00 PM	258	271	296	311	315	249	201	272		8.2%
3:00 PM	366	346	376	392	438	250	209	340		10.2%
4:00 PM	291	271	356	413	371	233	197	305		9.2%
5:00 PM	207	209	275	266	299	188	110	222		6.7%
6:00 PM	106	90	132	133	164	134	62	117		3.5%
7:00 PM	57	68	74	73	103	78	46	71		2.1%
8:00 PM	31	36	46	57	43	53	34	43		1.3%
9:00 PM	22	21	20	32	48	33	26	29		0.9%
10:00 PM	6	16	7	10	23	31	9	15		0.4%
11:00 PM	5	2	6	13	12	8	5	7		0.2%
<b>Total</b>	<b>3280</b>	<b>3012</b>	<b>3712</b>	<b>3858</b>	<b>3974</b>	<b>3199</b>	<b>2226</b>	<b>Avg</b>		
<b>AM Pk Hr</b>	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	10:00 AM	11:00 AM			
<b>AM Peak</b>	311	272	369	369	366	334	203	318		
<b>PM Pk Hr</b>	3:00 PM	3:00 PM	3:00 PM	4:00 PM	3:00 PM	12:00 PM	12:00 PM			
<b>PM Peak</b>	366	346	376	413	438	348	253	363		
<b>Peak %</b>	11.16%	11.49%	10.13%	10.71%	11.02%	10.88%	11.37%	10.96%		

## Volume By Hour By Week for 12/2/2019 - 12/8/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019
End	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019	12/9/2019
24h Total	3280	3012	3712	3858	3974	3199	2226

Volume By Hour By Week for 12/2/2019 - 12/8/2019

District :  
Located On : STATE ROAD

Location ID : MVC625\_SB

County : Dukes  
Functional Class : (5) Major Collector

Factor Group : R4-7  
Area Type : Rural

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
AADT																					

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019			
12:00 AM	9	10	3	11	6	16	10	9		0.3%
1:00 AM	0	2	2	3	3	4	5	3		0.1%
2:00 AM	1	1	1	0	0	2	1	1		0.0%
3:00 AM	1	1	0	1	0	1	3	1		0.0%
4:00 AM	0	1	5	0	1	2	0	1		0.0%
5:00 AM	16	9	16	14	14	16	3	13		0.4%
6:00 AM	77	88	75	82	94	28	22	67		2.1%
7:00 AM	191	195	244	266	276	116	66	193		6.0%
8:00 AM	277	257	367	378	338	170	110	271		8.4%
9:00 AM	229	179	262	244	255	215	159	220		6.8%
10:00 AM	212	168	240	229	252	281	178	223		6.9%
11:00 AM	239	180	239	249	256	323	182	238		7.4%
12:00 PM	245	202	263	257	263	343	232	258		8.0%
1:00 PM	233	227	269	257	254	292	232	252		7.8%
2:00 PM	297	281	323	285	320	264	192	280		8.7%
3:00 PM	241	264	266	327	308	246	174	261		8.1%
4:00 PM	292	295	292	328	279	223	193	272		8.4%
5:00 PM	234	233	284	292	262	149	118	225		6.9%
6:00 PM	142	110	141	192	215	115	86	143		4.4%
7:00 PM	73	109	120	117	132	97	79	104		3.2%
8:00 PM	63	69	125	87	102	88	73	87		2.7%
9:00 PM	50	42	71	68	81	89	46	64		2.0%
10:00 PM	24	19	25	27	60	62	28	35		1.1%
11:00 PM	4	8	9	16	22	25	8	13		0.4%
<b>Total</b>	<b>3150</b>	<b>2950</b>	<b>3642</b>	<b>3730</b>	<b>3793</b>	<b>3167</b>	<b>2200</b>	<b>Avg</b>		
<b>AM Pk Hr</b>	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM			
<b>AM Peak</b>	277	257	367	378	338	323	182	303		
<b>PM Pk Hr</b>	2:00 PM	4:00 PM	2:00 PM	4:00 PM	2:00 PM	12:00 PM	12:00 PM			
<b>PM Peak</b>	297	295	323	328	320	343	232	305		
<b>Peak %</b>	9.43%	10.00%	10.08%	10.13%	8.91%	10.83%	10.55%	9.99%		

## Volume By Hour By Week for 12/2/2019 - 12/8/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019
End	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019	12/9/2019
24h Total	3150	2950	3642	3730	3793	3167	2200

Volume By Hour By Week for 12/2/2019 - 12/8/2019

District :  
Located On : STATE ROAD

Location ID : MVC698

County : Dukes  
Functional Class : (5) Major Collector

Factor Group : R4-7  
Area Type : Rural

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
AADT																					

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019			
12:00 AM	1	1	1	1	1	2	4	2		0.1%
1:00 AM	0	1	0	0	0	4	3	1		0.0%
2:00 AM	0	0	1	0	3	1	0	1		0.0%
3:00 AM	1	0	0	1	1	2	1	1		0.0%
4:00 AM	4	0	2	0	1	0	1	1		0.0%
5:00 AM	13	17	11	17	17	18	3	14		0.6%
6:00 AM	30	42	39	40	40	22	16	33		1.4%
7:00 AM	137	139	161	166	187	80	34	129		5.6%
8:00 AM	199	147	248	255	256	137	96	191		8.4%
9:00 AM	173	140	181	217	209	153	117	170		7.4%
10:00 AM	161	153	203	200	190	242	163	187		8.2%
11:00 AM	155	135	185	217	237	247	167	192		8.4%
12:00 PM	162	137	198	212	217	255	215	199		8.7%
1:00 PM	171	131	196	217	225	233	201	196		8.6%
2:00 PM	194	151	206	219	224	238	204	205		9.0%
3:00 PM	207	190	221	248	245	227	151	213		9.3%
4:00 PM	180	146	217	234	217	196	169	194		8.5%
5:00 PM	153	144	150	163	150	141	72	139		6.1%
6:00 PM	74	69	91	96	97	87	54	81		3.5%
7:00 PM	56	54	67	57	66	41	30	53		2.3%
8:00 PM	25	36	36	41	48	30	25	34		1.5%
9:00 PM	27	19	27	37	40	54	15	31		1.4%
10:00 PM	8	9	7	13	18	28	5	13		0.5%
11:00 PM	4	6	4	10	9	10	3	7		0.3%
<b>Total</b>	<b>2135</b>	<b>1867</b>	<b>2452</b>	<b>2661</b>	<b>2698</b>	<b>2448</b>	<b>1749</b>	<b>Avg</b>		
AM Pk Hr	8:00 AM	10:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM			
AM Peak	199	153	248	255	256	247	167	218		
PM Pk Hr	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	12:00 PM	12:00 PM			
PM Peak	207	190	221	248	245	255	215	226		
Peak %	9.70%	10.18%	10.11%	9.58%	9.49%	10.42%	12.29%	10.25%		

## Volume By Hour By Week for 12/2/2019 - 12/8/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019
End	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019	12/9/2019
24h Total	2135	1867	2452	2661	2698	2448	1749

Volume By Hour By Week for 12/2/2019 - 12/8/2019

District :  
Located On : STATE ROAD

Location ID : MVC698\_NB

County : Dukes

Functional Class : (5) Major Collector

Factor Group : R4-7

Area Type : Rural

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
AADT																				

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019			
12:00 AM	0	0	0	0	0	1	0	0		0.0%
1:00 AM	0	0	0	0	0	2	0	0		0.0%
2:00 AM	0	0	1	0	3	0	0	1		0.0%
3:00 AM	0	0	0	1	0	1	1	0		0.0%
4:00 AM	2	0	0	0	1	0	0	0		0.0%
5:00 AM	7	12	7	8	8	7	1	7		0.6%
6:00 AM	18	24	23	21	23	6	10	18		1.6%
7:00 AM	81	80	79	94	93	39	15	69		6.0%
8:00 AM	94	61	104	108	95	69	48	83		7.2%
9:00 AM	84	69	96	97	99	66	56	81		7.1%
10:00 AM	84	82	96	99	93	113	87	93		8.2%
11:00 AM	80	65	101	103	132	121	69	96		8.4%
12:00 PM	86	69	108	107	123	117	106	102		8.9%
1:00 PM	94	61	94	101	107	126	101	98		8.5%
2:00 PM	93	73	116	111	114	113	108	104		9.1%
3:00 PM	96	112	118	151	138	125	90	119		10.4%
4:00 PM	95	73	130	140	127	122	84	110		9.6%
5:00 PM	82	57	78	80	81	94	35	72		6.3%
6:00 PM	31	32	35	41	44	42	26	36		3.1%
7:00 PM	21	25	31	19	28	17	19	23		2.0%
8:00 PM	9	17	11	21	20	14	11	15		1.3%
9:00 PM	13	7	7	10	11	26	3	11		1.0%
10:00 PM	3	5	0	4	6	8	2	4		0.3%
11:00 PM	2	0	2	4	1	1	0	1		0.1%
<b>Total</b>	<b>1075</b>	<b>924</b>	<b>1237</b>	<b>1320</b>	<b>1347</b>	<b>1230</b>	<b>872</b>	<b>Avg</b>		
<b>AM Pk Hr</b>	8:00 AM	10:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM	10:00 AM			
<b>AM Peak</b>	94	82	104	108	132	121	87	104		
<b>PM Pk Hr</b>	3:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	1:00 PM	2:00 PM			
<b>PM Peak</b>	96	112	130	151	138	126	108	123		
<b>Peak %</b>	8.93%	12.12%	10.51%	11.44%	10.24%	10.24%	12.39%	10.84%		



## Volume By Hour By Week for 12/2/2019 - 12/8/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019
End	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019	12/9/2019
24h Total	1075	924	1237	1320	1347	1230	872

Volume By Hour By Week for 12/2/2019 - 12/8/2019

District : Location ID : MVC698\_SB County : Dukes Factor Group : R4-7  
 Located On : STATE ROAD Functional Class : (5) Major Collector Area Type : Rural

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
AADT																				

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019			
12:00 AM	1	1	1	1	1	1	4	1		0.1%
1:00 AM	0	1	0	0	0	2	3	1		0.1%
2:00 AM	0	0	0	0	0	1	0	0		0.0%
3:00 AM	1	0	0	0	1	1	0	0		0.0%
4:00 AM	2	0	2	0	0	0	1	1		0.1%
5:00 AM	6	5	4	9	9	11	2	7		0.6%
6:00 AM	12	18	16	19	17	16	6	15		1.3%
7:00 AM	56	59	82	72	94	41	19	60		5.3%
8:00 AM	105	86	144	147	161	68	48	108		9.5%
9:00 AM	89	71	85	120	110	87	61	89		7.8%
10:00 AM	77	71	107	101	97	129	76	94		8.2%
11:00 AM	75	70	84	114	105	126	98	96		8.4%
12:00 PM	76	68	90	105	94	138	109	97		8.5%
1:00 PM	77	70	102	116	118	107	100	99		8.6%
2:00 PM	101	78	90	108	110	125	96	101		8.8%
3:00 PM	111	78	103	97	107	102	61	94		8.2%
4:00 PM	85	73	87	94	90	74	85	84		7.3%
5:00 PM	71	87	72	83	69	47	37	67		5.8%
6:00 PM	43	37	56	55	53	45	28	45		4.0%
7:00 PM	35	29	36	38	38	24	11	30		2.6%
8:00 PM	16	19	25	20	28	16	14	20		1.7%
9:00 PM	14	12	20	27	29	28	12	20		1.8%
10:00 PM	5	4	7	9	12	20	3	9		0.7%
11:00 PM	2	6	2	6	8	9	3	5		0.4%
<b>Total</b>	<b>1060</b>	<b>943</b>	<b>1215</b>	<b>1341</b>	<b>1351</b>	<b>1218</b>	<b>877</b>	<b>Avg</b>		
<b>AM Pk Hr</b>	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	10:00 AM	11:00 AM			
<b>AM Peak</b>	105	86	144	147	161	129	98	124		
<b>PM Pk Hr</b>	3:00 PM	5:00 PM	3:00 PM	1:00 PM	1:00 PM	12:00 PM	12:00 PM			
<b>PM Peak</b>	111	87	103	116	118	138	109	112		
<b>Peak %</b>	10.47%	9.23%	11.85%	10.96%	11.92%	11.33%	12.43%	11.17%		

## Volume By Hour By Week for 12/2/2019 - 12/8/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019
End	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019	12/8/2019	12/9/2019
24h Total	1060	943	1215	1341	1351	1218	877

**Volume By Hour By Week for 12/9/2019 - 12/15/2019**

District :                                      Location ID : MVC698                                      County : Dukes                                      Factor Group : R4-7  
 Located On : STATE ROAD                                      Functional Class : (5) Major Collector                                      Area Type : Rural

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
AADT																					

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019			
12:00 AM	1	1	3	4	2	5	5	3		0.1%
1:00 AM	0	2	2	1	1	1	1	1		0.0%
2:00 AM	0	0	1	1	1	0	1	1		0.0%
3:00 AM	0	1	0	1	0	2	0	1		0.0%
4:00 AM	0	0	2	3	3	1	4	2		0.1%
5:00 AM	15	11	9	9	9	6	5	9		0.4%
6:00 AM	36	29	34	44	37	14	14	30		1.2%
7:00 AM	142	163	118	163	181	49	63	126		5.2%
8:00 AM	215	273	162	222	252	101	122	192		8.0%
9:00 AM	154	220	213	179	240	117	134	180		7.4%
10:00 AM	170	230	220	191	239	171	226	207		8.6%
11:00 AM	168	225	187	219	256	239	256	221		9.2%
12:00 PM	165	235	185	281	277	244	278	238		9.8%
1:00 PM	168	237	187	218	255	222	211	214		8.9%
2:00 PM	190	243	212	267	248	177	183	217		9.0%
3:00 PM	222	230	230	243	261	171	173	219		9.0%
4:00 PM	165	196	212	230	227	124	200	193		8.0%
5:00 PM	110	149	158	164	180	115	82	137		5.7%
6:00 PM	70	80	88	100	94	79	49	80		3.3%
7:00 PM	66	53	57	59	66	44	53	57		2.4%
8:00 PM	31	43	48	46	62	43	31	43		1.8%
9:00 PM	24	21	28	35	29	40	14	27		1.1%
10:00 PM	8	14	9	17	33	21	1	15		0.6%
11:00 PM	4	9	5	6	11	4	1	6		0.2%
<b>Total</b>	<b>2124</b>	<b>2665</b>	<b>2370</b>	<b>2703</b>	<b>2964</b>	<b>1990</b>	<b>2107</b>	<b>Avg</b>		
AM Pk Hr	8:00 AM	8:00 AM	10:00 AM	8:00 AM	11:00 AM	11:00 AM	11:00 AM			
AM Peak	215	273	220	222	256	239	256	240		
PM Pk Hr	3:00 PM	2:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM			
PM Peak	222	243	230	281	277	244	278	254		
Peak %	10.45%	10.24%	9.70%	10.40%	9.35%	12.26%	13.19%	10.80%		

## Volume By Hour By Week for 12/9/2019 - 12/15/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019
End	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019	12/16/2019
24h Total	2124	2665	2370	2703	2964	1990	2107

Volume By Hour By Week for 12/9/2019 - 12/15/2019

District : Location ID : MVC698\_NB County : Dukes Factor Group : R4-7  
 Located On : STATE ROAD Functional Class : (5) Major Collector Area Type : Rural

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
AADT																				

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019			
12:00 AM	0	0	2	0	1	0	0	0		0.0%
1:00 AM	0	0	0	1	0	1	0	0		0.0%
2:00 AM	0	0	1	0	1	0	0	0		0.0%
3:00 AM	0	0	0	1	0	0	0	0		0.0%
4:00 AM	0	0	2	2	1	1	3	1		0.1%
5:00 AM	7	9	7	3	5	4	4	6		0.5%
6:00 AM	21	18	20	23	22	9	7	17		1.4%
7:00 AM	84	72	57	94	93	30	25	65		5.4%
8:00 AM	95	106	54	85	100	45	57	77		6.5%
9:00 AM	73	105	110	84	105	61	71	87		7.3%
10:00 AM	84	113	115	80	113	89	91	98		8.2%
11:00 AM	89	130	98	94	123	103	114	107		9.0%
12:00 PM	94	126	95	150	144	123	154	127		10.6%
1:00 PM	74	115	98	113	139	106	102	107		8.9%
2:00 PM	86	143	101	137	117	90	90	109		9.1%
3:00 PM	126	122	116	135	150	88	83	117		9.8%
4:00 PM	94	100	121	131	145	66	121	111		9.3%
5:00 PM	49	64	81	109	95	54	54	72		6.0%
6:00 PM	24	30	50	53	39	38	23	37		3.1%
7:00 PM	29	18	22	22	27	21	28	24		2.0%
8:00 PM	12	22	16	13	34	24	6	18		1.5%
9:00 PM	13	8	9	6	17	20	3	11		0.9%
10:00 PM	1	5	5	0	6	4	0	3		0.3%
11:00 PM	1	5	2	1	0	0	0	1		0.1%
<b>Total</b>	<b>1056</b>	<b>1311</b>	<b>1182</b>	<b>1337</b>	<b>1477</b>	<b>977</b>	<b>1036</b>	<b>Avg</b>		
<b>AM Pk Hr</b>	8:00 AM	11:00 AM	10:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM			
<b>AM Peak</b>	95	130	115	94	123	103	114	111		
<b>PM Pk Hr</b>	3:00 PM	2:00 PM	4:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM			
<b>PM Peak</b>	126	143	121	150	150	123	154	138		
<b>Peak %</b>	11.93%	10.91%	10.24%	11.22%	10.16%	12.59%	14.86%	11.70%		

## Volume By Hour By Week for 12/9/2019 - 12/15/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019
End	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019	12/16/2019
24h Total	1056	1311	1182	1337	1477	977	1036

**Volume By Hour By Week for 12/9/2019 - 12/15/2019**

District :  
Located On : STATE ROAD

Location ID : MVC698\_SB

County : Dukes

Factor Group : R4-7

Functional Class : (5) Major Collector

Area Type : Rural

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
AADT																					

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019			
12:00 AM	1	1	1	4	1	5	5	3		0.2%
1:00 AM	0	2	2	0	1	0	1	1		0.1%
2:00 AM	0	0	0	1	0	0	1	0		0.0%
3:00 AM	0	1	0	0	0	2	0	0		0.0%
4:00 AM	0	0	0	1	2	0	1	1		0.0%
5:00 AM	8	2	2	6	4	2	1	4		0.3%
6:00 AM	15	11	14	21	15	5	7	13		1.0%
7:00 AM	58	91	61	69	88	19	38	61		5.0%
8:00 AM	120	167	108	137	152	56	65	115		9.4%
9:00 AM	81	115	103	95	135	56	63	93		7.6%
10:00 AM	86	117	105	111	126	82	135	109		8.9%
11:00 AM	79	95	89	125	133	136	142	114		9.3%
12:00 PM	71	109	90	131	133	121	124	111		9.1%
1:00 PM	94	122	89	105	116	116	109	107		8.8%
2:00 PM	104	100	111	130	131	87	93	108		8.8%
3:00 PM	96	108	114	108	111	83	90	101		8.3%
4:00 PM	71	96	91	99	82	58	79	82		6.7%
5:00 PM	61	85	77	55	85	61	28	65		5.3%
6:00 PM	46	50	38	47	55	41	26	43		3.5%
7:00 PM	37	35	35	37	39	23	25	33		2.7%
8:00 PM	19	21	32	33	28	19	25	25		2.1%
9:00 PM	11	13	19	29	12	20	11	16		1.3%
10:00 PM	7	9	4	17	27	17	1	12		1.0%
11:00 PM	3	4	3	5	11	4	1	4		0.4%
<b>Total</b>	<b>1068</b>	<b>1354</b>	<b>1188</b>	<b>1366</b>	<b>1487</b>	<b>1013</b>	<b>1071</b>	<b>Avg</b>		
AM Pk Hr	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM			
AM Peak	120	167	108	137	152	136	142	137		
PM Pk Hr	2:00 PM	1:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM			
PM Peak	104	122	114	131	133	121	124	121		
Peak %	11.24%	12.33%	9.60%	10.03%	10.22%	13.43%	13.26%	11.44%		



## Volume By Hour By Week for 12/9/2019 - 12/15/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019
End	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019	12/16/2019
24h Total	1068	1354	1188	1366	1487	1013	1071



## Volume By Hour By Week for 12/9/2019 - 12/15/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019
End	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019	12/16/2019
24h Total	6585	8177	7168	7626	8257	6149	5344

**Volume By Hour By Week for 12/9/2019 - 12/15/2019**

District :  
Located On : STATE ROAD

Location ID : MVC625\_NB

County : Dukes  
Functional Class : (5) Major Collector

Factor Group : R4-7  
Area Type : Rural

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
AADT																					

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019			
12:00 AM	3	2	8	4	6	8	6	5		0.1%
1:00 AM	1	0	0	1	3	2	7	2		0.1%
2:00 AM	2	0	1	1	4	4	6	3		0.1%
3:00 AM	3	1	3	3	0	2	7	3		0.1%
4:00 AM	6	6	5	3	4	3	3	4		0.1%
5:00 AM	32	40	33	35	35	16	18	30		0.8%
6:00 AM	110	90	89	118	95	64	54	89		2.5%
7:00 AM	223	267	205	253	233	106	61	193		5.4%
8:00 AM	354	377	275	383	325	166	171	293		8.2%
9:00 AM	276	303	275	256	312	217	195	262		7.4%
10:00 AM	251	243	377	280	294	283	225	279		7.9%
11:00 AM	255	294	220	264	291	323	308	279		7.9%
12:00 PM	286	367	285	301	329	349	335	322		9.1%
1:00 PM	251	344	270	251	290	287	245	277		7.8%
2:00 PM	253	399	308	304	326	256	206	293		8.3%
3:00 PM	337	445	342	419	416	231	176	338		9.5%
4:00 PM	279	395	342	357	431	191	252	321		9.0%
5:00 PM	193	254	234	296	302	174	156	230		6.5%
6:00 PM	103	126	145	174	151	147	129	139		3.9%
7:00 PM	64	75	73	65	115	87	52	76		2.1%
8:00 PM	36	48	59	40	66	45	37	47		1.3%
9:00 PM	20	22	34	38	48	63	29	36		1.0%
10:00 PM	13	17	7	10	46	58	10	23		0.6%
11:00 PM	5	8	5	8	14	22	7	10		0.3%
<b>Total</b>	<b>3356</b>	<b>4123</b>	<b>3595</b>	<b>3864</b>	<b>4136</b>	<b>3104</b>	<b>2695</b>	<b>Avg</b>		
<b>AM Pk Hr</b>	8:00 AM	8:00 AM	10:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM			
<b>AM Peak</b>	354	377	377	383	325	323	308	350		
<b>PM Pk Hr</b>	3:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	12:00 PM	12:00 PM			
<b>PM Peak</b>	337	445	342	419	431	349	335	380		
<b>Peak %</b>	10.55%	10.79%	10.49%	10.84%	10.42%	11.24%	12.43%	10.97%		

## Volume By Hour By Week for 12/9/2019 - 12/15/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019
End	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019	12/16/2019
24h Total	3356	4123	3595	3864	4136	3104	2695

**Volume By Hour By Week for 12/9/2019 - 12/15/2019**

District : Location ID : MVC625\_SB County : Dukes Factor Group : R4-7  
 Located On : STATE ROAD Functional Class : (5) Major Collector Area Type : Rural

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
AADT																					

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019			
12:00 AM	4	2	9	8	10	18	16	10		0.3%
1:00 AM	2	1	1	0	6	6	15	4		0.1%
2:00 AM	1	0	0	2	1	5	7	2		0.1%
3:00 AM	1	0	2	0	1	4	6	2		0.1%
4:00 AM	4	1	3	1	1	1	7	3		0.1%
5:00 AM	9	6	12	18	11	4	5	9		0.3%
6:00 AM	71	77	73	75	85	29	22	62		1.8%
7:00 AM	221	302	229	238	271	84	78	203		5.8%
8:00 AM	304	370	266	343	357	158	129	275		7.9%
9:00 AM	237	248	308	265	271	160	203	242		6.9%
10:00 AM	241	255	283	254	258	241	246	254		7.3%
11:00 AM	218	256	216	256	268	308	265	255		7.3%
12:00 PM	248	339	242	305	305	299	288	289		8.3%
1:00 PM	220	347	237	255	290	292	234	268		7.7%
2:00 PM	290	361	312	328	319	263	189	295		8.4%
3:00 PM	275	356	294	291	355	254	197	289		8.3%
4:00 PM	266	353	308	332	325	234	179	285		8.2%
5:00 PM	242	286	256	259	300	157	143	235		6.7%
6:00 PM	153	175	161	159	198	145	111	157		4.5%
7:00 PM	79	134	139	120	148	121	134	125		3.6%
8:00 PM	56	91	122	115	122	99	79	98		2.8%
9:00 PM	49	52	67	89	108	79	57	72		2.1%
10:00 PM	30	32	24	42	71	63	26	41		1.2%
11:00 PM	8	10	9	7	40	21	13	15		0.4%
<b>Total</b>	<b>3229</b>	<b>4054</b>	<b>3573</b>	<b>3762</b>	<b>4121</b>	<b>3045</b>	<b>2649</b>	<b>Avg</b>		
AM Pk Hr	8:00 AM	8:00 AM	9:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM			
AM Peak	304	370	308	343	357	308	265	322		
PM Pk Hr	2:00 PM	2:00 PM	2:00 PM	4:00 PM	3:00 PM	12:00 PM	12:00 PM			
PM Peak	290	361	312	332	355	299	288	320		
Peak %	9.41%	9.13%	8.73%	9.12%	8.66%	10.11%	10.87%	9.43%		

## Volume By Hour By Week for 12/9/2019 - 12/15/2019

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019
End	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019	12/15/2019	12/16/2019
24h Total	3229	4054	3573	3762	4121	3045	2649

## Volume By Hour By Week for 3/15/2021 - 3/21/2021

District :

Location ID : MVC698

County : Dukes

Factor Group : R4-7

Located On : STATE ROAD

Functional Class : (5) Major Collector

Area Type : Rural

YEAR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
AADT																			3310	

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021			
12:00 AM	1	1	1	2	2	2	3	2		0.1%
1:00 AM	0	0	1	2	0	0	0	0		0.0%
2:00 AM	0	1	0	7	1	7	1	2		0.1%
3:00 AM	1	0	1	0	0	0	0	0		0.0%
4:00 AM	1	1	2	3	1	2	5	2		0.1%
5:00 AM	6	5	3	7	8	5	3	5		0.2%
6:00 AM	28	41	49	46	36	24	11	34		1.3%
7:00 AM	137	176	171	183	123	83	48	132		5.1%
8:00 AM	215	225	284	272	184	155	82	202		7.8%
9:00 AM	195	228	210	227	185	193	177	202		7.8%
10:00 AM	177	211	202	202	218	227	189	204		7.8%
11:00 AM	196	202	205	214	209	262	197	212		8.2%
12:00 PM	225	225	240	231	238	253	237	236		9.1%
1:00 PM	214	213	203	247	205	285	265	233		9.0%
2:00 PM	243	246	242	338	252	255	257	262		10.1%
3:00 PM	242	235	246	247	253	244	238	244		9.4%
4:00 PM	210	225	233	185	216	213	230	216		8.3%
5:00 PM	151	191	220	167	161	162	151	172		6.6%
6:00 PM	122	117	133	79	113	109	108	112		4.3%
7:00 PM	51	60	72	39	63	72	61	60		2.3%
8:00 PM	30	26	31	28	29	31	31	29		1.1%
9:00 PM	17	4	31	15	30	18	11	18		0.7%
10:00 PM	10	10	14	7	10	17	16	12		0.5%
11:00 PM	7	7	6	3	8	7	1	6		0.2%
<b>Total</b>	<b>2479</b>	<b>2650</b>	<b>2800</b>	<b>2751</b>	<b>2545</b>	<b>2626</b>	<b>2322</b>	<b>Avg</b>		
AM Pk Hr	8:00 AM	9:00 AM	8:00 AM	8:00 AM	10:00 AM	11:00 AM	11:00 AM			
AM Peak	215	228	284	272	218	262	197	239		
PM Pk Hr	2:00 PM	2:00 PM	3:00 PM	2:00 PM	3:00 PM	1:00 PM	1:00 PM			
PM Peak	243	246	246	338	253	285	265	268		
Peak %	9.80%	9.28%	10.14%	12.29%	9.94%	10.85%	11.41%	10.53%		



## Volume By Hour By Week for 3/15/2021 - 3/21/2021

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021
End	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021	3/22/2021
24h Total	2479	2650	2800	2751	2545	2626	2322

Volume By Hour By Week for 3/15/2021 - 3/21/2021

District :  
Located On : STATE ROAD

Location ID : MVC698\_NB

County : Dukes

Functional Class : (5) Major Collector

Factor Group : R4-7

Area Type : Rural

YEAR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
AADT																				1634	

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021			
12:00 AM	0	0	0	0	1	1	1	0		0.0%
1:00 AM	0	0	1	1	0	0	0	0		0.0%
2:00 AM	0	0	0	4	1	5	0	1		0.1%
3:00 AM	0	0	0	0	0	0	0	0		0.0%
4:00 AM	1	1	2	3	1	1	3	2		0.1%
5:00 AM	4	4	3	4	5	3	2	4		0.3%
6:00 AM	15	23	21	26	21	9	5	17		1.3%
7:00 AM	60	58	66	58	49	24	16	47		3.7%
8:00 AM	95	92	105	104	72	75	35	83		6.4%
9:00 AM	87	108	84	102	83	94	90	93		7.2%
10:00 AM	79	97	98	101	112	103	83	96		7.4%
11:00 AM	96	96	116	105	106	136	95	107		8.3%
12:00 PM	119	109	122	112	128	131	107	118		9.2%
1:00 PM	106	127	104	132	107	125	118	117		9.1%
2:00 PM	132	126	121	196	123	122	135	136		10.6%
3:00 PM	130	135	147	145	133	123	118	133		10.3%
4:00 PM	117	109	136	90	112	116	142	117		9.1%
5:00 PM	80	108	123	103	86	83	89	96		7.4%
6:00 PM	66	67	73	46	60	59	58	61		4.7%
7:00 PM	30	37	41	15	38	45	38	35		2.7%
8:00 PM	9	17	17	11	11	12	17	13		1.0%
9:00 PM	3	3	15	5	13	4	3	7		0.5%
10:00 PM	1	4	7	2	4	7	8	5		0.4%
11:00 PM	4	3	3	2	1	4	1	3		0.2%
<b>Total</b>	<b>1234</b>	<b>1324</b>	<b>1405</b>	<b>1367</b>	<b>1267</b>	<b>1282</b>	<b>1164</b>	<b>Avg</b>		
<b>AM Pk Hr</b>	11:00 AM	9:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM			
<b>AM Peak</b>	96	108	116	105	112	136	95	110		
<b>PM Pk Hr</b>	2:00 PM	3:00 PM	3:00 PM	2:00 PM	3:00 PM	12:00 PM	4:00 PM			
<b>PM Peak</b>	132	135	147	196	133	131	142	145		
<b>Peak %</b>	10.70%	10.20%	10.46%	14.34%	10.50%	10.61%	12.20%	11.29%		

## Volume By Hour By Week for 3/15/2021 - 3/21/2021

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021
End	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021	3/22/2021
24h Total	1234	1324	1405	1367	1267	1282	1164

Volume By Hour By Week for 3/15/2021 - 3/21/2021

District : Location ID : MVC698\_SB County : Dukes Factor Group : R4-7  
 Located On : STATE ROAD Functional Class : (5) Major Collector Area Type : Rural

YEAR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
AADT																				1675	

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021			
12:00 AM	1	1	1	2	1	1	2	1		0.1%
1:00 AM	0	0	0	1	0	0	0	0		0.0%
2:00 AM	0	1	0	3	0	2	1	1		0.1%
3:00 AM	1	0	1	0	0	0	0	0		0.0%
4:00 AM	0	0	0	0	0	1	2	0		0.0%
5:00 AM	2	1	0	3	3	2	1	2		0.1%
6:00 AM	13	18	28	20	15	15	6	16		1.3%
7:00 AM	77	118	105	125	74	59	32	84		6.5%
8:00 AM	120	133	179	168	112	80	47	120		9.2%
9:00 AM	108	120	126	125	102	99	87	110		8.4%
10:00 AM	98	114	104	101	106	124	106	108		8.2%
11:00 AM	100	106	89	109	103	126	102	105		8.1%
12:00 PM	106	116	118	119	110	122	130	117		9.0%
1:00 PM	108	86	99	115	98	160	147	116		8.9%
2:00 PM	111	120	121	142	129	133	122	125		9.6%
3:00 PM	112	100	99	102	120	121	120	111		8.5%
4:00 PM	93	116	97	95	104	97	88	99		7.6%
5:00 PM	71	83	97	64	75	79	62	76		5.8%
6:00 PM	56	50	60	33	53	50	50	50		3.9%
7:00 PM	21	23	31	24	25	27	23	25		1.9%
8:00 PM	21	9	14	17	18	19	14	16		1.2%
9:00 PM	14	1	16	10	17	14	8	11		0.9%
10:00 PM	9	6	7	5	6	10	8	7		0.6%
11:00 PM	3	4	3	1	7	3	0	3		0.2%
<b>Total</b>	<b>1245</b>	<b>1326</b>	<b>1395</b>	<b>1384</b>	<b>1278</b>	<b>1344</b>	<b>1158</b>	<b>Avg</b>		
<b>AM Pk Hr</b>	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	10:00 AM			
<b>AM Peak</b>	120	133	179	168	112	126	106	135		
<b>PM Pk Hr</b>	3:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	1:00 PM	1:00 PM			
<b>PM Peak</b>	112	120	121	142	129	160	147	133		
<b>Peak %</b>	9.64%	10.03%	12.83%	12.14%	10.09%	11.90%	12.69%	11.33%		

## Volume By Hour By Week for 3/15/2021 - 3/21/2021

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021
End	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021	3/22/2021
24h Total	1245	1326	1395	1384	1278	1344	1158



## Volume By Hour By Week for 3/15/2021 - 3/21/2021

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021
End	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021	3/22/2021
24h Total	6874	7275	7538	7179	7171	6825	4894

Volume By Hour By Week for 3/15/2021 - 3/21/2021

District :  
Located On : STATE ROAD

Location ID : MVC625\_NB

County : Dukes  
Functional Class : (5) Major Collector

Factor Group : R4-7  
Area Type : Rural

YEAR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
AADT																				3743	

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021			
12:00 AM	4	4	4	3	4	5	11	5		0.1%
1:00 AM	3	0	1	0	3	3	1	2		0.0%
2:00 AM	0	1	0	1	1	1	4	1		0.0%
3:00 AM	1	2	2	2	0	1	2	1		0.0%
4:00 AM	5	5	6	3	8	2	2	4		0.1%
5:00 AM	23	25	24	34	22	16	13	22		0.6%
6:00 AM	62	74	77	79	72	46	18	61		1.8%
7:00 AM	224	242	244	262	209	118	59	194		5.6%
8:00 AM	315	307	348	319	288	176	96	264		7.7%
9:00 AM	232	237	229	251	243	238	146	225		6.5%
10:00 AM	215	251	252	250	244	307	172	242		7.0%
11:00 AM	245	253	282	273	257	365	244	274		7.9%
12:00 PM	304	265	300	302	323	335	245	296		8.6%
1:00 PM	278	276	294	291	268	310	247	281		8.1%
2:00 PM	340	390	361	476	321	306	252	349		10.1%
3:00 PM	358	353	358	327	371	292	266	332		9.6%
4:00 PM	301	321	341	262	305	285	208	289		8.4%
5:00 PM	243	300	290	201	257	248	208	250		7.2%
6:00 PM	146	182	186	125	191	188	134	165		4.8%
7:00 PM	86	79	109	83	125	116	88	98		2.8%
8:00 PM	34	43	48	38	56	53	58	47		1.4%
9:00 PM	34	23	22	19	28	37	21	26		0.8%
10:00 PM	14	14	22	10	18	15	11	15		0.4%
11:00 PM	8	6	8	7	13	9	8	8		0.2%
<b>Total</b>	<b>3475</b>	<b>3653</b>	<b>3808</b>	<b>3618</b>	<b>3627</b>	<b>3472</b>	<b>2514</b>	<b>Avg</b>		
<b>AM Pk Hr</b>	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM			
<b>AM Peak</b>	315	307	348	319	288	365	244	312		
<b>PM Pk Hr</b>	3:00 PM	2:00 PM	2:00 PM	2:00 PM	3:00 PM	12:00 PM	3:00 PM			
<b>PM Peak</b>	358	390	361	476	371	335	266	365		
<b>Peak %</b>	10.30%	10.68%	9.48%	13.16%	10.23%	10.51%	10.58%	10.71%		



## Volume By Hour By Week for 3/15/2021 - 3/21/2021

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021
End	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021	3/22/2021
24h Total	3475	3653	3808	3618	3627	3472	2514

Volume By Hour By Week for 3/15/2021 - 3/21/2021

District :  
Located On : STATE ROAD

Location ID : MVC625\_SB

County : Dukes  
Functional Class : (5) Major Collector

Factor Group : R4-7  
Area Type : Rural

YEAR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
AADT																				3657	

Start Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Avg	Avg Volume Graph	Pct. of Total
	3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021			
12:00 AM	2	4	3	2	5	6	7	4		0.1%
1:00 AM	3	2	1	2	2	1	5	2		0.1%
2:00 AM	0	1	1	0	0	1	5	1		0.0%
3:00 AM	1	0	1	1	0	1	2	1		0.0%
4:00 AM	0	1	1	0	2	2	2	1		0.0%
5:00 AM	5	6	6	5	7	5	3	5		0.2%
6:00 AM	68	62	75	76	63	37	13	56		1.7%
7:00 AM	198	234	236	250	190	111	62	183		5.4%
8:00 AM	307	338	369	360	286	161	97	274		8.1%
9:00 AM	196	226	240	230	228	231	160	216		6.4%
10:00 AM	224	251	230	230	213	285	165	228		6.8%
11:00 AM	219	247	239	234	247	303	215	243		7.2%
12:00 PM	273	262	307	300	296	355	246	291		8.6%
1:00 PM	285	270	291	278	271	304	254	279		8.3%
2:00 PM	316	356	319	345	322	315	248	317		9.4%
3:00 PM	319	306	314	296	311	264	192	286		8.5%
4:00 PM	320	325	330	302	294	232	178	283		8.4%
5:00 PM	253	298	297	239	270	231	151	248		7.4%
6:00 PM	160	160	202	169	205	209	129	176		5.2%
7:00 PM	120	129	109	102	140	106	109	116		3.5%
8:00 PM	63	83	74	52	89	83	66	73		2.2%
9:00 PM	41	40	46	46	56	58	44	47		1.4%
10:00 PM	21	13	30	32	33	40	22	27		0.8%
11:00 PM	5	8	9	10	14	12	5	9		0.3%
<b>Total</b>	<b>3399</b>	<b>3622</b>	<b>3730</b>	<b>3561</b>	<b>3544</b>	<b>3353</b>	<b>2380</b>	<b>Avg</b>		
<b>AM Pk Hr</b>	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM			
<b>AM Peak</b>	307	338	369	360	286	303	215	311		
<b>PM Pk Hr</b>	4:00 PM	2:00 PM	4:00 PM	2:00 PM	2:00 PM	12:00 PM	1:00 PM			
<b>PM Peak</b>	320	356	330	345	322	355	254	326		
<b>Peak %</b>	9.41%	9.83%	9.89%	10.11%	9.09%	10.59%	10.67%	9.94%		

## Volume By Hour By Week for 3/15/2021 - 3/21/2021

Count Start:	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Start	3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021
End	3/16/2021	3/17/2021	3/18/2021	3/19/2021	3/20/2021	3/21/2021	3/22/2021
24h Total	3399	3622	3730	3561	3544	3353	2380

Volume by Hour by Day for 7/1/2016 - 7/31/2016

**District :** County : Dukes Community : West Tisbury Collection Type : HPMS  
**Roadbed :** ML Location : EDGARTOWN - WEST TI Route : 3931  
**Location ID :** 7154 Lane Direction : 2-WAY

7/2016																				
	1	2	3	4	5	6	7	8	9	10	19	20	21	22	23	24	25	26	27	Total
12-1A	32	45	113	49	46	29	35	36	30	51	29	26	26	36	39	44	24	28	38	756
1-2A	17	32	52	39	36	12	14	18	26	25	10	14	18	20	22	37	12	8	13	425
2-3A	10	7	26	27	15	10	5	6	8	11	0	5	3	12	14	23	3	3	10	198
3-4A	5	6	12	11	9	3	2	2	2	6	2	1	2	4	5	3	4	0	8	87
4-5A	7	3	11	8	11	5	8	6	3	6	4	6	7	6	4	11	10	8	9	133
5-6A	30	21	24	35	35	27	26	30	30	17	24	37	29	32	31	17	43	39	29	556
6-7A	122	82	67	82	96	121	110	109	69	55	99	123	118	112	82	68	107	106	108	1,836
7-8A	391	259	210	172	277	412	384	376	225	153	366	405	357	361	210	192	329	367	354	5,800
8-9A	570	432	302	355	496	647	671	580	396	301	639	682	642	584	414	300	569	614	661	9,855
9-10A	618	620	524	458	537	742	654	644	573	372	658	707	571	613	658	455	591	622	712	11,329
10-11A	646	432	604	550	538	722	664	619	699	470	649	759	628	684	634	571	608	645	709	11,831
11-12A	696	656	666	507	701	776	774	703	503	596	675	810	735	755	635	643	692	668	760	12,951
12-1P	678	748	698	571	792	776	765	771	777	699	747	798	713	752	775	625	623	709	764	13,781
1-2P	730	673	631	519	746	657	750	745	702	628	724	662	737	735	604	564	654	628	598	12,687
2-3P	727	572	588	450	766	688	743	735	662	560	687	650	671	723	593	545	652	635	708	12,355
3-4P	670	578	580	536	787	736	774	799	662	515	650	650	679	735	547	582	621	648	677	12,426
4-5P	722	594	555	463	692	706	706	791	614	423	719	694	736	699	611	512	647	739	681	12,304
5-6P	628	573	602	424	701	776	675	644	490	480	707	758	665	661	525	595	619	696	715	11,934
6-7P	466	472	444	368	544	644	543	497	450	370	524	552	553	528	494	448	453	543	493	9,386
7-8P	317	338	345	337	389	440	376	309	283	246	367	386	383	329	370	351	323	344	377	6,610
8-9P	303	308	286	237	282	333	289	275	243	195	289	347	371	266	294	290	215	313	307	5,443
9-10P	224	294	259	195	263	268	208	211	201	135	248	193	247	212	257	196	195	222	260	4,288
10-11P	163	189	177	343	109	212	149	142	175	114	142	148	158	167	202	146	137	162	172	3,207
11-12P	83	133	101	113	87	80	63	64	99	42	76	56	66	96	85	73	59	80	64	1,520
<b>Total:</b>	<b>8855</b>	<b>8067</b>	<b>7877</b>	<b>6849</b>	<b>8955</b>	<b>9822</b>	<b>9388</b>	<b>9112</b>	<b>7922</b>	<b>6470</b>	<b>9035</b>	<b>9469</b>	<b>9115</b>	<b>9122</b>	<b>8105</b>	<b>7291</b>	<b>8190</b>	<b>8827</b>	<b>9227</b>	<b>161,698</b>

---

## Count Adjustment Factor

Historic Volume Comparisons

Attachments

# ATR Comparison

State Road

south of Edgartown-West Tisbury Road

Start Time:	Thursday 12/5/2019			Thursday 12/12/2019			2019 Average			Wednesday 3/17/2021			Comparison		
	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined
12:00 AM		1	1		4	4	0	3	3	0	1	1	#DIV/0!	40%	40%
1:00 AM			0	1	1	1	1	0	1	1	0	1	100%	#DIV/0!	200%
2:00 AM			0		1	1	0	1	1	0	0	0	#DIV/0!	0%	0%
3:00 AM	1		1	1	1	1	1	0	1	0	1	1	0%	#DIV/0!	100%
4:00 AM			0	2	1	3	2	1	2	2	0	2	100%	0%	133%
5:00 AM	8	9	17	3	6	9	6	8	13	3	0	3	55%	0%	23%
6:00 AM	21	19	40	23	21	44	22	20	42	21	28	49	95%	140%	117%
7:00 AM	94	72	166	94	69	163	94	71	165	66	105	171	70%	149%	104%
8:00 AM	108	147	255	85	137	222	97	142	239	105	179	284	109%	126%	119%
9:00 AM	97	120	217	84	95	179	91	108	198	84	126	210	93%	117%	106%
10:00 AM	99	101	200	80	111	191	90	106	196	98	104	202	109%	98%	103%
11:00 AM	103	114	217	94	125	219	99	120	218	116	89	205	118%	74%	94%
12:00 PM	107	105	212	150	131	281	129	118	247	122	118	240	95%	100%	97%
1:00 PM	101	116	217	113	105	218	107	111	218	104	99	203	97%	90%	93%
2:00 PM	111	108	219	137	130	267	124	119	243	121	121	242	98%	102%	100%
3:00 PM	151	97	248	135	108	243	143	103	246	147	99	246	103%	97%	100%
4:00 PM	140	94	234	131	99	230	136	97	232	136	97	233	100%	101%	100%
5:00 PM	80	83	163	109	55	164	95	69	164	123	97	220	130%	141%	135%
6:00 PM	41	55	96	53	47	100	47	51	98	73	60	133	155%	118%	136%
7:00 PM	19	38	57	22	37	59	21	38	58	41	31	72	200%	83%	124%
8:00 PM	21	20	41	13	33	46	17	27	44	17	14	31	100%	53%	71%
9:00 PM	10	27	37	6	29	35	8	28	36	15	16	31	188%	57%	86%
10:00 PM	4	9	13		17	17	4	13	15	7	7	14	175%	54%	93%
11:00 PM	4	6	10	1	5	6	3	6	8	3	3	6	120%	55%	75%
TOTAL	1320	1341	2661	1337	1366	2703	1329	1354	2682	1405	1395	2800	106%	103%	104%

Note: For a conservative analysis, Thursdays were selected for comparison because they were highest volume weekdays (Tues-Thurs) in December 2019 on the weeks selected for comparison.

# ATR Comparison

State Road

south of Edgartown-West Tisbury Road

Start Time:	Saturday 12/7/2019			Saturday 12/14/2019			2019 Average			Saturday 3/20/2021			Comparison		
	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined
12:00 AM	1	1	2		5	5	1	3	4	1	1	2	100%	33%	57%
1:00 AM	2	2	4	1		1	2	2	3		0	0	0%	0%	0%
2:00 AM		1	1			0	0	1	1	5	2	7	#DIV/0!	200%	1400%
3:00 AM	1	1	2		2	2	1	2	2			0	0%	0%	0%
4:00 AM			0	1		1	1	0	1	1	1	2	100%	#DIV/0!	400%
5:00 AM	7	11	18	4	2	6	6	7	12	3	2	5	55%	31%	42%
6:00 AM	6	16	22	9	5	14	8	11	18	9	15	24	120%	143%	133%
7:00 AM	39	41	80	30	19	49	35	30	65	24	59	83	70%	197%	129%
8:00 AM	69	68	137	45	56	101	57	62	119	75	80	155	132%	129%	130%
9:00 AM	66	87	153	61	56	117	64	72	135	94	99	193	148%	138%	143%
10:00 AM	113	129	242	89	82	171	101	106	207	103	124	227	102%	118%	110%
11:00 AM	121	126	247	103	136	239	112	131	243	136	126	262	121%	96%	108%
12:00 PM	117	138	255	123	121	244	120	130	250	131	122	253	109%	94%	101%
1:00 PM	126	107	233	106	116	222	116	112	228	125	160	285	108%	143%	125%
2:00 PM	113	125	238	90	87	177	102	106	208	122	133	255	120%	125%	123%
3:00 PM	125	102	227	88	83	171	107	93	199	123	121	244	115%	131%	123%
4:00 PM	122	74	196	66	58	124	94	66	160	116	97	213	123%	147%	133%
5:00 PM	94	47	141	54	61	115	74	54	128	83	79	162	112%	146%	127%
6:00 PM	42	45	87	38	41	79	40	43	83	59	50	109	148%	116%	131%
7:00 PM	17	24	41	21	23	44	19	24	43	45	27	72	237%	115%	169%
8:00 PM	14	16	30	24	19	43	19	18	37	12	19	31	63%	109%	85%
9:00 PM	26	28	54	20	20	40	23	24	47	4	14	18	17%	58%	38%
10:00 PM	8	20	28	4	17	21	6	19	25	7	10	17	117%	54%	69%
11:00 PM	1	9	10		4	4	1	7	7	4	3	7	400%	46%	100%
TOTAL	1230	1218	2448	977	1013	1990	1104	1116	2219	1282	1344	2626	116%	120%	118%

# ATR Comparison

State Road  
north of Old County Road

Start Time:	Thursday 12/5/2019			Thursday 12/12/2019			2019 Average			Wednesday 3/17/2021			Comparison		
	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined
12:00 AM	6	11	17	4	8	12	5	10	15	4	3	7	80%	32%	48%
1:00 AM	3	3	6	1	1	3	2	3	4	1	1	2	50%	33%	57%
2:00 AM	1		1	1	2	3	1	2	2	0	1	1	0%	50%	50%
3:00 AM	2	1	3	3		3	3	1	3	2	1	3	80%	100%	100%
4:00 AM	4		4	3	1	4	4	1	4	6	1	7	171%	100%	175%
5:00 AM	38	14	52	35	18	53	37	16	53	24	6	30	66%	38%	57%
6:00 AM	98	82	180	118	75	193	108	79	187	77	75	152	71%	96%	82%
7:00 AM	251	266	517	253	238	491	252	252	504	244	236	480	97%	94%	95%
8:00 AM	369	378	747	383	343	726	376	361	737	348	369	717	93%	102%	97%
9:00 AM	285	244	529	256	265	521	271	255	525	229	240	469	85%	94%	89%
10:00 AM	262	229	491	280	254	534	271	242	513	252	230	482	93%	95%	94%
11:00 AM	251	249	500	264	256	520	258	253	510	282	239	521	110%	95%	102%
12:00 PM	304	257	561	301	305	606	303	281	584	300	307	607	99%	109%	104%
1:00 PM	284	257	541	251	255	506	268	256	524	294	291	585	110%	114%	112%
2:00 PM	311	285	596	304	328	632	308	307	614	361	319	680	117%	104%	111%
3:00 PM	392	327	719	419	291	710	406	309	715	358	314	672	88%	102%	94%
4:00 PM	413	328	741	357	332	689	385	330	715	341	330	671	89%	100%	94%
5:00 PM	266	292	558	296	259	555	281	276	557	290	297	587	103%	108%	105%
6:00 PM	133	192	325	174	159	333	154	176	329	186	202	388	121%	115%	118%
7:00 PM	73	117	190	65	120	185	69	119	188	109	109	218	158%	92%	116%
8:00 PM	57	87	144	40	115	155	49	101	150	48	74	122	99%	73%	82%
9:00 PM	32	68	100	38	89	127	35	79	114	22	46	68	63%	59%	60%
10:00 PM	10	27	37	10	42	52	10	35	45	22	30	52	220%	87%	117%
11:00 PM	13	16	29	8	7	15	11	12	22	8	9	17	76%	78%	77%
TOTAL	3858	3730	7588	3864	3762	7626	3861	3746	7607	3808	3730	7538	99%	100%	99%

Note: For a conservative analysis, Thursdays were selected for comparison because they were highest volume weekdays (Tues-Thurs) in December 2019 on the weeks selected for comparison.



# ATR Comparison

State Road

north of Old County Road

Start Time:	Saturday 12/7/2019			Saturday 12/14/2019			2019 Average			Saturday 3/20/2021			Comparison		
	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined	NB	SB	Combined
12:00 AM	5	16	21	8	18	26	7	17	24	5	6	11	77%	35%	47%
1:00 AM	4	4	8	2	6	8	3	5	8	3	1	4	100%	20%	50%
2:00 AM	1	2	3	4	5	9	3	4	6	1	1	2	40%	29%	33%
3:00 AM	1	1	2	2	4	6	2	3	4	1	1	2	67%	40%	50%
4:00 AM	5	2	7	3	1	4	4	2	6	2	2	4	50%	133%	73%
5:00 AM	15	16	31	16	4	20	16	10	26	16	5	21	103%	50%	82%
6:00 AM	58	28	86	64	29	93	61	29	90	46	37	83	75%	130%	93%
7:00 AM	113	116	229	106	84	190	110	100	210	118	111	229	108%	111%	109%
8:00 AM	200	170	370	166	158	324	183	164	347	176	161	337	96%	98%	97%
9:00 AM	250	215	465	217	160	377	234	188	421	238	231	469	102%	123%	111%
10:00 AM	334	281	615	283	241	524	309	261	570	307	285	592	100%	109%	104%
11:00 AM	324	323	647	323	308	631	324	316	639	365	303	668	113%	96%	105%
12:00 PM	348	343	691	349	299	648	349	321	670	335	355	690	96%	111%	103%
1:00 PM	284	292	576	287	292	579	286	292	578	310	304	614	109%	104%	106%
2:00 PM	249	264	513	256	263	519	253	264	516	306	315	621	121%	120%	120%
3:00 PM	250	246	496	231	254	485	241	250	491	292	264	556	121%	106%	113%
4:00 PM	233	223	456	191	234	425	212	229	441	285	232	517	134%	102%	117%
5:00 PM	188	149	337	174	157	331	181	153	334	248	231	479	137%	151%	143%
6:00 PM	134	115	249	147	145	292	141	130	271	188	209	397	134%	161%	147%
7:00 PM	78	97	175	87	121	208	83	109	192	116	106	222	141%	97%	116%
8:00 PM	53	88	141	45	99	144	49	94	143	53	83	136	108%	89%	95%
9:00 PM	33	89	122	63	79	142	48	84	132	37	58	95	77%	69%	72%
10:00 PM	31	62	93	58	63	121	45	63	107	15	40	55	34%	64%	51%
11:00 PM	8	25	33	22	21	43	15	23	38	9	12	21	60%	52%	55%
TOTAL	3199	3167	6366	3104	3045	6149	3152	3106	6258	3472	3353	6825	110%	108%	109%

# ATR Comparison

Edgartown-West Tisbury Road  
east of State Road

Start Time:													COMPARISON TO 2016 GROWN	
	Tues	Wed	Thurs	Tues	Wed	Thurs	Tues	Wed	Thurs	AVERAGE	GROWN*	Wed	BY HOUR	PEAK PERIOD
	7/5/2016	7/6/2016	7/7/2016	7/19/2016	7/20/2016	7/21/2016	7/25/2016	7/26/2016	7/27/2016	OF 2016	TO 2019	3/17/2021		
12:00 AM	46	29	35	29	26	26	24	28	38	31	33			
1:00 AM	36	12	14	10	14	18	12	8	13	15	16			
2:00 AM	15	10	5	0	5	3	3	3	10	6	6			
3:00 AM	9	3	2	2	1	2	4	0	8	3	4			
4:00 AM	11	5	8	4	6	7	10	8	9	8	8			
5:00 AM	35	27	26	24	37	29	43	39	29	32	34			
6:00 AM	96	121	110	99	123	118	107	106	108	110	115			
7:00 AM	277	412	384	366	405	357	329	367	354	361	380			
8:00 AM	496	647	671	639	682	642	569	614	661	625	657			
9:00 AM	537	742	654	658	707	571	591	622	712	644	677			
10:00 AM	538	722	664	649	759	628	608	645	709	658	692	275	40%	42%
11:00 AM	701	776	774	675	810	735	692	668	760	732	770	303	39%	2.37
12:00 PM	792	776	765	747	798	713	623	709	764	743	782	337	43%	
1:00 PM	746	657	750	724	662	737	654	628	598	684	719	335	47%	
2:00 PM	766	688	743	687	650	671	652	635	708	689	725			
3:00 PM	787	736	774	650	650	679	621	648	677	691	727			
4:00 PM	692	706	706	719	694	736	647	739	681	702	739	389	53%	47%
5:00 PM	701	776	675	707	758	665	619	696	715	701	738	358	49%	2.15
6:00 PM	544	644	543	524	552	553	453	543	493	539	567	205	36%	
7:00 PM	389	440	376	367	386	383	323	344	377	376	396			
8:00 PM	282	333	289	289	347	371	215	313	307	305	321			
9:00 PM	263	268	208	248	193	247	195	222	260	234	246			
10:00 PM	109	212	149	142	148	158	137	162	172	154	162			
11:00 PM	87	80	63	76	56	66	59	80	64	70	74			
TOTAL	8955	9822	9388	9035	9469	9115	8190	8827	9227	9114	9587			AVG ADJUSTMENT 2.26

\* Grown 1.7% per year based on information provided in the Martha's Vineyard Regional Transportation Plan (2011 Update)

# ATR Comparison

Edgartown-West Tisbury Road  
east of State Road

Start Time:							COMPARISON TO 2016 GROWN	
	Sat 7/2/2016	Sat 7/9/2016	Sat 7/23/2016	AVERAGE OF 2016	GROWN* TO 2019	Sat 3/20/2021	BY HOUR	PEAK PERIOD
12:00 AM	45	30	39	38	40			
1:00 AM	32	26	22	27	28			
2:00 AM	7	8	14	10	10			
3:00 AM	6	2	5	4	5			
4:00 AM	3	3	4	3	4			
5:00 AM	21	30	31	27	29			
6:00 AM	82	69	82	78	82			
7:00 AM	259	225	210	231	243			
8:00 AM	432	396	414	414	435			
9:00 AM	620	573	658	617	649			
10:00 AM	432	699	634	588	619			
11:00 AM	656	503	635	598	629	340	54%	53%
12:00 PM	748	777	775	767	806	369	46%	1.90
1:00 PM	673	702	604	660	694	411	59%	
2:00 PM	572	662	593	609	641			
3:00 PM	578	662	547	596	627			
4:00 PM	594	614	611	606	638	286	45%	39%
5:00 PM	573	490	525	529	557	227	41%	2.59
6:00 PM	472	450	494	472	496	139	28%	
7:00 PM	338	283	370	330	347			
8:00 PM	308	243	294	282	296			
9:00 PM	294	201	257	251	264			
10:00 PM	189	175	202	189	198			
11:00 PM	133	99	85	106	111			
TOTAL	8067	7922	8105	8031	8448			AVG ADJUSTMENT 2.25

\* Grown 1.7% per year based on information provided in the Martha's Vineyard Regional Transportation Plan (2011 Update)

---

## Count Adjustment Factor

MassDOT 2019 Seasonal Adjustment Factors

Massachusetts Highway Department  
Statewide Traffic Data Collection  
2019 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
<b>R1</b>	1.22	1.14	1.12	1.06	1.00	0.96	0.87	0.85	0.96	0.99	1.04	1.12	0.85
<b>R2</b>	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
<b>R3</b>	1.15	1.06	1.07	1.00	0.89	0.88	0.89	0.89	0.95	0.92	1.02	1.01	0.97
<b>R4-R7</b>	1.09	1.09	1.11	1.02	0.96	0.92	0.89	0.89	0.99	0.98	1.09	1.13	0.98
<b>U1-Boston</b>	1.03	1.01	0.98	0.94	0.94	0.92	0.95	0.93	0.94	0.94	0.97	1.04	0.96
<b>U1-Essex</b>	1.09	1.06	1.03	0.99	0.94	0.90	0.88	0.86	0.93	0.94	0.99	1.06	0.93
<b>U1-Southeast</b>	1.06	1.05	1.01	0.97	0.95	0.93	0.93	0.90	0.94	0.94	0.98	1.04	0.98
<b>U1-West</b>	1.19	1.14	1.09	0.95	0.92	0.89	0.89	0.86	0.91	0.95	0.97	1.07	0.84
<b>U1-Worcester</b>	1.02	1.04	0.97	0.94	0.93	0.91	0.95	0.91	0.93	0.92	0.95	1.10	0.88
<b>U2</b>	1.01	1.00	0.94	0.93	0.91	0.89	0.93	0.90	0.90	0.91	0.94	1.02	0.99
<b>U3</b>	1.06	1.03	0.98	0.94	0.93	0.91	0.95	0.91	0.92	0.93	0.97	1.00	0.98
<b>U4-U7</b>	1.01	1.00	0.95	0.92	0.88	0.86	0.92	0.91	0.92	0.94	0.99	1.04	0.99
<b>Rec - East</b>	1.04	1.16	1.12	0.98	0.92	0.88	0.77	0.81	0.94	1.02	1.08	1.12	0.99
<b>Rec - West</b>	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.98

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

<p><b>Recreational - East Group</b> - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.</p>
<p><b>Recreational - West Group</b> - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.</p>

---

## Count Adjustment Factor

MVC Transportation Seasonality Memo

Attachments

## Research Memorandum

To: File  
From: MVC Transportation Department  
Date: September 28, 2007  
Subject: **Transportation Seasonality**

### Introduction

As a tourist destination, the island's population fluctuates greatly between the peak season (summer) and the off-season (winter). These fluctuations are present in transportation data collected by various island agencies, including the Martha's Vineyard Commission (MVC), Vineyard Transit Authority (VTA), and Steamship Authority (SSA). The goal of this study is to examine seasonal trend factors in order to provide a basis for population estimations.

This document summarizes the findings of a transportation seasonality study. All data used in this study can be found in the appendix.

### Data Sources and Methodology:

Four sources of transportation data were collected for this study. Two sources are vehicle data collected year-round at Mill Pond in West Tisbury along Edgartown-West Tisbury Road, and on New York Avenue east of Laurel Avenue in Oak Bluffs. These two traffic monitoring stations are maintained by the MVC. Vehicle data from 1994 to 2006 were included in the study. The monthly average daily traffic (ADT) values were averaged over this time period and normalized by the peak month ADT. The peak month for Mill Pond was found to be July, whereas the peak for New York Ave is August.

The SSA provided ferry ridership data for passengers traveling between Woods Hole and Martha's Vineyard (both ports). The data used in this study spans from 1990 to 2006. The monthly ridership data was normalized by the peak month, which was found to be August.

The last source of data is bus ridership data provided by the VTA. VTA ridership data between 2002 and 2006 was used in this study. Similar to the sources above the monthly averages were normalized by the peak month, which was found to be August. The VTA data was found to have the greatest variation between peak season and off-

season. For this reason two plots were created one including the VTA data, and one excluding it for aesthetic reasons.

## Results and Discussion:

Figures 1 and 2 display the seasonal adjustment factors for the data sources described above.

Based on the data plotted in Figure 1, ferry ridership is more seasonal than vehicle traffic, but it does follow a similar trend. The SSA data has a peak seasonal factor of 4.6 in February. The peak for the NY Ave ADT data was found to be 3.0 in January. While the Mill Pond data does not contain data for January through March, the January seasonal factor does match the NY Ave factor of 2.6.

Figure 2 displays the seasonal factors for all four data sources, including the VTA bus data. As one can see, VTA ridership is very seasonal with dramatic differences between winter and summer months. The peak seasonal factor for bus ridership is 37.0 and occurs in January, nearly 8 times greater than the SSA seasonality factor.

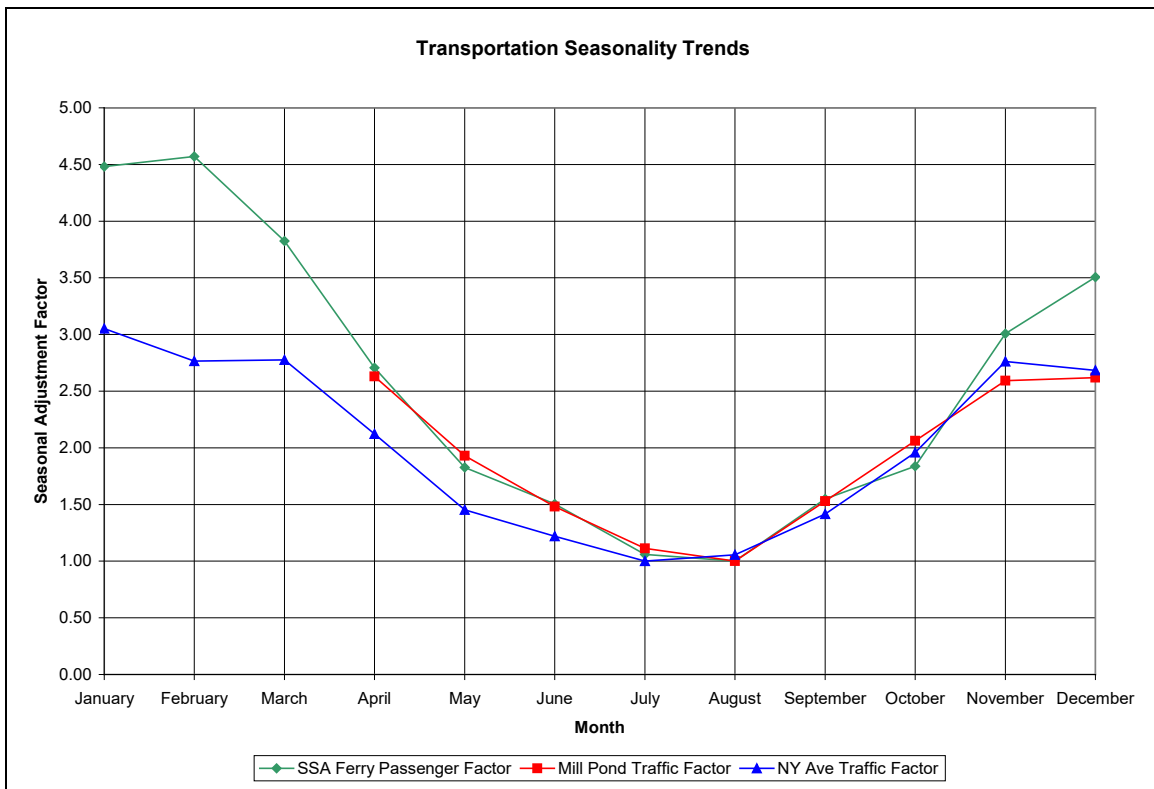


Figure 1: Transportation Seasonality Trends (Excluding VTA data)



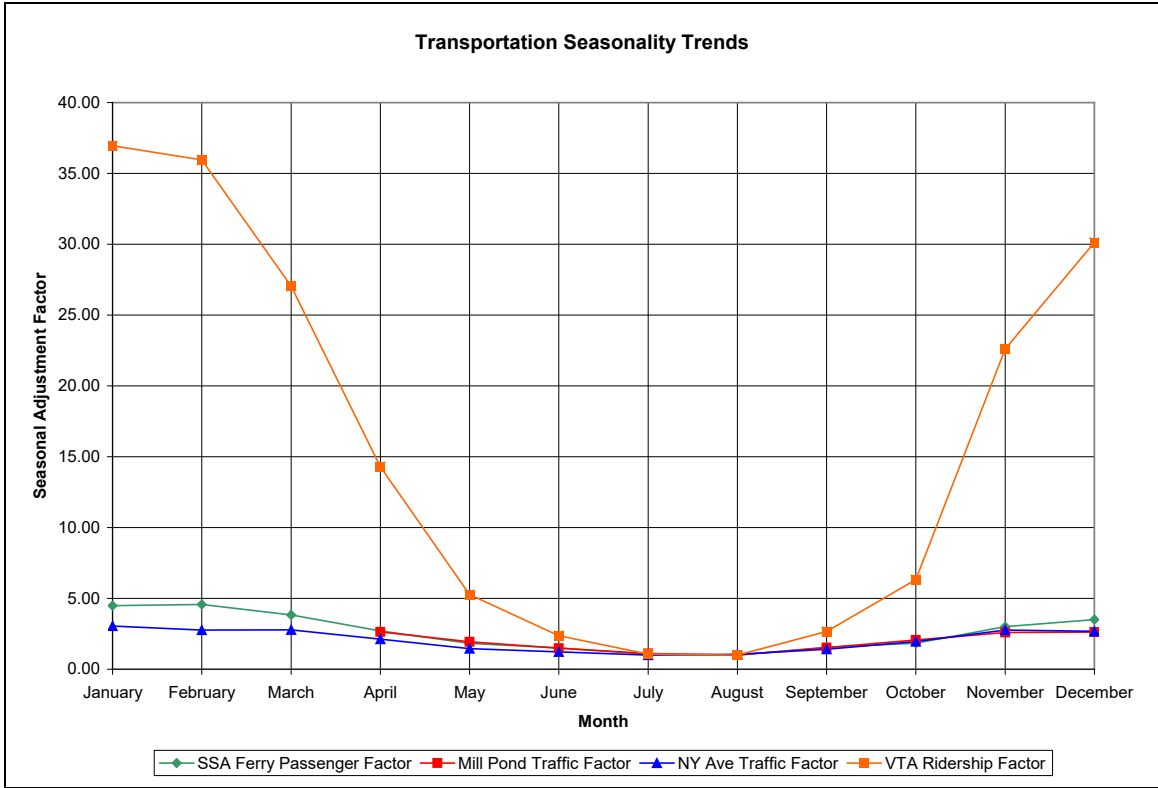


Figure 2: Transportation Seasonality Trends (Including VTA data)





Published on *Vineyard Transit Authority* (<https://www.vineyardtransit.com>)

[Home](#) > Route #2

## Route #2

Vineyard Haven - West Tisbury via Lambert's Cove & Old County Roads



# #2 WEST TISBURY - VINEYARD HAVEN via OLD COUNTY RD. & LAMBERT'S COVE RD.

MAY 17 - SEPTEMBER 28, 2019

MV Transit Authority  
508-693-9440  
[www.vineyardtransit.com](http://www.vineyardtransit.com)

### WEST TISBURY to VINEYARD HAVEN via OLD COUNTY & LAMBERT'S COVE ROAD

	A.M.			P.M.	
	Daily	Daily	Daily	Daily	Daily
<b>Depart WEST TISBURY TOWN HALL</b>	7:51	9:21	10:51	12:21	1:51
<b>Across from WT ELEMENTARY SCHOOL</b>	7:55	9:25	10:55	12:25	1:55
<b>GREAT PLAINS ROAD</b>	7:58	9:28	10:58	12:28	1:58
<b>WEST TISBURY BUSINESS DISTRICT</b>	8:04	9:34	11:04	12:34	2:04
<b>Across from LAMBERT'S COVE BEACH</b>	8:10	9:40	11:10	12:40	2:10
<b>JOHN HOFT ROAD</b>	8:13	9:43	11:13	12:43	2:13
<b>TISBURY STATE RD. BUSINESS DISTRICT</b>	8:19	9:49	11:19	12:49	2:19
<b>Arrive VINEYARD HAVEN SSA TERMINAL</b>	8:25	9:55	11:25	12:55	2:25

	P.M.		
	Daily	Daily	Daily
<b>Depart WEST TISBURY TOWN HALL</b>	3:21	4:51	6:21
<b>Across from WT ELEMENTARY SCHOOL</b>	3:25	4:55	6:25
<b>GREAT PLAINS ROAD</b>	3:28	4:58	6:28
<b>WEST TISBURY BUSINESS DISTRICT</b>	3:34	5:04	6:34
<b>Across from LAMBERT'S COVE BEACH</b>	3:40	5:10	6:40
<b>JOHN HOFT ROAD</b>	3:43	5:13	6:43
<b>TISBURY STATE RD. BUSINESS DISTRICT</b>	3:49	5:19	6:49
<b>Arrive VINEYARD HAVEN SSA TERMINAL</b>	3:55	5:25	6:55

### VINEYARD HAVEN to WEST TISBURY via LAMBERT'S COVE ROAD & STATE ROAD

	A.M.			P.M.	
	Daily	Daily	Daily	Daily	Daily
<b>Depart VINEYARD HAVEN SSA TERMINAL</b>	7:22	8:52	10:22	11:52	1:22
<b>TISBURY STATE RD. BUSINESS DISTRICT</b>	7:28	8:58	10:28	11:58	1:28
<b>Across from JOHN HOFT ROAD</b>	7:33	9:03	10:33	12:03	1:33
<b>LAMBERT'S COVE BEACH</b>	7:36	9:06	10:36	12:06	1:36
<b>WEST TISBURY BUSINESS DISTRICT</b>	7:42	9:14	10:44	12:14	1:44
<b>POLLY HILL ARBORETUM</b>	7:44	9:16	10:46	12:16	1:46
<b>Arrive WEST TISBURY TOWN HALL</b>	7:48	9:20	10:50	12:20	1:50

	P.M.		
	Daily	Daily	Daily
<b>Depart VINEYARD HAVEN SSA TERMINAL</b>	2:52	4:22	5:52
<b>TISBURY STATE RD. BUSINESS DISTRICT</b>	2:58	4:28	5:58
<b>Across from JOHN HOFT ROAD</b>	3:03	4:33	6:03
<b>LAMBERT'S COVE BEACH</b>	3:06	4:36	6:06
<b>WEST TISBURY BUSINESS DISTRICT</b>	3:14	4:44	6:14
<b>POLLY HILL ARBORETUM</b>	3:16	4:46	6:16
<b>Arrive WEST TISBURY TOWN HALL</b>	3:20	4:50	6:20

Source URL: <https://www.vineyardtransit.com/route-schedules/pages/route-2>



Published on Vineyard Transit Authority (<https://www.vineyardtransit.com>)

[Home](#) > [Route #3](#)

### Route #3

West Tisbury - Vineyard Haven via State Road



# #3

## VINEYARD HAVEN - WEST TISBURY via STATE ROAD & OLD COUNTY ROAD

MAY 17 - SEPTEMBER 28, 2019

MV Transit Authority  
508-693-9440  
[www.vineyardtransit.com](http://www.vineyardtransit.com)

#### VINEYARD HAVEN to WEST TISBURY

	A.M.					P.M.			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Depart VH SSA TERMINAL	6:07	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07
TISBURY STATE RD. BUS. DIST.	6:13	7:13	8:13	9:13	10:13	11:13	12:13	1:13	2:13
Across from STONEY HILL ROAD	6:17	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17
Arrive WT BUS. DISTRICT	6:22	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22
Depart WT BUS. DISTRICT	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26
Across from GREAT PLAINS ROAD	6:29	7:29	8:29	9:29	10:29	11:29	12:29	1:29	2:29
WT ELEMENTARY SCHOOL	6:32	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32
Arrive WT TOWN HALL*	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36

	P.M.						Note A	Note B	Note B
	Daily	Daily	Daily	Daily	Daily	Daily			
Depart VH SSA TERMINAL	3:07	4:07	5:07	6:07	7:07	8:07	<b>9:07</b>	<b>10:07</b>	<b>11:07</b>
TISBURY STATE RD. BUS. DIST.	3:13	4:13	5:13	6:13	7:13	8:13	<b>9:13</b>	<b>10:13</b>	<b>11:13</b>
Across from STONEY HILL ROAD	3:17	4:17	5:17	6:17	7:17	8:17	<b>9:17</b>	<b>10:17</b>	<b>11:17</b>
Arrive WT BUS. DISTRICT	3:22	4:22	5:22	6:22	7:22	8:22	<b>9:22</b>	<b>10:22</b>	<b>11:22</b>
Depart WT BUS. DISTRICT	3:26	4:26	5:26	6:26	7:26	8:26	<b>9:26</b>	<b>10:26</b>	<b>11:26</b>
Across from GREAT PLAINS ROAD	3:29	4:29	5:29	6:29	7:29	8:29	<b>9:29</b>	<b>10:29</b>	<b>11:29</b>
WT ELEMENTARY SCHOOL	3:32	4:32	5:32	6:32	7:32	8:32	<b>9:32</b>	<b>10:32</b>	<b>11:32</b>
Arrive WT TOWN HALL*	3:36	4:36	5:36	6:36	7:36	8:36	<b>9:36</b>	<b>10:36</b>	<b>11:36</b>

\* Route #3 buses that arrive at 36 minutes past the hour at WT TOWN HALL continue on to MV AIRPORT and CHURCH ST. EDGARTOWN as Route #6, except the 11:36 PM trip.

#### WEST TISBURY to VINEYARD HAVEN

	A.M.					P.M.			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Depart WT TOWN HALL	6:26 <sup>A</sup>	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36
Across POLLY HILL ARBORETUM	6:28	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38
Arrive WT BUSINESS DISTRICT	6:32	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42
Depart WT BUSINESS DISTRICT	6:34	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44
STONEY HILL ROAD	6:38	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48
TISBURY STATE RD. BUS. DIST.	6:43	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53
Arrive VH SSA TERMINAL	6:49 <sup>A</sup>	7:59	8:59	9:59	10:59	11:59	12:59	1:59	2:59

<sup>A</sup> First trip connects to #13 6:50 am VH to OB.

	P.M.						Note A	Note B	Note B
	Daily	Daily	Daily	Daily	Daily	Daily			
Depart WT TOWN HALL	3:36	4:36	5:36	6:36	7:36	8:36	<b>9:36</b>	<b>10:36</b>	<b>11:36</b>
Across POLLY HILL ARBORETUM	3:38	4:38	5:38	6:38	7:38	8:38	<b>9:38</b>	<b>10:38</b>	<b>11:38</b>
Arrive WT BUSINESS DISTRICT	3:42	4:42	5:42	6:42	7:42	8:42	<b>9:42</b>	<b>10:42</b>	<b>11:42</b>
Depart WT BUSINESS DISTRICT	3:44	4:44	5:44	6:44	7:44	8:44	<b>9:44</b>	<b>10:44</b>	<b>11:44</b>
STONEY HILL ROAD	3:48	4:48	5:48	6:48	7:48	8:48	<b>9:48</b>	<b>10:48</b>	<b>11:48</b>
TISBURY STATE RD. BUS. DIST.	3:53	4:53	5:53	6:53	7:53	8:53	<b>9:53</b>	<b>10:53</b>	<b>11:53</b>
Arrive VH SSA TERMINAL	3:59	4:59	5:59	6:59	7:59	8:59	<b>9:59</b>	<b>10:59</b>	<b>11:59</b>

**Note A:** Gray shaded trips in **bold italics** indicate extended service on: FRIDAYS & SATURDAYS MAY 17 - JUNE 21 and SUNDAY MAY 26, DAILY JUNE 22 - SEPTEMBER 1, and FRIDAYS & SATURDAYS SEPTEMBER 6 - 28, 2019.

**Note B:** Black shading indicates extended service DAILY JUNE 22 - SEPTEMBER 1



Published on Vineyard Transit Authority (<https://www.vineyardtransit.com>)

[Home](#) > Route #4

## Route #4

West Tisbury - Chilmark - Menemsha via North Road



# #4

### WEST TISBURY - CHILMARK - MENEMSHA via NORTH ROAD

MAY 17 - SEPTEMBER 28, 2019

MV Transit Authority  
508-693-9440  
[www.vineyardtransit.com](http://www.vineyardtransit.com)

#### WEST TISBURY to MENEMSHA & CHILMARK

	A.M.				P.M.				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
<b>Depart W. TISBURY TOWN HALL</b>	6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40
<b>STATE ROAD AT NORTH ROAD</b>	6:44	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44
<b>Across from WASKOSIM'S ROCK</b>	6:46	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46
<b>Across from TABOR HOUSE RD.</b>	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49
<b>Town Lot (Off Tabor House Rd.)</b>	6:50 <sup>A</sup>	7:50 <sup>A</sup>	8:50 <sup>A</sup>	9:50 <sup>A</sup>	---	---	---	---	---
<b>Depart MENEMSHA BEACH</b>	7:01	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01
<b>Arrive CHIL. COMMUNITY CTR.</b>	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06

<sup>A</sup> Pull-ins to the Town Parking Lot: June 22 - September 1 only.

	P.M.						
	Daily	Daily	Daily	Daily	Note A	Note B	Note B
<b>Depart W. TISBURY TOWN HALL</b>	3:40	4:40	5:40	6:40	<b>7:40</b>	<b>8:40</b>	<b>9:40</b>
<b>STATE ROAD AT NORTH ROAD</b>	3:44	4:44	5:44	6:44	<b>7:44</b>	<b>8:44</b>	<b>9:44</b>
<b>Across from WASKOSIM'S ROCK</b>	3:46	4:46	5:46	6:46	<b>7:46</b>	<b>8:46</b>	<b>9:46</b>
<b>Across from TABOR HOUSE RD.</b>	3:49	4:49	5:49	6:49	<b>7:49</b>	<b>8:49</b>	<b>9:49</b>
<b>Depart MENEMSHA BEACH</b>	4:01	5:01	6:01	7:01	<b>8:01</b>	<b>9:01</b>	<b>10:01</b>
<b>Arrive CHIL. COMMUNITY CTR.</b>	4:06	5:06	6:06	7:06	<b>8:06</b>	<b>9:06</b>	<b>10:06</b>

#### MENEMSHA & CHILMARK to WEST TISBURY

	A.M.				P.M.				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
<b>Depart MENEMSHA BEACH</b>	7:01	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01
<b>Depart CHIL. COMMUNITY CTR.</b>	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08
<b>TABOR HOUSE ROAD</b>	7:13	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13
<b>WASKOSIM'S ROCK RES.</b>	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17
<b>Arrive WT BUSINESS DISTRICT</b>	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23
<b>Depart WT BUSINESS DISTRICT</b>	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33
<b>POLLY HILL ARBORETUM</b>	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35
<b>Arrive W. TISBURY TOWN HALL</b>	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38

	P.M.						
	Daily	Daily	Daily	Daily	Note A	Note B	Note B
<b>Depart MENEMSHA BEACH</b>	4:01	5:01	6:01	7:01	<b>8:01</b>	<b>9:01</b>	<b>10:01</b>
<b>Depart CHIL. COMMUNITY CTR.</b>	4:08	5:08	6:08	7:08	<b>8:08</b>	<b>9:08</b>	<b>10:08</b>
<b>TABOR HOUSE ROAD</b>	4:13	5:13	6:13	7:13	<b>8:13</b>	<b>9:13</b>	<b>10:13</b>
<b>Town Lot (Off Tabor House Rd.)</b>	---	---	* Pull-ins to Town Lot upon request after 6:00 pm.				
<b>WASKOSIM'S ROCK RES.</b>	4:17	5:17	6:19	7:19	<b>8:19</b>	<b>9:19</b>	<b>10:17</b>
<b>Arrive WT BUSINESS DISTRICT</b>	4:23	5:23	6:25	7:25	<b>8:25</b>	<b>9:25</b>	<b>10:23</b>
<b>Depart WT BUSINESS DISTRICT</b>	4:33	5:33	6:33	7:33	<b>8:33</b>	<b>9:33</b>	<b>10:33</b>
<b>POLLY HILL ARBORETUM</b>	4:35	5:35	6:35	7:35	<b>8:35</b>	<b>9:35</b>	<b>10:35</b>
<b>Arrive W. TISBURY TOWN HALL</b>	4:38	5:38	6:38	7:38	<b>8:38</b>	<b>9:38</b>	<b>10:38</b>

**Note A:** Gray shaded trips in bold italics indicate extended service on:  
FRIDAYS & SATURDAYS MAY 17 - JUNE 21 and SUNDAY MAY 26,  
DAILY JUNE 22 - SEPTEMBER 1,  
and FRIDAYS & SATURDAYS SEPTEMBER 6 - 28, 2019.

**Note B:** Black shading indicates extended service DAILY JUNE 29 - AUGUST 24, 2019 ONLY





## VTA Microtransit - New Pilot Program for Off-Season Winter 2020 - 2021

Microtransit is an on-demand transit service, offered in areas on days that are not served by the fixed route buses. Trips can be requested in advance or same day. Microtransit trips may connect riders with their origin to their destination directly, with their origin and nearest bus stop, or a bus stop and their destination.

### What locations are eligible for VTA Microtransit?

If your origin and/or destination are beyond 1/2 of a mile of a fixed route that the VTA is running on a given day, your trip is eligible for microtransit. This service is available 7 days a week for the area usually serviced by Routes #7, #8, #9 and #10A. Only Routes #1, #10 and #13 will operate on Sundays. Microtransit will be available for the areas of Routes #2, #3, #4, #5 and #6 on Sundays.

### How do I schedule a microtransit trip?

Call VTA Operations at 508-693-9440 (extension 1). Vehicle availability is limited, so calling in advance is recommended. Timing of trips may need to be flexible. All trip requests will be handled on a first come, first served basis.

### Operating Hours

Trip requests will be accepted for operating hours between 7 am and 6 pm daily.

### Microtransit Ride Experience

The VTA will use minibuses to provide microtransit trips. Depending on other ride requests, the VTA will optimize and group riders together for similarly routed trips.

### Accessibility

All VTA minibuses are accessible. Persons with mobility devices can be fully and safely accommodated by our trained vehicle operators.

### Microtransit Fares

Microtransit fares are charged by zone, which are the Island towns. Each zone fare is \$5, including the zone or town of origin. In cases where the origin or destination is very close to a zone boundary, the VTA may waive the first or last zone fare. Our goal is to get you from your origin to your destination as best as possible, either with the bus or a microtransit minibus, or both.

### More Information

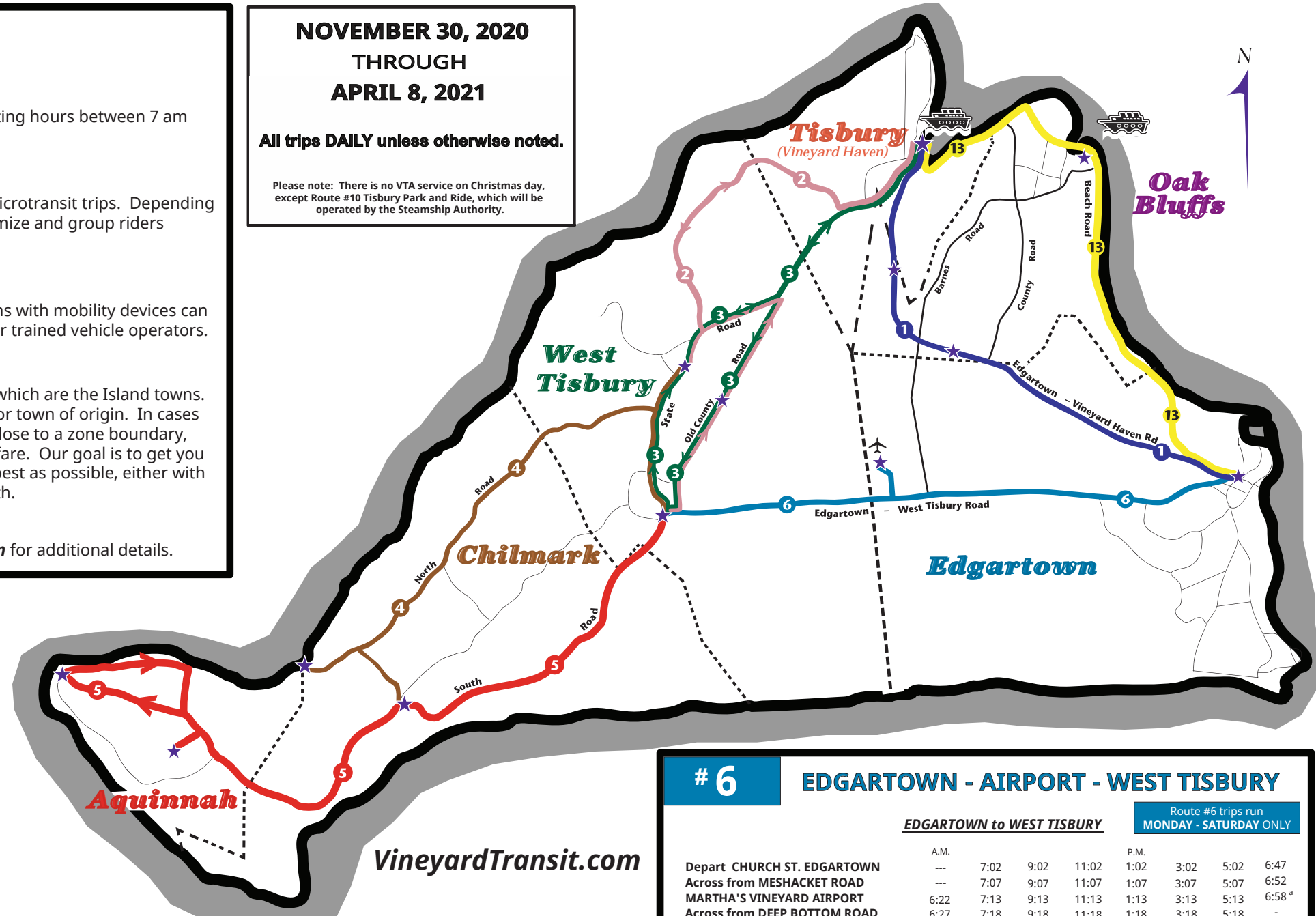
Visit the VTA website [vineyardtransit.com](http://vineyardtransit.com) for additional details.

**NOVEMBER 30, 2020**

**THROUGH  
APRIL 8, 2021**

**All trips DAILY unless otherwise noted.**

Please note: There is no VTA service on Christmas day, except Route #10 Tisbury Park and Ride, which will be operated by the Steamship Authority.



## #13

### EDGARTOWN - OAK BLUFFS - VINEYARD HAVEN via Beach Road

Connections to ROUTES #1, #2 and #3 at VINEYARD HAVEN SSA TERMINAL, and to ROUTES #1 and #6 at CHURCH ST. EDGARTOWN

#### EDGARTOWN to OAK BLUFFS to VINEYARD HAVEN

	Depart CHURCH ST. EDGARTOWN	Depart OAK BLUFFS SSA TERMINAL	Arrive VINEYARD HAVEN SSA TERMINAL
A.M.	6:25	6:39	6:51
	7:25	7:39	7:51
	7:55	8:09	8:21
	8:25	8:39	8:51
	8:55	9:09	9:21
	9:25	9:39	9:51
	9:55	10:09	10:21
	10:25	10:39	10:51
	10:55	11:09	11:21
	11:25	11:39	11:51
	11:55	12:09	12:21
P.M.	12:25	12:39	12:51
	12:55	1:09	1:21
	1:25	1:39	1:51
	1:55	2:09	2:21
	2:25	2:39	2:51
	2:55	3:09	3:21
	3:25	3:39	3:51
	3:55	4:09	4:21
	4:25	4:39	4:51
	4:55	5:09	5:21
	5:25	5:39	5:51
	5:55	6:09	6:21
	6:25	6:39	6:51
	6:55	7:09	7:21
	7:25	7:39	7:51
	7:55	8:09	8:21
	8:25	8:39	8:51
	8:55	9:09	9:21
	9:25	9:39	9:51
	9:55	10:09	10:21
	10:25	10:39	10:51

#### VINEYARD HAVEN to OAK BLUFFS to EDGARTOWN

	Depart VINEYARD HAVEN SSA TERMINAL	Depart OCEAN PARK OAK BLUFFS	Arrive CHURCH STREET EDGARTOWN
A.M.	6:55	7:07	7:19
	7:25	7:37	7:49
	7:55	8:07	8:19
	8:25	8:37	8:49
	8:55	9:07	9:19
	9:25	9:37	9:49
	9:55	10:07	10:19
	10:25	10:37	10:49
	10:55	11:07	11:19
	11:25	11:37	11:49
	11:55	12:07	12:19
P.M.	12:25	12:37	12:49
	12:55	1:07	1:19
	1:25	1:37	1:49
	1:55	2:07	2:19
	2:25	2:37	2:49
	2:55	3:07	3:19
	3:25	3:37	3:49
	3:55	4:07	4:19
	4:25	4:37	4:49
	4:55	5:07	5:19
	5:25	5:37	5:49
	5:55	6:07	6:19
	6:25	6:37	6:49
	6:55	7:07	7:19
	7:25	7:37	7:49
	7:55	8:07	8:19
	8:25	8:37	8:49
	8:55	9:07	9:19
	9:25	9:37	9:49
	9:55	10:07	10:19

Unshaded trips in **BOLD** operate DAILY.

Yellow shaded trips operate SATURDAYS & SUNDAYS ONLY.

Extra trips may be discontinued during the season if not supported by sufficient ridership.

## GENERAL INFORMATION

VTA bus service on Martha's Vineyard offers an economical and safe way to get around the Island year-round. Please read the route timetables carefully. Check for information on connecting buses and transfers. Remember that your transfer between routes may often mean simply staying on the same bus.

If you need assistance planning your trip in advance or have questions, please contact us at the VTA and we will be happy to assist you.

Schedules and fares are subject to change without notice.

Be sure to check [vineyardtransit.com](http://vineyardtransit.com) and posted roadside schedules regularly for updated information. Schedules are available in large print upon request.

### Bicycles

All buses are equipped with bike racks that will accommodate 3 bikes. Bicycles can be loaded and unloaded at designated stops where the bus is able to pull off the road.

### Food and Drink

No eating, drinking, smoking or vaping on the bus. Food and beverages may be brought aboard in resealable containers only.

### Lost Items

Please be sure to secure your belongings while travelling. The VTA is not responsible for lost items. We will attempt to assist you with lost and found items.

## #6

### EDGARTOWN - AIRPORT - WEST TISBURY

#### EDGARTOWN to WEST TISBURY

Route #6 trips run MONDAY - SATURDAY ONLY

Depart CHURCH ST. EDGARTOWN  
Across from MESHACKET ROAD  
MARTHA'S VINEYARD AIRPORT  
Across from DEEP BOTTOM ROAD  
Arrive WEST TISBURY TOWN HALL

	A.M.				P.M.				
---	7:02	9:02	11:02	1:02	3:02	5:02	6:47		
---	7:07	9:07	11:07	1:07	3:07	5:07	6:52		
6:22	7:13	9:13	11:13	1:13	3:13	5:13	6:58 <sup>a</sup>		
6:27	7:18	9:18	11:18	1:18	3:18	5:18	-		
6:33	7:24	9:24	11:24	1:24	3:24	5:24	-		

<sup>a</sup> Arrival only.

#### WEST TISBURY to EDGARTOWN

Depart WEST TISBURY TOWN HALL  
DEEP BOTTOM ROAD  
MARTHA'S VINEYARD AIRPORT  
Across from BOLD MEADOW ROAD  
MESHACKET ROAD  
Arrive CHURCH ST. EDGARTOWN

	A.M.				P.M.				
---	8:27	10:27	12:27	2:27	4:27	6:23			
---	8:33	10:33	12:33	2:33	4:33	6:29			
6:48	8:38	10:38	12:38	2:38	4:38	6:34			
6:53	8:43	10:43	12:43	2:43	4:43	6:39			
6:55	8:45	10:45	12:45	2:45	4:45	6:41			
7:00	8:50	10:50	12:50	2:50	4:50	6:46			

### Where's My Bus?

For real-time bus location and arrival time estimates, visit [vtamv.transloc.com](http://vtamv.transloc.com). On mobile devices, install the free app: **TRANSLOC RIDER** and select Martha's Vineyard on the transit systems list.

### Contact Us

VTA Main Office (508) 693 - 9440

TTY Line (508) 693 - 4633

Fax Line (508) 693 - 9953







## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : West Tisbury

COUNT DATE : March 2021 (adj to avg month)

DISTRICT : 5

UNSIGNALIZED : X  
0.57

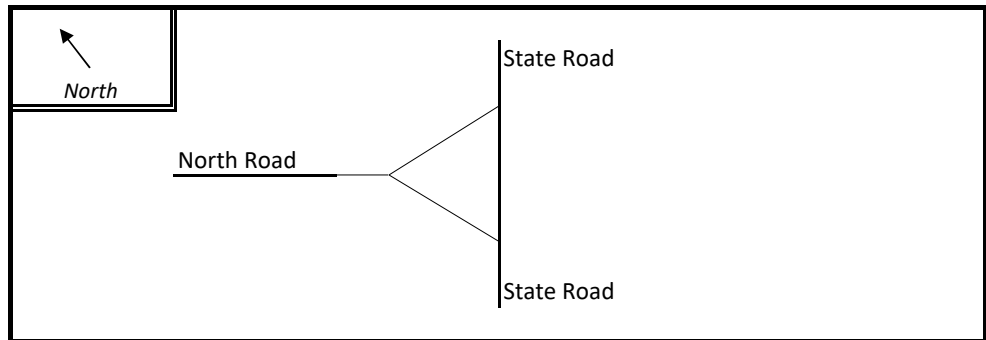
SIGNALIZED :    
0.75

~ INTERSECTION DATA ~

MAJOR STREET : State Road

MINOR STREET(S) : North Road

**INTERSECTION  
DIAGRAM**  
(Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	NB	SB			
PEAK HOURLY VOLUMES (AM/PM) :	80	179	177			436

" K " FACTOR : 0.090      INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME : 4,844

TOTAL # OF CRASHES : 7      # OF YEARS : 5      AVERAGE # OF CRASHES PER YEAR ( A ) : 1.40

CRASH RATE CALCULATION : 0.79

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

Comments : MassDOT Accident Data (2015-2019)  
 Project Title & Date: 15160.00 MV Film Festival, March 2021

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : West Tisbury

COUNT DATE : March 2021 (adj to avg month)

DISTRICT : 5

UNSIGNALIZED : X  
0.57

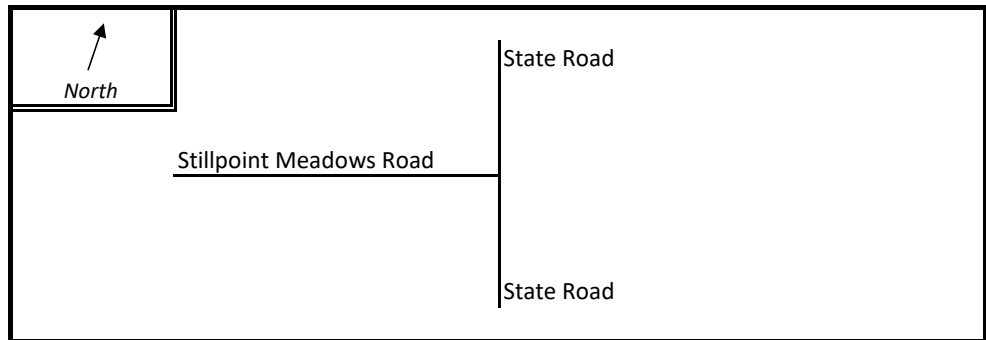
SIGNALIZED :    
0.75

~ INTERSECTION DATA ~

MAJOR STREET : State Road

MINOR STREET(S) : Stillpoint Meadows Road

**INTERSECTION  
DIAGRAM**  
(Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	NB	SB			
PEAK HOURLY VOLUMES (AM/PM) :		179	147			326

" K " FACTOR : 0.090      INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME : 3,622

TOTAL # OF CRASHES : 1      # OF YEARS : 5      AVERAGE # OF CRASHES PER YEAR ( A ) : 0.20

CRASH RATE CALCULATION : 0.15

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

Comments : MassDOT Accident Data (2015-2019)  
 Project Title & Date: 15160.00 MV Film Festival, March 2021

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : West Tisbury

COUNT DATE : March 2021 (adj to avg month)

DISTRICT : 5

UNSIGNALIZED : X  
0.57

SIGNALIZED :    
0.75

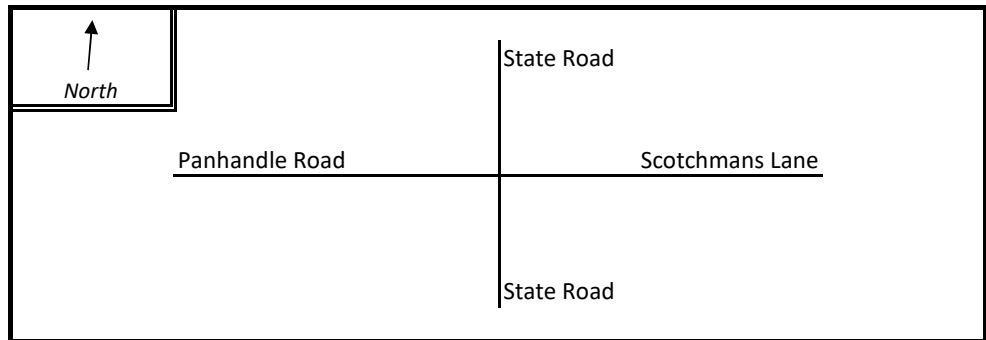
~ INTERSECTION DATA ~

MAJOR STREET : State Road

MINOR STREET(S) : Panhandle Road

Scotchmans 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) :	50	32	122	146		350

" K " FACTOR : 0.090      INTERSECTION ADT ( V ) =  
TOTAL DAILY APPROACH VOLUME : 3,889

TOTAL # OF CRASHES : 6      # OF YEARS : 5      AVERAGE # OF CRASHES PER  
YEAR ( A ) : 1.20

CRASH RATE CALCULATION : 0.85

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

Comments : MassDOT Accident Data (2015-2019)  
 Project Title & Date: 15160.00 MV Film Festival, March 2021

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : West Tisbury

COUNT DATE : March 2021 (adj to avg month)

DISTRICT : 5

UNSIGNALIZED : X  
0.57

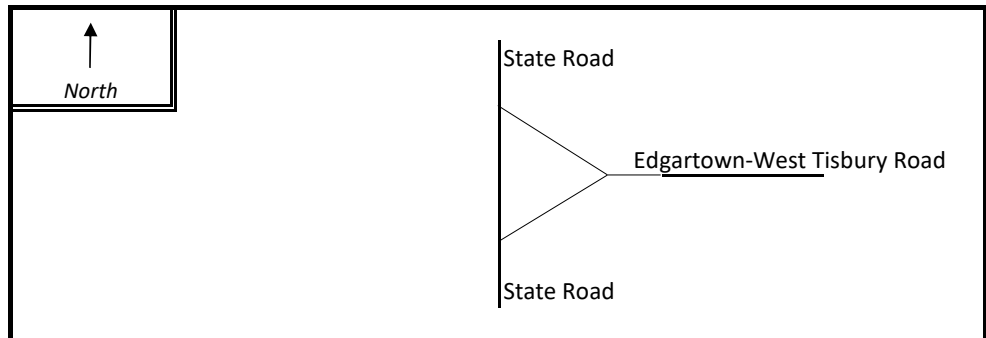
SIGNALIZED :    
0.75

~ INTERSECTION DATA ~

MAJOR STREET : State Road

MINOR STREET(S) : Edgartown-West Tisbury Road

**INTERSECTION  
DIAGRAM**  
(Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	WB	NB	SB			
PEAK HOURLY VOLUMES (AM/PM) :	204	227	100			531

" K " FACTOR : 0.090      INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME : 5,900

TOTAL # OF CRASHES : 5      # OF YEARS : 5      AVERAGE # OF CRASHES PER YEAR ( A ) : 1.00

CRASH RATE CALCULATION : 0.46

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

Comments : MassDOT Accident Data (2015-2019)  
 Project Title & Date: 15160.00 MV Film Festival, March 2021

State Road at North Road

Crash Number	City/Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Person	Age of Driver - Oldest Person	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Action Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Direction (All Vehicles)	Weather Conditions	Crash Report ID#	Most Harmful Event (All Vehicles)	Street Number	Highway	Near Intersection Highway
402392	WEST TSBURY	05/16/2015	Non-fatal injury	6:43 AM	Non-fatal injury - Non-inspecting	1	Local police	45-54	45-54	01: (No improper driving)	Dusk - roadway not lighted	Single vehicle crash		Sand, mud, dirt, oil, gravel	0	0	V1: Travelling straight ahead	V1(Passenger car)	V1: E	Clear	150000019	V1(Downrun/hollowed)		NORTH ROAD / STATE ROAD	
403105	WEST TSBURY	09/27/2014	Property damage only (owner injured)	9:48 AM	No injury	2	Local police	25-34	35-74	01: (No improper driving) / 02: (Operating defective equipment)	Daylight	Rear-end		Dry	0	0	V1: Turning right / V2: Slowing or stopped in traffic	V1(Passenger car) / V2(Passenger car)	V1: N / V2: N	Clear/Cloud		V1(Collision with motor vehicle in traffic) / V2(Collision with motor vehicle in traffic)		STATE ROAD / NORTH ROAD	
416263	WEST TSBURY	07/16/2011	Unknown	0:4 AM	Unknown	1	Local police	71-84	71-84	01: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Travelling straight ahead	V1(Sight truck/bvan, minivan, pickup, sport utility)	V1: E	Clear	150000140	V1(Collision with other movable object)	659	STATE RD	NORTH ROAD
436594	WEST TSBURY	01/05/2015	Not Reported	11:42 AM	Not reported	2	Local police	08-20	24-34	01: (No improper driving) / 02: (Obstructed/obscured too closely)	Daylight	Rear-end		Dry	0	0	V1: Turning right / V2: Travelling straight ahead	V1(Passenger car) / V2(Sight truck/bvan, minivan, pickup, sport utility)	V1: E / V2: E	Clear	150000157	V1(Collision with motor vehicle in traffic) / V2(Collision with motor vehicle in traffic)	658	STATE RD	NORTH ROAD
437144	WEST TSBURY	11/05/2010	Non-fatal injury	4:11 PM	Non-fatal injury - Possible	1	Local police	25-34	23-34	01: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	Daylight	Single vehicle crash		Dry	0	0	V1: Travelling straight ahead	V1(Passenger car)	V1: S	Clear	160000243	V1(Downrun/hollowed)	658	STATE RD	NORTH ROAD
462840	WEST TSBURY	05/19/2010	Property damage only (owner injured)	7:10 PM	No injury	2	Local police	78-20	80-20	02: (No improper driving)(No improper driving)	Daylight	Side-swipe, opposite direction		Wet	0	0	V0: Travelling straight ahead / V1: Turning left	V2(Sight truck/bvan, minivan, pickup, sport utility) / V1(Unknown heavy truck, cannot classify)	V2: N / V1: E	Cloudy	160000265	V2(Collision with motor vehicle in traffic) / V1(Collision with motor vehicle in traffic)		NORTH ROAD / STATE ROAD	
468426	WEST TSBURY	06/17/2015	Property damage only (owner injured)	1:34 PM	No injury	2	Local police	35-64	31-64		Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1(Passenger car) / V2(Sight truck/bvan, minivan, pickup, sport utility)	V1: N / V2: N	Clear	170000133	V1(Collision with motor vehicle in traffic) / V2(Collision with motor vehicle in traffic)	657	STATE ROAD	NORTH ROAD

State Road at Panhandle Road/Scotchmans Lane

Crash Number	City/Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Driver	Age of Driver - Oldest Driver	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Conditions	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report ID#	Most Harmful Event (All Vehicles)	Street Number	Highway	Near Intersection Highway
4331801	WEST TSBURY	05/15/2017	Property damage only (none injured)	7:40 AM	No injury	2	Local police	25-34	25-34	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: (Passenger car) / V2: (Passenger car)	V1 E / V2: N	Clear/Clear		V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic		PANHANDLE ROAD / STATE ROAD	
4362693	WEST TSBURY	07/21/2015	Non-fatal injury	8:40 PM	Non-fatal injury - Non-reporting	2	Local police	55-64	64	D1: (No improper driving) / D2: (Disregarded traffic signs, signals, road markings)/(Physical impairment)	Daylight	Single vehicle crash		Dry	0	0	V1: Travelling straight ahead / V2: Turning right	V1: (Unknown heavy truck, cannot identify) / V2: (Passenger car)	V1 N / V2: W	Clear	150000153	V2: (Other non-collision)		PANHANDLE RD / STATE RD	
4352198	WEST TSBURY	02/15/2017	Property damage only (none injured)	4:17 PM	No injury	2	Local police	45-54	45-54	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight	Angle		Wet	0	0	V1: Travelling straight ahead / V2: Stopping or stopped in traffic	V1: (Light truck/bvan, minivan, pickup, sport utility) / V2: (Passenger car)	V1 N / V2: W	Cloudy/Cloudy	170000030	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic		STATE ROAD / PANHANDLE ROAD	
437231	WEST TSBURY	03/05/2015	Property damage only (none injured)	4:4 PM	No injury	2	Local police	21-24	21-24	D1: (Swerving or avoiding due to wet, slippery surface, vehicle, object, non-motorist in roadway, etc)	Daylight	Head-on		Snow	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: (Light truck/bvan, minivan, pickup, sport utility) / V2: (Light truck/bvan, minivan, pickup, sport utility)	V1 N / V2: Not Reported	Snow	150000055	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic		PANHANDLE RD	STATE ROAD
437255	WEST TSBURY	10/08/2010	Not Reported	5:50 PM	Not reported	2	Local police	65-74	65-74	D1: (Failed to yield right of way)(Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Daylight	Side-swipe, opposite direction		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: (Passenger car) / V2: (Passenger car)	V1 E / V2: N	Cloudy	160000224	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic		PANHANDLE RD / STATE ROAD	
4371338	WEST TSBURY	10/15/2014	Property damage only (none injured)	2:03 PM	No injury	2	Local police	65-74	75-84	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Stopping or stopped in traffic / V2: Travelling straight ahead	V1: (Light truck/bvan, minivan, pickup, sport utility) / V2: (Light truck/bvan, minivan, pickup, sport utility)	V1 E / V2: N	Clear/Clear	160000229	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic		PANHANDLE RD / STATE RD	

State Road at Edgartown-West Tisbury Road

Crash Number	City/Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Driver	Age of Driver - Oldest Driver	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Conditions	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report ID#	Most Harmful Event (All Vehicles)	Street Number	Roadway	Road Intersection Roadway
4030203	WEST TISBURY	05/30/2016	Property damage only (none injured)	9:28 AM	No injury	2	Local police	45-54	65-74	D1: (No improper driving) / D2: (No improper driving)	Daylight	Rear-end		Wet	0	0	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:Light truck/truck, minivan, pickup, sport utility / V2:Passenger car	V1 E / V2 E	Cloudy/Rain	150000020	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic		EDGARTOWN - WEST TISBURY ROAD / STATE ROAD	
4031815	WEST TISBURY	07/21/2016	Property damage only (none injured)	5:31 PM	No injury	2	Local police	21-24	35-74	D1: (No improper driving) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:Passenger car / V2:Light truck/truck, minivan, pickup, sport utility	V1 W / V2 W	Clear/Cloud		V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic		STATE ROAD / EDGARTOWN - WEST TISBURY ROAD	
4040837	WEST TISBURY	03/30/2016	Not Reported	6:36 PM	Not reported	2	Local police	21-34	45-54	D1: (No improper driving) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:Passenger car / V2:Light truck/truck, minivan, pickup, sport utility	V1 N / V2 N	Clear/Cloud	140000201	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	541	STATE ROAD	EDGARTOWN - WEST TISBURY ROAD
4236976	WEST TISBURY	05/06/2016	Not Reported	6:03 PM	Not reported	2	Local police	35-44	35-44	D1: (No improper driving)/Other improper driving	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:Passenger car / V2:Light truck/truck, minivan, pickup, sport utility	V1 N / V2 W	Clear	160000152	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic		STATE ROAD / EDGARTOWN - WEST TISBURY ROAD	
4608377	WEST TISBURY	07/27/2016	Property damage only (none injured)	5:16 PM	No injury	2	Local police	35-64	65-74		Daylight	Angle		Dry	0	0	V1: Slowing or stopped in traffic / V2: Overtaking/passing	V1:Passenger car / V2:Passenger car	V1 W / V2 W	Clear	180000113	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic		EDGARTOWN - WEST TISBURY ROAD / STATE ROAD	
4608385	WEST TISBURY	08/17/2016	Property damage only (none injured)	1:32 PM	No injury	2	Local police	21-34	21-34	D1: (No improper driving) / D2: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	Daylight	Side-swipe, same direction		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:Light truck/truck, minivan, pickup, sport utility / V2:Light truck/truck, minivan, pickup, sport utility	V1 N / V2 N	Clear	180000181	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic		EDGARTOWN - WEST TISBURY ROAD	





**Stopping Sight Distance and Intersection Sight Distance Calculator [v0.97]**  
**Based on 'A Policy on Geometric Design of Highways and Streets', AASHTO, 2004**

Section I				Section III			
<b>Project Information</b>				<b>ISD and SSD Calculations</b> (rounded up to the next highest 5 feet) [sources: SSD - AASHTO, pp.110-117; ISD - AASHTO, pp. 650 - 664]			
Project Number:	15160.00	Analyst:	VHB	Cases are described in detail on subsequent pages. In summary... B1: left turn from minor road, from stop control B2: right turn from minor road, from stop control B3: crossing maneuver from minor road, from stop control, assuming left- and right turns are not permitted [otherwise, case B1 or B2 would supercede]			
City/Town, State:	West Tisbury, MA	Client:	MVFF & The Yard				
Location:	State Road at Stillpoint Meadows Road						
<b>Street Names and Directions</b>		<b>Street Notes</b>					
Major Street name:	State Road	NB/SB					
Minor Street name:	Stillpoint Meadows Rd	EB/WB					
Minor Street intersects from the:	west						
The minor street <i>predominantly</i> serves...	Passenger Cars						
Sight distance location intersection is...	Existing						
Total number of lanes on Major Street is...	2						
<b>Grade Information</b> [enter down slope as a negative number]							
Major Street Approach Grade:	0.00%	NB					
	0.00%	SB					
Minor Street Approach Grade:	0.00%	NB					
	0.00%	SB					
<b>Major Street Speed Information</b>							
	<i>Posted</i>		<i>Observed *</i>				
	n/a	NB	39				
	n/a	SB	39				
				<i>* note: off-peak 85th percentile speeds</i>			
<b>Desirable Calculated...</b>				<b>Condition Met?</b>			
... ISD, case B1:	430			Yes			
... ISD, case B2:	375			No			
... ISD, case B3:	375			Yes			
				<i>[note: if number of lanes crossed exceeds 6, or if grades are steep, consult the manual]</i>			
<b>Minimum Calculated ...</b>				<b>Condition Met?</b>			
... ISD, case B1:	290			Yes			
... ISD, case B2:	290			Yes			
... ISD, case B3:	290			Yes			
				<i>[note: minimum ISD is equal to required SSD]</i>			
<b>Calculated ...</b>				<b>Condition Met?</b>			
... SSD:	290	traveling NB		Yes			
	290	traveling SB		Yes			
Section II				Section IV			
<b>ISD and SSD Observations</b>				<b>AASHTO Guidance</b>			
<i>Instructions on how to observe and measure ISD and SSD are included on subsequent pages.</i>				Refer to AASHTO for specific guidance on SSD and ISD if presented with an unusual/atypical case.			
<p><b>ISD</b> - Intersection sight distance is the distance that is based on the time required for perception, reaction and completion of the desired critical exiting maneuver [typically, a left turn] once the driver on a minor street approach [or a site drive] decides to execute the maneuver. Calculation for the critical ISD includes the time to [1] turn left, and to clear the near half of the intersection without conflicting with the vehicles approaching from the left; and [2] upon turning left, to accelerate to the operating speed on the roadway without causing approaching vehicles on the main road to unduly reduce their speed. In this context, ISD can be considered as a <i>desirable</i> visibility criterion for the safe operation of an unsignalized intersection.</p> <p><b>SSD</b> - Stopping sight distance is the distance required for a vehicle approaching an intersection from either direction to perceive, react, and come to a complete stop before colliding with the exiting vehicle from a driveway. In this respect, SSD can be considered as the <i>minimum</i> visibility criterion for the safe operation of an unsignalized intersection.</p>				<p>Adequate ISD is not needed at signalized intersections, assuming traffic signal heads are visible on all approaches. Any object that would obstruct the driver's view should be removed or lowered, if practical. Such objects include buildings, parked cars, highway structures, hedges/vegetation/trees/bushes/unmowed lawn, walls, fences, and terrain.</p> <p>For ISD, an object should be considered an obstruction if it obstructs the vision of a driver whose eye height is 3.5 feet above the roadway surface and the object to be seen is 3.5 feet above the surface of the intersecting road.</p> <p>Where horizontal sight restrictions occur on downgrades, particularly at the ends of long downgrades, it is desirable to provide SSD that exceeds those values indicated above (refer to page 114 of AASHTO).</p>			
				<b>Limiting Factors:</b>			
<b>Observed ISD:</b>	540	looking left [north]	road declines after approx. 520 ft				
(rounded to nearest 5 feet)	300	looking right [south]	horizontal curve, brush and trees				
<b>Observed SSD:</b>	360	traveling NB	horizontal curve, brush and trees				
(rounded to nearest 5 feet)	600	traveling SB					

---

**Background Project**

MVC Transportation Staff Report

Attachments



BOX 1447, OAK BLUFFS, MASSACHUSETTS, 02557, 508-693-3453,  
FAX 508-693-7894 INFO@MVCOMMISSION.ORG WWW.MVCOMMISSION.ORG

## Martha's Vineyard Commission

### Modification Review #C.R. 2-2020 PCMV Recreational Dispensary

#### MVC Transportation Staff Report – 2020-07-27

##### 1. EXISTING CONDITIONS

- 1.1 Sight Distances:** Sight lines at the existing proposed study area/driveway were analyzed. The posted speed limit along this portion of State Road in West Tisbury is 30mph. The corresponding required sight distance for a 30mph roadway is 200 feet. The sight distances at the proposed site driveway looking in both directions are more than adequate and far exceed the minimum requirement of 200-feet.
- 1.2 Safety:** Traffic accident data was inventoried from the Massachusetts Department of Transportation (MassDOT) records for the latest available three-year period (2015-2017). The accident history of the study area was evaluated to identify any safety deficiencies and to determine if the location experiences a higher than average crash rate. The MassDOT Crash Rate Worksheet was used to calculate accident rates in accidents per million entering vehicles. The calculated rates are compared to the Statewide and MassDOT District 5 average rates. During the three-year period (2015-2017) evaluated, there were zero (0) accidents recorded in the vicinity of the proposed driveway, nor that stretch of the corridor.
- 1.3 Traffic Volumes:** On May 11<sup>th</sup>, 2020, MassDOT issued a directive on estimating existing traffic counts for use in projects. It provides guidance on how to estimate existing and future traffic counts in lieu of taking new traffic counts after March 13, 2020, when the COVID-19 restrictions were implemented in Massachusetts. Daily traffic volumes were measured from the historical Automated Traffic Recorder (ATR) tube counts and then a MassDOT yearly Growth Factor Rate for data from 2014 to 2018 (0.041) was applied. The volumes were collected over a seven-day period on State Road south of Indian Hill Road from August 14 – August 22, 2017. The 5-day (Monday-Friday) average daily traffic with the applied yearly growth rate is roughly 10,353 vehicles per day, while the 7-day (Monday-Sunday) average daily traffic with the applied yearly growth rate is roughly 10,205 vehicles per day as shown in the table below.

##### Estimated Average Daily Traffic

Count Location	5-Day Average Daily Traffic (M-F)	7-Day Average Daily Traffic (M-S)
State Road South of Indian Hill Road	*10,353	*10,205

\*MassDOT Yearly Growth Rate factor of 0.041 was applied to existing counts from August 14-22, 2017

In order to compare how many vehicular trips the other land uses in the area will generate, staff conducted a turning movement count (TMC) on Thursday June 25, 2020, of just the entering vehicles from the three existing driveways at USPS/Cronig's Market, Cournoyer Road, and Conroy Apothecary from 10:00 am – 4:00 pm. It should be noted that Cronig's Market is closed for renovations at this time and that these numbers do not include exiting vehicles, through movements or vehicles who entered the USPS/Cronig's driveway from Indian Hill Road.

The turning movement counts indicate that between the 6-hour period from 10:00am-4:00pm, a total of 474 vehicles entered the USPS/Cronig's entrance, 50 vehicles entered Cournoyer Road, and 150 vehicles entered the Conroy Apothecary entrance. The peak hour from 10:00am – 11:00 am had a total of 122 entering vehicles as shown in the table below.

Turning Movement Count – Number of Vehicles who entered the existing site driveways

Time on 6/25/20	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	TOTAL 10:00-4:00
Entrances							
*USPS/Cronig's	79	82	89	70	78	76	474
Cournoyer Road	10	8	9	6	10	7	50
Conroy Apothecary	33	29	23	20	22	23	150
Total Per Hour	122	119	121	96	110	106	674

\*Cronig's Market was closed for renovations at the time of this count 6/25/20. Does not include vehicles who entered from Indian Hill Road.

Observed Queuing Times – in/out 6/29/20

Time	10-11	11-12	12-1				3-4
entrance							
Cronig's	65 seconds	71 seconds	78 seconds				63 seconds

**2. FUTURE CONDITIONS**

- 2.1 Parking:** The parking supply is dictated by the site configuration and building size/location. The proposed facility has been revised to serve 20 (9' x 18') off street parking spaces, a reduction of - 3 spaces from the previous proposal. Of the 20 spaces, 3 spaces that are situated on the other side of the building, away from customer parking will be dedicated to employees. The parking configuration in the front of the building will consist of 11 spaces for adult use customers, 4 spaces dedicated for medical patients only, 1 handicap accessible space, and 1 express order/pickup space which will limit/reduce customers from having to meander through the parking lot. All 20 spaces will be properly signed for their designated intents. The West Tisbury zoning regulations require one space per 150 sqf. of floor space. The parking is adequate per the West Tisbury zoning requirement. The applicant has stated that in order to mitigate any traffic concerns, customers will have to make an appointment prior to arriving. The applicant has offered to limit the total number of appointments to no more than 5 appointments every fifteen-minutes. The parking lot has the ability to handle that level of capacity. Parking attendants will be on site to help facilitate any overlaps. The applicant is also implementing a Ride-Share incentive program for their employees.
- 2.2 Access and Circulation:** The proposed driveway to the Patient Centric parcel is via two-way, approximately 24-foot wide driveway at State Road. This will allow a vehicle to safely enter the

site without causing any delays on State Road and still have enough space to move internally and not have to wait for an exiting vehicle. For small commercial uses with employee traffic (i.e., no retail customers or frequent visitors) a single-lane driveway is adequate. For commercial uses with retail customers and regular visitors, a two-lane driveway is preferable. The access and egress at the proposed site driveway are adequate. Two, 22'-wide t-shaped vehicle turnarounds have been proposed in order to improve vehicle circulation within the lot. This type of turnaround is less expensive and takes up less space than a cul-de sac and works with cars and smaller trucks, but may not be suffice for large trucks. The minimum required area needed for a passenger car to back up is 20'. Though found to be limited to low volume driveways, the vehicle turnarounds are adequate. Should any internal conflicts arise, the parking lot attendants will direct customers/patients to those areas in order for them to properly exit.

**2.3 Trip Generation:** Trip generation for the proposed project was determined by applying trips rates obtained from the Institute of Transportation Engineers (ITE) Land Use Code 882 – Medical Dispensary as well as observed trip generations from a dispensary in Lynn, MA. It should be noted that there is a lack of empirical data due to how new this Land Use is nationwide, and that the ITE numbers were derived from a small sample size of just four dispensaries in Colorado and Oregon. The table below is from the Traffic Impact Analyses and estimates that a 1,410 sqf. Marijuana Dispensary will generate roughly 356 weekday daily trips, 29 weekday AM Peak Hour trips, 42 weekday PM Peak Hour trips, 366 Saturday Trips, and 51 Saturday peak hour trips. A trip is defined as a one-way movement to and from the site.

Trip Generation, 882 – Marijuana Dispensary

**LUC 882 – Marijuana Dispensary**  
**Average Trip Ends per 1,000 sf.**

<b><u>Time Period</u></b>	<b><u>GFA<sup>(2)</sup></u></b>	<b><u>LUC 882 – Marijuana Dispensary</u></b> <b><u>Vehicle Trip Ends<sup>(1)</sup></u></b>
<b>Weekday Daily</b>	252.70	356
<b>Weekday AM Peak Hour</b>	20.88	29
<b>Weekday PM Peak Hour</b>	29.93	42
<b>Saturday Daily</b>	259.31	366
<b>Saturday Peak Hour</b>	36.43	51

<sup>(1)</sup> Based on 1,410± -sf. of floor area

Trip generation data was also obtained by monitoring existing and operational dispensaries in the Commonwealth. One of the most recent dispensaries to open in Lynn, Massachusetts processed 282 individual transactions on its opening day of Saturday, October 26, 2019. The facility is 4,631-sf. with a corresponding Saturday (daily) trip generation rate of 121.79 trip ends per 1,000-sf. of floor area. This observed rate is less than half the ITE projected rate. This same dispensary processed 270 individual transactions on Monday, October 28, 2019 with a corresponding weekday (daily) trip

generation rate of 116.61 trip ends per 1,000-sf. of floor area. This observed rate is again less than half of the ITE projected rate. Table 2, below, estimates projected trip ends for the proposed PCMV facility using these observed rates:

Trip Generation: *Observed Data, Lynn, MA*

<u>Time Period</u>	<u>Observed Trip Ends per 1,000 sf. GFA</u>	<u>Project Vehicle Trip Ends<sup>(1)</sup></u>
Weekday Daily	116.61	164
Saturday Daily	121.79	172

<sup>(1)</sup> Based on 1,410± -sf.of floor area

### 3.0 POTENTIAL MITIGATION FOR CONSIDERATION:

- To enhance safe movement of vehicles entering State Road, a stop bar, accompanied by a stop sign, should be installed at an exit location that maximizes drivers view to the left.
- A stripe should be applied to delineate in and out lanes. This would help guide exiting drivers in keeping to the right and to avoid blocking incoming vehicles.
- Keep employee parking separate/away from customer parking.
- Keep customer parking as close to the building as possible.
- Potential to have a delivery service in order to cut down the amount of appointments/walk-ins.
- Advertising, announcements, stressing appointment only on all platforms.
- Enter an agreement with the Town, Police Department, and MVC to reassess any transportation issues regarding parking and circulation.

---

## Background Project

Dispensary Daily Distribution

Attachments

## Hourly Distribution of Entering and Exiting Vehicle

### Trips by Land Use

Source: ITE Trip Generation Manual, 10th Edition

Land Use Code	882							
Land Use	Marijuana Dispensary							
Setting	General Urban/Suburban							
Time Period	Weekday							
Trip Type	Vehicle							
# Data Sites	4							
	% of 24-Hour Traffic		Weekday			Saturday		
Time	Entering	Exiting	Entering	Exiting	Total	Entering	Exiting	Total
12-1 AM	0	0	0	0	0	0	0	0
1-2 AM	0	0	0	0	0	0	0	0
2-3 AM	0	0	0	0	0	0	0	0
3-4 AM	0	0	0	0	0	0	0	0
4-5 AM	0	0	0	0	0	0	0	0
5-6 AM	0.1	0.1	0	0	0	0	0	0
6-7 AM	0.4	0.1	1	0	1	1	0	1
7-8 AM	1.4	0.2	2	0	3	3	0	3
8-9 AM	4.1	3.6	7	6	14	8	7	14
9-10 AM	5.3	4.3	9	8	17	10	8	18
10-11 AM	8.2	7.5	15	13	28	15	14	29
11-12 PM	8.1	7.9	14	14	28	15	14	29
12-1 PM	9.1	8.9	16	16	32	17	16	33
1-2 PM	8.3	8.0	15	14	29	15	15	30
2-3 PM	8.4	9.3	15	17	32	15	17	32
3-4 PM	9.9	9.6	18	17	35	18	18	36
4-5 PM	11.3	11.4	20	20	40	21	21	42
5-6 PM	12.4	12.4	22	22	44	23	23	45
6-7 PM	12.5	14.7	22	26	48	23	27	50
7-8 PM	0.2	1.6	0	3	3	0	3	3
8-9 PM	0.1	0.2	0	0	1	0	0	1
9-10 PM	0	0.1	0	0	0	0	0	0
10-11 PM	0	0	0	0	0	0	0	0
11-12 AM	0	0	0	0	0	0	0	0
			178	178	356	183	183	366



---

## Trip Generation Calculations and Assumptions



Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖			↑	↗	
Traffic Vol, veh/h	55	0	0	170	125	55
Future Vol, veh/h	55	0	0	170	125	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	2	2	8	1	3
Mvmt Flow	63	0	0	193	142	63

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	367	-	-	0	0
Stage 1	174	-	-	-	-
Stage 2	193	-	-	-	-
Critical Hdwy	6.43	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	-
Pot Cap-1 Maneuver	631	0	0	-	-
Stage 1	854	0	0	-	-
Stage 2	837	0	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	631	-	-	-	-
Mov Cap-2 Maneuver	631	-	-	-	-
Stage 1	854	-	-	-	-
Stage 2	837	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	631	-	-
HCM Lane V/C Ratio	-	0.099	-	-
HCM Control Delay (s)	-	11.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	
Traffic Vol, veh/h	0	25	10	170	125	0
Future Vol, veh/h	0	25	10	170	125	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	8	1	3
Mvmt Flow	0	28	11	193	142	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	142	142	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	911	1453	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	911	1453	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1453	-	911	-
HCM Lane V/C Ratio	0.008	-	0.031	-
HCM Control Delay (s)	7.5	0	9.1	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↔	
Traffic Vol, veh/h	55	25	0	55	10	0
Future Vol, veh/h	55	25	0	55	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	2	3	0	2
Mvmt Flow	63	28	0	63	11	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	140
Stage 1	-	-	-	-	77
Stage 2	-	-	-	-	63
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	-	-	0	-	858
Stage 1	-	-	0	-	951
Stage 2	-	-	0	-	965
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	858
Mov Cap-2 Maneuver	-	-	-	-	858
Stage 1	-	-	-	-	951
Stage 2	-	-	-	-	965

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	858	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	180	150	0
Future Vol, veh/h	0	0	0	180	150	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	7	1	2
Mvmt Flow	0	0	0	205	170	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	375	170	170	0	0
Stage 1	170	-	-	-	-
Stage 2	205	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	626	874	1407	-	-
Stage 1	860	-	-	-	-
Stage 2	829	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	626	874	1407	-	-
Mov Cap-2 Maneuver	626	-	-	-	-
Stage 1	860	-	-	-	-
Stage 2	829	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1407	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	15	1	1	10	25	2	120	1	20	100	30
Future Vol, veh/h	40	15	1	1	10	25	2	120	1	20	100	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	0	0	0	0	11	0	0	3	0
Mvmt Flow	45	17	1	1	11	28	2	136	1	23	114	34

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	337	318	131	327	335	137	148	0	0	137	0	0
Stage 1	177	177	-	141	141	-	-	-	-	-	-	-
Stage 2	160	141	-	186	194	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	609	602	924	630	589	917	1446	-	-	1459	-	-
Stage 1	816	756	-	867	784	-	-	-	-	-	-	-
Stage 2	833	784	-	820	744	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	573	591	924	607	578	917	1446	-	-	1459	-	-
Mov Cap-2 Maneuver	573	591	-	607	578	-	-	-	-	-	-	-
Stage 1	815	743	-	866	783	-	-	-	-	-	-	-
Stage 2	795	783	-	787	731	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.9		9.9		0.1		1	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1446	-	-	582	779	1459	-	-
HCM Lane V/C Ratio	0.002	-	-	0.109	0.053	0.016	-	-
HCM Control Delay (s)	7.5	0	-	11.9	9.9	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↙
Traffic Vol, veh/h	0	65	55	0	60	40
Future Vol, veh/h	0	65	55	0	60	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	12	0	2	5	4
Mvmt Flow	0	74	63	0	68	45

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	63	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.32	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.408	-
Pot Cap-1 Maneuver	0	974	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	-	974	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	-	974	1521
HCM Lane V/C Ratio	-	0.076	0.045
HCM Control Delay (s)	-	9	7.5
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.2	0.1



Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖		↗			↖
Traffic Vol, veh/h	140	0	55	175	0	40
Future Vol, veh/h	140	0	55	175	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	0	9	2	4
Mvmt Flow	159	0	63	199	0	45

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	208	-	0	0	-
Stage 1	163	-	-	-	-
Stage 2	45	-	-	-	-
Critical Hdwy	6.44	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	-
Pot Cap-1 Maneuver	776	0	-	-	0
Stage 1	861	0	-	-	0
Stage 2	972	0	-	-	0
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	776	-	-	-	-
Mov Cap-2 Maneuver	776	-	-	-	-
Stage 1	861	-	-	-	-
Stage 2	972	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	776
HCM Lane V/C Ratio	-	-	0.205
HCM Control Delay (s)	-	-	10.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.8

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	175	140	65	60	0
Future Vol, veh/h	0	175	140	65	60	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	9	4	12	5	2
Mvmt Flow	0	199	159	74	68	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	395	-
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	-	-	-	-	6.45	-
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	-	-	3.545	-
Pot Cap-1 Maneuver	0	-	-	-	604	0
Stage 1	0	-	-	-	830	0
Stage 2	0	-	-	-	827	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	604	-
Mov Cap-2 Maneuver	-	-	-	-	604	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	827	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	11.7			
HCM LOS						B
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	604		
HCM Lane V/C Ratio	-	-	-	0.113		
HCM Control Delay (s)	-	-	-	11.7		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.4		

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑	↶	
Traffic Vol, veh/h	170	0	0	415	325	135
Future Vol, veh/h	170	0	0	415	325	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	2	2	8	1	3
Mvmt Flow	193	0	0	472	369	153

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	918	-	-	0	0
Stage 1	446	-	-	-	-
Stage 2	472	-	-	-	-
Critical Hdwy	6.43	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	-
Pot Cap-1 Maneuver	300	0	0	-	-
Stage 1	643	0	0	-	-
Stage 2	626	0	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	300	-	-	-	-
Mov Cap-2 Maneuver	300	-	-	-	-
Stage 1	643	-	-	-	-
Stage 2	626	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36.4	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	300	-	-
HCM Lane V/C Ratio	-	0.644	-	-
HCM Control Delay (s)	-	36.4	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	4.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	
Traffic Vol, veh/h	0	30	20	415	325	0
Future Vol, veh/h	0	30	20	415	325	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	8	1	3
Mvmt Flow	0	34	23	472	369	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	369	369	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	681	1201	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	681	1201	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1201	-	681	-
HCM Lane V/C Ratio	0.019	-	0.05	-
HCM Control Delay (s)	8.1	0	10.6	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-

**Intersection**

Int Delay, s/veh 0.6

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations	↔			↑	↔	
Traffic Vol, veh/h	170	30	0	135	20	0
Future Vol, veh/h	170	30	0	135	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	2	3	0	2
Mvmt Flow	193	34	0	153	23	0

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All	0	0	-	-	363	-
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	-	-	-	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	-
Pot Cap-1 Maneuver	-	-	0	-	640	0
Stage 1	-	-	0	-	830	0
Stage 2	-	-	0	-	880	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	640	-
Mov Cap-2 Maneuver	-	-	-	-	640	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	880	-

**Approach** EB WB NB

HCM Control Delay, s	0	0	10.8
HCM LOS			B

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBT

Capacity (veh/h)	640	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-
HCM Control Delay (s)	10.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	435	360	0
Future Vol, veh/h	0	0	0	435	360	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	7	1	2
Mvmt Flow	0	0	0	494	409	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	903	409	409	0	-	0
Stage 1	409	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	308	642	1150	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	308	642	1150	-	-	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	613	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1150	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	25	10	5	15	55	0	310	5	40	245	80
Future Vol, veh/h	50	25	10	5	15	55	0	310	5	40	245	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	0	0	0	0	11	0	0	3	0
Mvmt Flow	57	28	11	6	17	63	0	352	6	45	278	91

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	809	772	324	788	814	355	369	0	0	358	0	0
Stage 1	414	414	-	355	355	-	-	-	-	-	-	-
Stage 2	395	358	-	433	459	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	294	333	722	311	315	693	1201	-	-	1212	-	-
Stage 1	608	597	-	666	633	-	-	-	-	-	-	-
Stage 2	622	631	-	605	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	247	317	722	275	300	693	1201	-	-	1212	-	-
Mov Cap-2 Maneuver	247	317	-	275	300	-	-	-	-	-	-	-
Stage 1	608	569	-	666	633	-	-	-	-	-	-	-
Stage 2	551	631	-	539	543	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	23.7		13.5			0			0.9		
HCM LOS	C		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1201	-	-	288	508	1212	-	-
HCM Lane V/C Ratio	-	-	-	0.335	0.168	0.038	-	-
HCM Control Delay (s)	0	-	-	23.7	13.5	8.1	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.6	0.1	-	-

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↙
Traffic Vol, veh/h	0	125	190	0	80	180
Future Vol, veh/h	0	125	190	0	80	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	12	0	2	5	4
Mvmt Flow	0	142	216	0	91	205

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	216	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.32	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.408	-
Pot Cap-1 Maneuver	0	799	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	799	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	-	799	1336
HCM Lane V/C Ratio	-	0.178	0.068
HCM Control Delay (s)	-	10.5	7.9
HCM Lane LOS	-	B	A
HCM 95th %tile Q(veh)	-	0.6	0.2



15686.00 Stillpoint TIA  
 42: State Road & Edgartown-West Tisbury Road (south)

2022 Existing Conditions  
 Timing Plan: Saturday MIDDAY

Intersection						
Int Delay, s/veh	8.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↑
Traffic Vol, veh/h	285	0	190	290	0	180
Future Vol, veh/h	285	0	190	290	0	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	0	9	2	4
Mvmt Flow	324	0	216	330	0	205

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	586	-	0	0	-
Stage 1	381	-	-	-	-
Stage 2	205	-	-	-	-
Critical Hdwy	6.44	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	-
Pot Cap-1 Maneuver	469	0	-	-	0
Stage 1	686	0	-	-	0
Stage 2	825	0	-	-	0
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	469	-	-	-	-
Mov Cap-2 Maneuver	469	-	-	-	-
Stage 1	686	-	-	-	-
Stage 2	825	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	469
HCM Lane V/C Ratio	-	-	0.691
HCM Control Delay (s)	-	-	28.1
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	5.2

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	290	285	125	80	0
Future Vol, veh/h	0	290	285	125	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	9	4	12	5	2
Mvmt Flow	0	330	324	142	91	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	725	-
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	-	-	-	-	6.45	-
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	-	-	3.545	-
Pot Cap-1 Maneuver	0	-	-	-	388	0
Stage 1	0	-	-	-	674	0
Stage 2	0	-	-	-	722	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	388	-
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	722	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	17.1			
HCM LOS						C
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	388		
HCM Lane V/C Ratio	-	-	-	0.234		
HCM Control Delay (s)	-	-	-	17.1		
HCM Lane LOS	-	-	-	C		
HCM 95th %tile Q(veh)	-	-	-	0.9		

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↑	↗	
Traffic Vol, veh/h	135	0	0	215	145	95
Future Vol, veh/h	135	0	0	215	145	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	2	2	8	1	3
Mvmt Flow	153	0	0	244	165	108

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	463	-	-	0	0
Stage 1	219	-	-	-	-
Stage 2	244	-	-	-	-
Critical Hdwy	6.43	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	-
Pot Cap-1 Maneuver	555	0	0	-	-
Stage 1	815	0	0	-	-
Stage 2	794	0	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	555	-	-	-	-
Mov Cap-2 Maneuver	555	-	-	-	-
Stage 1	815	-	-	-	-
Stage 2	794	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	555	-	-
HCM Lane V/C Ratio	-	0.276	-	-
HCM Control Delay (s)	-	13.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	1.1	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↑	
Traffic Vol, veh/h	0	35	35	215	145	0
Future Vol, veh/h	0	35	35	215	145	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	8	1	3
Mvmt Flow	0	40	40	244	165	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	165	165	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	885	1426	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	885	1426	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1426	-	885	-
HCM Lane V/C Ratio	0.028	-	0.045	-
HCM Control Delay (s)	7.6	0	9.3	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↔	
Traffic Vol, veh/h	135	35	0	95	35	0
Future Vol, veh/h	135	35	0	95	35	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	2	3	0	2
Mvmt Flow	153	40	0	108	40	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	281
Stage 1	-	-	-	-	173
Stage 2	-	-	-	-	108
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	-	-	0	-	713
Stage 1	-	-	0	-	862
Stage 2	-	-	0	-	921
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	713
Mov Cap-2 Maneuver	-	-	-	-	713
Stage 1	-	-	-	-	862
Stage 2	-	-	-	-	921

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	713	-	-	-
HCM Lane V/C Ratio	0.056	-	-	-
HCM Control Delay (s)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	0	0	250	180	0
Future Vol, veh/h	0	0	0	250	180	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	7	1	2
Mvmt Flow	0	0	0	284	205	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	489	205	205	0	-	0
Stage 1	205	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	538	836	1366	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	538	836	1366	-	-	-
Mov Cap-2 Maneuver	538	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1366	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	30	2	0	10	30	0	160	2	10	135	35
Future Vol, veh/h	40	30	2	0	10	30	0	160	2	10	135	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	0	0	0	0	11	0	0	3	0
Mvmt Flow	45	34	2	0	11	34	0	182	2	11	153	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	401	379	173	396	398	183	193	0	0	184	0	0
Stage 1	195	195	-	183	183	-	-	-	-	-	-	-
Stage 2	206	184	-	213	215	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	553	556	876	568	543	865	1392	-	-	1403	-	-
Stage 1	798	743	-	823	752	-	-	-	-	-	-	-
Stage 2	787	751	-	794	729	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	519	551	876	536	538	865	1392	-	-	1403	-	-
Mov Cap-2 Maneuver	519	551	-	536	538	-	-	-	-	-	-	-
Stage 1	798	736	-	823	752	-	-	-	-	-	-	-
Stage 2	745	751	-	748	722	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.9		10.1		0		0.4	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	538	751	1403	-	-
HCM Lane V/C Ratio	-	-	-	0.152	0.061	0.008	-	-
HCM Control Delay (s)	0	-	-	12.9	10.1	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↘
Traffic Vol, veh/h	0	65	95	0	85	60
Future Vol, veh/h	0	65	95	0	85	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	12	0	2	5	4
Mvmt Flow	0	74	108	0	97	68

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	108	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.32	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.408	-
Pot Cap-1 Maneuver	0	919	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	919	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	-	919	1464
HCM Lane V/C Ratio	-	0.08	0.066
HCM Control Delay (s)	-	9.3	7.6
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.3	0.2



15686.00 Stillpoint TIA  
 42: State Road & Edgartown-West Tisbury Road (south)

2022 Existing Conditions  
 Timing Plan: Saturday Evening

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶		↷			↶
Traffic Vol, veh/h	255	0	95	230	0	60
Future Vol, veh/h	255	0	95	230	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	0	9	2	4
Mvmt Flow	290	0	108	261	0	68

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	307	-	0	0	-
Stage 1	239	-	-	-	-
Stage 2	68	-	-	-	-
Critical Hdwy	6.44	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	-
Pot Cap-1 Maneuver	681	0	-	-	0
Stage 1	796	0	-	-	0
Stage 2	950	0	-	-	0
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	681	-	-	-	-
Mov Cap-2 Maneuver	681	-	-	-	-
Stage 1	796	-	-	-	-
Stage 2	950	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	681
HCM Lane V/C Ratio	-	-	0.426
HCM Control Delay (s)	-	-	14.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	2.1

**Intersection**

Int Delay, s/veh 2

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	230	255	65	85	0
Future Vol, veh/h	0	230	255	65	85	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	9	4	12	5	2
Mvmt Flow	0	261	290	74	97	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	-	0	-	0	588	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	-	-	-	-	6.45	-
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	-	-	3.545	-
Pot Cap-1 Maneuver	0	-	-	-	466	0
Stage 1	0	-	-	-	724	0
Stage 2	0	-	-	-	776	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	466	-
Mov Cap-2 Maneuver	-	-	-	-	466	-
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	776	-

**Approach** EB WB SB

HCM Control Delay, s	0	0	14.7
HCM LOS			B

**Minor Lane/Major Mvmt** EBT WBT WBR SBLn1

Capacity (veh/h)	-	-	-	466
HCM Lane V/C Ratio	-	-	-	0.207
HCM Control Delay (s)	-	-	-	14.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.8

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↑	↗	
Traffic Vol, veh/h	60	0	0	190	140	60
Future Vol, veh/h	60	0	0	190	140	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	2	2	8	1	3
Mvmt Flow	68	0	0	216	159	68

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	409	-	-	0	-
Stage 1	193	-	-	-	-
Stage 2	216	-	-	-	-
Critical Hdwy	6.43	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	-
Pot Cap-1 Maneuver	597	0	0	-	-
Stage 1	837	0	0	-	-
Stage 2	818	0	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	597	-	-	-	-
Mov Cap-2 Maneuver	597	-	-	-	-
Stage 1	837	-	-	-	-
Stage 2	818	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	597	-	-
HCM Lane V/C Ratio	-	0.114	-	-
HCM Control Delay (s)	-	11.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↑	
Traffic Vol, veh/h	0	30	10	190	140	0
Future Vol, veh/h	0	30	10	190	140	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	8	1	3
Mvmt Flow	0	34	11	216	159	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	159	159	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	892	1433	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	892	1433	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1433	-	892	-
HCM Lane V/C Ratio	0.008	-	0.038	-
HCM Control Delay (s)	7.5	0	9.2	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↔	
Traffic Vol, veh/h	60	30	0	60	10	0
Future Vol, veh/h	60	30	0	60	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	2	3	0	2
Mvmt Flow	68	34	0	68	11	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	153
Stage 1	-	-	-	-	85
Stage 2	-	-	-	-	68
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	-	-	0	-	843
Stage 1	-	-	0	-	943
Stage 2	-	-	0	-	960
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	843
Mov Cap-2 Maneuver	-	-	-	-	843
Stage 1	-	-	-	-	943
Stage 2	-	-	-	-	960

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	843	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	0	0	205	170	0
Future Vol, veh/h	0	0	0	205	170	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	7	1	2
Mvmt Flow	0	0	0	233	193	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	426	193	193	0	0
Stage 1	193	-	-	-	-
Stage 2	233	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	585	849	1380	-	-
Stage 1	840	-	-	-	-
Stage 2	806	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	585	849	1380	-	-
Mov Cap-2 Maneuver	585	-	-	-	-
Stage 1	840	-	-	-	-
Stage 2	806	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1380	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	15	1	1	10	30	2	135	1	25	115	35
Future Vol, veh/h	45	15	1	1	10	30	2	135	1	25	115	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	0	0	0	0	11	0	0	3	0
Mvmt Flow	51	17	1	1	11	34	2	153	1	28	131	40

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	387	365	151	374	385	154	171	0	0	154	0	0
Stage 1	207	207	-	158	158	-	-	-	-	-	-	-
Stage 2	180	158	-	216	227	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	564	566	901	587	552	897	1418	-	-	1439	-	-
Stage 1	786	734	-	849	771	-	-	-	-	-	-	-
Stage 2	813	771	-	791	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	524	552	901	562	539	897	1418	-	-	1439	-	-
Mov Cap-2 Maneuver	524	552	-	562	539	-	-	-	-	-	-	-
Stage 1	784	718	-	847	769	-	-	-	-	-	-	-
Stage 2	769	769	-	754	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	10	0.1	1.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1418	-	-	534	762	1439	-
HCM Lane V/C Ratio	0.002	-	-	0.13	0.061	0.02	-
HCM Control Delay (s)	7.5	0	-	12.7	10	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.1	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↖
Traffic Vol, veh/h	0	75	60	0	70	45
Future Vol, veh/h	0	75	60	0	70	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	12	0	2	5	4
Mvmt Flow	0	85	68	0	80	51

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	68	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.32	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.408	-
Pot Cap-1 Maneuver	0	968	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	968	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	4.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	-	968	1514
HCM Lane V/C Ratio	-	0.088	0.053
HCM Control Delay (s)	-	9.1	7.5
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.3	0.2



Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	160	0	60	195	0	45
Future Vol, veh/h	160	0	60	195	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	0	9	2	4
Mvmt Flow	182	0	68	222	0	51

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	230	-	0	0	-
Stage 1	179	-	-	-	-
Stage 2	51	-	-	-	-
Critical Hdwy	6.44	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	-
Pot Cap-1 Maneuver	754	0	-	-	0
Stage 1	847	0	-	-	0
Stage 2	966	0	-	-	0
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	754	-	-	-	-
Mov Cap-2 Maneuver	754	-	-	-	-
Stage 1	847	-	-	-	-
Stage 2	966	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	754
HCM Lane V/C Ratio	-	-	0.241
HCM Control Delay (s)	-	-	11.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.9

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	195	160	75	70	0
Future Vol, veh/h	0	195	160	75	70	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	9	4	12	5	2
Mvmt Flow	0	222	182	85	80	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	447	-
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	-	-	6.45	-
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	-	-	3.545	-
Pot Cap-1 Maneuver	0	-	-	-	564	0
Stage 1	0	-	-	-	805	0
Stage 2	0	-	-	-	808	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	564	-
Mov Cap-2 Maneuver	-	-	-	-	564	-
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	808	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	12.4			
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	564		
HCM Lane V/C Ratio	-	-	-	0.141		
HCM Control Delay (s)	-	-	-	12.4		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.5		

Intersection						
Int Delay, s/veh	10.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Traffic Vol, veh/h	190	0	0	465	365	150
Future Vol, veh/h	190	0	0	465	365	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	2	2	8	1	3
Mvmt Flow	216	0	0	528	415	170

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1028	-	-	0	-
Stage 1	500	-	-	-	-
Stage 2	528	-	-	-	-
Critical Hdwy	6.43	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	-
Pot Cap-1 Maneuver	258	0	0	-	-
Stage 1	607	0	0	-	-
Stage 2	590	0	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	258	-	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-
Stage 1	607	-	-	-	-
Stage 2	590	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	63.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	258	-	-
HCM Lane V/C Ratio	-	0.837	-	-
HCM Control Delay (s)	-	63.5	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	6.7	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	
Traffic Vol, veh/h	0	35	25	465	365	0
Future Vol, veh/h	0	35	25	465	365	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	8	1	3
Mvmt Flow	0	40	28	528	415	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	415	415	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	642	1155	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	642	1155	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1155	-	642	-
HCM Lane V/C Ratio	0.025	-	0.062	-
HCM Control Delay (s)	8.2	0	11	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↔	
Traffic Vol, veh/h	190	35	0	150	25	0
Future Vol, veh/h	190	35	0	150	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	2	3	0	2
Mvmt Flow	216	40	0	170	28	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	406
Stage 1	-	-	-	-	236
Stage 2	-	-	-	-	170
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	-	-	0	-	605
Stage 1	-	-	0	-	808
Stage 2	-	-	0	-	865
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	605
Mov Cap-2 Maneuver	-	-	-	-	605
Stage 1	-	-	-	-	808
Stage 2	-	-	-	-	865

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	605	-	-	-
HCM Lane V/C Ratio	0.047	-	-	-
HCM Control Delay (s)	11.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	490	405	0
Future Vol, veh/h	0	0	0	490	405	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	7	1	2
Mvmt Flow	0	0	0	557	460	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1017	460	460	0	0
Stage 1	460	-	-	-	-
Stage 2	557	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	263	601	1101	-	-
Stage 1	636	-	-	-	-
Stage 2	574	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	263	601	1101	-	-
Mov Cap-2 Maneuver	263	-	-	-	-
Stage 1	636	-	-	-	-
Stage 2	574	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1101	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	55	30	10	5	15	60	0	350	5	45	275	90
Future Vol, veh/h	55	30	10	5	15	60	0	350	5	45	275	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	0	0	0	0	11	0	0	3	0
Mvmt Flow	63	34	11	6	17	68	0	398	6	51	313	102

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	910	870	364	890	918	401	415	0	0	404	0	0
Stage 1	466	466	-	401	401	-	-	-	-	-	-	-
Stage 2	444	404	-	489	517	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	251	292	685	266	274	653	1155	-	-	1166	-	-
Stage 1	569	566	-	630	604	-	-	-	-	-	-	-
Stage 2	585	603	-	564	537	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	204	275	685	226	258	653	1155	-	-	1166	-	-
Mov Cap-2 Maneuver	204	275	-	226	258	-	-	-	-	-	-	-
Stage 1	569	533	-	630	604	-	-	-	-	-	-	-
Stage 2	509	603	-	489	506	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	31.3		14.6		0		0.9	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1155	-	-	242	465	1166	-	-
HCM Lane V/C Ratio	-	-	-	0.446	0.196	0.044	-	-
HCM Control Delay (s)	0	-	-	31.3	14.6	8.2	0	-
HCM Lane LOS	A	-	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.1	0.7	0.1	-	-

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↘
Traffic Vol, veh/h	0	140	215	0	90	205
Future Vol, veh/h	0	140	215	0	90	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	12	0	2	5	4
Mvmt Flow	0	159	244	0	102	233

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	244	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.32	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.408	-
Pot Cap-1 Maneuver	0	771	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	771	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	-	771	1305
HCM Lane V/C Ratio	-	0.206	0.078
HCM Control Delay (s)	-	10.9	8
HCM Lane LOS	-	B	A
HCM 95th %tile Q(veh)	-	0.8	0.3



Intersection						
Int Delay, s/veh	14.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖		↗			↖
Traffic Vol, veh/h	320	0	215	325	0	205
Future Vol, veh/h	320	0	215	325	0	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	0	9	2	4
Mvmt Flow	364	0	244	369	0	233

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	662	-	0	0	-
Stage 1	429	-	-	-	-
Stage 2	233	-	-	-	-
Critical Hdwy	6.44	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	-
Pot Cap-1 Maneuver	424	0	-	-	0
Stage 1	652	0	-	-	0
Stage 2	801	0	-	-	0
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	424	-	-	-	-
Mov Cap-2 Maneuver	424	-	-	-	-
Stage 1	652	-	-	-	-
Stage 2	801	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	47.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	424
HCM Lane V/C Ratio	-	-	0.858
HCM Control Delay (s)	-	-	47.1
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	8.5

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	325	320	140	90	0
Future Vol, veh/h	0	325	320	140	90	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	9	4	12	5	2
Mvmt Flow	0	369	364	159	102	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	813	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	369	-
Critical Hdwy	-	-	-	-	6.45	-
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	-	-	3.545	-
Pot Cap-1 Maneuver	0	-	-	-	344	0
Stage 1	0	-	-	-	640	0
Stage 2	0	-	-	-	693	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	344	-
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	693	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	19.8			
HCM LOS						C
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	344		
HCM Lane V/C Ratio	-	-	-	0.297		
HCM Control Delay (s)	-	-	-	19.8		
HCM Lane LOS	-	-	-	C		
HCM 95th %tile Q(veh)	-	-	-	1.2		

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Traffic Vol, veh/h	150	0	0	240	165	105
Future Vol, veh/h	150	0	0	240	165	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	2	2	8	1	3
Mvmt Flow	170	0	0	273	188	119

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	521	-	-	0	0
Stage 1	248	-	-	-	-
Stage 2	273	-	-	-	-
Critical Hdwy	6.43	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	-
Pot Cap-1 Maneuver	514	0	0	-	-
Stage 1	791	0	0	-	-
Stage 2	771	0	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	514	-	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-
Stage 1	791	-	-	-	-
Stage 2	771	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	514	-	-
HCM Lane V/C Ratio	-	0.332	-	-
HCM Control Delay (s)	-	15.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.4	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↑	
Traffic Vol, veh/h	0	40	40	240	165	0
Future Vol, veh/h	0	40	40	240	165	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	8	1	3
Mvmt Flow	0	45	45	273	188	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	188	188	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	859	1398	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	859	1398	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1398	-	859	-
HCM Lane V/C Ratio	0.033	-	0.053	-
HCM Control Delay (s)	7.7	0	9.4	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↔	
Traffic Vol, veh/h	150	40	0	105	40	0
Future Vol, veh/h	150	40	0	105	40	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	2	3	0	2
Mvmt Flow	170	45	0	119	45	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	312
Stage 1	-	-	-	-	193
Stage 2	-	-	-	-	119
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	-	-	0	-	685
Stage 1	-	-	0	-	845
Stage 2	-	-	0	-	911
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	685
Mov Cap-2 Maneuver	-	-	-	-	685
Stage 1	-	-	-	-	845
Stage 2	-	-	-	-	911

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	685	-	-	-
HCM Lane V/C Ratio	0.066	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	0	0	280	205	0
Future Vol, veh/h	0	0	0	280	205	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	7	1	2
Mvmt Flow	0	0	0	318	233	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	551	233	233	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	495	806	1335	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	495	806	1335	-	-	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1335	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	35	2	0	10	35	0	180	2	10	150	40
Future Vol, veh/h	45	35	2	0	10	35	0	180	2	10	150	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	0	0	0	0	11	0	0	3	0
Mvmt Flow	51	40	2	0	11	40	0	205	2	11	170	45

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	447	422	193	442	443	206	215	0	0	207	0	0
Stage 1	215	215	-	206	206	-	-	-	-	-	-	-
Stage 2	232	207	-	236	237	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	515	526	854	529	512	840	1367	-	-	1376	-	-
Stage 1	778	729	-	801	735	-	-	-	-	-	-	-
Stage 2	762	734	-	772	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	479	521	854	494	507	840	1367	-	-	1376	-	-
Mov Cap-2 Maneuver	479	521	-	494	507	-	-	-	-	-	-	-
Stage 1	778	722	-	801	735	-	-	-	-	-	-	-
Stage 2	715	734	-	721	707	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	13.8		10.3		0			0.4		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1367	-	-	502	733	1376	-	-
HCM Lane V/C Ratio	-	-	-	0.186	0.07	0.008	-	-
HCM Control Delay (s)	0	-	-	13.8	10.3	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.2	0	-	-

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↙
Traffic Vol, veh/h	0	75	105	0	95	70
Future Vol, veh/h	0	75	105	0	95	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	12	0	2	5	4
Mvmt Flow	0	85	119	0	108	80

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	119	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.32	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.408	-
Pot Cap-1 Maneuver	0	906	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	-	906	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	4.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	-	906	1451
HCM Lane V/C Ratio	-	0.094	0.074
HCM Control Delay (s)	-	9.4	7.7
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.3	0.2



Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↑
Traffic Vol, veh/h	285	0	105	260	0	70
Future Vol, veh/h	285	0	105	260	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	0	9	2	4
Mvmt Flow	324	0	119	295	0	80

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	347	-	0	0	-
Stage 1	267	-	-	-	-
Stage 2	80	-	-	-	-
Critical Hdwy	6.44	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	-
Pot Cap-1 Maneuver	646	0	-	-	0
Stage 1	773	0	-	-	0
Stage 2	938	0	-	-	0
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	646	-	-	-	-
Mov Cap-2 Maneuver	646	-	-	-	-
Stage 1	773	-	-	-	-
Stage 2	938	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	646
HCM Lane V/C Ratio	-	-	0.501
HCM Control Delay (s)	-	-	16
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2.8

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	260	285	75	95	0
Future Vol, veh/h	0	260	285	75	95	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	9	4	12	5	2
Mvmt Flow	0	295	324	85	108	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	662	-
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	-	-	-	-	6.45	-
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	-	-	3.545	-
Pot Cap-1 Maneuver	0	-	-	-	422	0
Stage 1	0	-	-	-	694	0
Stage 2	0	-	-	-	749	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	422	-
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	749	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	16.4			
HCM LOS						C
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	422		
HCM Lane V/C Ratio	-	-	-	0.256		
HCM Control Delay (s)	-	-	-	16.4		
HCM Lane LOS	-	-	-	C		
HCM 95th %tile Q(veh)	-	-	-	1		

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	60	0	0	210	160	60
Future Vol, veh/h	60	0	0	210	160	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	2	2	8	1	3
Mvmt Flow	68	0	0	239	182	68

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	455	-	0
Stage 1	216	-	-
Stage 2	239	-	-
Critical Hdwy	6.43	-	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	-	-
Pot Cap-1 Maneuver	561	0	-
Stage 1	818	0	-
Stage 2	798	0	-
Platoon blocked, %			
Mov Cap-1 Maneuver	561	-	-
Mov Cap-2 Maneuver	561	-	-
Stage 1	818	-	-
Stage 2	798	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	561	-	-
HCM Lane V/C Ratio	-	0.122	-	-
HCM Control Delay (s)	-	12.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↑	
Traffic Vol, veh/h	0	35	15	210	160	0
Future Vol, veh/h	0	35	15	210	160	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	8	1	3
Mvmt Flow	0	40	17	239	182	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	182	182	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	866	1405	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	866	1405	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1405	-	866	-
HCM Lane V/C Ratio	0.012	-	0.046	-
HCM Control Delay (s)	7.6	0	9.4	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↗	
Traffic Vol, veh/h	60	35	0	60	15	0
Future Vol, veh/h	60	35	0	60	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	2	3	0	2
Mvmt Flow	68	40	0	68	17	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	156
Stage 1	-	-	-	-	88
Stage 2	-	-	-	-	68
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	-	-	0	-	840
Stage 1	-	-	0	-	940
Stage 2	-	-	0	-	960
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	840
Mov Cap-2 Maneuver	-	-	-	-	840
Stage 1	-	-	-	-	940
Stage 2	-	-	-	-	960

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	840	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-
HCM Control Delay (s)	9.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	25	25	25	205	170	25
Future Vol, veh/h	25	25	25	205	170	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	7	1	2
Mvmt Flow	28	28	28	233	193	28

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	496	207	221	0	0
Stage 1	207	-	-	-	-
Stage 2	289	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	533	833	1348	-	-
Stage 1	828	-	-	-	-
Stage 2	760	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	520	833	1348	-	-
Mov Cap-2 Maneuver	520	-	-	-	-
Stage 1	808	-	-	-	-
Stage 2	760	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	640	-	-
HCM Lane V/C Ratio	0.021	-	0.089	-	-
HCM Control Delay (s)	7.7	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	15	1	1	10	30	2	160	1	25	140	35
Future Vol, veh/h	45	15	1	1	10	30	2	160	1	25	140	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	0	0	0	0	11	0	0	3	0
Mvmt Flow	51	17	1	1	11	34	2	182	1	28	159	40

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	444	422	179	431	442	183	199	0	0	183	0	0
Stage 1	235	235	-	187	187	-	-	-	-	-	-	-
Stage 2	209	187	-	244	255	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	517	526	869	538	513	865	1385	-	-	1404	-	-
Stage 1	759	714	-	819	749	-	-	-	-	-	-	-
Stage 2	784	749	-	764	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	479	513	869	514	500	865	1385	-	-	1404	-	-
Mov Cap-2 Maneuver	479	513	-	514	500	-	-	-	-	-	-	-
Stage 1	757	698	-	817	748	-	-	-	-	-	-	-
Stage 2	740	748	-	727	684	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.5		10.3		0.1		1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1385	-	-	491	724	1404	-	-
HCM Lane V/C Ratio	0.002	-	-	0.141	0.064	0.02	-	-
HCM Control Delay (s)	7.6	0	-	13.5	10.3	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-	-

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↘
Traffic Vol, veh/h	0	95	65	0	90	50
Future Vol, veh/h	0	95	65	0	90	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	12	0	2	5	4
Mvmt Flow	0	108	74	0	102	57

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	74	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.32	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.408	-
Pot Cap-1 Maneuver	0	961	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			
Mov Cap-1 Maneuver	-	961	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	-	961	1507
HCM Lane V/C Ratio	-	0.112	0.068
HCM Control Delay (s)	-	9.2	7.6
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.4	0.2



Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖		↗			↕
Traffic Vol, veh/h	160	0	65	195	0	50
Future Vol, veh/h	160	0	65	195	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	0	9	2	4
Mvmt Flow	182	0	74	222	0	57

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	242	-	0	0	-
Stage 1	185	-	-	-	-
Stage 2	57	-	-	-	-
Critical Hdwy	6.44	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	-
Pot Cap-1 Maneuver	742	0	-	-	0
Stage 1	842	0	-	-	0
Stage 2	960	0	-	-	0
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	742	-	-	-	-
Mov Cap-2 Maneuver	742	-	-	-	-
Stage 1	842	-	-	-	-
Stage 2	960	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	742
HCM Lane V/C Ratio	-	-	0.245
HCM Control Delay (s)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	195	160	95	90	0
Future Vol, veh/h	0	195	160	95	90	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	9	4	12	5	2
Mvmt Flow	0	222	182	108	102	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	458	-
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	-	-	6.45	-
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	-	-	3.545	-
Pot Cap-1 Maneuver	0	-	-	-	555	0
Stage 1	0	-	-	-	796	0
Stage 2	0	-	-	-	808	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	555	-
Mov Cap-2 Maneuver	-	-	-	-	555	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	808	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	12.9			
HCM LOS						B
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	555		
HCM Lane V/C Ratio	-	-	-	0.184		
HCM Control Delay (s)	-	-	-	12.9		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.7		

Intersection						
Int Delay, s/veh	11.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↑	↗	
Traffic Vol, veh/h	190	0	0	475	375	150
Future Vol, veh/h	190	0	0	475	375	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	2	2	8	1	3
Mvmt Flow	216	0	0	540	426	170

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1051	-	-	0	0
Stage 1	511	-	-	-	-
Stage 2	540	-	-	-	-
Critical Hdwy	6.43	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	-
Pot Cap-1 Maneuver	250	0	0	-	-
Stage 1	600	0	0	-	-
Stage 2	582	0	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	250	-	-	-	-
Mov Cap-2 Maneuver	250	-	-	-	-
Stage 1	600	-	-	-	-
Stage 2	582	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	69.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	250	-	-
HCM Lane V/C Ratio	-	0.864	-	-
HCM Control Delay (s)	-	69.6	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	7.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↑	
Traffic Vol, veh/h	0	35	25	475	375	0
Future Vol, veh/h	0	35	25	475	375	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	8	1	3
Mvmt Flow	0	40	28	540	426	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	426	426	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	633	1144	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	633	1144	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1144	-	633	-
HCM Lane V/C Ratio	0.025	-	0.063	-
HCM Control Delay (s)	8.2	0	11.1	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↔	
Traffic Vol, veh/h	190	35	0	150	25	0
Future Vol, veh/h	190	35	0	150	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	2	3	0	2
Mvmt Flow	216	40	0	170	28	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	406
Stage 1	-	-	-	-	236
Stage 2	-	-	-	-	170
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	-	-	0	-	605
Stage 1	-	-	0	-	808
Stage 2	-	-	0	-	865
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	605
Mov Cap-2 Maneuver	-	-	-	-	605
Stage 1	-	-	-	-	808
Stage 2	-	-	-	-	865

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	605	-	-	-
HCM Lane V/C Ratio	0.047	-	-	-
HCM Control Delay (s)	11.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	10	10	490	405	10
Future Vol, veh/h	10	10	10	490	405	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	7	1	2
Mvmt Flow	11	11	11	557	460	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1045	466	471	0	-	0
Stage 1	466	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	253	597	1091	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	249	597	1091	-	-	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1091	-	351	-	-
HCM Lane V/C Ratio	0.01	-	0.065	-	-
HCM Control Delay (s)	8.3	0	16	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	55	30	10	5	15	60	0	360	5	45	285	90
Future Vol, veh/h	55	30	10	5	15	60	0	360	5	45	285	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	0	0	0	0	11	0	0	3	0
Mvmt Flow	63	34	11	6	17	68	0	409	6	51	324	102

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	932	892	375	912	940	412	426	0	0	415	0	0
Stage 1	477	477	-	412	412	-	-	-	-	-	-	-
Stage 2	455	415	-	500	528	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	243	283	676	257	266	644	1144	-	-	1155	-	-
Stage 1	562	559	-	621	598	-	-	-	-	-	-	-
Stage 2	577	596	-	557	531	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	197	266	676	218	250	644	1144	-	-	1155	-	-
Mov Cap-2 Maneuver	197	266	-	218	250	-	-	-	-	-	-	-
Stage 1	562	526	-	621	598	-	-	-	-	-	-	-
Stage 2	501	596	-	482	500	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	32.9		14.9		0		0.9	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1144	-	-	234	454	1155	-	-
HCM Lane V/C Ratio	-	-	-	0.461	0.2	0.044	-	-
HCM Control Delay (s)	0	-	-	32.9	14.9	8.3	0	-
HCM Lane LOS	A	-	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.2	0.7	0.1	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↙
Traffic Vol, veh/h	0	150	215	0	100	205
Future Vol, veh/h	0	150	215	0	100	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	12	0	2	5	4
Mvmt Flow	0	170	244	0	114	233

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	244	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.32	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.408	-
Pot Cap-1 Maneuver	0	771	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	771	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	2.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	-	771	1305
HCM Lane V/C Ratio	-	0.221	0.087
HCM Control Delay (s)	-	11	8
HCM Lane LOS	-	B	A
HCM 95th %tile Q(veh)	-	0.8	0.3



Intersection						
Int Delay, s/veh	14.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖		↗			↖
Traffic Vol, veh/h	320	0	215	325	0	205
Future Vol, veh/h	320	0	215	325	0	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	0	9	2	4
Mvmt Flow	364	0	244	369	0	233

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	662	-	0	0	-	-
Stage 1	429	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.44	-	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	-	-
Pot Cap-1 Maneuver	424	0	-	-	0	-
Stage 1	652	0	-	-	0	-
Stage 2	801	0	-	-	0	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	424	-	-	-	-	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	47.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	424
HCM Lane V/C Ratio	-	-	0.858
HCM Control Delay (s)	-	-	47.1
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	8.5

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	325	320	150	100	0
Future Vol, veh/h	0	325	320	150	100	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	9	4	12	5	2
Mvmt Flow	0	369	364	170	114	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	818	-
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	369	-
Critical Hdwy	-	-	-	-	6.45	-
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	-	-	3.545	-
Pot Cap-1 Maneuver	0	-	-	-	342	0
Stage 1	0	-	-	-	637	0
Stage 2	0	-	-	-	693	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	342	-
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	693	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	20.7			
HCM LOS						C
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	342		
HCM Lane V/C Ratio	-	-	-	0.332		
HCM Control Delay (s)	-	-	-	20.7		
HCM Lane LOS	-	-	-	C		
HCM 95th %tile Q(veh)	-	-	-	1.4		

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Traffic Vol, veh/h	150	0	0	260	185	105
Future Vol, veh/h	150	0	0	260	185	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	2	2	8	1	3
Mvmt Flow	170	0	0	295	210	119

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	565	-	-	0	-
Stage 1	270	-	-	-	-
Stage 2	295	-	-	-	-
Critical Hdwy	6.43	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	-
Pot Cap-1 Maneuver	485	0	0	-	-
Stage 1	773	0	0	-	-
Stage 2	753	0	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	485	-	-	-	-
Mov Cap-2 Maneuver	485	-	-	-	-
Stage 1	773	-	-	-	-
Stage 2	753	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	485	-	-
HCM Lane V/C Ratio	-	0.351	-	-
HCM Control Delay (s)	-	16.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.6	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	
Traffic Vol, veh/h	0	45	45	260	185	0
Future Vol, veh/h	0	45	45	260	185	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	8	1	3
Mvmt Flow	0	51	51	295	210	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	210	210	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	835	1373	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	835	1373	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1373	-	835	-
HCM Lane V/C Ratio	0.037	-	0.061	-
HCM Control Delay (s)	7.7	0	9.6	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-

**Intersection**

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↔	
Traffic Vol, veh/h	150	45	0	105	45	0
Future Vol, veh/h	150	45	0	105	45	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	2	3	0	2
Mvmt Flow	170	51	0	119	51	0

**Major/Minor**

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	315
Stage 1	-	-	-	-	196
Stage 2	-	-	-	-	119
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	-	-	0	-	682
Stage 1	-	-	0	-	842
Stage 2	-	-	0	-	911
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	682
Mov Cap-2 Maneuver	-	-	-	-	682
Stage 1	-	-	-	-	842
Stage 2	-	-	-	-	911

**Approach**

	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

**Minor Lane/Major Mvmt**

	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	682	-	-	-
HCM Lane V/C Ratio	0.075	-	-	-
HCM Control Delay (s)	10.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	25	25	25	280	205	25
Future Vol, veh/h	25	25	25	280	205	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	7	1	2
Mvmt Flow	28	28	28	318	233	28

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	621	247	261	0	0
Stage 1	247	-	-	-	-
Stage 2	374	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	451	792	1303	-	-
Stage 1	794	-	-	-	-
Stage 2	696	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	439	792	1303	-	-
Mov Cap-2 Maneuver	439	-	-	-	-
Stage 1	773	-	-	-	-
Stage 2	696	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	565	-	-
HCM Lane V/C Ratio	0.022	-	0.101	-	-
HCM Control Delay (s)	7.8	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	35	2	0	10	35	0	205	2	10	175	40
Future Vol, veh/h	45	35	2	0	10	35	0	205	2	10	175	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	0	0	0	0	11	0	0	3	0
Mvmt Flow	51	40	2	0	11	40	0	233	2	11	199	45

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	504	479	222	499	500	234	244	0	0	235	0	0
Stage 1	244	244	-	234	234	-	-	-	-	-	-	-
Stage 2	260	235	-	265	266	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	472	489	823	485	476	810	1334	-	-	1344	-	-
Stage 1	751	708	-	774	715	-	-	-	-	-	-	-
Stage 2	736	714	-	745	692	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	437	484	823	450	471	810	1334	-	-	1344	-	-
Mov Cap-2 Maneuver	437	484	-	450	471	-	-	-	-	-	-	-
Stage 1	751	701	-	774	715	-	-	-	-	-	-	-
Stage 2	689	714	-	694	685	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	14.8		10.6		0			0.3		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1334	-	-	461	698	1344	-	-
HCM Lane V/C Ratio	-	-	-	0.202	0.073	0.008	-	-
HCM Control Delay (s)	0	-	-	14.8	10.6	7.7	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.2	0	-	-

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↙
Traffic Vol, veh/h	0	95	110	0	115	75
Future Vol, veh/h	0	95	110	0	115	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	12	0	2	5	4
Mvmt Flow	0	108	125	0	131	85

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	125	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.32	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.408	-
Pot Cap-1 Maneuver	0	899	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			
Mov Cap-1 Maneuver	-	899	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	4.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	-	899	1443
HCM Lane V/C Ratio	-	0.12	0.091
HCM Control Delay (s)	-	9.6	7.7
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.4	0.3



Intersection						
Int Delay, s/veh	6.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↑
Traffic Vol, veh/h	285	0	110	260	0	75
Future Vol, veh/h	285	0	110	260	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	0	9	2	4
Mvmt Flow	324	0	125	295	0	85

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	358	-	0	0	-
Stage 1	273	-	-	-	-
Stage 2	85	-	-	-	-
Critical Hdwy	6.44	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	-
Pot Cap-1 Maneuver	636	0	-	-	0
Stage 1	768	0	-	-	0
Stage 2	933	0	-	-	0
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	636	-	-	-	-
Mov Cap-2 Maneuver	636	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	933	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	636
HCM Lane V/C Ratio	-	-	0.509
HCM Control Delay (s)	-	-	16.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2.9

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	260	285	95	115	0
Future Vol, veh/h	0	260	285	95	115	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	9	4	12	5	2
Mvmt Flow	0	295	324	108	131	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	673	-
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	-	-	-	-	6.45	-
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	-	-	3.545	-
Pot Cap-1 Maneuver	0	-	-	-	416	0
Stage 1	0	-	-	-	686	0
Stage 2	0	-	-	-	749	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	416	-
Mov Cap-2 Maneuver	-	-	-	-	416	-
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	749	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	17.6			
HCM LOS				C		
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	416		
HCM Lane V/C Ratio	-	-	-	0.314		
HCM Control Delay (s)	-	-	-	17.6		
HCM Lane LOS	-	-	-	C		
HCM 95th %tile Q(veh)	-	-	-	1.3		